

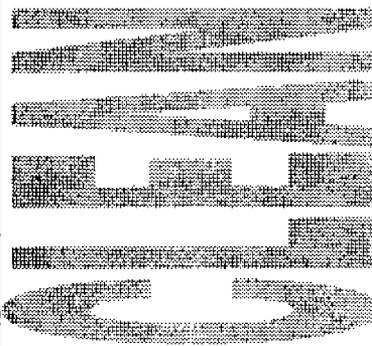
Final Environmental Baseline Survey

Naval Station Puget Sound (NAVSTA PS), Seattle
Seattle, Washington
CTO 0104

Revision Date:
March 1, 1996

NORTHWEST AREA

COMPREHENSIVE LONG-TERM ENVIRONMENTAL ACTION NAVY



ENGINEERING FIELD ACTIVITY
NORTHWEST, NAVAL FACILITIES
ENGINEERING COMMAND
CONTRACT #N62474-89-D-9295



THE URS TEAM

URS Consultants

Science Applications
International Corp.

Shannon & Wilson, Inc.

**FINAL
ENVIRONMENTAL BASELINE SURVEY
FOR THE
COMPREHENSIVE LONG-TERM ENVIRONMENTAL ACTION NAVY
(CLEAN) CONTRACT, NORTHWEST AREA
NAVAL STATION PUGET SOUND (NAVSTA PS), SEATTLE
SEATTLE, WASHINGTON
CONTRACT TASK ORDER 0104**

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**REVISION DATE:
MARCH 1, 1996**

ENVIRONMENTAL BASELINE SURVEY
U.S. Navy CLEAN Contract
Engineering Field Activity, Northwest
Contract No. N62474-89-D-9295
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**ENVIRONMENTAL BASELINE SURVEY
TITLE PAGE**

Document Title: Environmental Baseline Survey
Navy CLEAN Contract, Northwest Area

Site Name: Naval Station Puget Sound, Seattle

Site Location: Seattle, Washington

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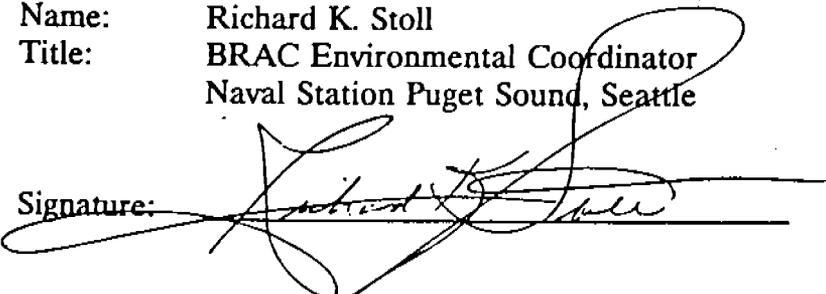
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ENVIRONMENTAL BASELINE SURVEY
U.S. Navy CLEAN Contract
Engineering Field Activity, Northwest
Contract No. N62474-89-D-9295
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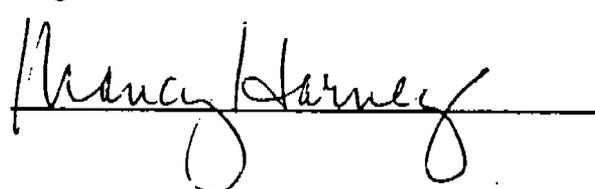
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EXECUTIVE SUMMARY

In accordance with recommendations of the 1991 Base Closure and Realignment Commission, the Navy closed Naval Station Puget Sound (NAVSTA PS) in September 1995. This EBS was developed in accordance with Department of Defense (DoD) assessment procedures defined by the Community Environmental Response Facilitation Act (CERFA). The purpose of the EBS was to collate existing environmental data and information in order to identify current environmental conditions. This EBS document is the final revision and reflects environmental conditions as of the date the base closed, September 28, 1995.

NAVSTA PS, Seattle, is located northeast of downtown Seattle on the western shore of Lake Washington. Currently occupying 151 acres, the site historically has been used by the Navy for the overhaul and repair of aircraft. Operations at the site began in the late 1920s, and during the height of operations the base occupied more than 400 acres. The base is comprised of 63 separate buildings and facility support structures. All buildings are empty as a result of base closure actions.

Several environmental investigations were performed at NAVSTA PS, Seattle, during the period 1988 to 1995. Results of these investigations are documented in a series of technical memoranda that are identified in Section 2. Following is a summary of environmental issues:

- Lead-based paint is present in 18 out of 19 buildings surveyed. Chipping and peeling paint was abated from three homes expected to house children.
- Asbestos is present in 73 non-housing buildings surveyed. Friable asbestos identified in 12 of the buildings was abated.
- PCBs are present in some roofing materials, but abatement is not required.
- Subsurface soils near Building 137, a former drycleaning operation, contain petroleum hydrocarbons used for drycleaning at concentrations that exceed Model Toxics Control Act (MTCA A) cleanup levels. No hydrocarbons were detected in nearby groundwater monitoring wells. Remedial action will be limited to a deed restriction.

- Soils under the floor of Building 2 contain metals exceeding MTCA B cleanup levels. Remedial action will be limited to a deed restriction.
- Initial monitoring of groundwater at one location on the former avgas tank farm, where 3,800 cubic yards of soils were removed, indicates concentrations of diesel slightly exceed MTCA A cleanup levels. Wells will be sampled again in January 1996. If concentrations are still higher than MTCA A cleanup levels, additional monitoring and/or a deed restriction may be required.
- Based on bioassay results, use of Sand Point shoreline adjacent to NOAA will be restricted to current uses.

In accordance with CERFA, properties within NAVSTA PS, Seattle, were placed into one of seven environmental risk categories. Each successive category indicates an increased probability that additional action is needed to mitigate a potential hazard. Of the NAVSTA PS, Seattle, facilities that have been assessed, most have been assigned a classification number of 2 or 3, which means that hazardous materials or petroleum products were stored in these areas at one time but no further remedial action is necessary. Table ES-1 summarizes each risk classification and lists the buildings and areas at NAVSTA PS, Seattle, that are included in each category.

Table ES-1
 Environmental Risk Classifications

Classification (Based on the information/documentation available at the time of the survey)	Classification Number	Buildings/ Areas
Areas where no storage, release, or disposal of hazardous substances or petroleum products has occurred (including no migration of these substances from adjacent areas).	1	Bldgs. 44, 204, 222, 224, 344
Areas where only storage of hazardous substances or petroleum products has occurred (but no release, disposal, or migration from adjacent areas has occurred).	2	Bldgs. 2, 5, 6, 9, 11, 12, 15, 18, 25, 27, 29, 30, 38/138, 40, 41, 47, 193, 223, 244, 310, 345, 406, 407, and 3 USTs (Nos. 29, 345, 403)
Areas where storage, release, disposal, and/or migration of hazardous substances or petroleum products has occurred, but at concentrations that do not require a removal or a remedial action.	3	Bldgs. 67, former Bldg. 137, stormwater outfall area, 100,000-gallon UST, avgas line under tarmac east of Bldg. 11, and former plating shop area of Building 2.
Areas where storage, release, disposal, and/or migration of hazardous substances or petroleum products has occurred, and all remedial actions necessary to protect human health and the environment have been taken (including use of deed restrictions).	4	Bldg. 98, Auto Hobby Shop (Bldg. 310), pesticide residue tank (Tank 206), former equipment shed (Bldg. 206), former avgas/mogas tank farm and sewage treatment facilities, Tanks 12A, 12B, 12C, 12D, 2, 310A, 340A, 340B, and 340C, and brig UST (No. 406). Tanks 166, 167, 168, 169, 143, 144, and 145
Areas where storage, release, disposal, and/or migration of hazardous substances or petroleum products has occurred, removal and/or remedial actions are under way, but all required remedial actions have not yet been taken.	5	None
Areas where storage, release, disposal, and/or migration of hazardous substances or petroleum products has occurred, but required response actions have not yet been implemented.	6	None

Table ES-1 (Continued)
 Environmental Risk Classifications

Classification (Based on the information/documentation available at the time of the survey)	Classification Number	Buildings/Areas
Areas that have not been evaluated.	7	Bldgs. 26N, 26S, 31L, 42, 69, 109, 119, 192, 195, 228, 275, 299, 307, 308, 330, 331, 332, 333, 334, 342, 401, 402, 404, 408, 409.

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ABBREVIATIONS AND ACRONYMS

avgas	aviation gasoline
BCP	BRAC cleanup plan
BRAC	Base Closure and Realignment Act of 1990
bgs	below ground surface
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act
CFR	Code of Federal Regulations
CLEAN	Comprehensive Long-Term Environmental Action Navy
CTO	Contract Task Order
CZM	Coastal Zone Management
DRMO	Defense Reutilization and Marketing Organization
DoD	Department of Defense
EBS	environmental baseline survey
Ecology	Washington State Department of Ecology
EFA NW	Engineering Field Activity, Northwest
EPA	United States Environmental Protection Agency
FOSL	finding of suitability to lease
FOST	finding of suitability to transfer
IRP	Installation Restoration Program
MCRC	Marine Corps Reserve Center
Metro	Municipality of Metropolitan Seattle
mg/kg	milligrams per kilogram
mogas	motor vehicle gasoline
MTCA A	Model Toxics Control Act Method A
MTCA B	Model Toxics Control Act Method B
NACIP	Navy Assessment and Control of Installation Pollutants
NAS	Naval Air Station
NAVFACENGCOM	Naval Facilities Engineering Command
NAVSTA PS	Naval Station Puget Sound
NEESA	Naval Energy and Environmental Support Activity
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List

ABBREVIATIONS AND ACRONYMS (Continued)

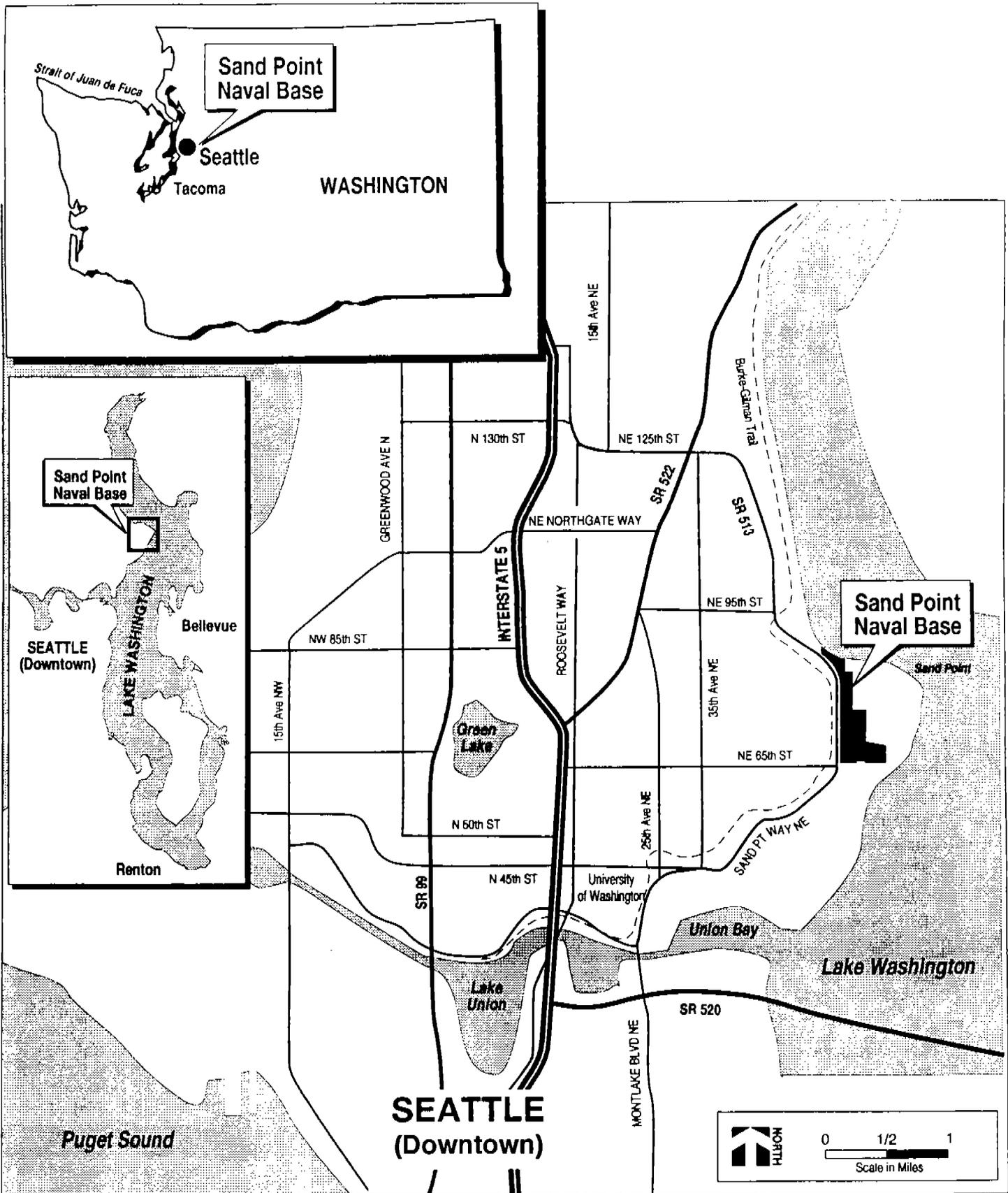
PA	preliminary assessment
PAH	polycyclic aromatic hydrocarbon
PCB	polychlorinated biphenyl
PCE	tetrachloroethene
ppm	parts per million
PVC	polyvinyl chloride
RAC	risk assessment code (for asbestos)
RCRA	Resource Conservation and Recovery Act
ROICC	Resident Officer in Charge of Construction
SARA	Superfund Amendments and Reauthorization Act of 1986
SCS	Soil Conservation Service
SI	site inspection
SVOC	semivolatile organic compound
TCA	trichloroethane
TPH	total petroleum hydrocarbon
TSCA	Toxic Substances Control Act
URS	URS Consultants, Inc.
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VOC	volatile organic compound
WAC	Washington Administrative Code

1.0 INTRODUCTION

The United States Navy closed Naval Station Puget Sound (NAVSTA PS), Seattle, in September 1995. NAVSTA PS, Seattle, is located in Township 25 North, Range 4 East, Section 2, in King County, Washington, and has the geographical coordinates 47°37'00" north latitude and 122°15'00" west longitude. The facility is located on the western shore of Lake Washington approximately 6 miles northeast of downtown Seattle (Figure 1-1). It is bounded by residential areas to the west and south, Lake Washington to the north, and National Oceanic and Atmospheric Administration (NOAA) facilities and Magnuson Park to the east. The facility consists of 63 buildings and facility support structures covering approximately 151 acres.

Prior to closure, a cleanup plan was developed in accordance with requirements specified under the Base Closure and Realignment Act of 1990 (BRAC). To facilitate development of the BRAC cleanup plan (BCP), the Navy contracted URS Consultants, Inc. (URS) of Seattle to conduct an environmental baseline survey (EBS) for NAVSTA PS, Seattle. This EBS report was developed in accordance with guidance provided in the *BRAC Cleanup Plan Guidebook* (DoD 1993).

The purpose of this EBS is to gather existing environmental data for NAVSTA PS, Seattle, to provide a historic overview of environmental conditions. Included in the EBS is a classification of all buildings and areas according to one of seven environmental risk categories in accordance with the Community Environmental Response Facilitation Act (CERFA). Because of its relatively small size and common environmental issues, NAVSTA PS, Seattle, has not been divided into discrete parcels for the purpose of this EBS. Information obtained for the EBS will serve as the basis for the Navy's finding of suitability to lease (FOSL) or finding of suitability to transfer (FOST).



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Figure 1-1
 NAVSTA PS, Seattle, Vicinity and Location Map

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 NAVSTA PS, Seattle
 Seattle, Washington
 EBS REPORT

2.0 SURVEY METHODOLOGY

In preparing this report, a number of documents were reviewed as shown in Table 2-1. Information essential for this EBS, as extracted from each of these sources, is briefly summarized in the following paragraphs.

A preliminary assessment (PA) was performed in March 1988 by the Naval Energy and Environmental Support Activity (NEESA). The PA (NEESA 1988) provided a broad overview of the environmental status of NAVSTA PS, Seattle.

In May 1991, a site inspection (SI) study was conducted on the former gasoline storage area (Hart Crowser 1991). This investigation assessed site conditions in that specific area and determined whether the site should be included on the National Priorities List (NPL).

In October 1991, a supplemental PA of NAVSTA PS, Seattle, was completed (URS 1991). Areas of concern were identified by reviewing engineering drawings, site photographs, construction documents, historical aerial photographs, and environmental files. Additionally, interviews were conducted with former and current facility personnel, and several site visits were made.

Based on the conclusions and recommendations of the supplemental PA, the Navy performed a comprehensive SI (URS 1993a). This multiphased SI began in 1991 and was completed in 1993. The SI involved soil, groundwater, and freshwater sediment sampling. Recommendations from the preliminary phase of the SI were to clean and resample one of the former transformer pads and to obtain additional information about the groundwater in the vicinity of the Pesticide Control Building (Building 206) and the Public Works Building (Building 11).

In February 1993, six existing monitoring wells were resampled; one wipe sample was taken from Transformer Pad No. 42; four new soil borings were drilled and sampled around the Pesticide Control Building (Building 206); and three new soil borings were drilled and sampled around the Auto Hobby Shop (Building 310). The SI was revised in October 1993 to incorporate the results of the new soil and groundwater sampling, which indicated that levels of metals exceeded regulatory criteria (URS 1993b). These results

Table 2-1
EBS Reference List

<p>Preliminary Assessment Report Naval Station Puget Sound NEESA, March 1988</p>	<p>Draft Environmental Baseline Survey URS, June 30, 1994</p>
<p>Site Inspection Study Site 1—Former Gasoline Storage Area Naval Station Puget Sound Hart Crowser, May 15, 1991</p>	<p>Draft Technical Memorandum Sampling Results for UW Property Adjacent to Auto Hobby Shop URS, September 22, 1994</p>
<p>Preliminary Assessment PSNS-NAVSTA Puget Sound, Sand Point URS, October 10, 1991</p>	<p>Draft Technical Memorandum Summer 1994 Sampling Results, Buildings 2, 30, and 137, Avgas Tank Farm, Asphalt Roofs, Ballfield URS, October 24, 1994</p>
<p>Naval Station Puget Sound at Sand Point (history of Sand Point) United States Navy, 1992</p>	<p>Base Realignment and Closure (BRAC) Cleanup Plan URS January 13, 1995</p>
<p>Site Inspection Report (Draft Final) Naval Station Puget Sound URS, February 8, 1993</p>	<p>Underground Storage Tank Closure Report for 2,000-Gallon Gasoline UST at Steam Plant URS, May 9, 1995</p>
<p>Site Inspection Report NAVSTA PS Seattle URS, October 7, 1993</p>	<p>Underground Storage Tank Closure Report for 100,000-Gallon Fuel Oil UST URS, May 9, 1995</p>
<p>Draft Technical Memorandum Environmental Baseline Survey for Transfer Avgas Lines and 100,000-Gallon Underground Storage Tank URS, October 21, 1993</p>	<p>Interim Remedial Action Report for the Former Avgas Tank Farm URS, May 9, 1995</p>
<p>Technical Memorandum Sampling Results for the Avgas Line and 100,000-Gallon Underground Storage Tank URS, January 13, 1994</p>	<p>Draft Technical Memorandum Sampling Results From the Groundwater and Soil Monitoring URS, September 7, 1995</p>
<p>Draft Technical Memorandum Sampling Results for the Avgas Line and Auto Hobby Shop Excavation URS, April 5, 1994</p>	

may have been attributed to normally occurring background levels or to the former use of the area west of Building 11 as a sewage treatment plant.

Subsurface soil investigations were conducted in the fall of 1993 that revealed no evidence of leaks in the vicinity of the 100,000-gallon underground storage tank (UST) near Building 12. However, evidence of leakage was observed around the aviation gasoline (avgas) pipeline east of Building 11 at the north end of the base (URS 1994a).

In February 1994, additional soil and groundwater samples were collected along the avgas lines and in the former avgas tank farm. Laboratory analysis of the samples indicated concentrations of total petroleum hydrocarbons—gasoline (TPH-G). Concentrations in soil samples from two locations at the former tank farm exceeded Model Toxics Control Act Method A (MTCA A) cleanup levels. Concentrations in groundwater samples from a monitoring well installed in the former tank farm also exceeded the MTCA A cleanup levels (URS 1994b).

Also, during February 1994, petroleum contaminated soils from the Auto Hobby Shop were removed. Confirmation sampling indicated that all contaminated soils exceeding cleanup levels were removed from the Navy's property. However, concentrations of total petroleum hydrocarbons (TPH) exceeded MTCA A cleanup levels on the eastern property line (URS 1994b). University of Washington student housing is adjacent to the Auto Hobby Shop. Soils on University of Washington property were sampled for TPH-G and total petroleum hydrocarbons—diesel (TPH-D) in July 1994. No TPH was detected. A draft technical memorandum was prepared in the fall of 1994 describing the sampling results (URS 1994c).

Additional sampling was conducted in July and August 1994, including the following:

- Soil samples from beneath the floor of a former plating shop in Building 2
- A soil sample adjacent to and downgradient of a former anodizing operation in Building 30
- Samples of roofing materials from three hangars to investigate unsubstantiated reports of polychlorinated biphenyls (PCBs) in roofing materials
- Soil samples from the ballfields to assess the impact of a drainage system

- Soil samples from beneath the floor of a former drycleaning operation in Building 137 to analyze for drycleaning solvents such as tetrachloroethene
- Groundwater samples from wells in the vicinity of a former sewage treatment plant and Building 2 to analyze for metals
- Soil samples collected at the northern boundary of the former avgas tank farm to analyze for petroleum products

The results from this investigation were published in a technical memorandum in October 1994 (URS 1994d).

Phase I monitoring was conducted in spring 1995. The following locations were sampled:

- Groundwater at Building 2, the former avgas tank farm, and Building 137
- Soil at Building 30

Results were published in a technical memorandum in September 1995 (URS 1995e).

Bioassay tests were conducted in July 1995 in sediments collected from the shore adjacent to Sand Point and from a reference area. Results at five stations indicate that one of the two organisms tested was affected by chemicals in the sediments (see Figure 2-1). One of the stations is just north of the Sand Point boundary and upgradient of a City of Seattle stormwater outfall. Another station location is off NOAA property and may be comprised of dredged materials that did not originate from Sand Point. The other three locations are near the northeastern boundary of Sand Point. Based on the results of these three locations, a deed restriction will be required that limits use of the shoreline to current uses. Results of the sediments study will be finalized in a report scheduled to be published in the winter of 1996.

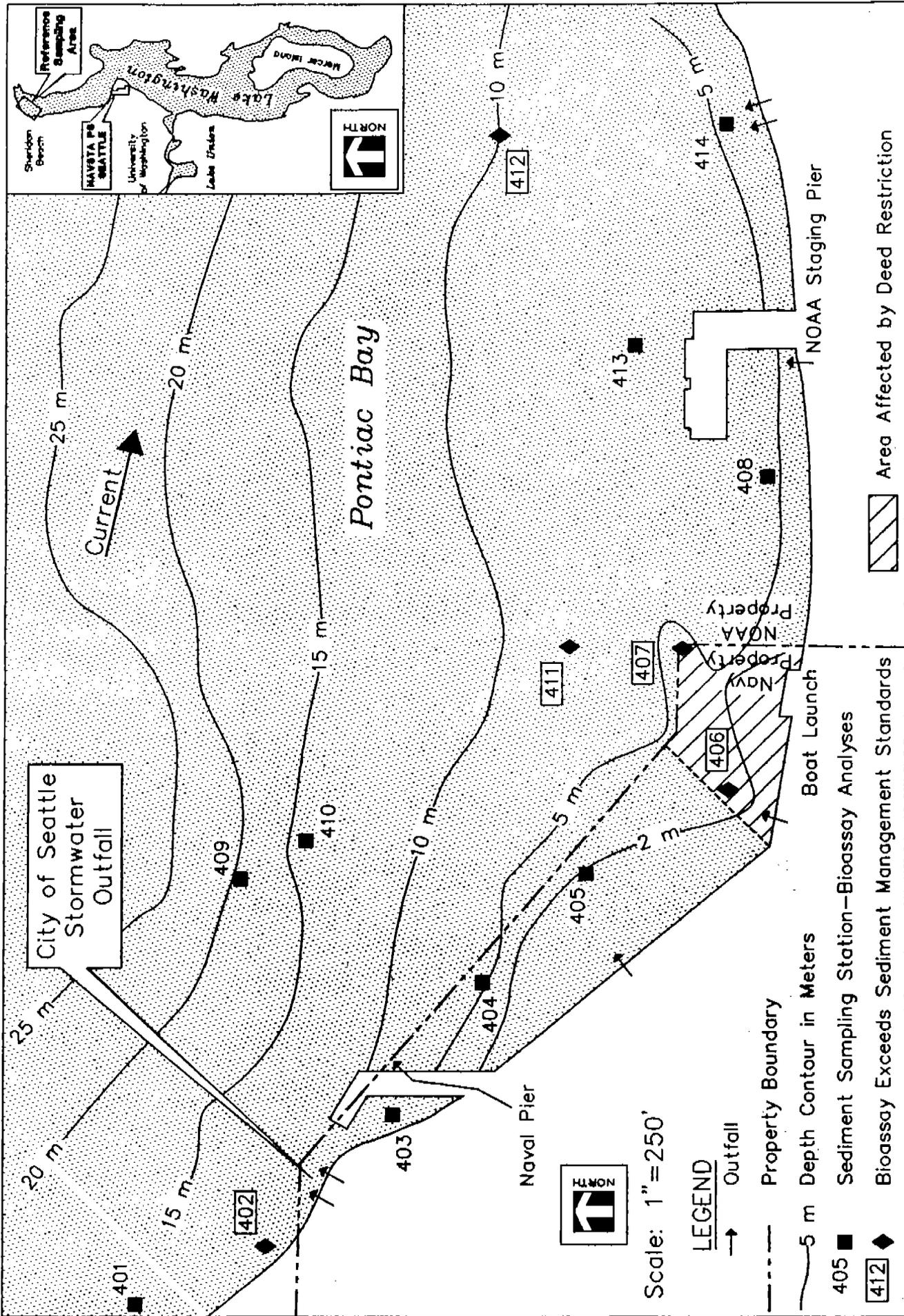


Figure 2-1
Site Investigation and Bioassay Sampling Locations at NAVSTA PS, Seattle, Washington

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 NAVSTA PS, Seattle, Washington
 Seattle, Washington
 EBS Report

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3.0 SITE BACKGROUND

3.1 SITE HISTORY AND CURRENT USE

NAVSTA PS, Seattle, was initially named Naval Air Station (NAS) Seattle at Sand Point. The facility was built in 1925 on land donated by King County and served as a Naval Air Reserve Training facility until December 7, 1941 (U.S. Navy 1992).

During World War II, NAS Seattle supported air transport and ship outfitting personnel for the Alaskan and Western Pacific theaters of operation. Transport squadron personnel operated cargo flights to Alaska and the Aleutian Islands, supplying air stations such as Sitka, Kodiak, Dutch Harbor, Adak, and Attu. Outfitting personnel handled the preparation of escort carriers and seaplane tenders built in Tacoma and Vancouver, Washington, prior to departure for fleet duty. In 1945, the peak of its activity, the facility supported more than 4,600 Navy/Marine Corps and civilian personnel. After the war, the facility was designated a Naval Reserve Air Station. From 1945 to 1970, the station maintained Naval Reserve squadrons for supplementing active duty forces, both in the continental United States and abroad. Aviation activities officially ceased on June 30, 1970, and NAS Seattle was decommissioned.

On July 1, 1970, NAS Seattle was redesignated Naval Support Activity, Seattle. Three years after the Navy stopped its air activities, the facility was divided into three parts. NOAA received 100 acres, including one third of the runways and 3,500 feet of waterfront. The City of Seattle received the southeast portion including approximately 1 mile of waterfront that later became Magnuson Park in 1977. The Navy retained the rest. From 1970 until April 1, 1982, the base provided logistic services such as supply, billeting, and administration to the 13th Naval District, Department of Defense (DoD), and other federal agencies. In April 1982, Naval Support Activity, Seattle, was designated Naval Station, Seattle, and was later designated Naval Station Puget Sound on October 10, 1986, because of the station's increasing support role in the Pacific fleet activities. A disestablishment ceremony was held on September 28, 1995, to commemorate the closing of the base. The base was transferred to Engineering Field Activity, Northwest (EFA NW), which is responsible for caretaking until the base ultimately transfers to the City of Seattle.

There are no longer any industrial operations or aviation support activities at the facility. The base has 63 individual buildings and facility support structures with a combined total floor space of approximately 1.6 million square feet. All buildings are currently empty as a result of base closure activities. Table 3-1 lists each building and briefly describes its function.

3.2 ENVIRONMENTAL SETTING

NAVSTA PS, Seattle, is located approximately 6 miles northeast of downtown Seattle on the western shore of Lake Washington, which is the predominant natural resource near the facility. The lake provides not only opportunities for outdoor recreation for local residents, but also a variety of habitats for primarily urban animals and plants.

3.2.1 Surface Water

Lake Washington is classified as a Class A water body by the Washington Administrative Code (WAC 173-201A-120) rating system. This classification requires water quality to meet or exceed the requirements for all or substantially all of the following uses: anadromous salmon migration, rearing, spawning, and harvesting; fishing; aesthetic enjoyment and contact swimming; water supply (domestic, industrial, and agricultural); and commerce and navigation. Most of the lake's shoreline is residential property and recreational park lands.

3.2.2 Groundwater

As part of the site inspection (URS 1993b), five monitoring wells were installed along the western (upgradient) boundary of NAVSTA PS, Seattle, to assess the potential for migration of chemicals to the site from off-site sources and to establish background conditions. Analytical results from these wells indicate that soils have concentrations of arsenic and beryllium that exceed Model Toxics Control Act Method B (MTCA B) values and groundwater has concentrations of several metals (arsenic, beryllium, chromium, manganese, nickel, and vanadium) that exceed MTCA B values. Because these sampling locations are upgradient from NAVSTA PS, Seattle, operations, elevated concentrations of metals are presumed to be attributable to background conditions.

In the northernmost monitoring well, arsenic, barium, beryllium, chromium, manganese, nickel, and vanadium exceeded potential regulatory criteria for groundwater. The

**Table 3-1
 Facility Information**

Building Number	Building Function	Square Footage	Year Built	Modification Date
2	Marine Corps training	144,232	1929	1989
5	Warehouse	417,467	1929	1982
6	Bowling alley	10,793	1939	
9	Enlisted barracks	223,516	1929	1989
11	Public Works/shops	59,206	1940	1989
12	Boiler plant	5,653	1930	
15	Hobby shop/arts and crafts	3,268	1938	
18	Fire station	14,137	1936	
25	Administrative	27,892	1936	
26	Officer quarters	17,282	1937	1992
26A	Storage	16,082	1937	
27	Reserve training	114,617	1937	1984
29	Dispensary	33,744	1937	
30	Administrative	80,066	1938	1989
31	Boathouse	3,141	1938	
38	Sentry house	58	1942	
40	Paint shop	924	1943	
41	Pass and identification	2,030	1939	
42	Electrical dist. shelter	682	1939	
47	Recreation facility/gym	50,060	1941	1989
67	Garage	33,720	1941	
69	Detached garage	6,776	1940	
98	Sewage pump station	93	1941	
115	Public Works storage	1,500	1941	
119	Pump house	95	1941	
138	Security	12,806	1942	
192	Administrative	4,800	1944	1989
193	Commissary/exchange	93,334	1943	
195	Travel agency	819	1984	
198	Thrift shop	300	1960	
204	Laboratory	9,572	1944	
206	Equipment shed (demolished)	315	1944	
222	Administrative	30,126	1944	1981
223	Family service center	9,080	1944	1989
224	Bachelor enlisted quarters	38,264	1944	1984
228	Uniform shop	4,074	1944	
244	Maintenance shop	5,011	1944	1975

**Table 3-1 (Continued)
 Facility Information**

Building Number	Building Function	Square Footage	Year Built	Modification Date
275	Small craft boathouse	288	1945	
299	Public Works storage	1,120	1949	
301	Country store	9,500	1951	
308	Package store	4,202	1951	1977
310	Auto hobby shop	4,020	1952	1989
321	Berthing pier	400 lineal feet	1938	
324	Small boat dock	140 lineal feet	1939	
330	Family housing	6,390	1939	
331	Family housing	6,233	1939	
332	Family housing	6,233	1939	
333	Family housing	1,990	1939	
334	Family housing	2,113	1939	
342	Service station	300	1974	
344	Country store	11,000	1974	1978
345	Service bay	5,298	1976	
401	Sentry house	60	1967	
402	Boathouse	1,760	1949	
403	Standby generator plant	164	1971	
404	Recreation pavilion	1,120	1979	
405	Covered walkway	1,120	1986	
406	Brig	29,270	1988	
407	Hazardous waste storage	548	1989	
408	Motorcycle parking	660	1987	
409	Sewage pumping station	175	1989	
410	Recreation pavilion	888	1990	
411	Recreation pavilion	888	1990	

groundwater in this well generally had the highest metal concentrations of any of the upgradient wells. These higher metal concentrations presumably result from the location of this well within the former avgas tank farm and sewage treatment facility operations. Data from this monitoring well were not used in establishing the background concentrations.

3.3 POPULATION

As of October 1, 1995, approximately 35 military reserve and civilian personnel worked at NAVSTA PS, Seattle. The U.S. Census Bureau reported the total number of individuals residing at the installation as 179 (URS 1991).

Estimates of the number of persons living within $\frac{1}{4}$ mile of NAVSTA PS, Seattle, are 730; $\frac{1}{4}$ to $\frac{1}{2}$ mile, 1,457; and $\frac{1}{2}$ to 1 mile, 1,688. These estimates were derived with the use of 1993 aerial photographs.

3.4 BIOLOGICAL RESOURCES

3.4.1 Vegetation

Two wetlands are located within the current boundaries of the base. The most prominent wetland is Lake Washington, classified as limnetic, open water, permanently flooded. The landward boundary of this wetland on the base is the water line. Another wetland exists in the drainage ditch below the Officer Quarters (Building 26); it is classified as palustrine (not lake associated) with emergent vegetation and a saturated, semipermanent, or seasonal hydrologic regime.

Native vegetation at NAVSTA PS, Seattle, is located in the southern boundary area of the facility. The vegetation is particularly prominent on the slope due east of Buildings 333 and 334 and along the entrance road to Magnuson Park. The native tree species include big leaf maple, cottonwood, red alder, western red cedar, and madrona. Brush species include hazel, elderberry, and snowberry.

A native pest weed, gorse (*Ulex europaea*), grows in the northern area of the installation near the boat marina. This plant is considered noxious and is capable of rapid propagation.

Much of NAVSTA PS, Seattle, is covered with maintained lawns. Non-native tree species include Atlas cedar trees in the western areas of the facility and a Sitka white spruce tree from Alaska at the southeast corner of Building 25.

3.4.2 Wildlife

The urban character of NAVSTA PS, Seattle, and adjacent residential areas is not conducive to the formation of diverse plant and animal assemblages. The progressive urbanization and development of the western areas of Lake Washington have decreased the diversity of the plant and animal population evident in less developed areas of Washington state.

A comprehensive listing of terrestrial animal species at NAVSTA PS, Seattle, was not developed. The animals observed on the installation include feral cats and dogs, deer mice, eastern cottontail rabbits, Norway rats, and eastern gray squirrels. Other mammals that frequent the site but reside on NOAA or Magnuson Park property include striped skunks, raccoons, and coyotes. Other transient mammals known to inhabit the area include gray fox, long-tailed and least weasels, opossum, Oregon and Townsend's voles, vagrant and dusty shrews, and bat.

At least 121 migratory or resident bird species have been cataloged for the NAVSTA PS, Seattle, vicinity. Those frequently observed include the Canada goose, mallard duck, ring-billed gull, killdeer, rock dove, belted kingfisher, northern flicker, American robin and crow, European starling, and house sparrow (SCS 1992).

Freshwater fish species inhabiting Lake Washington include white sturgeon, longfin smelt, carp, goldfish, squawfish, tench, redbreast shiner, longnose dace, peamouth, brown bullhead, largemouth and smallmouth bass, black crappie, and yellow perch. Anadromous fish species include cutthroat trout, rainbow trout, chinook salmon, coho salmon, and sockeye salmon. Crayfish are abundant in the lake (SCS 1992).

3.4.3 Threatened or Endangered Species

The only documented threatened species seen in the vicinity of Lake Washington is the bald eagle, *Haliaeetus leucocephalus* (SCS 1992). The Washington State Department of Wildlife has located nests in Denny Park (on the east side of Lake Washington), and Seward Park (on the southern end of the lake), and designated them Nests 601 and 602, respectively. These eagles have been sighted perching and foraging in NAVSTA PS,

ENVIRONMENTAL BASELINE SURVEY
U.S. Navy CLEAN Contract
Engineering Field Activity, Northwest
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Seattle, and in surrounding shoreline areas. The bald eagle is classified as threatened under the Federal Endangered Species Act, the Bald Eagle Protection Act, and the Migratory Bird Treaty Act.

4.0 ENVIRONMENTAL ISSUES

Various areas of environmental interest have been identified in past studies at NAVSTA PS, Seattle. This section describes the base-wide and location-specific operations that may have impacted the environment and the studies that have been conducted to assess these possible impacts.

4.1 BASE-WIDE ISSUES

Base-wide operations and conditions at NAVSTA PS, Seattle, that affected the environment include hazardous materials storage, solid and hazardous waste disposal, stormwater runoff, wastewater and sewer disposal, building materials containing asbestos, facilities containing lead-based paint, and electrical transformers containing polychlorinated biphenyls (PCBs). Manganese in soils is elevated across the base in comparison to MTCA Method B values. These concentrations of manganese are presumed to be attributable to background conditions.

4.1.1 Hazardous Materials Storage

Hazardous materials were previously stored in 40 buildings (URS 1994). All hazardous materials have since been removed from these buildings. Because of concern over possible hazardous material releases, five existing and former buildings were examined in the 1993 site inspection: Buildings 2, 67, and 310 and the sites of former Buildings 137 and 206. Section 4.2 of this report contains additional information regarding these five buildings.

4.1.2 Solid/Hazardous Waste Disposal

NAVSTA PS, Seattle, has never disposed of solid or hazardous waste in a designated on-site landfill. Solid waste disposal was conducted under contract by Waste Management of Seattle. The solid waste was collected and deposited into dumpsters. Recyclable and hazardous wastes were handled separately. Three times a week, Waste Management of Seattle picked up the dumpsters and transferred the waste into intermobile containers, which were then sent to the City-of-Seattle-contracted landfill in Gilliam County, Oregon, via rail.

Hazardous waste was collected in the two hazardous waste storage areas (Buildings 67 and 407). These buildings were designated as "short term storage facilities," which meant that they could store hazardous waste no longer than 90 days. No hazardous waste remains on base.

4.1.3 Stormwater

Surface water drainage from NAVSTA PS, Seattle, flows to Lake Washington (NEESA 1988) via either the stormwater collection system or as surface runoff. The stormwater drainage system services NAVSTA PS, Seattle; NOAA; and Magnuson Park (URS 1991). The drains were installed during the 1940s and 1950s and may have discharged assorted petroleum products and aviation distillate fuels when the installation was an active airfield. Existing discharge locations are illustrated in Figure 4-1.

Some of the discharge collectors emptying into the main discharge drains have identifiable oil/water separators. Parts of the old aircraft landing and fueling aprons, near the hangar buildings, have stormwater collector trenches that discharge to the lake. A trench collection system remains at the site of the demolished Building 283, the Construction Equipment Maintenance Shop. This system connects to an oil/water separator that drains to Lake Washington.

Sediments near the stormwater outfalls were sampled and analyzed as the part of the 1993 site inspection. Detected concentrations of polycyclic aromatic hydrocarbons (PAHs)—a derivative of the incomplete combustion of organic material—were comparable to concentrations found elsewhere in Lake Washington (Metro 1975). Some metals and semivolatile organic compounds (SVOCs) were above detection limits.

Bioassay sampling was conducted during the summer of 1995. Samples from three sampling locations exceeded sediment management standards. However, this finding did not trigger remediation activity under current regulations since the areas represented were not contiguous.

4.1.4 Wastewater/Sewage

The wastewater/sewage services for NAVSTA PS, Seattle, are supplied by the City of Seattle. The Navy maintained five pump stations across the base to lift wastewater into the sanitary sewers (URS 1991).

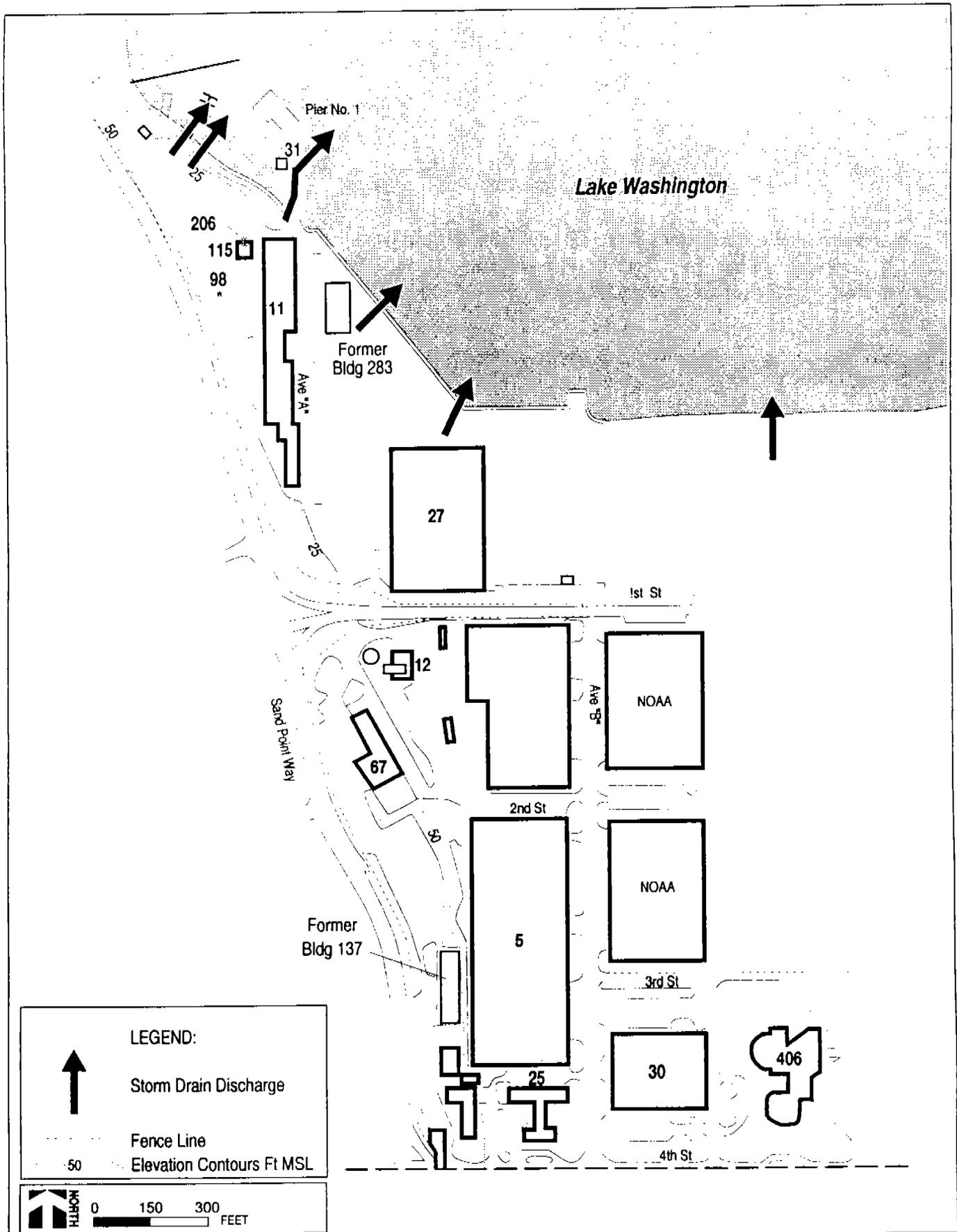


Figure 4-1
NAVSTA PS, Seattle, Storm Drain Discharge Locations

CTO 0104
 NAVSTA PS, Seattle
 Seattle, Washington
 EBS REPORT

Sewage services were formerly provided by the primary treatment plant located south of the former avgas tank farm and west of Building 11. In 1982, the treatment facilities and associated piping were either removed or demolished and used as fill material on the site.

4.1.5 Drinking Water

Water is supplied by the City of Seattle. Water has always been obtained from the city, and no drinking water wells were ever installed. Review of King County records reveals that no drinking water intakes from surface water sources exist within 15 miles of NAVSTA PS, Seattle (URS 1991).

4.1.6 Asbestos

An asbestos survey of 73 non-housing buildings and areas was completed in September 1993 (Alpha 1993). The survey was conducted by a contractor using state-certified asbestos inspectors. Deficiencies identified correlate with the Navy's Risk Assessment Program (OPNAVINST 5100.23C, Chapter 12, "Deficiency Abatement Program") and the Federal System Safety Standard (MIL-STD-882B, "System Safety Program Requirements"). The survey assigned a relative risk assessment code (RAC) for asbestos deficiencies by building. Five risk assessment codes were used for the survey:

- RAC 1 = critical
- RAC 2 = serious
- RAC 3 = moderate
- RAC 4 = minor
- RAC 5 = negligible

A total of 928 compliance deficiencies were reported in the survey. Table 4-1 lists buildings included in the survey and identifies the number of deficiencies by risk assessment code. No critical deficiencies were noted. Sixty-three serious compliance deficiencies were found in 12 buildings (Buildings 2, 5, 6, 9, 11, 15, 18, 25, 27, 40, 192, and 193). Deficiencies pertained to discrete areas within each structure and did not necessarily reflect the condition of the entire building. As a result of the survey, asbestos in all 12 buildings has been abated.

**Table 4-1
 Asbestos Risk Assessment Summary**

Building No.	Date Built	Name	Number of Deficiencies by Risk Assessment Code (RAC) ^a					Total Number of Deficiencies
			1	2	3	4	5	
2/119	1929	Reserves hangar	—	14	5	26	—	45
5	1929	Supply warehouse	—	15	12	52	—	79
6	1939	Bowling alley	—	2	3	16	—	21
9	1929	UEPH/Administration	—	15	53	88	—	156
11	1940	Public Works	—	1	16	47	—	64
12	1930	Boiler plant	—	—	5	14	—	19
15	1938	Ceramics shop	—	1	2	7	—	10
18	1936	Fire station	—	2	1	18	—	21
25	1936	Administration	—	6	4	27	—	37
26	1937	UOPH A&B	—	—	6	17	—	23
27	1937	Reserves hangar	—	2	5	31	—	38
29	1937	Dispensary	—	—	2	17	—	19
30	1938	Administration	—	—	10	32	—	42
31	1938	Boathouse	—	—	2	15	—	17
38/138	1942	Guard station	—	—	—	—	—	0
40	1943	Flammable stores	—	2	2	4	—	8
41	1939	Security	—	—	1	5	—	6
42		Main power subs	—	—	—	1	—	1
47	1941	Recreation facility	—	—	14	34	—	48
60		Flammable stores ^b	Demolished					0
61		Storage ^b	—	—	—	1	—	1
67	1941	Trans/garage	—	—	6	15	—	21
69		UOPH parking	—	—	—	—	—	0
98	1940s	Sewage pump station	—	—	—	1	—	1
109		Water meter pit ^c	—	—	—	—	—	0
115	1941	Public Works storage	—	—	2	6	—	8
116		Sewage pump station ^c	—	—	—	3	—	3
118		Sewage lift station ^c	—	—	—	—	—	0
119		Stormwater pump station	—	—	1	1	—	2
138		Gate house	—	—	2	16	—	18
141/192	1970s	Homeport administration	—	2	3	18	—	23
193	1940s	Navy Exchange commissary	—	1	7	30	—	38
195		Navy Exchange ticket office	—	—	—	4	—	4
198		Thrift shop	—	—	—	5	—	5
204		Fish and Wildlife lab	—	—	3	17	—	20
206	1944	Equipment shed	Demolished					0

Table 4-1 (Continued)
Asbestos Risk Assessment Summary

Building No.	Date Built	Name	Number of Deficiencies by Risk Assessment Code (RAC) ^a					Total Number of Deficiencies
			1	2	3	4	5	
219		Hot well ^b	—	—	—	—	—	0
222	1944	Supply ships administration	—	—	14	18	—	32
223	1944	Family service center	—	—	—	6	—	6
224	1944	UOPH/UEPH	—	—	6	24	—	30
228	Unknown	Navy Exchange tailor shop	—	—	3	8	—	11
244	Unknown	Navy Exchange storage/maintenance	—	—	—	3	—	3
275	1945	Boat shelter	—	—	—	2	—	2
281		Water meter pit ^c	—	—	—	1	—	1
282		Sewage lift station ^c	—	—	—	—	—	0
299	1949	Public Works storage	—	—	2	4	—	6
301/344	Unknown	Navy Exchange country store	—	—	1	4	—	5
307		Fish and Wildlife stores	Demolished					0
308		Navy Exchange Class VI store	—	—	—	4	—	4
310	Unknown	Auto hobby shop	—	—	—	3	—	3
321		Pier 1	—	—	—	2	—	2
324		Pier 7	—	—	—	—	—	0
337		Pedestrian bridge ^c	—	—	—	—	—	0
340		Navy Exchange gas island ^c	—	—	—	—	—	0
341		Navy Exchange courtesy island ^c	—	—	—	—	—	0
342		Navy Exchange gas cashier	—	—	—	3	—	3
344		Navy Exchange country store	—	—	—	3	—	3
345	Unknown	Navy Exchange auto service	—	—	—	3	—	3
389		Mooring dolphin ^c	—	—	—	—	—	0
391		Truck scale ^c	—	—	—	—	—	0
401		Guard station	—	—	—	—	—	0
402	1949	Boathouse	—	—	—	—	—	0
403		Standby generator	—	—	—	2	—	2
404		Picnic shelter	—	—	—	—	—	0
405		Navy Exchange covered walkway	—	—	—	—	—	0
406	1986	Brig	Not included in asbestos survey					
407	1989	Hazardous waste storage	—	—	—	—	—	0
408		Motorcycle parking	—	—	—	—	—	0
409		Sewage pump station	—	—	—	—	—	0
410		Picnic shelter	—	—	—	—	—	0

Table 4-1 (Continued)
Asbestos Risk Assessment Summary

Building No.	Date Built	Name	Number of Deficiencies by Risk Assessment Code (RAC) ^a					Total Number of Deficiencies
			1	2	3	4	5	
411		Picnic shelter	—	—	—	—	—	0
—		FECU ^b	—	—	—	—	—	3
—		Steam pits and lines ^c	—	—	6	5	—	11
TOTAL			0	63	199	666	0	928

^aThe RAC is derived from MIL-STD-882B (System Safety Program Requirements) and OPNAVIST 5100.23C, Chapter 12 (Deficiency Abatement Program). Probability of hazard and severity of hazard are combined to produce a relative RAC. The RAC is used Navy-wide as a management tool to prioritize corrective action at multiple sites.

^bAlthough included in the asbestos risk assessment summary, these buildings are not considered part of NAVSTA PS, Seattle.

^cThese were not considered facilities for the purpose of Table 3-1.

UEPH - Unmarried enlisted public housing

UOPH - Unmarried officers' public housing

FECU - Federal Employees Credit Union

4.1.7 Lead-Based Paint

A survey of lead-based paint was completed. The survey investigated the interiors of 17 buildings that could be used as residences or child care facilities (Buildings 2, 5, 9, 25, 26, 29, 30, 47, 192, 222, 223, 224, 330 to 334, and 406). Lead-based paint was found in all buildings except the brig (Building 406). Peeling lead-based paint was scraped and surfaces repainted in three homes expected to house children (Buildings 330, 331, 332).

4.1.8 PCBs

Locations of 33 former PCB-containing transformers are shown in Figure 4-2. The transformers were located either in concrete vaults or in fenced areas on concrete pads. Public Works personnel stated that there may have been spills or fires at some of the transformer locations (URS 1991). Fire department records have been archived in Washington, D.C., and are unavailable for confirmation.

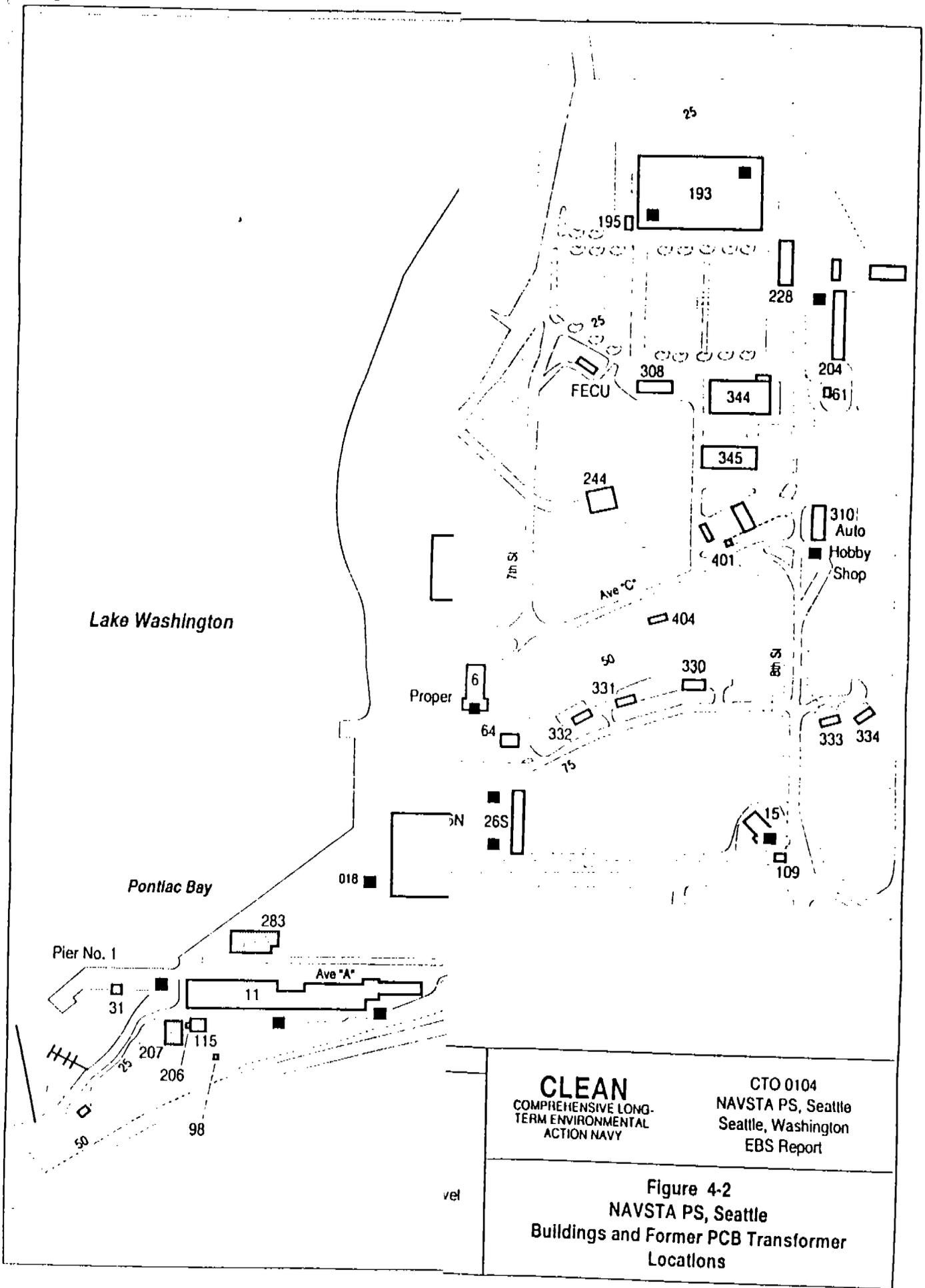
NAVSTA PS, Seattle, phased out the use of PCB-containing transformers beginning in 1984. The transformers and associated PCB-containing fluids were shipped and disposed of in accordance with EPA regulations. Review of Public Works documents shows that the last shipment of PCB transformers occurred in 1988 (URS 1991). The facility no longer has PCB-containing transformers (URS 1991).

The former transformer pads were sampled for PCBs (URS 1993a). Sampling location 42 at Building 6, reported concentrations of Aroclor 1260—one of the many PCB forms—above EPA cleanup levels. In July 1993, the surface of the pad was cleaned and resampled in accordance with EPA guidelines. No PCBs were detected, indicating the cleanup was complete (URS 1993b).

In addition, PCBs were detected in two roof samples (URS 1994e).

4.2 AREA-SPECIFIC ISSUES

NAVSTA PS, Seattle, comprises 63 buildings and structures (Table 3-1). Building uses formerly included administrative; transportation; maintenance; bachelor, enlisted, and officers' quarters; recreational; commissary; exchange; service station; public works; and warehousing. The function of these buildings, such as the hangars (Buildings 2, 27, and



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 COMPREHENSIVE LONG-
 TERM ENVIRONMENTAL
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Figure 4-2
 NAVSTA PS, Seattle
 Buildings and Former PCB Transformer
 Locations

193), changed over time according to both the military and administrative activities of the U.S. Navy (URS 1991).

The following sections briefly describe the significant operations and existing conditions at specific buildings and areas at NAVSTA PS, Seattle, that were addressed in past environmental investigations.

4.2.1 Former Laundry (Building 137)

Building 137, formerly located west of Building 5 near Sand Point Way, was used as a drycleaning facility from the 1940s until its demolition in 1983. After demolition, the building foundation was renovated for use as a parking lot. Drain pipes and floor tiles are still evident in portions of the lot. The former drycleaning building was approximately 137 feet long and 64 feet wide.

Stoddard solvent was used for drycleaning at Building 137. Other organic chemicals or solvents may have been used prior to the 1960s. Petroleum hydrocarbons used as drycleaning agents exceeded MTCA A cleanup levels in soils at one isolated location at the southeast corner of the building. An underground storage tank for drycleaning solvents was formerly at this location (URS 1994e). Groundwater in the vicinity of the former facility was sampled. However, no petroleum hydrocarbons were found to exceed MTCA cleanup levels (URS 1995e).

Monitoring wells were installed during the 1993 site inspection to determine if chemicals were released from the former laundry facility to soils or groundwater. These wells are artesian, a condition that occurs in various locations throughout NAVSTA PS, Seattle. An artesian head on the aquifer prevents released materials from passing through impermeable soil layers above and below the aquifer. No volatile organic compounds (VOCs) or semivolatile organic compounds (SVOCs), which are constituents of drycleaning chemicals, were detected in either the soils or groundwater (URS 1993a). In addition, no diesel-range compounds were detected in the monitoring well near Building 137.

4.2.2 Marine Corps Reserve Center (Building 2)

Building 2, located west of the NOAA facilities, housed the Marine Corps Reserve motorpool and offices. The building, constructed in 1938, was an active air hangar until the Naval Air Station was decommissioned in 1970. Airplane maintenance and storage

activities at Building 2 (also called Hangar 2) may have involved the use of avgas, lubrication oils, fabric doping fluids, stripping agents, paints, thinners, and organic solvents. Hard-metal plating operations were conducted in Building 2 in the 1940s. Metals exceed MTCA B cleanup levels in soils beneath the floor of a former plating shop (URS 1994e). Groundwater in the vicinity of Building 2 was sampled. Arsenic and manganese exceeded MTCA Method B levels but are comparable to background levels (URS 1995e).

During the 1930s and 1940s, aircraft were constructed of chemically hardened fabric draped over wooden and steel frames. The production process was referred to as "doping." Patching and refurbishing used the same doping process. Many of these chemicals were used and stored at NAVSTA PS, Seattle. Building 119, next to Building 2, was the primary repository for doping materials. More recently, the building was used by power plant personnel for equipment storage.

Monitoring wells were installed as part of the 1993 site inspection in the vicinity of Building 2 to determine whether chemicals used in the hangar were released to the soils or groundwater. No VOCs or SVOCs were detected in either groundwater or soils (URS 1993a). Soil samples were collected from beneath the concrete where acid tanks were located. Metals were detected above MTCA B concentrations in the soils beneath the concrete floor. However, there are no risk exposure pathways. Arsenic and manganese in groundwater exceeded MTCA B cleanup levels in samples collected during the Phase I monitoring conducted in spring 1995 (URS 1995e). Phase II monitoring will be conducted in January 1996.

4.2.3 Pesticide Residue Tank (Building 206)

Pesticides for grounds and building pest control were stored and prepared in Building 206, which was located on the north end of Building 115 and west of Building 11 (Building 206 was demolished in the fall of 1993). Pesticide dispensing equipment and residual products from canisters were cleaned and drained to an underground sump tank located in the foundation of the building. The tank was decommissioned in the mid-1970s. While in use, the tank received numerous formulations of pesticides, insecticides, herbicides, and rodenticides. The tank's integrity prior to closure is uncertain and pesticides may have been released.

Monitoring wells in the vicinity of Building 206 were sampled in the fall of 1992 and again in July 1993 (URS 1993b). No VOCs, SVOCs, PCBs, pesticides, or chlorinated

herbicides were detected above MTCA B criteria in groundwater samples taken near the former Building 206 site. Nineteen metals were detected. The metals found in the groundwater samples were identical to those found in the upgradient wells, but the concentrations were greater. The concentration of arsenic exceeded EPA and MTCA B criteria.

Six boreholes were sampled in the vicinity of the pesticide residue tank. No VOCs, SVOCs, PCBs, or chlorinated herbicides were detected. However, pesticides were detected in the subsurface soils (2.5 to 5.5 feet bgs) at concentrations exceeding MTCA B values. In order to remediate this area, the Navy has completed removal of the pesticide tank and the surrounding soils.

4.2.4 Public Works Transportation Building (Building 67)

Building 67 was used since the late 1930s as a vehicle maintenance and storage garage for NAVSTA PS, Seattle. This building, located west of Building 2, had both exterior and interior vehicle maintenance stalls. Some of the stalls had oil/water sumps and hydraulic lift stations for associated hydraulic fluid tasks. The materials used at Building 67 for vehicle maintenance and repair may have included lubrication oils, petroleum distillates, thinners, lacquers, paints, gasoline, diesel fuel, and engine oil.

During the SI (URS 1993a), two monitoring wells were installed in the vicinity of Building 67 to determine whether chemicals used in the building were released to the soils or groundwater. One of the monitoring wells is under artesian conditions. No VOCs or SVOCs were detected in groundwater or soils at Building 67. The compound n-nitrosodipropylamine was detected in one well at the laboratory detection limit. Although the concentration exceeded MTCA B levels, the analytical results may be a false positive because this chemical was detected at a low concentration, it was not found in any other sample on site, and there is no known on-site source for this chemical.

4.2.5 Auto Hobby Shop (Building 310)

The Auto Hobby Shop, located in the far southern portion of the site, housed a sump in the steam cleaning area. The sump, on the east of the building, reportedly received various lubrication oils, petroleum distillates, thinners, lacquers, paints, and fuel products.

During the site inspection (URS 1993b), boreholes were sampled in the vicinity of the Auto Hobby Shop to determine whether petroleum products were released to the soils

from either the wastewater sump or a former UST (Tank No. 310A). Diesel levels in one borehole exceeded MTCA A cleanup levels. Motor oil concentrations in two boreholes exceeded MTCA A cleanup levels. As a result of these elevated levels, the Navy removed the sump and surrounding soils during an expedited cleanup action in February 1994. Adjacent University of Washington property was sampled and no contamination was found.

4.3 TANK AND PIPING ISSUES

The following sections discuss past operations and recent environmental studies of the fuel tanks and piping system (for aviation gasoline [avgas] and motor vehicle gasoline [mogas]), underground storage tanks, and the 100,000-gallon tank at Building 12.

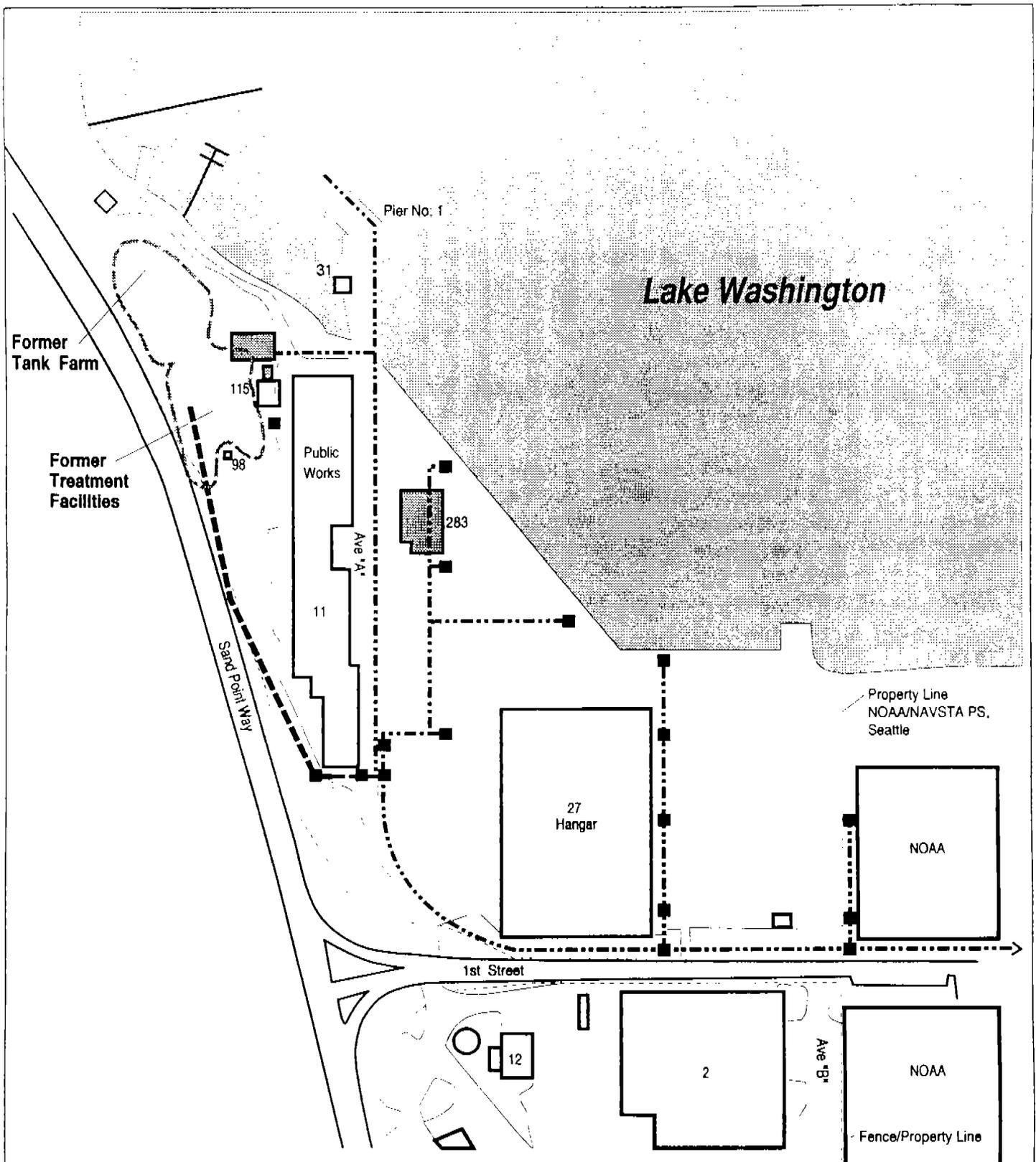
4.3.1 Avgas Storage and Piping

The avgas storage and piping system consisted of 15 USTs and associated pumps, valves, pipes, and airplane fueling stations. The system, which was constructed in the 1930s and 1940s, was deactivated in 1970 when the U.S. Navy decommissioned NAS Seattle.

As shown in Figure 4-3, the area west of Building 11 and approximately 25 feet north of Building 98 was the location of the 15 avgas USTs (the fuel tank farm). The tanks were removed in 1980, but associated piping was left in place. Engineering drawings indicated that the tanks were constructed with a water drain field system. This system used water to lift the fuel to the top of the USTs for pumping. The drain field system discharged water through an 8-inch pipe to Lake Washington. The system was reportedly removed at the same time as the primary sewage treatment facilities, but the 8-inch discharge pipe is still visible at the shoreline. Regulations of the Washington State Shoreline Management Act (WAC 173-14) govern removal of the pipe.

The avgas pipelines were used to transport avgas from the tank farm to the air field and maintenance buildings for refueling aircraft. The overall length of the pipeline is approximately 7,275 feet, of which 5,340 feet are on naval property. The size of the piping varies from 1 to 8 inches in diameter and the piping is entirely underground. The pipeline was abandoned by the early 1960s and was cleaned by the Navy in 1995.

During the SI addendum (URS 1993c), a 1948 map was used to locate the avgas lines. Because many of the buildings on the map have been demolished and new buildings



LEGEND:

- Avgas Line (under pavement)
- - - - - Avgas Line (under grass)
- Manhole
- ▬ Fence Line
- ▨ Foundation Only



constructed, location of the avgas line was projected to a current base map. As-built maps were also used to plot the avgas pipeline location.

With the use of maps and as-built drawings, the actual location of the avgas pipeline was field verified. As shown on the maps, manholes that contained filling hoses and control valves were field located. All but a few have been filled with gravel and topped with concrete. Most of the avgas line is under 6 to 18 inches of reinforced concrete.

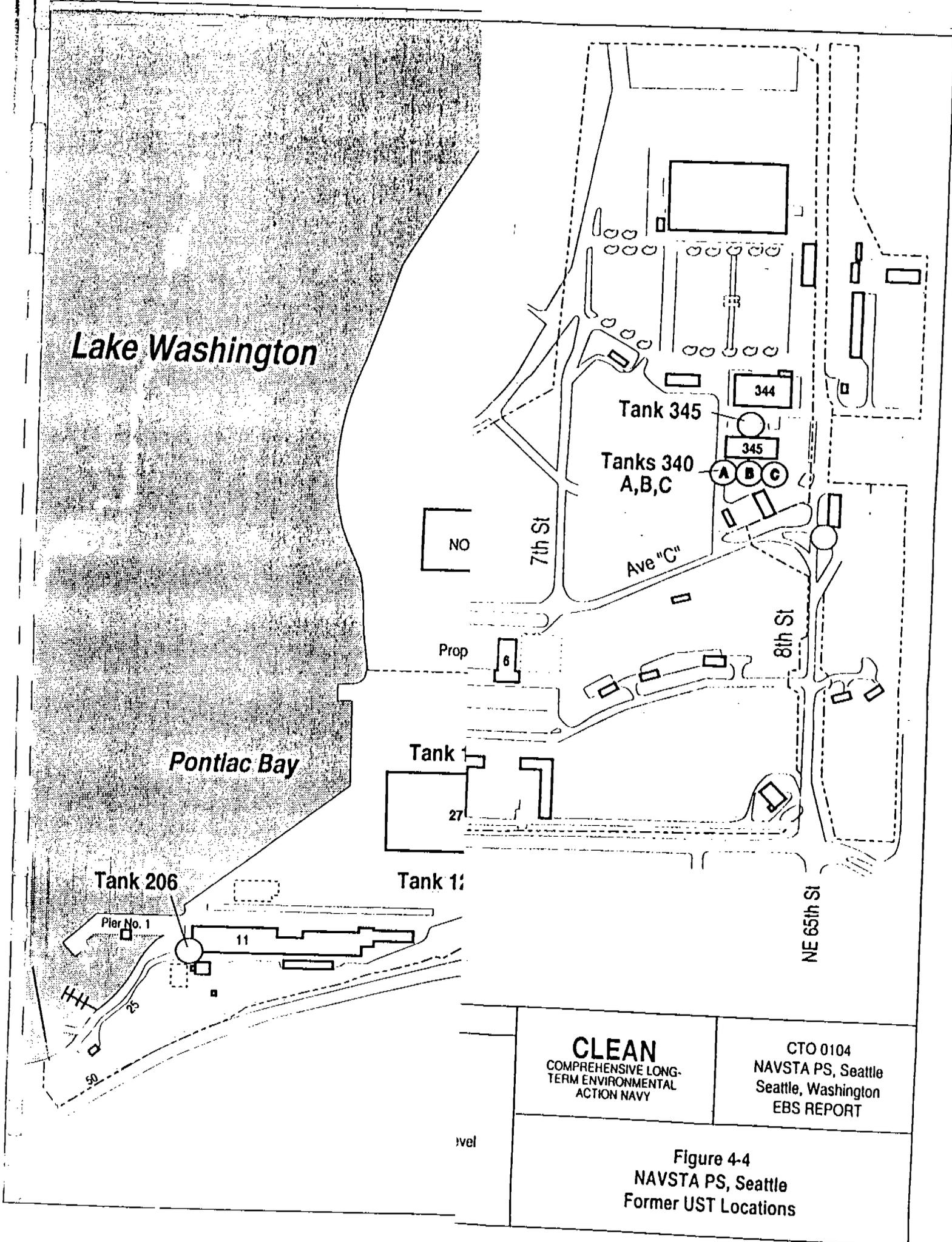
Additionally, the location of the avgas pipeline was field verified beneath Pier No. 1 and north of Building 11 (see Figure 4-3). Base maps indicate that other utilities (stormwater main and sanitary sewer main lines) are located in the vicinity of the avgas line. Where the line crosses to the grassy area between Building 11 and Sand Point Way, contact with the line was lost. It was believed that from this point on, piping had been removed. The grassy area was swept with a utility locator to confirm that the piping had indeed been removed.

As part of the SI addendum, soil samples were collected at discrete locations along the avgas pipeline and analyzed for total petroleum hydrocarbons (TPH) and lead. Results of field screening indicate that TPH is present along most of the avgas lines west of Building 27. Because of the cohesiveness and apparent low permeability of the soils surrounding the avgas lines, the soils have acted to retard migration of fuel off site. However, the horizontal extent of petroleum hydrocarbon-impacted soils has not been determined. The vertical migration of petroleum hydrocarbons has been restricted by the very dense, low-permeability till underlying the site.

Elevated concentrations of TPH were detected at the former tank farm (URS 1994b). Based on these results, 3,800 cy of contaminated soil was excavated from the tank farm area and properly disposed.

4.3.2 Mogas Storage

Mogas was stored in two USTs located near Building 98, the former Gasoline Pump House. During February 1991, a site inspection was conducted in the immediate area around Building 98 (Hart Crowser 1991). In one soil boring advanced in the area, TPH was detected at a concentration of 2,800 mg/kg at approximately 8.5 feet below ground surface (bgs); groundwater was detected at 10.5 feet bgs. Those soils exceeding MTCA Method A were excavated and properly disposed.



Lake Washington

Pontiac Bay

Tank 206

Pier No. 1

11

Tank 11

27

NO

7th St

Prop

8

Tank 345

344

Tanks 340
A,B,C

345

A B C

Ave 'C'

8th St

NE 65th St

CLEAN
COMPREHENSIVE LONG-
TERM ENVIRONMENTAL
ACTION NAVY

CTO 0104
NAVSTA PS, Seattle
Seattle, Washington
EBS REPORT

Figure 4-4
NAVSTA PS, Seattle
Former UST Locations

level

4.3.3 Underground Storage Tanks

All USTs at NAVSTA PS, Seattle, have been removed or closed in place (URS 1993c). Information concerning USTs is listed in Table 4-2 and their locations are shown in Figure 4-4.

Table 4-2
Summary of USTs at NAVSTA PS, Seattle

Tank No.	Size (gallons)	Product	Comments
2	200 (est.)	Gasoline	Removed in September 1994
12A	8,800	Fuel Oil	Removed in 1990 (buried railroad car)
12B	8,800	Fuel Oil	Removed in 1990 (buried railroad car)
12C	100,000	Fuel Oil	Closed in place in January 1995
12D	2,000	Gasoline	Closed in place in January 1995
29	300	Diesel	Removed in January 1994
143	3,000	Diesel	Removed in November 1988
144	2,500	Unleaded Gasoline	Removed in November 1988
145	2,500	Unleaded Gasoline	Removed in November 1988
206	1,000	Pesticides	Tank has not been used since 1980 and was closed in place; removed in February 1994
310A	500	Waste Oil	Removed in 1990
340A	15,000	Leaded Gas	Removed in September 1992
340B	15,000	Unleaded Gas	Removed in September 1992
340C	15,000	Unleaded Gas	Removed in September 1992
345	500	Waste Oil	Removed in January 1994
403	300	Diesel	Removed in February 1994
406	550	Diesel	Removed in August 1994

According to Navy files, four tanks (Tank Nos. 166, 167, 168, and 169) located at the old Navy Exchange Gas Station, Building 41, were removed in December 1986. At the time, regulations requiring site assessment and remediation following tank removal did not exist. Therefore, it is possible that petroleum from spills or leaks remains at the site.

During the SI addendum (URS 1993c), a monitoring well was installed in the area between the former tanks and Lake Washington. However, no petroleum products were detected.

Three tanks (Tank Nos. 143, 144, and 145) located south of Building 67 were removed in November 1988. Three soil samples were collected and analyzed with results from two of the samples at TPH concentrations of 730 ppm and 4,200 ppm. Navy records do not clearly indicate whether or not overexcavation was conducted.

4.3.4 100,000-Gallon UST (Tank 12C)

The 100,000-gallon UST was closed in place in January 1995. Oil-fired steam boilers located at Building 12, the Power Plant, historically supplied heat for NAVSTA PS, Seattle, buildings. The 100,000-gallon fuel tank supplying the boilers was refueled by railroad tanker cars and by barge/ship at Pier No. 1. A pipeline (now abandoned) connected the pier to the 100,000-gallon UST. The boiler plant has since been converted to use natural gas. However, during the winter when demand for natural gas was high, gas service to the boilers was cut off and fuel from the 100,000-gallon UST was used as a backup fuel supply. Following closure of the UST, four mobile aboveground tanks were installed to store backup fuel for the boiler.

As part of the SI addendum (URS 1993c), soils in the vicinity of the 100,000-gallon UST were sampled. Analytical results indicate that soils around the UST were not impacted by petroleum hydrocarbons. Prior to closing the tank, it was emptied of fuel and a hole was drilled through the bottom of the tank so that underlying soil and water could be sampled. No petroleum hydrocarbons were detected in either the soil or groundwater under the tank.

5.0 FINDINGS APPLICABLE TO REGULATORY COMPLIANCE ISSUES

Federal and state regulations potentially applicable to the EBS findings are discussed in the following sections.

5.1 MODEL TOXICS CONTROL ACT (MTCA)

Investigations, community outreach, and cleanup at NAVSTA PS, Seattle, were governed by the Washington State regulations of MTCA. The Washington Department of Ecology has established deed restrictions for the property that will be included in the findings of suitability to transfer.

5.2 RESOURCE CONSERVATION AND RECOVERY ACT (RCRA)

NAVSTA PS, Seattle, was registered as a hazardous waste generator and its generator number has been transferred to EFA Northwest. The installation had two buildings (Buildings 67 and 407) that were permitted to store hazardous wastes for up to 90 days for eventual transport. However, the installation did not treat or dispose of hazardous waste on site. A third facility has since been constructed to store hazardous waste.

5.3 TOXIC SUBSTANCES CONTROL ACT (TSCA)

With the removal of the PCB transformers, it is believed that NAVSTA PS, Seattle, no longer has PCB articles regulated under TSCA (40 CFR 760 and 761). However, disposal of asbestos-containing materials would be governed by TSCA regulations.

5.4 COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT OF 1980 (CERCLA)

EPA has determined that environmental conditions at NAVSTA PS, Seattle, do not warrant listing the site on the National Priorities List (NPL), also known as the Superfund list. No further action is required at NAVSTA PS, Seattle, under CERCLA.

5.5 CLEAN AIR ACT

The boiler at Building 12 was a registered source of air particulates. The cyclone separator in the wood shop (Building 11) and the 100,000-gallon UST are also registered emission sources. These sources are registered with the Puget Sound Air Quality Authority. The Navy has recently notified the Authority that the 100,000-gallon tank has been permanently closed.

5.6 COASTAL ZONE MANAGEMENT (CZM)

NAVSTA PS, Seattle, does not have a CZM permit nor has it had one in the past.

5.7 STORMWATER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)

NAVSTA PS, Seattle, does not have an NPDES permit for its stormwater drainage.

5.8 WETLANDS

Two wetlands, including portions of Lake Washington, are located within the boundaries of the base.

6.0 SUMMARY AND PENDING ACTIONS

Environmental conditions were assessed at NAVSTA PS, Seattle, during two preliminary assessments, three site inspections, and a site inspection addendum. The environmental studies investigated former and present hazardous materials storage areas; solid and hazardous waste disposal practices; facilities containing asbestos, lead-based paint, and PCBs; underground storage tanks and piping; and specific facilities where past practices may have affected the environment. As a result of these investigations, sampling was conducted in the fall of 1992 and during July and October 1993. Followup sampling of surface soils, subsurface soils, sediments, and groundwater was conducted in 1994 and 1995, and sediments were sampled in Lake Washington. The following sections summarize information obtained from these investigations.

Based on the site inspection, EPA has determined that environmental conditions at NAVSTA PS, Seattle, do not warrant listing the site on the NPL, also known as the Superfund list. No further action is required at NAVSTA PS, Seattle, under CERCLA.

6.1 BASE-WIDE OPERATIONS

6.1.1 Hazardous Materials Storage

All hazardous materials that were stored at NAVSTA PS, Seattle, have been removed.

6.1.2 Solid/Hazardous Waste Disposal

No designated landfills for either solid or hazardous wastes were known to operate at NAVSTA PS, Seattle. Solid waste was shipped off site through a licensed contractor and disposed in a permitted landfill. Hazardous waste was held in short-term facilities (Buildings 67 and 407). A new short-term facility is under construction. Disposal of hazardous waste was coordinated through Defense Reutilization and Marketing Organization (DRMO) in accordance with EPA regulations.

6.1.3 Stormwater

Surface water is collected in a stormwater collection system that includes oil/water separators. The Navy has performed periodic maintenance of the oil/water separators. The stormwater is discharged into Lake Washington at seven locations. Sediments near the stormwater discharges were sampled as part of the site inspection. Concentrations of PAHs were found to be comparable to those at other locations in Lake Washington.

6.1.4 Wastewater/Sewage

In the past, sewage services were provided on site. Sanitary sewer service is currently supplied by the City of Seattle.

6.1.5 Drinking Water

Drinking water has always been supplied by the City of Seattle. King County records show no drinking water intakes within 15 miles of NAVSTA PS, Seattle.

6.1.6 Lake Washington Sediments

Sediments at a limited portion of the shoreline have been impacted by runoff from Sand Point. A deed restriction will limit use of sediments at the eastern boundary to current uses.

6.1.7 Asbestos

An asbestos survey of 73 non-housing buildings and areas was completed in September 1993. A total of 928 compliance deficiencies were reported in the survey. Deficiencies were evaluated on a scale from 1 (critical) to 5 (negligible). No "critical" compliance deficiencies were noted. However, 63 serious deficiencies were found in 12 buildings, which were then abated by the Navy.

6.1.8 Lead-Based Paint

A survey of buildings containing lead-based paint was conducted in 1993. All buildings surveyed contained lead-based paint except the brig. Peeling and chipping paint in three homes was removed and the surfaces repainted.

6.1.9 PCBs

Thirty-three transformer pads were sampled for PCB residues. One of the pads had concentrations of PCBs exceeding cleanup levels. As a result, the pad was cleaned and resampled with no PCBs detected. Analytical results indicated that no further cleanup was necessary. PCBs were detected in two roof samples.

6.2 AREA-SPECIFIC ISSUES

Environmental cleanup actions at Sand Point are complete and all area-specific issues have been resolved to the satisfaction of the BRAC Cleanup Team. In accordance with CERFA guidelines, NAVSTA PS, Seattle, buildings and areas have been categorized in one of seven environmental risk classifications based upon historical use and the possible presence of hazardous materials or wastes. Figure 6-1 describes each classification and shows the NAVSTA PS, Seattle, buildings and area locations that are associated with each category.

6.2.1 Former Laundry (Building 137)

Petroleum hydrocarbons used as drycleaning agents exceeded MTCA A cleanup levels in soils at one isolated location at the southeast corner of the building. An underground storage tank for drycleaning solvents was formerly at this location (URS 1994e). Groundwater was sampled; however, no petroleum hydrocarbons exceeded MTCA cleanup levels (URS 1995e).

6.2.2 Marine Corps Reserve Center (Building 2)

Metals exceed MTCA B cleanup levels in soils beneath the floor of a former plating shop (URS 1994e). Groundwater in the vicinity of Building 2 was sampled. Arsenic and manganese exceeded MTCA Method B levels but are comparable to background levels (URS 1995e).

6.2.3 Pesticide Residue Tank (Building 206)

The Navy removed the pesticide tank and surrounding soils.

6.2.4 Public Works Transportation Building (Building 67)

Two monitoring wells were installed in the vicinity of the Public Works Transportation Building to determine whether chemicals used in the building (lubrication oils, petroleum distillates, thinners, lacquers, paints, and fuels) were released to the soils or groundwater. N-nitrosodipropylamine was detected in one well at the detection limit. Although the concentration exceeded MTCA B levels, it may be a false positive, because this chemical was not found in any other sample on site.

6.2.5 Auto Hobby Shop (Building 310)

The Navy removed the oil/water separator near the Auto Hobby Shop and removed adjacent soils during the expedited BRAC cleanup actions.

6.3 FUEL TANKS AND PIPING

6.3.1 Avgas Distribution System

Contaminated soils at the former avgas tank farm were excavated (URS 1995d).

6.3.2 Mogas Storage

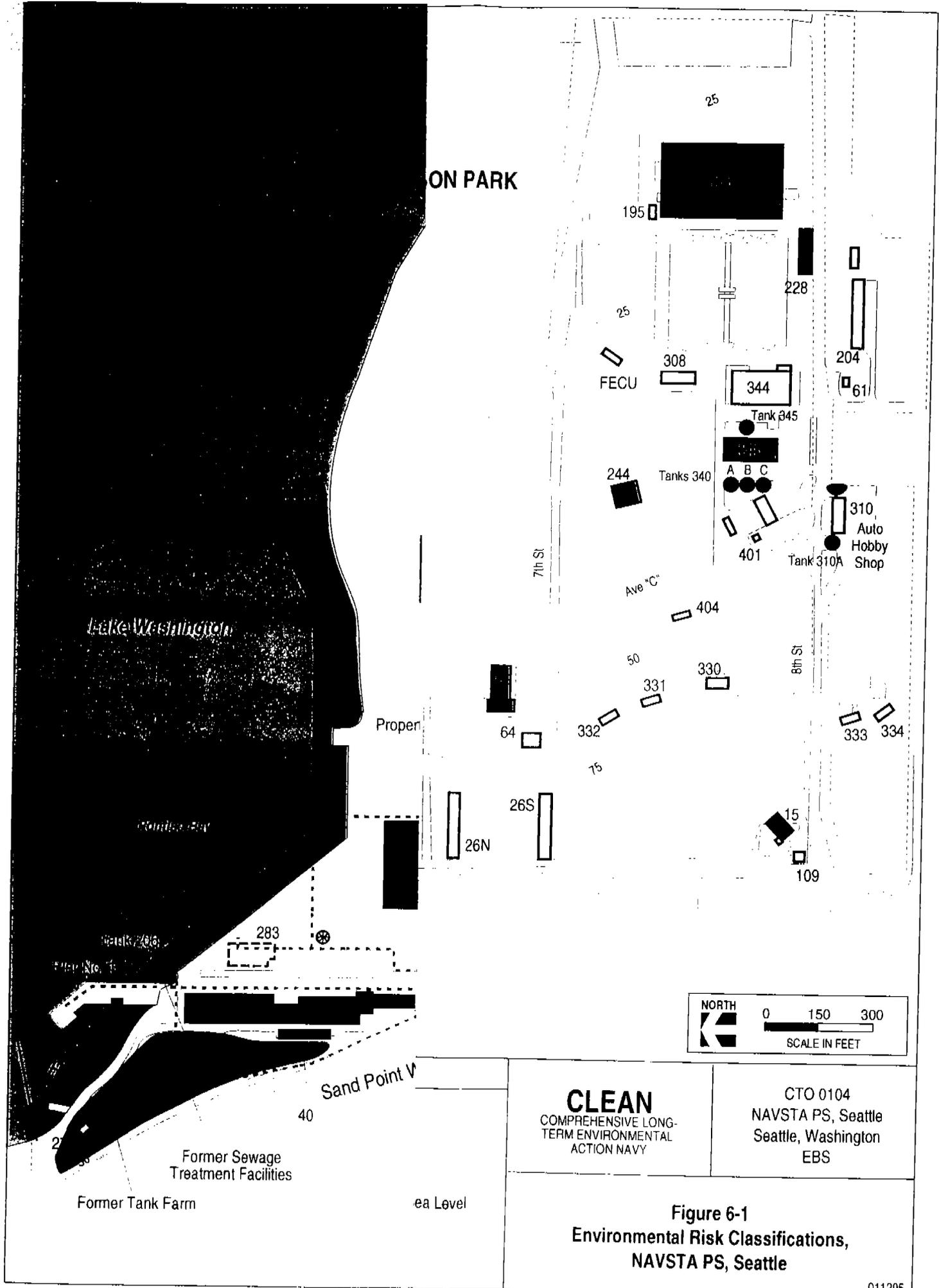
Mogas was formerly stored in two USTs near Building 98. During the 1991 site inspection, TPH was detected in a subsurface soil sample at an elevated concentration. Soils adjacent to Building 98 were excavated (URS 1995d).

6.3.3 Underground Storage Tanks

All tanks have been removed or closed.

6.3.4 100,000-Gallon UST (Building 12)

The 100,000-gallon UST was closed in place in December 1994 (URS 1995c).



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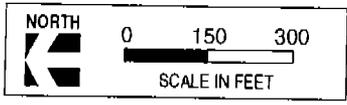
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Sand Point V

Former Sewage Treatment Facilities

Former Tank Farm

ea Level



<p>CLEAN COMPREHENSIVE LONG-TERM ENVIRONMENTAL ACTION NAVY</p>	<p>CTO 0104 NAVSTA PS, Seattle Seattle, Washington EBS</p>
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Figure 6-1
Environmental Risk Classifications,
NAVSTA PS, Seattle

7.0 REFERENCES

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- . 1994e. *Draft Technical Memorandum, Summer 1994 Sampling Results, Building 2, Building 30, Building 137, Avgas Tank Farm, Asphalt Roofs, Ballfield, CTO 0170.* October 24, 1994.
- . 1995a. *Base Realignment and Closure (BRAC) Cleanup Plan, CTO 0149.* January 13, 1995.
- . 1995b. *Underground Storage Tank Closure Report for 2,000-Gallon Gasoline UST at Steam Plant, CTO 0140.* May 9, 1995.
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- . 1995d. *Interim Remedial Action Report for the Former Avgas Tank Farm, CTO 0140.* May 9, 1995.
- . 1995e. *Draft Technical Memorandum, Sampling Results from the Groundwater and Soil Monitoring, CTO 0170.* September 7, 1995.
- . 1993a. *Site Inspection Report, Naval Station Puget Sound (Draft Final), CTO 0073.* February 8, 1993.
- . 1993b. *Site Inspection Report, NAVSTA PS Seattle, CTO 0104.* October 7, 1993.
- . 1993c. *Technical Memorandum, Naval Station Puget Sound Seattle, CTO 0104.* September 7, 1993.
- . 1993d. *Draft Technical Memorandum, Environmental Baseline Survey for Transfer, Avgas Lines and 100,000-Gallon Underground Storage Tank.* October 21, 1993.
- . 1991. *Preliminary Assessment, PSNS-NAVSTA Puget Sound, Sand Point, CTO 0045.* October 10, 1991.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office, 3190 - 160th Ave S.E. • Bellevue, Washington 98008-5452 • (206) 649-7000

May 16, 1996

Mr. Richard K. Stoll
Department of the Navy
Engineering Field Activity, Northwest
Naval Facilities Engineering Command
19917 7th Avenue
Poulsbo, WA 98370-7570

Dear Mr. Stoll:

Thank you for submitting the reports for the Naval Station Puget Sound (NAVSTA PS), Seattle (Sand Point), Fast-Track cleanup and remedial actions for Ecology's review.

The Washington State Department of Ecology's Toxics Cleanup Program has reviewed information regarding the Sand Point facility located at: 7500 Sand Point Way, Seattle, Washington.

Legal description is as follows:

Beginning at the City of Seattle Monument at the northwest corner of Section 11, Township 25 North, Range 4 East, Willamette Meridian; thence S88°30'02"E a distance of 1319.35 feet, along the north line of said section, to the City of Seattle Monument at the intersection of Sand Point Way Northwest and Northeast 65th Street; thence N0°15'43"E a distance of 45.22 feet; to the True Point of Beginning:

- (1) Thence, N00°14'20"E a distance of 2790.10 feet;
- (2) Thence, along a curve to the left, with a radial bearing of N89°45'40"W, a radius of 613.36 feet, a delta angle of 27°43'00", and an arc length of 296.71 feet;
- (3) Thence, N27°28'40" a distance of 170.84 feet;
- (4) Thence, along a curve to the right, with a radial bearing of N62°31'20"E, a radius of 534.50 feet, a delta angle of 14°33'00", and an arc length of 135.73 feet;

ATTACHMENT (4)

NO FURTHER
ACTION

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- (5) Thence, N12°55'40" a distance of 999.42 feet;
- (6) Thence along a curve to the left, with a radial bearing of S77°04'20"W, a radius of 2333.83 feet, a delta angle of 16°32'49", and an arc length of 674.01 feet;
- (7) Thence, N29°28'29"W a distance of 357.94 feet;
- (8) Thence, S88°23'09"E a distance of 25.71 feet;
- (9) Thence, S88°23'09"E a distance of 363.85 feet;
- (10) Thence, S49°14'29"E a distance of 1077.78 feet;
- (11) Thence, S88°34'29"E a distance of 168.28 feet;
- (12) Thence, S01°02'22"W a distance of 1699.68 feet;
- (13) Thence, S88°53'11"E a distance of 690.52 feet;
- (14) Thence, S01°07'01"W a distance of 1693.51 feet;
- (15) Thence, S30°51'47"E a distance of 409.04 feet;
- (16) Thence, S84°44'35"E a distance of 1076.83 feet;
- (17) Thence, S01°02'07"W a distance of 772.81 feet;
- (18) Thence, S89°36'59"W a distance of 448.62 feet;
- (19) Thence, S63°11'22"W a distance of 205.91 feet;
- (20) Thence, S01°01'48"W a distance of 147.06 feet;
- (21) Thence, N88°30'32"W a distance of 506.04 feet;
- (22) Thence, N00°25'44"E a distance of 279.00 feet;
- (23) Thence, N88°43'26"W a distance of 25.00 feet;
- (24) Thence, N88°36'49"W a distance of 177.40 feet;

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- (25) Thence, S00°18'58"W a distance of 239.40 feet;
- (26) Thence, N88°36'49"W a distance of 1112.33 feet;
- (27) Thence, N00°20'51"E a distance of 121.31 feet;
- (28) Thence, along a non tangent to the left, with a radial bearing of N70°21'05"W, a radius of 356.54, a delta angle of 19°20'50", and an arc length of 119.95 feet;
- (29) Thence, N88°36'49"W a distance of 10.00 feet to the True Point of Beginning. Said area contains 151.74 acres; or (Latitude 47°40'55", Longitude 122°15'24")

A list of the remedial action reports and the dates they were submitted and a list of the additional documents and information reviewed accompanies this report.

Discussion

The site has been divided into six (6) parcels in order to expedite and speed up cleanup actions. These parcels are delineated on the map (See figure 1). In order to clarify the parcels, each has been given a name. They are:

1. South Base, Commissary and Auto Facilities
2. Residential Area
3. Ball Fields
4. Light Industry
5. North Shore
6. Off-Shore Bay and Sediments (Pontiac Bay)

All six (6) parcels are discussed in this letter. Based on the above referenced documents, Ecology has determined that the release of contaminants into the soil, and surface and ground water at the Sand Point facility no longer poses a threat to human health or the environment. Ecology has requested a Deed Restriction or Restrictive Covenant where there is a potential for release or the contaminated soils could not be removed.

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Ecology recommends that when any of the buildings on the site are demolished, soil samples be taken beneath the building to determine if any contamination is present. Monitoring wells will be left in place and available for sampling; removal or closure of a well will be only with Ecology's approval.

Care shall be taken to minimize contact with the sediments in the eastern half of Pontiac Bay. Although there are no known human health hazards present in the sediments, the area is environmentally sensitive and resuspension or disturbance of sediments shall be kept to a minimum.

SOUTH BASE, COMMISSARY AND AUTO FACILITIES -- PARCEL 1.

Property Included

The South Base portion of land is bordered by Magnuson Park on the east, Sand Point Way on the west, University of Washington housing on the south and by Parcels Two (2) and Three (3) on the north. The Magnuson Park Entrance, NE 65th Street, runs through the property.

Investigation, Cleanup Activities and Conclusions

Cleanup activities were conducted on two facilities in this parcel. Contaminated soils associated with the former oil/gas separator were removed adjacent to the Auto Hobby Shop (Building 310), and underground storage tanks adjacent to the Service Bay (Building 345) that contained gasoline and waste oils were removed.

The analytical data presented in the above reports states that the contamination in the adjacent areas was cleaned up but soils with petroleum contamination in evidence under Building 345 were not removed. Location: Beneath the north wall of the building. This is an acceptable action if removal of the soils would be a detriment to the integrity of the building structure. If, in the future, the building is removed from the site, additional sampling shall be conducted to assure that contamination under the building offers no threat to human health or the environment. If there is a threat to the environment or to human health, removal of the contaminated soil must be accomplished at that time.

Specific Required Actions

Soils under the Auto Maintenance Service Bay (Building 345, contamination location: SW corner Lat. 47°40'34.77654", Long. 122°15'26.52025" north to Lat. 47°40'36.20918, Long. 122°15'26.5283" east to Lat. 47°40'36.21011", Long. 122°15'25.6395" and south to Lat. 47°40'34.7748", Long. 122°15'25.6213") and the Auto Hobby Shop (Building 310, contamination location: SW corner Lat. 47°40'33.13097, Long. 122°15'29.770" north to Lat. 47°40'33.27900, Long.

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122° 15'29.7709 east to Lat. 47°40'33.27993", Long. 122°15'29.6365" and south to Lat. 47° 40'33.11890", Long. 122°15'29.640") shall be sampled when the buildings are demolished. The Auto Hobby shop had traces of metal in sampling at the northwest corner.

When the Commissary (Building 193) is demolished, soil samples must be taken and evaluated. The Commissary was formerly an airplane hangar and materials used in the building could contribute to site contamination. If contamination above MTCA Level B Cleanup Level is found, remediation shall take place to minimize human and environmental impacts.

RESIDENTIAL AREA -- PARCEL 2

Property Included

In addition to the dormitories that abut Sand Point Way, the residential parcel of the base includes the old gas station (Building 41) and the Brig (Building 406). Boundaries include Parcel 1 and Parcel 3, to the south and south east; NOAA to the east-northeast; Parcel 4 to the north; and, Sand Point Way to the west.

Investigations, Cleanup Activities and Conclusions

Restricted use of Parcel 2 is not necessary. There were underground storage tanks for the old gas station and the Brig but they have been removed and there is no evidence that contamination still occurs in this parcel.

It should be noted that asbestos and leaded paint are found in most buildings on the site, but are not considered under the Model Toxics Control Act (MTCA) jurisdiction at this time.

Specific Required Actions - None

Therefore, Ecology is issuing this determination of **NO FURTHER ACTION** for this parcel under the Model Toxics Control Act (MTCA), Ch. 70.105D RCW. This determination is made only with respect to the releases identified in the remedial action reports listed above. This no further action determination applies only to the area of the property affected by any releases identified in the report. It does not apply to any other release or potential release to the property, any other areas on the property, nor any other properties owned or operated by the United States Navy. This **NO FURTHER ACTION** determination does not apply to remedial actions determined necessary as a result of confirmation monitoring.

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BALL FIELDS -- PARCEL 3

Property Included

The Ball Fields at Sand Point are bordered by Parcel 1 (the Commissary/Auto Facilities) on the south, Magnuson Park on the east, and Parcel 2 (the Residential Area) on the north and west.

Investigations, Cleanup Activities and Conclusions

Based upon sampling done on site and the listed reports, Ecology as determined that, at this time, the release of PAHs and metals into the soil, surface water and ground water no longer poses a threat to human health or the environment.

This determination is made only with respect to the storm drain releases identified in the remedial action reports listed above. This **NO FURTHER ACTION** determination applies only to the area of the property affected by the releases identified in the reports. It does not apply to any other release or potential release at the property, any other areas on the property, nor any other properties owned or operated by the United States Navy. This no further action determination does not apply to remedial actions determined necessary as a result of confirmation monitoring.

Ecology does not assume any liability for any release, threatened release or other conditions at the site, or for any actions taken or omitted by any person or his/her agents or employees with regard to the release, threatened release, or other conditions at the site.

Specific Required Actions - None

Therefore, Ecology is issuing this determination that **NO FURTHER ACTION** is necessary at this parcel under the Model Toxics Control Act (MTCA), Ch. 70.105D RCW.

LIGHT INDUSTRY -- PARCEL 4

Property Included

Parcel 4 contains the hangars and buildings north of Parcel 2 and the Main Entrance and south of the road to NOAA. Building 406 or the Brig and the NOAA facilities are to the east and Sand Point Way NE is on the west.

Investigation, Cleanup Activities and Conclusions

Cleanup activities and decommissioning of the 100,000 gallon tank, a 2,000 gallon

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underground storage tank, and an 800 gallon underground storage tank took place on this parcel. Several underground storage tanks containing heating oil, gasoline, and waste oil were also removed and soil tested to determine if there was residual soil contamination. Contaminated soils were sent to an appropriate facility to be land farmed. AVGAS pipelines were cleaned and closed. There is no danger to human health or the environment so **NO FURTHER ACTION** is given on the petroleum storage facilities in Parcel 4.

Soil sampling for Buildings 2 and 30 revealed metals above cleanup levels inside Building 2 (under the floor) and in the grass strip between Building 30 and the adjacent parking lot on the north side of the building. Both sites had cadmium above cleanup levels. Cleanup of the two areas would be difficult; the buildings are part of the historical district on base and removal of the soil could affect the integrity of the structures of the buildings. Long term monitoring of the sites will take place to assure that the metals are not affecting the ground water. There are no immediate dangers to human health or the environment since both areas are inaccessible but there is a potential for impact if either building is demolished or the concrete is removed. A **NO FURTHER ACTION with deed restrictions** is given to the soils beneath Buildings 2 and 30.

Historically, Building 137 was a laundry/dry cleaning facility. The building has been removed but the foundation is being used as a parking lot. Sampling around the foundation did not reveal any contamination but Stoddard's Solution (a petroleum based cleaning fluid) was found at a depth of about 12 feet below the building when a sample was taken through the cement floor. The contaminant is not a risk to human health or the environment at this point. Logistics in removal of the contaminated soil appears to be difficult. The building is within five feet of a retaining wall, a utilities corridor, and a loading area for Building 5. In order to assure removal of the contamination, the wall would have to be breached and the utilities would be jeopardized. The monitoring wells in proximity to Building 137 indicate that Stoddard's Solution has not reached the ground water. There is no immediate danger to human health or the environment since the area is inaccessible, but there is a potential for impact if the soil is removed, therefore a **NO FURTHER ACTION with deed restrictions** is given to the soils below the concrete/asphalt pad at Building 137.

Roofing materials were sampled on Buildings 2, 5, and 30. Polychlorinated biphenyls (PCBs) were detected at concentrations greater than MTCA levels for soils in two roof samples (Buildings 5 and 30). These materials are not accessible to humans and do not appear to be releasing to the surface water that strikes the roofing material. A

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NO FURTHER ACTION determination has been made for the roofing material. If the roofs are replaced or receive repair activities on them, personnel working on the roofing materials must have removal expertise. They must be informed of the potential harmful effects and instructed in proper removal and disposal techniques.

Specific Required Actions

Long Term groundwater monitoring has been established for Parcel 4 to confirm cleanup.

Soils under Buildings 2 (contamination location: SW corner Lat. 47°41'09.74631", Long. 122°15'442.40163" north to Lat. 47°41'10.22709", Long. 122°15'42.40323" east to Lat. 47°41'10.22905", Long. 122°15'42.27699" and south to Lat. 47°41'09.74615", Long. 122°15'42.2781") and 30 (contamination location: SW corner Lat. 47°40'59.87827", Long. 122°15'3.45559" north to Lat. 47°41'00.02271", Long. 122°15'34.44836" east to Lat. 47°41'00.01969", Long. 122°15'92701" and south to Lat. 47°40'59.87867", Long. 122°15'33.92948") need additional sampling when the buildings are demolished to determine the extent and magnitude of contamination. The soils under the buildings will then be remediated.

Further monitoring of the wells in proximity to Building 137 will assure that Stoddard's Solution is not contaminating the groundwater. If the site is to be modified, and the soils removed and/or recontoured, cleanup of the soils at Building 137 will proceed. (Location: SW corner 47°41'00.19524", Long. 122°15' 42.66099" north to 47°41'00.53943", Long. 122°15'42.65505" east to Lat. 47°41'00.54356", Long. 122°15'42.454" and south to 47°41'00.18635", Long. 122°15'42.4480".)

If roofs of Buildings 2, 5, and 30 are replaced or receive repair activities on them, personnel working on the roofing materials shall have PCB removal expertise. They shall be informed of the potential harmful effects and instructed in proper removal and disposal techniques.

NORTH SHORE -- PARCEL 5

Property Included

Parcel 5 is on the north edge of the property. It is bounded on the south by the entrance road to the NOAA facility, on the east by NOAA, on the north by Pontiac Bay and on the west by Sand Point Way NE.

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Investigation, Cleanup Activities and Conclusions

Petroleum cleanup was most extensive within this parcel. Approximately 4,500 cubic yards of contaminated soils were removed from the old tank farm and sent to the appropriate facility for land farming. The tank farm was then filled with recycled cement and soils, contoured and reseeded. Monitoring wells were installed for long term monitoring and the area was returned to its former use, that of a park. A **NO FURTHER ACTION** determination is given to the tank farm contingent on results of the long term monitoring. The plan for long term monitoring is given in the documents listed in Appendix I of this letter.

Pipelines that carried AVGAS throughout Parcel 5 were cleaned and closed. Soils were sampled adjacent to the pipelines and petroleum contamination above MICA cleanup levels was found in one spot. It does not appear to be near the ground water and is not a risk to human health or to the environment. The contamination is beneath 18 - 24 inches of concrete and rebar, and it is in an area that is part of the former tarmac for the Naval Air Station and would be difficult to cleanup. Therefore, the contamination may remain in place until such time that the tarmac is removed and the underlying soils and fill are exposed. At that time the contamination must be addressed. The pipelines in Parcel 5 have a **NO FURTHER ACTION with deed restrictions** determination.

Specific Required Actions

If the tarmac in Parcel 5 is removed, the underlying soils and fill must be sampled and contamination remediated. (Location: SW Corner Lat. 47°41'15.85126", Long. 122°15'46.62587" north to Lat. 47°41'16.59035", Long. 122°15'46.62668" east to Lat. 47°41'16.59126", Long. 122°15'45.60140" and south to Lat. 47°41'15.87154", Long. 122°15'45.59824")

OFF-SHORE BAY AND SEDIMENTS -- PARCEL 6

Property Included

Parcel 6 is Lake Washington's Pontiac Bay on the northern edge of the property. It is bounded on the south by Parcel 5, the North Shore; on the west by the Sand Point Community and Sand Point Way; and on the east by NOAA and the Lake. The shoreline has been modified by fill and a bulkhead that has straightened the shoreline. There are two boat launches within the Sand Point property; one is adjacent to the

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Sandpoint NFA
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NOAA fence and the other is at the west end, adjacent to the fence line along Sand Point Way. Dredging has taken place in the past, particularly in the off-shore property belonging to NOAA. The dredge spoils were deposited upland on the property.

Investigations and Conclusions

In 1993 samples of the sediments were analyzed. The results of the chemical analysis were published in the original Environmental Baseline Studies (EBS) but were inconclusive; they indicated there was no human risk associated with the sediments but there was a potential for environmental risks. Some of the compounds exceeded MTCA cleanup guidelines, particularly for PAHs and some of the metals. As a result the Navy and Ecology made the decision to perform bioassay sampling for the sediments. It was concluded that no areas in the western portion (about two-thirds) of Pontiac Bay (west of station 406) show effects at levels of concern. These areas may be transferred to the future owners without restrictions. A **NO FURTHER ACTION** determination is given to the western half of sediments in Pontiac Bay

The eastern portion (approximately one-third) of Pontiac Bay constitutes a freshwater sediment site according to Ecology regulations and standards. At least some of this contamination can be attributed to Navy activities, both associated with the base just before it was closed and possibly associated with the larger historic base. This portion of the site could potentially be divided into two areas, west and east of the NOAA Pier, due to past dredging and evidence that the remaining sediments north of the pier are not as contaminated. Additional chemical analyses should be run on stations exceeding SQS or CSL in accordance with the workplan. This need not hold up property transfer, but could be conducted concurrently with that process, or at a later date. The area west of the pier could be remediated separately, ahead of the eastern area, since the direction of sediment transport is to the east. It is also the area most directly attributable to Navy operations. The Navy may choose to either conduct a cleanup in this limited area, or transfer it with deed restrictions to a future owner, recognizing that the Federal government is still responsible at a future date. The sediments in the eastern half of Pontiac Bay have a **NO FURTHER ACTION with deed restrictions** determination.

Specific Required Actions

The deed restriction shall notify the future owner that contamination that requires cleanup is present in the eastern half of Pontiac Bay, and that until cleanup is conducted, activities that disturb sediment (such as aquatic construction) must be limited to the extent practicable. Since a fence will separate NOAA's property from that belonging to the City, it is appropriate to post signs explaining that the area east of the fence is environmentally sensitive and should not be disturbed. If such a

Mr. Richard K. Stoll
Sandpoint NFA
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disturbance is necessary, Ecology shall be notified and provided an opportunity to review the plans to ensure that all appropriate measures are taken to prevent resuspension and exposure to humans and wildlife. New land uses shall not be allowed that involve continual resuspension or disturbance of sediment, such as public swimming, or wind surfing.

The area east of NOAA's pier needs to be studied further to determine the eastward and northern extent of contamination. This will be done when collective agency resources permit.

Specific Actions Required

The eastern portion of Pontiac Bay, that is east of a line expenting from Lat. 47°41'16.70556", Long. 122°15'38.15883" to Lat. 47°41'17.01490, Long. 122°15'42.89002", to Lat. 47°41'18,18340", Long. 122°15'44.28139" shall be used as a buffer zone between Magnuson Park and NOAA. It will be remediated at a future date when collective agency resources permit. Until that time, a sign shall be posted indicating the area is "Property of NOAA".

RESTRICTIVE COVENANTS

The property that is the subject of this Restrictive Covenant has been the subject of a Fast Track Cleanup Action under the Defense Base Closure and Realignment Act of 1990 (P.L. 101-510, 104 Stat. 1808) (BRAC 91,93,95) and is legally described on page 1 (one) of this letter. The remedial actions undertaken to clean up the property (hereafter the "Cleanup Actions") are described in the reports listed in Appendix I of this letter. These documents are on file at the Northwest Regional Office of the State of Washington Department of Ecology ("Ecology"), The Downtown Branch of the Seattle Public Library, and the Northeast Branch of the Seattle Public Library. These Restrictive Covenants are required by Ecology as defined in WAC 173-340-440 because the Cleanup Action resulted in residual concentrations of Petroleum (AVGAS, diesel fuel oil, and Stoddard's Solution) and heavy metals which exceed Model Toxics Control Act Method B cleanup levels for soil established under WAC 173-340-720(2).

The contamination that is the subject of these restrictive covenants are described in the referenced reports (Appendix I). The following declaration as to limitations, restrictions, and uses to which the Site may be put, and specification that such declarations shall constitute covenants to run with the land, as provided by law, and shall be binding on all parties and all persons claiming under them, including all current and future owners of any portion of/or interest in the Site.

1. Portions of the property contain petroleum contaminated soils (Building 345, Building 137, and the soil beneath the tarmac in front of Building 27). Other portions contain heavy metal contaminated soils located beneath buildings

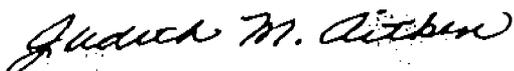
Mr. Richard K. Stoll
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- (Buildings 2 and 30). Remediation or removal of the contaminated soils must be addressed before the owner or successor owner alters, modifies, or removes the existing building in any manner that exposes the contamination. Any plans for alteration, modification or removal which shall expose the contamination shall be submitted to and approved by Ecology or its successor agency prior to such actions.
2. The owner of the property must give written notice to Ecology, or to its successor agency, or the owner's intent to convey any interest in the property. No conveyance of title, easement, lease, or other interest in the property shall be consummated by the owner without adequate and complete provision for continued compliance with this restrictive covenant. Copies of this restrictive covenant shall be furnished to any transferee or such real property interest.
 3. The owner or a successor owner shall allow authorized representatives of Ecology, or its successor agency, the right to enter the property at reasonable times for the purpose of carrying out its duties under Chapter 70.105D RCW, including the right to take samples, inspect remedial actions conducted at the property relating to the contamination identified in the above referenced reports, and to inspect records that are related to the Cleanup Action.
 4. The Owner of the Site and any successor owners reserve the right under WAC 173-340-730 and WAC 173-340-440 to record an instrument which provides that this Restrictive Covenant shall no longer be of any further force or effect. However such an instrument may be recorded only with the consent of Ecology, or its successor agency. Ecology, or its successor agency, may consent to the recording of such an instrument only after appropriate public notice and comment.

Ecology will update its database to reflect this NO FURTHER ACTION determination. Your site will not appear in future publications of the Confirmed & Suspected Contaminated Sites Report (previously known as the Affected Media and Contaminants Report.) and the LUST database. Ecology will also initiate the process to remove your site from the Hazardous Sites List. This process includes a 30 day public comment period, after which Ecology must evaluate the public's comments before making a final decision.

Should you have any questions, please call me at (206) 649-7135.

Sincerely,



Judith M. Aitken
Toxics Cleanup Program

APPENDIX I

ENVIRONMENTAL DOCUMENTS USED TO PREPARE THE DETERMINATION OF
NO FURTHER ACTION

URS Consultants, Inc. (URS). 1991. Preliminary Assessment, PSNG-NAVSTA Puget Sound, Sand Point. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. October 1991.

1993a. Site Inspection Report, Naval Station Puget Sound Seattle, Washington. Vols. I and 2. October 1993.

1993b. Draft Environmental Baseline Survey for Naval Station Puget Sound (NAVSTA PS), Seattle, Washington. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington, December 1993.

1994a. Technical Memorandum: Sampling Results for the Avgas Line and 100,000-Gallon Underground Storage Tank, Naval Station Puget Sound, Seattle, Washington. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. January 1994.

1994b. Factsheet: Environmental Cleanup Prior to Property Transfer, Sand Point Naval Base. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. February 1994.

1994c. BRAC Cleanup Plan, NAVSTA PS, Seattle, Washington. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington, March 1994.

1994d. Draft Technical Memorandum: Sampling Results for the Avgas Line and Auto Hobby Shop Excavation, Naval Station Puget Sound, Seattle, Washington. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. April 1994.

1994e. Draft Technical Memorandum: Conceptual Engineering Alternatives for Remediation of Soils in the Area of the Former Fuel Tank Farm, Naval Station Puget Sound, Seattle, Washington. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. April 1994.

1994f. Draft Community Relations Plan/Public Participation Plan (CRP/PPP) for Sand Point Naval Base. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. May 1994.

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1994g. Factsheet: New Cleanup Documents available for Public Comment, Sand Point Naval Base. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. May 1994.

1994h. Draft Technical Memorandum: Summer 1994 Sampling Results: Building 2, Building 30, Building 137, Avgas Tank Farm, Asphalt Roofs, Ballfield, Naval Station Puget Sound, Seattle, Washington. Prepared for U.S. Navy CLEAN, N62474-89-D-9295. Seattle, Washington. October 1994.

1995a. Draft Technical Memorandum: Sampling Results for Groundwater and Soil Monitoring, Naval Station Puget Sound, Seattle, Washington CTO 170. Seattle, Washington. September 1995.

1995b. Technical Memorandum: Bioassay Sampling of Lake Washington Offshore Sediments, Naval Station Puget Sound, Seattle, Washington, CTO 199. Seattle, Washington. October 1995.

1996. Final BRAC Cleanup Plan, NAVSTA PS, Seattle, Seattle, Washington CTO 0149. Seattle, Washington. February 1996.



DEPARTMENT OF THE NAVY
THE ASSISTANT SECRETARY OF THE NAVY
(INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON, D.C. 20350-1000

April 4, 2000

MEMORANDUM FOR COMMANDER, NAVAL FACILITIES ENGINEERING COMMAND

Subj: ASSIGNMENT OF BASE CLOSURE PROPERTY AT
NAVAL STATION PUGET SOUND (SAND POINT), SEATTLE,
WASHINGTON, TO THE U.S. DEPARTMENT OF THE INTERIOR'S
NATIONAL PARK SERVICE FOR SUBSEQUENT CONVEYANCE TO
THE CITY OF SEATTLE FOR PARK AND RECREATIONAL USE

Ref: (a) COMNAVFACENGCOM memo of 10 March 2000

In accordance with reference (a), and pursuant to the authority vested in the Administrator of General Services by the provisions of the Federal Property and Administrative Services Act of 1949 (FPASA), as amended, and a delegation of that authority to the Secretary of Defense (SECDEF) in accordance with the provisions of the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, 10 U.S.C. § 2687 note, as amended, and a subsequent delegation of the authority by SECDEF to the Secretary of the Navy, I hereby approve the assignment of approximately 10.3 acres of land and related infrastructure at the former Naval Station Puget Sound at Sand Point, Seattle, Washington, to the Department of the Interior's National Park Service, at no cost, for subsequent conveyance to the City of Seattle for parks and recreational purposes, as authorized by and pursuant to Section 203(k)(2) of FPASA, as amended, 40 U.S.C. Section 484(k)(2).

You or your designee are hereby authorized to complete the assignment of 10.3 acres of land and related infrastructure at Naval Station Puget Sound Sand Point to the Department of the Interior for subsequent conveyance to the City of Seattle.


ROBERT B. PIRIE, JR.

ENCLOSURE(1)

MEMORANDUM OF AGREEMENT

BETWEEN

THE DEPARTMENT OF EDUCATION

THE DEPARTMENT OF HEALTH AND HUMAN SERVICES

THE DEPARTMENT OF THE INTERIOR

THE DEPARTMENT OF TRANSPORTATION

AND

THE DEPARTMENT OF DEFENSE

THE DEPARTMENT OF THE ARMY

THE DEPARTMENT OF THE NAVY

THE DEPARTMENT OF THE AIR FORCE

THIS AGREEMENT is made between the Departments of Education, Health and Human Services, Interior, and Transportation (hereinafter collectively referred to as the "Sponsoring Federal Agencies"), and the Department of Defense (hereinafter "DoD") and the Departments of the Army, Navy, and the Air Force (hereinafter collectively referred to as the "Military Departments").

WITNESSETH, THAT:

WHEREAS, Sponsoring Federal Agencies will evaluate and approve or disapprove an application from a Public Benefit Recipient for certain real property (the "Property") on a military installation, and in so doing will rely upon the Military Department's assessment of the condition of the Property in relation to the specific requirements of the Public Benefit Recipient's approved program, as described in the application; and

WHEREAS, a Sponsoring Federal Agency, acting as a conduit through which title will ultimately pass from the United States to the Public Benefit Recipient, will request assignment of the Property under the authority provided by the Federal Property and Administrative Services Act of 1949, 40 U.S.C. § 484(k), as amended, and regulations promulgated thereunder; and

MOA

WHEREAS, the Military Department will assign the Property to a Sponsoring Federal Agency for transfer to a Public Benefit Recipient, in accordance with an appropriate assignment letter, under authority vested in the Administrator of General Services, by the Federal Property and Administrative Services Act, and delegated to the Secretary of Defense under Public Law 101-510, and redelegated to the Secretaries of the Military Departments;

NOW, THEREFORE, the parties agree as follows:

a. The Military Department accepts responsibility for the Property as the Federal "holding agency" under the Federal Property Management Regulations, 41 C.F.R. Part 101-47, and is the "disposal agency" for the Property pursuant to delegations of authority from the Administrator of General Services, required by Public Laws 100-526 and 101-510.

b. The environmental remediation of the contaminated portions of the Property will be the sole responsibility of the Military Department, and will be undertaken in cooperation with the Environmental Protection Agency ("EPA") and/or the State environmental regulatory authority, as appropriate, and in compliance with any enforceable agreement or order.

c. If hazardous substances were stored for one year or more, known to have been released, or disposed of on the Property, the Military Department will provide the Sponsoring Federal Agency with a copy of the notice required by the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA") § 120(h)(1), and the contents of such notice, as required by CERCLA § 120(h)(3)(A)(i), will be included in the transfer document. With respect to such property, and in accordance with CERCLA § 120(h)(3), the Military Department shall ensure that all remedial action necessary to protect human health and the environment has been taken with respect to any hazardous substance remaining on the Property (including EPA's determination that any ongoing remedy has been demonstrated to be operating properly and successfully). In addition, the Military Department will direct the Sponsoring Federal Agency to include in the deed transferring the Property to the Public Benefit Recipient:

(1) a covenant warranting that all remedial action necessary to protect human health and the environment with respect to any hazardous substance remaining on the property has been taken;

(2) a covenant warranting that any additional remedial action found to be necessary after the date of such transfer shall be conducted by the United States, and

(3) a clause granting the United States access to the property in any case in which remedial action or corrective action is found to be necessary after the date of such transfer.

d. In accordance with CERCLA § 120(h)(4), if the Military Department determines the Property is uncontaminated, and receives concurrence in this determination from either EPA (for NPL sites) or the appropriate State official (for non-NPL sites), the Military Department will direct the Sponsoring Federal Agency to include in the deed transferring the Property to the Public Benefit Recipient:

(1) a covenant warranting that any response action or corrective action found to be necessary after the date of transfer shall be conducted by the United States; and

(2) a clause granting the United States access to the Property in any case in which a response action or corrective action is found to be necessary on the Property after the date of transfer, or where such access is necessary to carry out a response action or corrective action on adjoining property.

e. The Military Department assumes sole responsibility for the preparation and review of the following documents:

(1) Environmental Baseline Survey

An Environmental Baseline Survey (EBS) of those portions of the military installation for which a Public Benefit Transfer is being considered will be completed and copies will be presented to the Sponsoring Federal Agency and the Public Benefit Recipient at least 60 days prior to assignment. The EBS shall summarize what is presently known of the environmental condition of the property, as required by 40 C.F.R. Part 373.

(2) Finding of Suitability to Transfer

A Finding of Suitability to Transfer (FOST) will be completed in accordance with the "DoD Policy on the Environmental Review Process to Reach a Finding of Suitability to Transfer for Property Where Release or Disposal has Occurred" based on the results of the EBS, the Final Environmental Impact Statement, the Disposal and Reuse Record of Decision, and in light of the intended use to be made of the Property. Regulatory agencies shall be provided an opportunity to comment and their comments shall be incorporated where appropriate or attached if unresolved.

f. The Military Department acknowledges that a Public Benefit Recipient may be entitled to indemnification under Section 330 of the National Defense Authorization Act for Fiscal Year 1993, Public Law 102-484, as amended (10 U.S.C. § 2687 Note).

g. The Military Department will determine that the Property is environmentally suitable for transfer in accordance with the Public Benefit Recipient's approved purposes, and in accordance with the "DoD Policy on the Environmental Review Process to Reach a Finding of Suitability to Lease" and "DoD Guidance on the Environmental Review Process to Reach a Finding of Suitability to Transfer." The Sponsoring Federal Agency may rely upon this determination of suitability and is not required to independently inspect the Property prior to transfer.

h. The Military Department shall be solely responsible for, and conduct any necessary remediation (including the requirement to obtain any necessary permits or approvals) of all contamination, whether on-site or off-site, and whether known at the time of transfer or subsequently discovered, attributable to the use, management, storage, release, or disposal of hazardous materials, substances, wastes, or petroleum products during the Military Department's occupancy or use of the Property. This responsibility shall include (to the extent not paid from the Judgment Fund, 31 U.S.C. § 1304) the liability for any costs or claims asserted against the U.S. Government for such use, management, storage, release, or disposal of hazardous materials, substances, waste, or petroleum products, as well as the liability for any necessary environmental remediation. The Military Department shall at all times during its environmental remediation of the property observe, comply with, assume all responsibility for, and pay all costs related to compliance with applicable provisions of Federal, State and local laws, rules, regulations and standards, including, in particular, those provisions concerning the protection and enhancement of environmental quality, pollution control and abatement, the maintenance of safe drinking water, and solid and hazardous waste management.

i. The Military Department acknowledges that, unless mutually agreed to in the context of a particular proposed public benefit transfer, the Sponsoring Federal Agency has no presence on nor has previously used or occupied the Property in a manner that would make the Sponsoring Federal Agency liable for any costs or claims attributable to existing contamination on or emanating from the Property. Accordingly, nothing in this Agreement nor in the public benefit conveyances is to be construed as requiring the Sponsoring Federal Agency to accept responsibility for the payment of any taxes, assessments, public

utility charges, or environmental fees becoming due on the Property and attributable to actions taken during the Military Department's use or occupancy of the Property. The Military Department acknowledges that one purpose of this Agreement is to ensure that the Sponsoring Federal Agency does not assume any of the U.S. Government's potential liability or responsibility for contamination nor have any obligation to undertake the U.S. Government's defense of any claim or action, whether in existence now or brought in the future, caused by the use, storage, management, release, or disposal of hazardous materials, substances, wastes, or petroleum products or any contamination thereof (including any use, storage, management, release, or disposal of such that occurs during any subsequent environmental remediation) on any portion of the Property prior to its transfer to a Public Benefit Recipient, including any contamination not presently known but subsequently discovered and determined to be attributable to activities on the Property prior to its transfer to a Public Benefit Recipient.

j. This Agreement is intended principally to govern the allocation of responsibility between the Military Department and the Sponsoring Federal Agency for any contamination determined to be attributable to actions taken on the Property prior to its transfer to a Public Benefit Recipient. Nothing in this Agreement shall be construed to prevent the Military Department from bringing a cost recovery, contribution, or other action against third persons or parties the Military Department reasonably believes may have contributed to the contamination prior to the Public Benefit Transfer. This Agreement is intended only to improve the internal management of the Executive Branch and is not intended to, nor does it, create any right or benefit, substantive or procedural, enforceable at law or equity by any party against the United States, its agencies, or its officers.

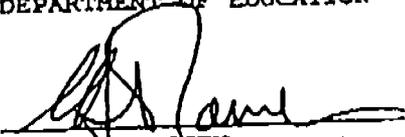
k. Except as otherwise expressly provided herein, this Agreement constitutes the entire Agreement between the Military Department and the Sponsoring Federal Agency with respect to matters set forth herein and supersedes any documents prepared before this Agreement to the extent those documents may be inconsistent with this Agreement. Nothing in this Agreement precludes the individual parties to this Agreement from agreeing to amendments that apply only as between such parties in the context of a proposed public benefit transfer.

DEPARTMENT OF THE INTERIOR

By: 
BONNIE R. COHEN
Assistant Secretary, Policy,
Management, and Budget

4/6/97
Date

DEPARTMENT OF EDUCATION

By: 
GARY RASMUSSEN
Director of the Office of Management

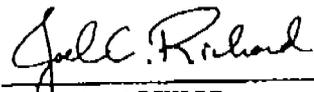
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Date

DEPARTMENT OF HEALTH AND HUMAN SERVICES

By: 
LYNNDA M. REGAN
Director, Program Support Center

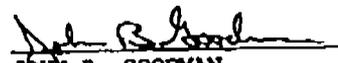
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MARITIME ADMINISTRATION

By: 
JOEL C. RICHARD
Secretary

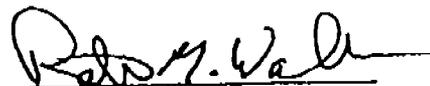
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Date

DEPARTMENT OF DEFENSE

By: 
JOHN B. GOODMAN
Deputy Under Secretary
(Industrial Affairs and Installations)

7 March 1997
Date

DEPARTMENT OF THE ARMY

By: 
ROBERT M. WALKER
Assistant Secretary of the Army
(Installations, Logistics & Environment)

27 March 1997
Date

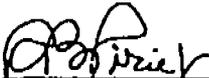
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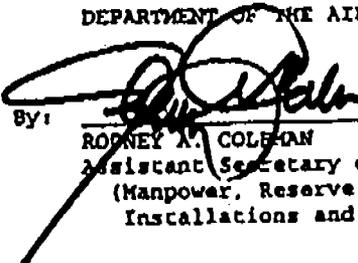
P. 8/8

DEPARTMENT OF THE NAVY

By: 
ROBERT B. PIRIE, JR.
Assistant Secretary of the Navy
(Installations and Environment)

5/18/97
Date

DEPARTMENT OF THE AIR FORCE

By: 
RODNEY A. COLEMAN
Assistant Secretary of the Air Force
(Manpower, Reserve Affairs,
Installations and Environment)

7 April 97
Date

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

In addition to those disclosures generally permitted under 5 U.S.C. 552a(b) of the Privacy Act, these records or information contained therein may specifically be disclosed outside the DoD as a routine use pursuant to 5 U.S.C. 552a(b)(3) as follows:

The 'Blanket Routine Uses' set forth at the beginning of the Army's compilation of systems of records notices also apply to this system.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:**STORAGE:**

Paper records in file folders, CD ROM; computer disks, and magnetic tape.

RETRIEVABILITY:

By individual's name and/or Social Security Number. For research purposes, the data are usually retrieved and analyzed with respect to relative times of entry into service, training performance, and demographic values. Scheduled data for follow-up data collections however, are retrieved by month of scheduled follow-up and by name.

SAFEGUARDS:

Access to records is restricted to authorized personnel having official need therefor. Automated data are further protected by controlled system procedures and code numbers governing access.

RETENTION AND DISPOSAL:

Information is retained until completion of appropriate study or report, after which it is destroyed by shredding or erasing.

SYSTEM MANAGER(S) AND ADDRESS:

Director, U.S. Army Research Institute for Behavioral and Social Sciences, ATTN: PERI-AS (Privacy Act Officer), 5001 Eisenhower Avenue, Alexandria, VA 22333-5600.

NOTIFICATION PROCEDURE:

Individuals seeking to determine if information about themselves is contained in this record system should address written inquiries to the Director, U.S. Army Research Institute for Behavioral and Social Sciences, ATTN: PERI-AS (Privacy Act Officer), 5001 Eisenhower Avenue, Alexandria, VA 22333-5600.

Individual should provide the full name, Social Security Number, current address, subject area, and the year of survey, if known.

RECORD ACCESS PROCEDURES:

Individuals seeking access to records about themselves contained in this record system should address written inquiries to the Director, U.S. Army Research Institute for Behavioral and Social Sciences, ATTN: PERI-AS (Privacy Act Officer), 5001 Eisenhower Avenue, Alexandria, VA 22333-5600.

Individual should provide the full name, Social Security Number, current address, subject area, and the year of survey, if known.

CONTESTING RECORD PROCEDURES:

The Army's rules for accessing records, and for contesting contents and appealing Initial agency determinations are contained in Army Regulation 340-21: 32 CFR part 505; or may be obtained from the system manager.

RECORD SOURCE CATEGORIES:

From the individual, his or her peers, or, in the case of ratings and evaluations, from supervisors.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

None.
[FR Doc. 97-32871 Filed 12-16-97; 8:45 am]
BILLING CODE 5000-04-F

DEPARTMENT OF DEFENSE**DEPARTMENT OF THE NAVY****Record of Decision for the Disposal and Reuse of Naval Station Puget Sound at Sand Point, Seattle, Washington**

SUMMARY: The Department of the Navy (Navy), pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4332(2)(C), and the regulations of the Council on Environmental Quality that implement NEPA procedures, 40 CFR Parts 1500-1508, hereby announces its decision to dispose of Naval Station Puget Sound at Sand Point, Seattle, Washington, (Sand Point).

Navy intends to dispose of the property in a manner that is consistent with the City of Seattle Community Preferred Reuse Plan for Sand Point (Reuse Plan) that was submitted in November 1993 by the City of Seattle, the Local Redevelopment Authority (LRA) for the base, as modified by certain revisions endorsed by the City Council in June 1997 and designated as Options to the City's 1993 Reuse Plan. The 1993 Reuse Plan and the 1997 Options are described in the Final Environmental Impact Statement (FEIS) as the Preferred Alternative. The Preferred Alternative proposes a mixed

land use consisting of educational facilities, community facilities, arts and cultural facilities, open space and recreational areas, residential areas, and institutional land uses.

In deciding to dispose of Sand Point in a manner consistent with the Preferred Alternative, Navy has determined that this mixed land use will enhance community and cultural resources, provide housing for the homeless, limit adverse environmental impacts, and ensure land uses that are compatible with surrounding properties. This Record Of Decision (ROD) does not mandate a specific mix of land uses. Rather, it leaves selection of the particular means to achieve the mixed use redevelopment to the acquiring entity and the local zoning authority.

Background:

Sand Point is located in King County, Washington, and lies within the limits of the City of Seattle. The base occupies 152 acres on the western shore of Lake Washington, about 6 miles northeast of downtown Seattle.

Under the Defense Authorization Amendments and Base Closure and Realignment Act of 1988, Pub. L. 100-526, the Defense Secretary's Commission on Base Realignment and Closure recommended "closing the portion of Naval Station Puget Sound (Sand Point) whose mission is to serve fleet units at Naval Station Puget Sound (Everett)." The Commission's recommendation was approved by the Secretary of Defense and accepted by the One Hundred First Congress in April 1989. In 1991, under the Defense Base Closure and Realignment Act of 1990, Pub. L. 101-510, the Defense Base Closure and Realignment Commission recommended the complete closure of Sand Point. This recommendation was approved by President Bush and accepted by the One Hundred Second Congress in September 1991. On September 28, 1995, Navy ceased operations at Sand Point and placed the property in caretaker status.

Two Federal agencies, the Department of Commerce's National Oceanic and Atmospheric Administration (NOAA) and the Department of the Interior's U.S. Geological Survey (Biological Resources Division) requested interagency transfers of base closure property at Sand Point. Navy will transfer to NOAA Building 27 and Building 409 and about 10 acres of land in the northern part of the base adjacent to NOAA's Sand Point area facilities, as well as the access road that covers about 1.2 acres. Navy will transfer Building 61 and about 5 acres of land at the southeast corner of the base to Interior for use as the National

Federal Register

Fisheries Research Center. Navy declared the remaining property surplus to the needs of the Federal Government in the Notice published in the *Federal Register* on October 11, 1995.

Navy published a Notice of Intent in the *Federal Register* on November 19, 1993, announcing that Navy would prepare an Environmental Impact Statement (EIS) that would analyze the impacts of disposal and reuse of the land, buildings, and infrastructure at Sand Point. Navy conducted the public scoping process between November 19, 1993 and January 14, 1994. A public scoping meeting was held at NOAA's Building 9 Theater, adjacent to the base, on December 16, 1993.

On November 8, 1996, Navy distributed a Draft Environmental Impact Statement (DEIS) to Federal, State, and local agencies, elected officials, the Muckleshoot Indian Tribe, and interested persons. Navy held a public hearing on December 2, 1996, at the Eckstein Middle School in Seattle. The forty-five day public comment period on the DEIS expired on December 23, 1996, but was extended to January 17, 1997, to permit submission of additional comments.

Federal and State agencies, local governments, community groups and associations, and the general public submitted comments on the DEIS. The Muckleshoot Indian Tribe did not submit comments on the DEIS. These comments and Navy's responses were incorporated in the Final Environmental Impact Statement, which was distributed to the public on October 24, 1997, for a review period that concluded on November 24, 1997. Navy received two letter comments on the FEIS.

Alternatives

NEPA requires Navy to evaluate a reasonable range of alternatives for the disposal and reuse of this Federal property. In the NEPA process, Navy analyzed the environmental impacts of various proposed land uses that could result from disposal of the Sand Point property. Navy also evaluated a "No action" alternative that would leave the property in a caretaker status with Navy maintaining the physical condition of the property, providing a security force, and making repairs essential to safety. For its analysis, Navy relied upon the reuse and redevelopment plan proposed by the City of Seattle and a redevelopment plan proposed by the Muckleshoot Indian Tribe.

The City of Seattle presented its Reuse Plan to the Department of the Navy in November 1993. In a letter to the Navy dated February 22, 1996, the City set forth several revisions to the 1993 Reuse

Plan. These changes, endorsed by the City Council in June 1997, were designated in the FEIS as Options to the City Plan.

The 1993 Reuse Plan proposed a mixed use of the Sand Point property that divided the base into six activity areas: (1) A waterfront park in the northern part of the base known as the north shore recreation area; (2) the education and community activities area in the western part of the base composed of educational and community activity buildings, a firefighter training facility, and a commercial film studio; (3) the Magnuson Park Arts, Culture and Community Center in the eastern part of the base composed of an indoor community center and an outdoor amphitheater for community events; (4) the Magnuson Park open space/recreation expansion area, composed of public parkland, athletic fields, pedestrian paths, bicycle paths and expanded bus routes in the southeastern part of the base adjacent to Magnuson Park, a new entrance to Magnuson Park at the intersection of Sand Point Way and Northeast 65th Street, and wetland restoration at the former Mud Lake in the southeastern part of the base; (5) the residential area composed of 50 low income housing units in a barracks building and 200 transitional housing units for the homeless in the southwestern part of the base; and (6) institutional uses reflected in the activities of the Federal agencies that will occupy property at Sand Point.

The 1997 Options to the City Plan eliminated the 50 low income housing units and instead proposed to use the former barracks building for educational classrooms and school administrative spaces. The Options proposed to use other facilities to train City employees such as police officers and to provide an activity center for senior citizens. The Options also proposed expanding the boundaries of the north shore recreation area to include Buildings 2 and 67. The Options would eliminate the fire training center that the 1993 Reuse Plan intended for Building 67 and replace it with a cultural and community activities center. The Options would also eliminate the film studio initially planned for Building 2 and instead use the building as an indoor athletic facility.

The Preferred Alternative in the FEIS is a combination of the 1993 Reuse Plan and the 1997 Options to the City Plan. This alternative also reflects the 1997 discussions between the City of Seattle and the University of Washington that resulted in the LRA's proposal to use certain facilities at Sand Point for

classrooms and administrative activities.

In June 1993, the Muckleshoot Indian Tribe submitted a draft plan to Navy proposing reuse of the entire 152-acre base. The FEIS refers to this proposal as the Muckleshoot Plan. In a letter dated July 26, 1993, the Department of the Interior's Bureau of Indian Affairs (BIA) submitted a request on behalf of the Muckleshoot Indian Tribe under the Federal Property and Administrative Services Act of 1949, 40 U.S.C. 471, seeking an interagency transfer of 85 acres of base closure property in the northern part of Sand Point. On September 7, 1995, BIA withdrew its request for transfer of the 85-acre Sand Point property. Nevertheless, Navy analyzed the Muckleshoot Plan in the FEIS as a reasonable alternative under NEPA.

The Muckleshoot Plan proposed a mixed use of the Sand Point property that included: (1) a commercial marina in the northern part of the base that would accommodate tribal fishing vessels and activities, fishing net storage, fisheries research, and recreational activities; (2) light industrial and warehousing activities in the north central part of the base; (3) social services, including a drug and alcohol treatment facility, a health clinic, a senior citizens center, and a student counseling facility in the central part of the base; (4) a vocational technical school for 5,000 to 7,000 Native American students with housing for the school's staff and approximately 600 students in the south central part of the base; (5) commercial activities in the southern part of the base; and (6) a new entrance to Magnuson Park at the intersection of Sand Point Way and Northeast 65th Street.

Environmental Impacts

Navy analyzed the potential impacts of the Preferred Alternative, the Muckleshoot Plan, and the "No action" alternative for each alternative's effects on land use, historic and cultural resources, socioeconomic (including demographics, housing, the local economy, social services, schools, and environmental justice), recreation, transportation, noise, public services and utilities, public health and safety, soils, biological resources and endangered species, water quality, and air quality. This Record Of Decision (ROD) focuses on the impacts that would likely result from implementing the Preferred Alternative.

In the FEIS, Navy used existing land uses as a basis for assessing the impact of the land uses proposed by the Preferred Alternative, the Muckleshoot

Plan, and the "No action" alternative. Navy also considered the compatibility of the proposed land uses with the current uses of property adjacent to Sand Point.

The Preferred Alternative would result in a substantial increase in recreational and educational activity on the Sand Point property and a decrease in administrative and commercial activity as compared with the activities that Navy conducted on the base. These increased recreational and educational uses would not likely have a significant impact on the property or on the surrounding neighborhoods.

While the Preferred Alternative would result in an increase in residential use of the Sand Point property, this land use is similar in nature to the single family and multifamily residential community adjacent to Sand Point. The increase would not likely have an adverse impact on the surrounding area.

Several structures at Sand Point are eligible for listing on the National Register of Historic Places. Since the Preferred Alternative proposes to use these buildings for purposes similar to Navy's use of the buildings, their historic integrity will be maintained, as will that of the proposed historic district on the base. Although Navy did not discover any surface archeological resources at Sand Point, those resources could be present in undisturbed areas under the surface. If discovered, they will be protected by restrictions incorporated in documents conveying the property.

The Preferred Alternative proposes to consider demolition and modification of certain buildings within the proposed education and community activities area, if renovation and reuse are not feasible within 10 years. Either of these could have an adverse impact on buildings within the historic district. Thus, Navy entered into a Programmatic Agreement (PA) with the State Historic Preservation Officer (SHPO) on October 29, 1997, that was accepted by the Advisory Council on Historic Preservation (ACHP) on November 20, 1997. This PA would protect the historic district and its constituent elements after conveyance of the Sand Point property. The PA requires the incorporation of restrictive covenants in the conveyance documents to ensure protection of the historic properties and any subsurface archeological resources that may be discovered after conveyance.

Navy's consideration of the socioeconomic impacts of disposal and reuse examined the potential effects on demographics, housing, the local economy, social services, schools, and

environmental justice. The Preferred Alternative would cause an increase in population in the Sand Point area of about 2 percent and an increase in homeless assistance housing units of about 2 percent. It would not have a significant impact on employment or social services in the region.

The Preferred Alternative would not have a significant impact on the regional economy. Navy's appraisal of its impact on property values, set forth in Appendix G of the FEIS (the Property Value Study), concluded that reuse of the southwestern part of the base along Sand Point Way for transitional multifamily housing should not result in a diminution in the value of nearby properties.

Children living in the transitional housing would continue to attend the same schools that they attended before occupying this housing, using transportation provided by the Seattle School District. Thus, the Preferred Alternative would not have an impact on schools in the Sand Point area.

Navy also analyzed the impacts on low-income and minority populations pursuant to Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, reprinted in 42 U.S.C. 4321 note. There would be no disproportionately high and adverse human health or environmental effects on minority and low-income populations. The Preferred Alternative would, in fact, benefit minority and low-income populations by providing increased housing, social services and educational opportunities.

The Preferred Alternative would increase the amount of property available for recreational use by 160 percent, from 30 acres to 78 acres. This increase would be reflected in additional indoor and outdoor recreational facilities.

Navy's evaluation of the impacts on transportation considered current traffic conditions and transportation systems, transit routes, high occupancy vehicle routes, bicycle and pedestrian traffic, traffic volumes, traffic safety, and parking. The Preferred Alternative would generate about 9,050 average daily trips, compared with 7,600 such trips when the base was active in 1993. Although not a significant impact, the Preferred Alternative's housing and educational uses would result in an increase in bus ridership. Similarly, because it increases access to the property, this alternative would also result in an increase in the use of existing bicycle and pedestrian routes. In light of the availability of space on

the base, parking and construction-related traffic would not likely cause adverse impacts in the Sand Point area.

The noise associated with the Preferred Alternative would emanate from four sources: (1) Traffic (both on and off site); (2) construction; (3) heating, ventilating, and other mechanical equipment; and (4) other sources (people, activities, and equipment). With the exception of noise generated by outdoor music concerts at the proposed amphitheater, the Preferred Alternative would not cause any significant impact. The noise generated by these concerts, however, could cause a significant impact on the surrounding area.

The Preferred Alternative would not cause any significant impact on public services (*i.e.*, water, wastewater and sanitary sewer, stormwater and solid waste) and utilities. Similarly, it would not have a significant impact on public health and safety (*i.e.*, crime and law enforcement, fire protection, emergency and medical services, and environmental health) in the Sand Point area.

The environmental remediation required by the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, 42 U.S.C. 9601, *et seq.* (CERCLA), and Washington's Model Toxics Control Act, RCW 70.105D, WAC 173-340 (MTCA), has been completed. Those areas on the base that still contain contaminants are not likely to cause an impact if left undisturbed. The Washington State Department of Ecology concurs that with proper notification to future users of the property and deed restrictions limiting use of the property, no further action is necessary. However, unless adequately mitigated, the disturbance of asbestos-containing materials and lead-based paint during demolition and remodeling could have an impact on human health.

The Preferred Alternative would not cause any significant impact on soils, geology, and topography. This alternative would have only minimal and insignificant impacts on vegetation, wildlife, endangered species, and wetlands. It would increase the amount of wetlands by restoring a wetland habitat at the former Mud Lake.

Bald eagles, which are on the Federal and State lists of threatened species, are present in the vicinity of Lake Washington and Sand Point. Peregrine falcons, which are on the Federal and State lists of endangered species, are also present in this area. The Preferred Alternative would not affect either the bald eagle or the peregrine falcon because it would not affect their critical

habitats or the species upon which they prey.

The Preferred Alternative would result in a decrease of 30 acres in the amount of paved surface on the property. This decrease would occur largely at the southeastern end of the base where the Mud Lake wetlands and grassy recreational areas would be restored. The conversion of impervious surface to wetlands and grassy fields, however, would not have an adverse impact on surface water in Lake Washington and may result in less pollutants draining into the lake.

There would not be any impact on air quality from implementation of the Preferred Alternative. This alternative, however, could result in the temporary and intermittent release of pollutants during demolition and construction activities. The Puget Sound Air Pollution Control Agency (PSAPCA) regulations governing demolition and construction activities (Washington Clean Air Act RCW T. 70 Ch. 94) will ensure consistency with applicable air quality standards. The increases in carbon monoxide that would result from the increased traffic would not exceed applicable regional standards.

Section 176 of the Clean Air Act, 42 U.S.C. 7506, as amended, requires Federal agencies to review their activities to ensure that they do not hamper local efforts to control air pollution. This statute prevents Federal agencies from conducting activities that do not conform to an approved implementation plan but recognizes certain categorically exempt activities. The conveyance of real property, regardless of the method, is such a categorically exempt activity. Accordingly, disposal of the Sand Point property does not require Navy to conduct a conformity analysis.

Mitigation

Implementation of the decision to dispose of Sand Point does not require Navy to perform any mitigation measures beyond those discussed here. Navy will include appropriate restrictive covenants in the deeds for any parcels where hazardous substances remain and for the historic properties in accordance with applicable Federal and State laws.

These restrictive covenants will limit the use of certain property and notify future users of the property's condition. In accordance with the Programmatic Agreement that Navy entered into with the SHPO and the Advisory Council, restrictive covenants in the deed conveying the property will protect both historic and archeological resources and establish a process for preserving the

historic district and its constituent elements.

Navy's FEIS identified and discussed those actions that would be necessary to mitigate impacts associated with the reuse and redevelopment of Sand Point. The acquiring entity, under the direction of Federal, State, and local agencies with regulatory authority over protected resources, will be responsible for implementing necessary mitigation measures.

The fact that the Preferred Alternative conforms to the City of Seattle's Comprehensive Plan, Zoning Code, and Physical Development Management Plan provides assurance that the property will be redeveloped in a controlled manner. Additionally, the City of Seattle is developing a Transportation Management Program and a Construction Management Program for Sand Point that will mitigate the effects caused by increased traffic volumes and construction activities. The City's Design Guidelines will be applied to control Sand Point's reuse and preserve the property's unique and historic character.

Comments Received on the FEIS

Navy received comments from a community group and an individual. They expressed concern about the proposed reuse of certain Sand Point facilities by the University of Washington for educational activities. Their comments did not raise any new issues or problems concerning implementation of the Reuse Plan or propose any mitigation measures.

Navy's consideration in the FEIS of the impacts arising out of the City's educational proposal was sufficient to ascertain the impacts of the particular uses advanced by the University of Washington and proposed by the LRA after conclusion of the FEIS. Navy determined that the educational uses advanced by the University of Washington fall within the scope of impacts analyzed in the FEIS and that no further consideration is required.

Regulations Governing the Disposal Decision

Since the proposed action contemplates a disposal action under the Defense Base Closure and Realignment Act of 1990 (DBCRA), Pub. L. 101-510, 10 U.S.C. 2687 note, selection of the City of Seattle's 1993 Reuse Plan and 1997 Options as the Preferred Alternative was based upon the environmental analysis in the FEIS and application of the standards set forth in DBCRA, the Federal Property Management Regulations (FPMR), 41 CFR Part 101-47, and the Department of

Defense Rule on Revitalizing Base Closure Communities and Community Assistance (DoD Rule), 32 CFR Parts 90 and 91.

Section 101-47.303-1 of the FPMR requires that the disposal of Federal property benefit the Federal government and constitute the highest and best use of the property. Section 101-47.4909 of the FPMR defines the "highest and best use" as that use to which a property can be put that produces the highest monetary return from the property, promotes its maximum value, or serves a public or institutional purpose. The "highest and best use" determination must be based upon the property's economic potential, qualitative values inherent in the property, and utilization factors affecting land use such as zoning, physical characteristics, other private and public uses in the vicinity, neighboring improvements, utility services, access, roads, location, and environmental and historical considerations.

After Federal property has been conveyed to non-Federal entities, the property is subject to local land use regulations, including zoning and subdivision regulations and building codes. Unless expressly authorized by statute, the disposing Federal agency cannot restrict the future use of surplus Government property. As a result, the local community exercises substantial control over future use of the property. For this reason, local land use plans and zoning affect determination of the highest and best use of surplus Government property.

The DBCRA directed the Administrator of the General Services Administration (GSA) to delegate to the Secretary of Defense authority to transfer and dispose of base closure property. Section 2905(b) of DBCRA directs the Secretary of Defense to exercise this authority in accordance with GSA's property disposal regulations, set forth at Sections 101-47.1 through 101-47.8 of the FPMR. By letter dated December 20, 1991, the Secretary of Defense delegated the authority to transfer and dispose of base closure property closed under DBCRA to the Secretaries of the Military Departments. Under this delegation of authority, the Secretary of the Navy must follow FPMR procedures for screening and disposing of real property when implementing base closures. Only where Congress has expressly provided additional authority for disposing of base closure property, e.g., the economic development conveyance authority established in 1993 by Section 2905(b)(4) of DBCRA, may Navy apply

disposal procedures other than the FPMR's prescriptions.

In Section 2901 of the National Defense Authorization Act for Fiscal Year 1994, Public Law 103-160, Congress recognized the economic hardship occasioned by base closures, the Federal interest in facilitating economic recovery of base closure communities, and the need to identify and implement reuse and redevelopment of property at closing installations. In Section 2903(c) of Pub. L. 103-160, Congress directed the Military Departments to consider each base closure community's economic needs and priorities in the property disposal process. Under Section 2905(b)(2)(E) of DBCRA, Navy must consult with local communities before it disposes of base closure property and must consider local plans developed for reuse and redevelopment of the surplus Federal property.

The Department of Defense's goal, as set forth in Section 90.4 of the DoD Rule, is to help base closure communities achieve rapid economic recovery through expeditious reuse and redevelopment of the assets at closing bases, taking into consideration local market conditions and locally developed reuse plans. Thus, the Department has adopted a consultative approach with each community to ensure that property disposal decisions consider the Local Redevelopment Authority's reuse plan and encourage job creation. As a part of this cooperative approach, the base closure community's interests, e.g., reflected in its zoning for the area, play a significant role in determining the range of alternatives considered in the environmental analysis for property disposal. Furthermore, Section 91.7(d)(3) of the DoD Rule provides that the Local Redevelopment Authority's plan generally will be used as the basis for the proposed disposal action.

The Federal Property and Administrative Services Act of 1949, 40 U.S.C. 484, as implemented by the FPMR, identifies several mechanisms for disposing of surplus base closure property: by public benefit conveyance (FPMR Sec. 101-47.303-2); by negotiated sale (FPMR Sec. 101-47.304-9); and by competitive sale (FPMR Sec. 101-47.304-7). Additionally, in Section 2905(b)(4), the DBCRA established economic development conveyances as a means of disposing of surplus base closure property. The selection of any particular method of conveyance merely implements the Federal agency's decision to dispose of the property. Decisions concerning whether to undertake a public benefit conveyance

or an economic development conveyance, or to sell property by negotiation or by competitive bid are committed by law to agency discretion. Selecting a method of disposal implicates a broad range of factors and rests solely within the Secretary of the Navy's discretion.

Conclusion

The City of Seattle's proposed reuse of the Sand Point property, which consists of the City's 1993 Reuse Plan and its 1997 Options and is embodied in the Preferred Alternative, is consistent with the prescriptions of the FPMR and Section 90.4 of the DoD Rule. The LRA has determined in its Reuse Plan that the property should be used for several purposes, including educational and community facilities, arts and cultural facilities, open space and recreational areas, residential areas, and institutional land uses. The property's location, physical characteristics, and existing infrastructure as well as the current uses of adjacent property make it appropriate for the proposed uses.

Although the "No action" alternative has less potential for causing adverse environmental impacts, this alternative would not take advantage of the property's location, physical characteristics and infrastructure or the current uses of adjacent property. Additionally, it would not foster local redevelopment of the Sand Point property.

The acquiring entity, under the direction of Federal, State and local agencies with regulatory authority over protected resources, will be responsible for implementing necessary mitigation measures.

Accordingly, Navy will dispose of Naval Station Puget Sound at Sand Point in a manner that is consistent with the City of Seattle's 1993 and 1997 plans for the property.

Dated: December 8, 1997.

William J. Cassidy, Jr.,

*Deputy Assistant Secretary of the Navy
(Conversion And Redevelopment).*

[FR Doc. 97-32938 Filed 12-16-97; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF DEFENSE

Department of the Navy

Public Hearings for the Draft Environmental Impact Statement (DEIS) for Development of Facilities to Support Basing U.S. Pacific Fleet F/A-18E/F Aircraft on the West Coast of the United States

AGENCY: Department of the Navy, DoD.

ACTION: Announcement of public hearings.

SUMMARY: The Department of the Navy has prepared and filed with the U.S. Environmental Protection Agency a Draft Environmental Impact Statement (DEIS) for development of facilities to support basing U.S. Pacific Fleet F/A-18E/F aircraft on the West Coast of the United States. Two public hearings will be held for the purpose to receive oral and written comment on the DEIS. Federal, state and local agencies, and interested individuals are invited to be present or represented at the hearing.

DATES: Hearing dates are as follows:

1. January 7, 1998, 7:00 p.m.,

Lemoore, CA.

2. January 8, 1998, 7:00 p.m., El

Centro, CA.

ADDRESSES: Hearing locations are:

1. Lemoore—Lemoore City Council Chamber, 429 C Street, Lemoore, California.

2. El Centro—Imperial County Board of Supervisors Chambers, 940 West Main Street, El Centro, California.

FOR FURTHER INFORMATION CONTACT: Mr. Surinder Sikand, (650) 244-3020.

SUPPLEMENTAL INFORMATION: Pursuant to the Council on Environmental Quality regulations (40 CFR Parts 1500-1508), implementing the procedural provisions of the National Environmental Policy Act, the Department of the Navy has prepared and filed with the U.S. Environmental Protection Agency a Draft Environmental Impact Statement (DEIS) for development of facilities to support basing U.S. Pacific Fleet F/A-18E/F aircraft on the West Coast of the United States.

A Notice of Intent (NOI) to prepare the DEIS was published in the **Federal Register** on 7 April 1997 (62 FR 16563). Public scoping meetings for the proposed project were held on Monday, April 28, 1997, at the Lemoore High School Cafeteria, Lemoore, California; on Tuesday, April 29, 1997, at the Imperial County Board of Supervisors Office, El Centro, California; and on Wednesday, April 30, 1997, in the Bougainvillea Room, Orchid Professional Building, Camarillo, California.

The proposed action includes siting 164 F/A-18E/F aircraft, locating associated military personnel and family members, and providing associated training functions at the receiving installation. The two installations considered in detail for the West Coast base are Naval Air Station (NAS) Lemoore and Naval Air Facility (NAF) El Centro. NAS Lemoore is the preferred alternative evaluated in the

PROGRAMMATIC AGREEMENT

**AMONG
THE DEPARTMENT OF THE NAVY,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER
REGARDING:
BASE CLOSURE AND DISPOSAL OF
THE NAVAL STATION PUGET SOUND, SAND POINT**

October 1997

WHEREAS the United States Navy (Navy) is responsible for implementation of applicable provisions of the Base Closure and Realignment Act of 1990 (P.L. 101-510 Sec.2901 [1990]); and

WHEREAS the Navy is proceeding with realignment of functions and units, closure of installations, and disposal of excess and surplus property in a manner consistent with the "Report of the President's Commission on Base Realignment and Closures", dated July 1, 1991(Commission Report); and

WHEREAS the Navy has determined that closure, interim leasing, transfer and/or disposal of portions of Naval Station Puget Sound(NSPS), Sand Point located in Seattle, Washington will have an effect upon properties that are either listed or eligible for listing in the National Register of Historic Places (hereinafter referred to as "historic properties"); and

WHEREAS the historic properties consist of the Naval Station Puget Sound, Sand Point Historic District and those properties and structures considered as contributing to the District (as shown on Resource Identification, Appendix One); and

WHEREAS the Navy has consulted with the Advisory Council on Historic Preservation (Council) and the Washington State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800.13(c) of the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) to develop this PA; and,

WHEREAS the City of Seattle (the Local Reuse Authority), the University of Washington, the National Park Service, and the Department of Education have participated in the consultation and have been invited to concur in this Programmatic Agreement and interested members of the public have been provided an opportunity to comment on the effects this disposal action may have on the historic properties; and

NSPS Sand Point Closure/Transfer Programmatic Agreement

WHEREAS the appropriate restrictive devices have been prepared to protect these properties in the event of lease (Preservation Clause attached to the Master Lease, Appendix Two)or transfer/sale(Historic Preservation Covenant, Appendix Three)

WHEREAS there is an agreed upon mechanism for the amendment of this document as future circumstances may require (Appendix Five)

NOW THEREFORE, the Navy, the SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the undertaking on the historic properties.

STIPULATIONS

The Navy will ensure that the following stipulations are implemented:

I. Interim Protection

A. The Navy shall ensure that pending transfer and/or disposal any historic property is properly secured and protected from vandalism, fire, and weather damage following guidelines set forth in *Preservation Brief #31 Mothballing Historic Buildings* (Department of the Interior, National Park Service 1993).

B. The Navy shall submit annual reports to the SHPO identifying those historic buildings which have been vacated and the actions taken to secure, protect, and preserve the properties. The first report shall be submitted within 30 days of execution of this Programmatic Agreement. Subsequent reports shall be submitted annually thereafter, including a list of historic properties transferred out of Navy jurisdiction and the recipient of that property, until all historic properties have been transferred.

C. While an historic property remains under the Navy's jurisdiction, the Navy will ensure that the Washington SHPO has the opportunity to review and comment on any undertaking affecting such property, except those exempted in Stipulation II, before the undertaking is initiated. Provided the SHPO approves the undertaking no further review is required by the Council, except the SHPO or the Council may require such further review, in accordance with 36 CFR Part 800.5, at its discretion. If the undertaking involves demolition of the property, or if the SHPO determines that the undertaking does not meet the Secretary of the Interior's *Standard for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings* (U.S. Department of the Interior, National Park Service, 1992), the Navy will contact the Council and review will proceed pursuant to 36 CFR Part 800.

NSPS Sand Point Closure/Transfer Programmatic Agreement

D. The Navy will give full consideration to interim protection of properties through the execution of interim leases or management agreements pursuant to Section 111 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 3470 et seq.)

E. Except for those activities described elsewhere within this agreement as "Exempt Activities", prior to any construction, alteration, rehabilitation, demolition, disturbance of the ground surface, or any other action affecting historic properties the Authorized Occupant (lessee or sublessee or licensee or other authorized occupant) shall submit plans and specifications for the proposed action to the Navy for review and, following consultation with the SHPO, approval (Lease Preservation Clause, Appendix Two). The Navy or lessee shall also provide the Seattle Landmarks Preservation Board (LPB) an opportunity to review and comment within 30 days on any proposed actions submitted for review by the SHPO. Comments from the LPB will be taken into consideration by the SHPO in conjunction with his/her review of any proposed action. If the Authorized Occupant cannot adhere to the conditions provided by the SHPO, they shall so notify the Navy. If the disagreement over the conditions cannot be resolved with the SHPO, the Navy shall request the comments of the Council in accordance with the Stipulation VI "Dispute Resolution" herein.

II. Exempt Activities

Pending the transfer of historic properties out of Navy ownership, the following activities proposed by the Navy, or any of its lessees or licensees, are specifically exempt from review by the SHPO:

A. Activities involving non-historic properties which will have no impact upon historic district

B. In-kind street and parking area resurfacing, where no additional right-of-way is required within the historic district

C. Routine maintenance within the historic district which consists of the following:

1. Removal of dead or unsalvageable trees.
2. Modifications to interior of non-contributing buildings.
3. Modifications to the interior of contributing buildings unless it effects a character defining feature(as identified in Resource Identification Appendix, (Appendix 1) or when completed will be visible from the exterior.

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4. Minor, in-kind repair or replacement of building or site features, element or materials on non-contributing buildings that will be compatible with the character of the district.

5. Minor, in-kind replacement of building or site features as part of emergency repair, or routine maintenance not part of a larger project.

6. Those repair and/or maintenance actions carried out in conformance to the standards and procedures contained in *NAVFAC MO-913, Historic Structure Preservation Manual*, and/or the Secretary of Interior's Standards. Modifications to buildings necessary for their re-use are not considered repair and maintenance actions covered by this exemption.

7. Installation of heating, ventilation, and air conditioning (HVAC) equipment, plumbing, and electrical systems, where such activities do not affect the character defining features of contributing elements of the historic properties and are compatible with the character of the district..

8. Environmental restoration and remediation of hazards which pose a threat to human health and the environment, but do not have the potential to affect historic property(ies).

III. Transfer of Property

A. The Navy directly or through other Federal Agencies shall transfer/or dispose of parcels at NSPS Sand Point which contain historic properties or which are within or in proximity to the historic district as may be necessary or appropriate to meet the goals and objectives of the Base Realignment and Closure legislation. Such transfer/ disposal actions shall include a protective covenant for historic resources. The covenant attached hereto as Appendix Three will be included in the transfer instrument and recorded in the real estate records of King County, State of Washington. The historic preservation covenant will run in perpetuity.

B. Federal agencies who are end recipients of property will be responsible for compliance with Sections 106 and 110 of the National Historic Preservation Act (NHPA) with respect to those properties. The Navy shall remind receiving Federal agencies of their NHPA responsibilities in the transfer documentation. The Navy will notify the SHPO and the Council in writing of each entity which requested and had property assigned to it pursuant to this stipulation.

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C. Any non-Federal recipient of NSPS Sand Point historic properties such as the City of Seattle and the University of Washington shall prepare an Historic Properties Re-use and Protection (HPRP) Plan as described in Appendix Four. Two or more recipients may cooperate and file a single, joint HPRP plan. The HPRP Plan will be developed in consultation with the Federal agencies executing the property transfer, the Washington SHPO and the Seattle LPB following the process outlined in Appendix Four. A draft HPRP plan containing all the required elements shall be submitted for review by the Navy and any other Federal transferring agency, the SHPO, LPB and the public prior to the completion of any property transfer actions. Comments on the draft HPRP plan shall be submitted to the City of Seattle within 45 days of receipt. The final version of the HPRP shall be completed no later than three months following the close of the comment period on the draft HPRP plan.

IV. Recordation of Historic Properties For Mitigation of Adverse Effects

The Navy will be responsible for the recordation of historic properties, buildings, structures, and districts as described in the following.

A. Prior to the demolition, alteration or rehabilitation which is deemed to be an adverse effect, based on consultation with the SHPO, on any contributing building or structure within the properties of NSPS Sand Point, provided that property is still under the jurisdiction of the Navy, the Navy shall contact the Columbia Cascade Support Office of the National Park Service (NPS) to determine what level of documentation is required to record the property to be affected. The Navy shall ensure that all documentation so prepared is completed and accepted by the NPS prior to demolition or any undertaking determined to be an adverse effect upon the property, and that copies of this documentation are provided to any archive designated by the NPS.

V. Environmental Remediation

A. The Navy may treat and/or demolish historic properties that are an immediate threat to health and safety due to: unsafe conditions of the structure; contamination by hazardous, toxic, and/or radiological (HTR) substances; and natural disasters; and will notify the SHPO and Council prior to treatment or demolition and the SHPO shall provide the response within two (2) working days. The Navy shall consult with the SHPO in the development of plans for the treatment of other historic properties which require remediation due to hazardous circumstances, as they arise.

B. Emergency undertakings shall be handled in accordance with 36 CFR 800.12.

NSPS Sand Point Closure/Transfer Programmatic Agreement

VI. Dispute Resolution

Should the SHPO object within thirty (30) days to any proposed action pursuant to this Agreement as it relates to Authorized Occupants, or the Navy as caretaker, the Navy shall consult with the SHPO to resolve the objection. If the Navy determines that the objection cannot be resolved, the Navy shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either: (1) provide the Navy with recommendations, which the Navy will take into account in reaching a final decision; or (2) comment pursuant to 36 CFR Part 800.6(b). Any Council comments provided shall be taken into account by the Navy in accordance with 36 CFR Part 800.6(c)(2) with reference only to the subject of the dispute. The Navy's responsibility to carry out all actions under this Agreement that are not the subject(s) of the dispute will remain unchanged.

VII. Anti-Deficiency Act

A. All requirements set forth in this Agreement requiring the expenditure of Navy funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act (31 U.S.C. Section 1341). No obligation undertaken by the Navy under the terms of this Agreement shall require or be interpreted to require a commitment to expend funds not obligated for a particular purpose.

B. If the Navy cannot perform any obligation set forth in this Agreement due to the unavailability of funds, the Navy, the SHPO, and the Council intend the remainder of the Agreement to be executed. Any obligation under the Agreement which cannot be performed due to the availability of funds must be renegotiated between the Navy, the SHPO, and the Council.

VIII. Amendments to the Agreement

Any party to this Agreement may request that it be amended, whereupon the parties will consult in accordance with 36 CFR Part 800.13 to consider such amendment. Format for recommended amendments is provided as Appendix Five.

IX. Termination of the Agreement

This Programmatic Agreement will continue in full force and effect until December 31, 2000 or six months after the last parcel of property is transferred from Navy control if this occurs first. The Navy will notify the Advisory Council and the Washington SHPO in writing that all property at NSPS Sand Point has been transferred to start the six month count down to termination.

NSPS Sand Point Closure/Transfer Programmatic Agreement

EXECUTION of the Agreement and implementation of its terms evidence that the Navy has afforded the Council an opportunity to comment on the closure and disposal of the Naval Station Puget Sound Sand Point, Washington and its effects on historic properties, and that the Navy has taken into account the effects of the undertaking on historic properties.

APPROVED: UNITED STATES NAVY

By: Charles J. Navin Date: 10/27/97
C.J. NAVIN, CAPT, CEC, USN
Commanding Officer, Engineering Field Activity Northwest

APPROVED: WASHINGTON STATE HISTORIC PRESERVATION OFFICER:

By: David Hansen Date: 10.29.97
DAVID HANSEN, Acting Washington SHPO

APPROVED: ADVISORY COUNCIL ON HISTORIC PRESERVATION:

By: John M. Fowler Date: 11/20/97
JOHN M FOWLER, Executive Director

CONCUR

City of Seattle

By: Eric A. Friedli Date: 10/27/97
ERIC A. FRIEDLI, Sand Point Director

THE BOARD OF REGENTS OF THE UNIVERSITY OF WASHINGTON

By: Jeanette L. Henderson
JEANETTE L. HENDERSON
ASSOCIATE REAL ESTATE OFFICER

APPROVED AS TO FORM
[Signature]
ASSISTANT ATTORNEY GENERAL
STATE OF WASHINGTON

Department of Education

By: [Signature] Date: 11/4/97
Dir. David Prup. Long

Department of the Interior, National Park Service

By: Ray Munday Date: 10/30/97
TEAM LEADER, PLANNING & PARTNERSHIPS
PACIFIC GREAT BASIN SUPPORT OFFICE

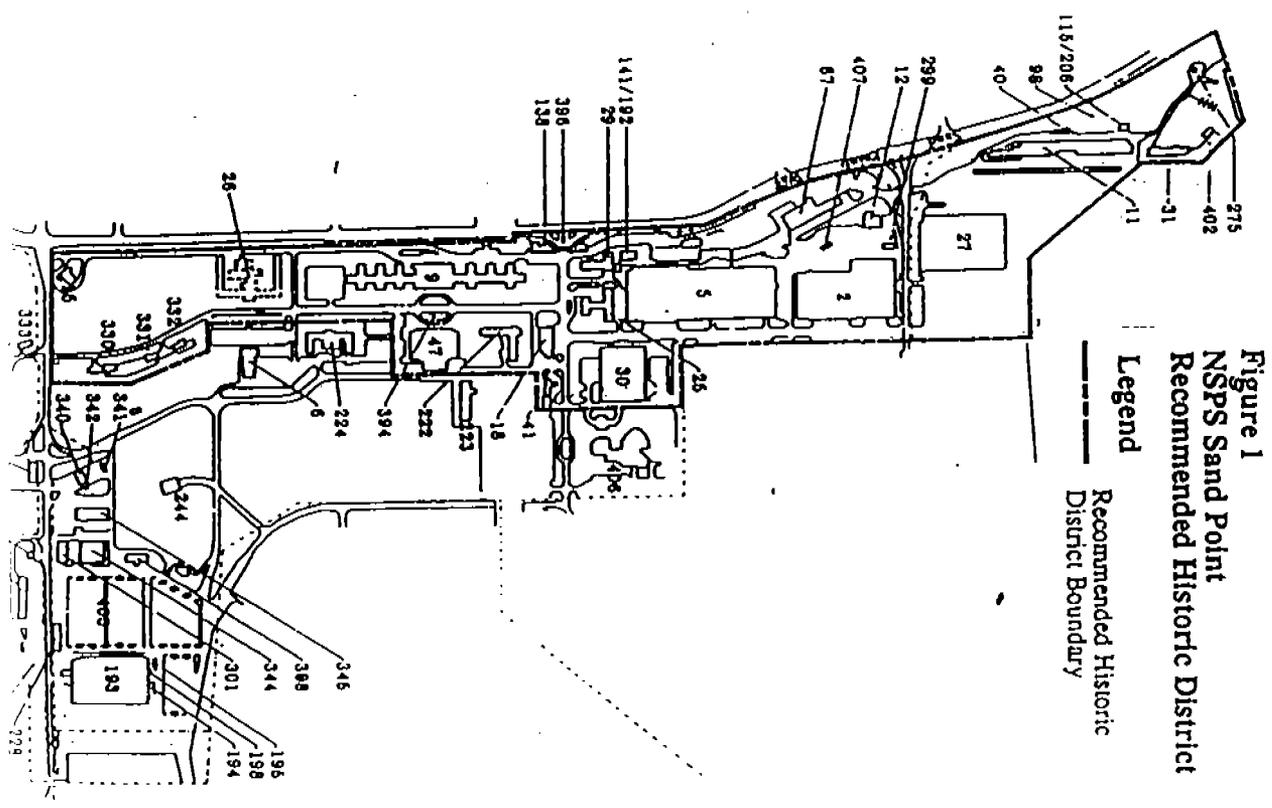
APPENDIX I

NSPS SAND POINT HISTORIC DISTRICT AND CONTRIBUTING RESOURCES

Table I		
Resources Contributing to an Historic District at NSPS Sand Point		
Site No.	Historic Use	Date
SP-2	Aircraft Hangar	1929
SP-5	Warehouse	1929
SP-9	Bachelor Enlisted Housing, General Mess, Service Clubs, Offices, Chapel	1929
SP-11	Public Works Office/Shops *	1940
SP-12	Steam Plant Building	1930
SP-15	Unknown *	1938
SP-18	Vehicle Maintenance/Fire Station *	1936
SP-25	Administration Building	1936
SP-26	Bachelor Officer Quarters *	1937
SP-27	Aircraft Hangar *	1937
SP-29	Hospital	1937
SP-30	Aircraft Hangar	1938
SP-31	Admiral's Barge Office *	1938
SP-47	Theater, Gym, Swimming Pool	1941
SP-67	Vehicle Maintenance	1941
SP-138	Main Gate/Police	1942
SP-330/331/332	Officer Family Housing *	1939
SP-396	World Flight Monument (a structure)	1930

* Added by SHPO

The other buildings within the recommended boundaries of the proposed historic district that were constructed in the 1930's or 40's were judged to lack sufficient character, quality and/or integrity to be considered contributors to the district.



Character Defining Features Sand Point National Historic Register District

Significance:

USNS Sand Point was an activity of the Thirteenth Naval District. The Thirteenth Naval District provided and maintained facilities including the Naval Supply Depot, Seattle, the Naval Receiving Station, and other naval activities located within the region, and furnished major logistic support to vessels of the fleet, sea frontier and district, and to advanced bases. Sand Point also provided an operating base for newly commissioned vessels. Berthing and landing facilities were provided for naval vessels, including dry-docking for small vessels. The Naval Station conducted a tug and lighter service for the Seattle side of Puget Sound and operated the fleet boat pool. It was also a major naval air station and the site from which the first around-the-world military flight originated.

Period of Significance: 1923-1970 (which marked the end of military flying out of the Naval Base. This also was the beginning of the surplus of property from the NSPS, including 347 acres to the National Oceanic and Atmospheric Administration NOAA).

Kind of Historic Value:

Sand Point was the headquarters of the Thirteenth Naval District, Naval Air Base Command, which supervised aviation activities for air stations throughout the northern west coast. Sand Point also provided logistic support for auxiliary air stations, facilities, outlying fields and the fleet units based on them. Logistic support included furnishing material, provisions, aviation equipment, and supplies required for the support of these activities, and maintaining facilities for the testing, overhaul, and repair of naval aircraft engines, accessories and spares. Sand Point was the major overhaul station on the Pacific Coast north of Alameda in California, and its Supply Department furnished supplies and equipment to aviation activities in Alaska and to vessels designed for the support of aircraft.

Integrity:

The base structures are essentially intact with the exception of the original Bachelor Officer's Quarters building which suffered considerable damage from a fire approximately five years ago. Other than this major occurrence, the alterations to other buildings are more moderate, such as changes to windows and doorways and the additions of awnings. Some of the oldest buildings (such as SP-5 and SP-30) had major additions to the original building which reflected a change in use over the years. As a whole, the District retains its integrity and conveys a distinct sense of time and place—reflecting World War II military activities in Seattle and the growth of the military presence in the City up to that time.

Contributing Properties by Type: See Table 1 on preceding page

Site Landscaping and Furnishings:

Large mature tree plantings both define the limits of the nominated historic district as well as providing significant accents to many of the contributing buildings. The western perimeter of the Naval Station site along Sand Point Way is lined with tall, mature poplars. The major north-south avenue through the southern half of the activity is lined on both sides with mature Deciduar cedars, a visual link connecting the Bachelor Officer's Quarters on the south to the Administration Building on the north. Accent plantings in the northern portion of the activity are primarily conifer evergreens including spruce, cypress, and Alaska yellow cedar. Vertical in habit, many of these accent trees have reached over 50 feet in height and are in similar scale with the substantial hangar buildings which they flank. The maturity and obvious age of the tree plantings contribute to the perception of age, permanence, and unity of the district.

Identification of building specific exterior and interior features and more specific identification of landscape and other site features considered to be contributing elements to the character of the historic district are provided in following Attachment

APPENDIX 1

LISTING OF CHARACTER DEFINING FEATURES OF CONTRIBUTING ELEMENTS TO THE SAND POINT HISTORIC DISTRICT

The following features of the various historic district elements were determined to be character defining by the representatives of the Washington State Office of Archeology and Historic Preservation, the Navy and the City of Seattle during site inspections conducted in September, 1996, March, June, July, and August of 1997.

BUILDINGS

In general the character defining exterior features of contributing buildings are wall surfaces, rooflines, window openings and divided light windows, specialized doors, art deco architectural ornamentation and lighting fixtures. Most of the buildings retain their original style. There have been additions to many of the buildings but most were completed prior to W.W. II and used similar materials in the same style to mimic the original structure. Original windows and doors have been replaced in several instances with non-original material but the placement and style have been retained. There is sufficient integrity in the floor plans, space volumes, exposed structural elements, and industrial finishes in the hangars and other shop spaces to make these interior features contributing elements. In the case of the other types of buildings most have been substantially modified during numerous renovations and use changes and exhibit a limited amount of details or fabric worthy of retention.

It is important to note that the building specific character defining features listed below are intended to provide a baseline reference point for consideration during development of alteration and maintenance projects. Preservation of the listed features should be the goal during project planning. In addition it should not be assumed that projects, especially large scale interior remodel projects, will not have an adverse effect on historic character even if none of the listed features is affected. Such projects will still require review by a historic preservation specialist.

Building Specific Features

Building 2 (1929) This building is 144,000 SF and contains two large hangar bays and numerous smaller rooms. The exteriors of the hangar bays have somewhat different styles with brick exterior walls on the north section and corrugated transite on the south section. This building is the oldest surviving structure at Sand and relates directly to the historic aviation mission and exhibits strong art deco influence in its finishes and details.

Building 2 Specific Exterior Features

1. Original multi-story rolling metal framed hangar doors on the east facade on north and south hangar bays and also on the west side of the south hangar bay. These doors are solid at the bottom with window lights in a grid the remainder of the door height
2. Original steel framed divided light doors and widows on end and back walls
3. Emblem above southeast hangar doors
4. Overhead beam for loading and lifting on south end of west side

Building 2 Specific Interior Features

1. Interior space volume in both hangar bays. The mezzanine in the north hangar is not a character defining feature.

Building 5 (1929) The largest structure on the station containing 633,000 SF used for warehouse, shops and offices. The red brick facade is mostly utilitarian in character with some art deco accents especially over the main entry. Building has four identifiable architectural segments (A, B, C, D) Along with its neighbor, Building 2, this building dominates the former industrial section of the base, creating a massive street wall.

Building 5 Specific Exterior Features

1. Main building entrance on east facade
2. Original steel frame divided light windows in the exterior walls (Aluminum replacements on second story of north section)
3. Clearstory and skylights at north end
4. Large divided light doors

Building 5 Specific Interior Features

1. Interior space volumes and massive columns in open warehouse areas of 5A,5B,5C
2. Window transoms in office wing of 5B
3. Half wall stair railing in 5B stairwell
4. Fire Equipment on east wall 5A

Building 9 (1929) A multi-use building containing 223,000 SF used for enlisted barracks, dining hall, service clubs, training, offices, chapel and other special functions. Architectural style is Colonial Revival and achieves residential scale by articulated notches to provide maximum window area. This is the dominant building in the residential portion of the station.

Building 9 Specific Exterior Features

1. Window openings have decorative keystone and soldier course brick lintel treatment and concrete sills. White window casements (original windows replaced with aluminum frame ones in 1980)
2. Three doorways with identical double shop doors with divided light upper half topped by a fan light that is framed by brick arch inset with concrete for inpost block and keystone. Decorative lanterns set on to the side of each inpost
3. Entrance with ornately formed concrete doorframe extending above the lintel
4. Gabled roofline punctuated by small gable dormers with windows with circular arched tops
5. Deep dentils under the eaves each with an abacus

Building 9 Specific Interior Features

None

Building 11 (1940) Contains 62,000 SF and was public works office and shop complex. The facade combines brick veneer and corrugated exterior wall material

Building 11 Specific Exterior Features

1. Original steel frame divided light windows.

Building 11 Specific Interior Features

1. Exposed structural system in shop area especially post and beam connections
2. Entry lobby to office portion detailing consisting of ceiling cornice of stars and hefron pilasters flanking interior door

Building 12 (1930) Central Steam Plant houses three large boilers and associated equipment

Building 12 Specific Exterior Features

1. Original double height ,divided light industrial windows with operable center panels
2. Large door openings with side by original side by side shop doors with divide light industrial windows in top 2/3
3. Emission stacks and vents on roof

Building 12 Specific Interior Features

None

Building 15 (1938 Recreation Facility) Originally a green house later converted to a golf club house and last used as arts and crafts center. Does not have specific exterior or interior features

Building 18 (1936) Brick building first used as motor vehicle shop and then a fire station. The hose-drying tower is a prominent vertical element in the District, especially looking from north to south

Building 18 Specific Exterior Features

1. Cast concrete parapet
2. Divided light industrial windows with cast concrete sills
3. Large garage type doors on north facade
4. Hose drying tower

Building 18 Specific Interior Features

None

Building 25 (1937) Contains 28,000 SF and was headquarters building of the admiral in command of 13th Naval District. Building strongly exhibits Art Deco style executed in brick and stone. It is located in the center of the station at the junction of the offset major avenues serving the north and south sections.

Building 25 Specific Exterior Features

1. Inscribed concrete panels at the entrance and the building ends
2. Side entrances with half circle overhangs clad in stainless steel banding and decorative light fixtures.

3. Metal frame divided light windows arranged symmetrically on the façade and metal frame windows on the third floor penthouse. Even though they are aluminum replacements the original style and configuration of the windows has been retained.

Building 25 Specific Interior Features

1. West second floor corridor configuration, especially relights and swinging interior corridor doors.
2. Transom windows above the doors in southwest corridor of first floor

Building 26 (1937) Currently two separate wings that was the Bachelor Officer's quarters. The connecting front portion containing the Officer's Club was destroyed in a fire in 1988. New addition to the east end of the south wing was the only post fire reconstruction.

Building 26 Specific Exterior Feature

1. Gabled roof with dormers
2. Window penetration patterns

Building 26 Specific Interior Features

None

Building 29 (1937) Contains 34,000 SF of space used originally as the base hospital and then as medical and dental clinic. It was built in same style as neighboring building 25 and has rich Art Deco detailing and prominent position in the historic district.

Building 29 Specific Exterior Features

1. Original double hung wood windows with divided lights. Window sills vary by floor with first level sills being smooth pre-cast concrete, the second level pre-cast concrete with dentils and the third brick
2. Art Deco details and cast stone ornamentation especially the caduceus symbol over the main entrance
3. Original exterior doors

Building 29 Specific Interior Features

1. Surgical suite in the north east corner of the second floor, especially the floor and wall tile, the entry doors and the overhead surgical lights

Building 30 (1938) Consists of large central hangar space flanked by a three story office wing on the west side and two levels of shop and office spaces on the east side. Another classic hangar area although smaller in area than Building 2, at 80,066 SF. Non-hangar portion has Art Deco detailing similar to Buildings 25 and 29.

Building 30 Specific Exterior Features

1. Large rolling hangar doors Door area above 7 feet is divided lights End panel door have standard 3' wide doors built in for access

2. Main entrance to office area on the west side. Features include double sided "T" shaped stairway leading to entry, Art Deco lanterns on the railings at the bottom of the staircase, a fluted panel into which double entry doors are recessed that extends the full height of the building, and a flat canopy projects out from the doors forming a weather cover. The cover is wrapped in fluted aluminum with stand up letters in Art Deco style reading Administration.

3. Original windows on two story east wing with dark painted frames on the first floor and pre-cast concrete sills on the second floor Most windows in the three-floor west wing are replacements

Building 30 Specific Interior Features

1. Base Commanding Officer's suite located on the third floor of the west wing. Specific details include paneled conference room with fireplace and adjacent Officer's Ward room including built in wall seating, glass block bar and original linoleum floor with pre W.W.II aircraft logo with red star in the center
2. General configuration of office area on southwest corridor of the first floor of the west wing in particular the interior daylight glass top partitions
3. High bay and open space volume of the hangar area

Building 31 (1938) Built on a pier that originally was used to unload fuel barges. The building was used to provide covered slips for boats, including the Admiral's barge and watch standing space for the barge crew.

Building 31 Specific Exterior Features

1. Green patterned asphalt roof shingles (although may not be original)

Building 31 Specific Interior Features

None

Building 47 (1941) Contains 50,060 SF and was used as multi-use recreation complex consisting of gymnasium including bleacher area on one side, weight and exercise rooms, lockers, swimming pool, library, offices, and theater. Street facade is brick faced but other sides of building are painted cmu.

Building 47 Specific Exterior Features

1. Cast concrete banding on brick facade
2. Original metal framed windows with divided lights and operable awning center panel
3. Main building entrance on west side consisting of three deep set windows in concrete frame above the entry, and fluted aluminum round edge canopy extending over the entry
4. Lead downspouts

Building 47 Specific Interior Features

1. Theater area on north side of the building, especially the stage and orchestra pit area, including the wood molding on the front of the stage and wood stairways on either side.

Building 67 (1941) Contains 33,720 SF used as vehicle maintenance and parking garage facility. It was built on a hillside to provide vehicle access to service and garage areas on separate levels.

Building 67 Specific Exterior Features

1. Main entrance on upper level with glass block walls on the side and half round cover over the doorway that is edged with stainless steel.
2. Multiple large garage style openings on the ground and second level

Building 67 Specific Interior Features

None

Building 138 (1942) Built as Pass and ID office and police station. Two story building on either side of main entrance with continuous second floor forming a bridge over the entrance. High visibility location at the main entry point and close to major public thoroughfare

Building 138 Specific Exterior Features

1. Original metal frame windows with operable awning center panels
2. Flat roof line with concrete cornice

Building 138 Specific Interior Features

1. Stair moldings
2. Interior walk-in safes

Buildings 330,331 and 332 (1939) Three very similar single family homes of 4,500 SF each that were married officer's housing. Houses are New England style two story with full daylight basements and two car garages tucked to the side at the basement level.

Buildings 330,331,332 Specific Exterior Features

1. Original wide white clapboard siding
2. Original windows of varying patterns
3. Original garage doors
4. Bay window to the right of main entrance and a front balcony with gingerbread molding at Building 330

Buildings 330,331,332 Specific Interior Features

1. General floor plan
2. Interior finishes especially the cabinetry in the kitchen, the molding over the doorways and the built in shelves and drawers in the bedroom closets

MONUMENTS

There is one monument on the base, located in the center island of the main entry road (in front of Building 138). It is a stone column, approximately 13' high, which is capped by a bronze eagle with outstretched wings. A shield shaped plaque indicates that the monument commemorates the first around the world military flight that originated and returned to the Sand Point aerodrome in 1926. The monument was moved from its original location in 1942

LANDSCAPE, SITE FEATURES, VIEWS

The following landscape features such as tree lines, individual specimens garden areas, open areas site features such as streets, curbs walks and walls and miscellaneous items and view corridors are considered to be contributing features to the Sand Point Historic District. Any proposed action that might effect these features or proposed direct alteration of them would require consultation with Washington SHPO.

South Sector, From main entrance road (4th Street) south to 65th Ave Location of features is shown on attached map, part A

1. Tree line along Sand Point Way. Retain healthy trees, consult historic planting plan available at Sand Point Operations Office when replacements are required.
2. Open Space between Buildings 26N 26S. This open space was created by a fire which destroyed the front and middle sections in 1990. During its period of significance there was connecting two-story structure. While a desirable off site view corridor has now been created, infill by a structure meeting the Secretary of the Interior Standards would be in keeping with historic character of the site. The unobstructed view east of the missing front portion of Building 26 historically was the overlook from the Officer's Club to the runways. Any future development that would intrude on this view should be the subject of consultation with SHPO.
3. Rose Garden area on the south side of Building 26S
4. Open Space between Building 26S and Building 15. This open area is within the boundary of the historic district because it is bordered by character defining features. Although this open space has no historic functional use such as a parade ground and original Navy development plans show additional officer housing in this location, it has been a large open area during the entire period of significance. Therefore, any future development in this area would be considered an adverse effect on the District. Mature trees on east edge of this open area are contributing features and should be retained or replaced in kind. Low stone retaining wall on east edge of this open area is also a site feature of note.
5. Large Atlas Cedar (*Cedrus Atlantica*) tree at end of south axis of Avenue B is counter point to the flagpole at north end in front of Building 25 and was also the designated "holiday tree" when base was operational.
6. Mature landscaping in front of the three officers quarters, the brick entry walks and brick walls flanking the driveways.
7. Concrete stairs with two lights north of family quarters just outside district boundary but considered a contributing feature.
8. Original street surface, hand finished rounded curbs, and sidewalk surface that run the full length of Avenue B

9. Line of Deodar Cedars (*Cedrus Deodada*) between street and sidewalk on both sides of Avenue B

10. Edge effect created by uniform front foundation lines of buildings 224, 47 and 222

11. North /South view corridor down full length of B street

12. Site of large signboard on southeast corner of intersection of B Street and 4th. Sign itself is not original or significant but continuous use of this site for this function is significant.

13. Line of mature trees that edge open area on the north side of Building 9

14. East /West view corridor down full length of 4th Avenue

15. Wrought iron gate at main entrance

North Sector, from north side of 4th Avenue to Lake Washington. Location of features is shown on attached map, Part B

16. Pair of mature Norway Maple trees flanking the entrance to Building 29

17. Flag Pole in front of Building 25

18. White Spruce tree off the SE corner Building 25 It was a commemorative planting by the Alaskan Yukon Pioneers' Society in 1931.

19. Large Atlas Cedar tree with stone marker at its base on north west corner of jog of B Avenue is known as Freedom Tree or Memorial Tree. Relates to Vietnam era, which is within but at very end of period of significance.

20. North/ South view corridor down Avenue B from corner of its jog at 4th Street to Lake Washington

21. Seaplane Ramp

22. North/ South view corridor down Avenue A from overpass at 1st Street to Lake Washington

23. Stepped aggregate shoreline edging south of Building 31

24. Elevated pedestrian bridge from parking lot to west side of Building 5

24. Railroad bed behind southwest corner of Building 5

26. Remaining example of original street light (to be model for new ones placed on site)

APPENDIX 2

LEASE PRESERVATION CLAUSE

Building(s) number (s)XXXXXXXX and associated property at the former Naval Station Sand Point to be leased to XXXXXXXXX (Lessee) (or if large area and multiple buildings are included in one lease the following language will be used: Lessee specifically acknowledges that a portion of the Leased Property) are eligible for inclusion in the National Register of Historic Places and therefore require protection under the National Historic Preservation Act (16 U.S.C., 470, and its implementing regulations (36 CFR Part 800)). Therefore the Lessee will coordinate any proposed aesthetic, structural or landscape alterations to this (these) building (s) with the Navy and the Washington State Historic Preservation Officer (SHPO) prior to undertaking said alterations. In order to be approved any aesthetic, structural or landscape alterations to this (these) building(s) must be done in accordance with the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*(U.S. Department of the Interior, National Park Service, 1992) and will be the subject of consultation between the Lessee, the Navy and the Washington SHPO. The Navy will make its best efforts to provide any comments on proposed alterations within twenty-one (21) days after receipt thereof.

APPENDIX THREE
HISTORIC PRESERVATION COVENANT
U.S. DEPARTMENT OF EDUCATION PUBLIC BENEFIT CONVEYANCE

All of the property conveyed is within the Naval Station Puget Sound (NSPS) Sand Point Historic District. A location map depicting the parcel in relation to the Historic District and a list of buildings and other site features that are considered contributing elements to the Historic District are provided on Attachment 1 to this Appendix. District attributes of concern include exterior facades, roofs, and fenestration, scale, color, use of materials and mass, mature landscaping, especially the streetscape, and views from, to, and across the property which said real estate is a part. The Grantee hereby covenants on behalf of itself and its successors and assigns to maintain and preserve the NSPS Sand Point Historic District in a manner that preserves those attributes that make these historic properties eligible for inclusion in the National Register of Historic Places as follows.

1. Prior to the initiation of any construction, alteration, remodeling, demolition, disturbance of the ground surface or other action which would materially affect the integrity or appearance, or historic value of structures or setting, the grantee or successors or assigns shall obtain the written approval of the Washington State Historic Preservation Officer (SHPO). Actions considered to materially affect the property would affect the exterior surfaces, or change the height, or alter the exterior facade (including without limitation exterior walls, windows and roofs, design, color and materials), or adversely effect the structural soundness of the property or alter a significant interior feature. Actions that would affect views within the historic district, landscaping, open space, add new structures or paved areas or site elements such as towers, fences, signs would also be considered to materially affect the property. Actions identified in and in full conformance with a SHPO approved Historic Properties Re-use and Protection (HPRP) Plan shall be deemed to have the required written permission. The reconstruction, repair, repainting, or refinishing of presently existing parts or elements of a building subject to the covenant which has resulted from deterioration or wear and tear shall be permitted without the prior approval of the SHPO, provided the action is performed in a manner which will not alter the appearance or material composition of those elements of the building subject to the covenant.

2. The grantee or successors or assigns shall provide the SHPO a copy of the written description and/or proposed plans and specifications as determined necessary to fully evaluate proposed actions. Planned actions submitted in accordance with this section shall be prepared to conform, to the maximum extent possible, with Secretary of the Interior's "*Standards and Guidelines for Historic Preservation Projects*", as supplemented or amended.

3. The SHPO will provide written notice of approval of proposed actions or approval with modifications, or request for modification and re-submittal of the proposed action within 30 days of receipt of the action proposed.

4. The SHPO review process described above may be modified by a proposal review process contained in a fully reviewed and SHPO approved HPRP Plan. Any such

modified review process may be cancelled by the SHPO 60 days following written notice to Grantee to cure deficiencies in its review process.

5. The Grantee will make every effort to retain and reuse, to the extent practicable, the historic structures.

6. The SHPO shall be permitted at all reasonable times to inspect the property in order to ascertain if the above conditions are being observed. Advance notice of a minimum of 3 days shall normally be provided unless, in the opinion of the SHPO, an unannounced site visit is immediately required to prevent unalterable modification to a contributing element to the historic district that has not been the subject of consultation.

7. The Grantee agrees that the Washington SHPO may at the discretion of the SHPO, convey and assign all or part of its responsibilities contained herein to any governmental agency, with written prior notice but without approval of the grantee, or to a charitable corporation or trust that is dedicated to the preservation of historic buildings, with written notification and the approval of the grantee.

8. In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the U.S. Government, or upon 60 days prior notice to the U.S. Government the Washington SHPO, may, following reasonable notice to the Grantee, institute any action to enjoin said violation or to recover the restoration of the property. The successful party shall be entitled to recover all costs or expenses incurred in connection with such action, including all court costs and attorney's fees.

9. The failure of the Washington SHPO or the United States Government to exercise any right or remedy granted under this instrument shall not have the effect of waiving or limiting the exercise of any other right or remedy or the use of such right or remedy at any other time.

10. This historic preservation covenant is a binding servitude on the grantee and its successors, and assigns in perpetuity. Restrictions, stipulations and covenants contained herein shall be inserted by the grantee verbatim or by explicit reference in any deed or other legal instrument by which it divests itself of either fee simple or any lessor estate of all or any part of the real estate that is associated with the NSPS Sand Point Historic District.

ATTACHMENT 1 to APPENDIX THREE

SAND POINT HISTORIC DISTRICT CONTRIBUTING ELEMENTS AND THEIR CHARACTER DEFINING FEATURES CONTAINED WITHIN THE U.S. DEPARTMENT OF EDUCATION'S PUBLIC BENEFIT CONVEYANCE TO THE CITY OF SEATTLE

The following features of the various historic district elements were determined to be character defining by the representatives of the Washington State Office of Archeology and Historic Preservation, the Navy and the City of Seattle during site inspections conducted in September, 1996, March, June, July, and August of 1997.

BUILDINGS

In general the character defining exterior features of contributing buildings are wall surfaces, rooflines, window openings and divided light windows, specialized doors, art deco architectural ornamentation and lighting fixtures. Most of the buildings retain their original style. There have been additions to many of the buildings but most were completed prior to W.W. II and used similar materials in the same style to mimic the original structure. Original windows and doors have been replaced in several instances with non-original material but the placement and style have been retained. There is sufficient integrity in the floor plans, space volumes, exposed structural elements, and industrial finishes in the hangars and other shop spaces to make these interior features contributing elements. In the case of the other types of buildings most have been substantially modified during numerous renovations and use changes and exhibit a limited amount of details or fabric worthy of retention.

It is important to note that the building specific character defining features listed below are intended to provide a baseline reference point for consideration during development of alteration and maintenance projects. Preservation of the listed features should be the goal during project planning. In addition it should not be assumed that projects, especially large scale interior remodel projects, will not have an adverse effect on historic character even if none of the listed features is affected. Such projects will still require review by a historic preservation specialist.

Building Specific Features

Building 5 (1929) The largest structure on the station containing 633,000 SF used for warehouse, shops and offices. The red brick facade is mostly utilitarian in character with some art deco accents especially over the main entry. Building has four identifiable architectural segments (A, B, C, D) Along with its neighbor, Building 2, this building dominates the former industrial section of the base, creating a massive street wall.

Building 5 Specific Exterior Features

1. Main building entrance on east facade
2. Original steel frame divided light windows in the exterior walls (Aluminum replacements on second story of north section)
3. Clearstory and skylights at north end

4. Large divided light doors

Building 5 Specific Interior Features

1. Interior space volumes and massive columns in open warehouse areas of 5A,5B,5C
2. Window transoms in office wing of 5B
3. Half wall stair railing in 5B stairwell
4. Fire Equipment on east wall 5A

Building 9 (1929) A multi-use building containing 223,000 SF used for enlisted barracks, dining hall, service clubs, training, offices, chapel and other special functions. Architectural style is Colonial Revival and achieves residential scale by articulated notches to provide maximum window area. This is the dominant building in the residential portion of the station.

Building 9 Specific Exterior Features

1. Window openings have decorative keystone and soldier course brick lintel treatment and concrete sills. White window casements (original windows replaced with aluminum frame ones in 1980)
2. Three doorways with identical double shop doors with divided light upper half topped by a fan light that is framed by brick arch inset with concrete for inpost block and keystone. Decorative lanterns set on to the side of each inpost
3. Entrance with ornately formed concrete doorframe extending above the lintel
4. Gabled roofline punctuated by small gable dormers with windows with circular arched tops
5. Deep dentils under the eaves each with an abacus

Building 9 Specific Interior Features

None

Building 25 (1937) Contains 28,000 SF and was headquarters building of the admiral in command of 13th Naval District. Building strongly exhibits Art Deco style executed in brick and stone. It is located in the center of the station at the junction of the offset major avenues serving the north and south sections.

Building 25 Specific Exterior Features

1. Inscribed concrete panels at the entrance and the building ends
2. Side entrances with half circle overhangs clad in stainless steel banding and decorative light fixtures.
3. Metal frame divided light windows arranged symmetrically on the façade and metal frame windows on the third floor penthouse. Even though they are aluminum replacements the original style and configuration of the windows has been retained.

Building 25 Specific Interior Features

1. West second floor corridor configuration, especially reights and swinging interior corridor doors.
2. Transom windows above the doors in southwest corridor of first floor

Building 29 (1937) Contains 34,000 SF of space used originally as the base hospital and then as medical and dental clinic. It was built in same style as neighboring building 25 and has rich Art Deco detailing and prominent position in the historic district.

Building 29 Specific Exterior Features

1. Original double hung wood windows with divided lights. Window sills vary by floor with first level sills being smooth pre-cast concrete, the second level pre-cast concrete with dentils and the third brick
2. Art Deco details and cast stone ornamentation especially the caduceus symbol over the main entrance
3. Original exterior doors

Building 29 Specific Interior Features

1. Surgical suite in the north east corner of the second floor, especially the floor and wall tile, the entry doors and the overhead surgical lights

LANDSCAPE, SITE FEATURES, VIEWS

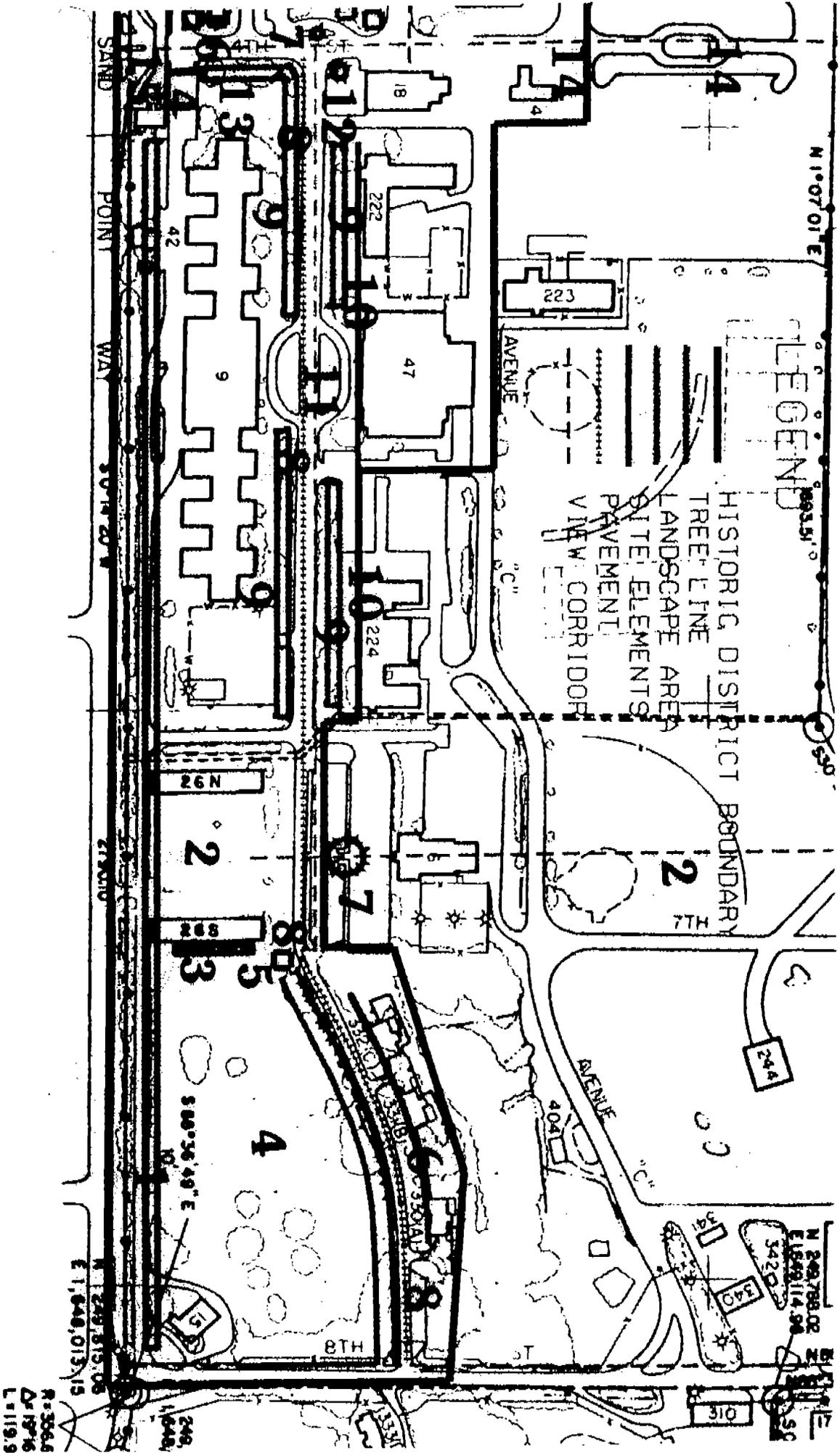
The following landscape features such as tree lines, individual specimens garden areas, open areas site features such as streets, curbs walks and walls and miscellaneous items and view corridors are considered to be contributing features to the Sand Point Historic District. Any proposed action that might effect these features or proposed direct alteration of them would require consultation with Washington SHPO.

Location of features is shown on attached map

Numbering below coincides with the site feature number on the attached map. Gaps in the numbers relate to site features that contribute to the Historic District but are not within the area covered by this conveyance.

16. Pair of mature Norway Maple trees flanking the entrance to Building 29
17. Flag Pole in front of Building 25.
18. White Spruce tree off the SE corner Building 25 It was a commemorative planting by the Alaskan Yukon Pioneers' Society in 1931.
19. Large Atlas Cedar tree with stone marker at its base on north west corner of jog of B Avenue is known as Freedom Tree or Memorial Tree. Relates to Vietnam era, which is within but at very end of period of significance.
24. Elevated pedestrian bridge from parking lot to west side of Building 5
25. Railroad bed behind southwest corner of Building 5.

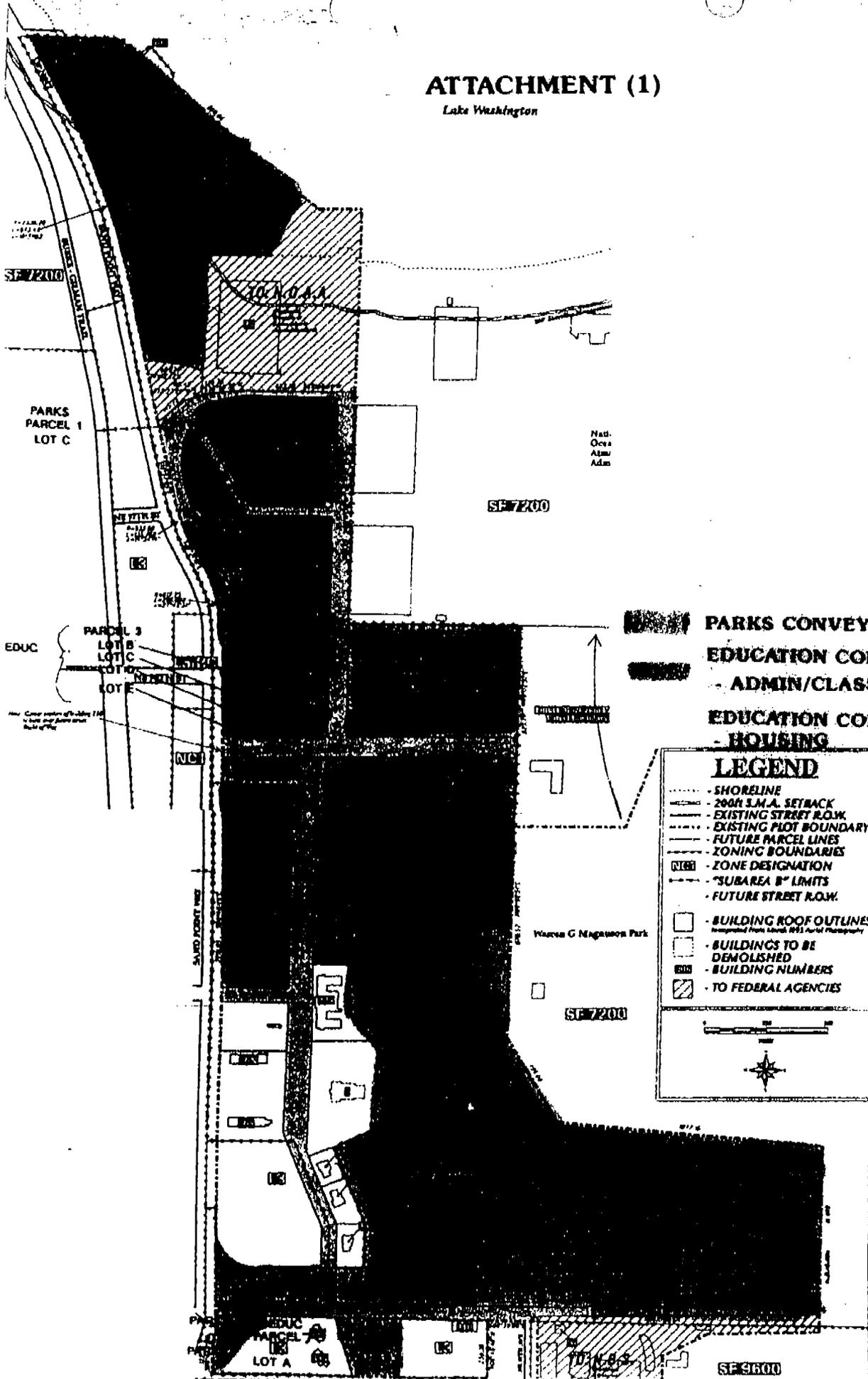
NSPS HISTORIC DISTRICT SITE FEATURES
SOUTH SECTOR PART A



NE 65TH ST

ATTACHMENT (1)

Lake Washington



-  PARKS CONVEYANCE
-  EDUCATION CONVEYANCE - ADMIN/CLASSROOM
-  EDUCATION CONVEYANCE - HOUSING

LEGEND

-  SHORELINE
-  200ft S.M.A. SETBACK
-  EXISTING STREET R.O.W.
-  EXISTING PLOT BOUNDARY
-  FUTURE PARCEL LINES
-  ZONING BOUNDARIES
-  ZONE DESIGNATION
-  "SUBAREA B" LIMITS
-  FUTURE STREET R.O.W.
-  BUILDING ROOF OUTLINES
-  BUILDINGS TO BE DEMOLISHED
-  BUILDING NUMBERS
-  TO FEDERAL AGENCIES



APPENDIX FOUR

HISTORIC PROPERTIES RE-USE AND PRESERVATION PLAN GUIDELINES

A Historic Properties Re-use and Protection (HPRP) Plan shall be prepared and implemented for the property within the Historic Landscape District of the former Naval Station Puget Sound (NSPS) Sand Point, Seattle, Washington in accordance with the following guidelines:

A. PURPOSE

The purpose of the HPRP Plan is to integrate the preservation and use of historic property in accordance with the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Buildings* (U.S. Department of the Interior National Park Service), with the programs of the property recipient(s).

B. PREPARATION /REVIEW GUIDELINES

1. The HPRP Plan will be prepared by or under the supervision of an individual who meets the professional qualifications for historians, architectural historians or historic architects as set forth in the "Secretary of the Interior's Qualification Standards" (48 CFR, 447389).

2. The HPRP Plan will be prepared by the property recipient (s) in consultation with the Navy, the Washington State Historic Preservation Officer (SHPO), and the Seattle Landmarks Preservation Board (LPB). Draft copies will be submitted for review to the SHPO, LPB, the Navy, the Sand Point Community Liaison Committee, made available in public libraries with notice to interested parties, and the Advisory Council on Historic Preservation. The Draft HPRP will be submitted for review at least 30 days prior to property transfer. The comment period for the draft HPRP plan will be 45 days. A public meeting on the draft HPRP Plan will be held by the City of Seattle within this comment period. Public agencies shall provide written comments within this period or request an extension of the comment period not to exceed fifteen days or will be considered to have no comments. A final HPRP plan will be submitted that includes a listing of the written comments received, including public comments, and how the comment was incorporated or the reason for non-incorporation. The final HPRP plan shall be submitted within three months of receipt of comments on the draft. The final HPRP plan will be submitted by the property recipient(s) to SHPO for formal acceptance with information copies to all draft copy recipients. The SHPO will respond within 30 days by either issuing a letter of acceptance or a comment letter indicating where final HPRP Plan failed to adequately address SHPO, Council, or other review comments on the draft. If necessary Property recipient(s) will submit a revised final HPRP plan in response to SHPO comments. Revisions shall be limited to one iteration. The SHPO will respond within 30 days of receipt of a revised final Plan by issuing a letter of concurrence or a conditional letter of concurrence indicating which elements are approved and the elements that remain unapproved and subject to future consultation per terms of the Historic Preservation Covenant provisions in the deed.

C. CONTENTS

The HPRP Plan will contain the following elements.

1. **IDENTIFICATION AND EVALUATION:** This section will summarize the historic significance of the property and the character defining features of the contributing elements. Material contained in the Historic and Archeological Resources Protection Plan and Historic Resources Inventory for the NSPS Sand Point of March 1994, the Resource Identification Appendix to the Programmatic Agreement (Appendix 1 with attachment 1) and other relevant documents may be adapted for this information.

2. **IMPACT ANALYSIS OF REUSE:** This section will discuss the nature of the uses(s) of the property that will be promoted by the recipient. This section will discuss (based on planned actions at the time of preparation) primary buildings/facilities planned for use, any planned changes in building entrances, fenestration, cladding or roofing, additions to existing buildings, seismic upgrades, construction of new buildings/structures, and any planned demolition. Information on planned interior modifications that would be visible on the exterior (i.e. dropping a ceiling, window coverings) or that would affect any significant interior spaces or features (as listed in the Resource Identification Appendix) must also be included. Planned site improvements such as additional paved areas for parking or open storage, signage, towers/dishes, fencing, utilities etc. should also be addressed. This section will discuss how these proposed actions will be undertaken to minimize potential adverse effect on the historic properties.

3. **LONG TERM MANAGEMENT:** This section will include goal and objective statements indicating commitment on part of recipient(s) to protect and manage the historic resources at Sand Point using sound and accepted historic preservation practices. It will describe the project review process to be used by the recipient(s) to oversee development and maintenance projects at Sand Point including identification of the various points in the facilities planning, approval and management process that historic preservation will be addressed as well as identification of what staff position(s) will be responsible for monitoring compliance with the Preservation Covenant, the HPRP Plan and the site-wide Design Guidelines Manual for Sand Point/Magnuson Park (Design Guidelines) and the qualifications of this staff to manage historic resources. The procedures planned to provide other agencies and the public an opportunity for informed review of actions deemed to have potential adverse effect on the Historic District shall also be described. A set of design guidelines relating to the preservation and maintenance of the historic character of the district shall be prepared and may be incorporated within the overall Design Guidelines Manual for Sand Point and Magnuson Park. The draft Design Guidelines shall be reviewed by the SHPO and Seattle LPB and the public.

4. **INTERPRETATION AND EDUCATION:** This section will describe plans to inform the public and property users about the historic significance of the property and address public access to the property.

5. OTHER: Other sections as agreed by the SHPO and the recipient(s) during development of the draft HPRP Plan. Issues proposed by one party but not agreeable to another shall not be addressed in the Plan but rather treated as an agency or public comment with a response or reason for non-response to the concern included in the final HPRP plan.

D. UPDATES TO THE HPRP PLAN

The HPRP Plan shall be updated as necessary should significant variances from the planned site related actions and/or review and approval process described in the Plan emerge from changing plans and conditions. The recipient(s) and the SHPO should establish a mutually agreeable update process and follow the review and approval process described in Section B.2, Preparation and Review Guidelines, above.

**APPENDIX FIVE
AMENDMENT FORM**

Amendment # _____

Date _____

**PROGRAMMATIC AGREEMENT
AMONG
THE DEPARTMENT OF THE NAVY,
WASHINGTON STATE HISTORIC PRESERVATION OFFICER
AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

FOR THE BASE CLOSURE AND DISPOSAL OF
THE FORMER NAVAL STATION PUGET SOUND, SAND POINT**

1. Need for Amendment: (Describe briefly)

2. Proposed Amendment Narrative: (Specify)

DEPARTMENT OF THE NAVY:

By _____
(Typed Name, Rank, Title, Command)

Date: _____

WASHINGTON STATE HISTORIC PRESERVATION OFFICER:

By _____
(Typed Name)

Date: _____

ADVISORY COUNCIL ON HISTORIC PRESERVATION:

By _____
(Typed Name and Title)

Date: _____