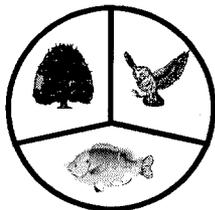


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MINUTES FROM 19 OCTOBER 1999 RESTORATION ADVISORY BOARD MEETING NAS  
CECIL FIELD FL  
10/19/1999  
TETRA TECH NUS INC



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# Minutes

## Cecil Commerce Center and Cecil Field Airport Restoration Advisory Board Meeting Minutes Tuesday, October 19, 1999

The quarterly meeting of the Cecil Field Restoration Advisory Board (RAB) began at 7:05 PM on Tuesday, October 19, 1999. The meeting was held in the Conference Room of Building 82 at the Cecil Field Airport.

### The following RAB members were present:

#### Community Members

Margaret Day Julian  
Diane Peterson, Community Co-Chair  
Richard Darby  
David Scott

#### Navy, Regulators, and Officials

Mark Davidson  
Mike Deliz  
John Flowe  
Scott Glass, Navy Co-chair  
Steve McDermaid  
Debbie Vaughn-Wright

### The following members were absent:

#### Community Members

Lisa Chelf  
William Dike  
Richard Donoghue  
Iran Maisonet  
Skip Renckley

#### Navy, Regulators, and Officials

David Farrell  
Keith Halford  
Dave Kruzicki  
William C. Wilson

### The following support personnel and guests were present:

Len Scullion (JEDC), LT Doug McCutchen (SOUTHDIR), Janet Moody (Community Visitor), Bob Simpson (JPA), Mark Speranza (TtNUS), Steve Stewart (BHR), Abby Wilcox (TtNUS).

### Administrative

Scott Glass called the meeting to order at 7:05 PM. He announced that he has officially taken over CDR Morison's former position of RAB Navy Co-Chair. He announced that NAS Cecil Field is now known as the Cecil Commerce Center and Cecil Field Airport. He then went on to introduce Steve McDermaid, who has taken over Rich Donoghue's former position as Base Transition Coordinator. Steve is a retired Navy captain who spent his twilight tour in Naples, Italy. Since living in the Jacksonville area, he has been very involved in the Clay County Chamber of Commerce. Scott also introduced LT McCutchen, the new Caretaker Site Officer. LT McCutchen was the former NAS Cecil Field Public Works Officer and has recently transitioned into this role. He is now the senior officer at Cecil Field.

Scott announced that the RAB Steering Committee would like to continue quarterly meetings for one more year. At the end of the year, if the Navy's Operating Properly and Successfully (OPS) document has been met and there are no more major decisions to be made, the meetings may only continue on an as-needed basis. There was no objection to this by other RAB members. Scott took this opportunity to reiterate the RAB

mission. The RAB mission is to establish a forum with the community, regulators and Cecil Field for the input and exchange of information in an open and interactive dialogue concerning the installation's environmental restoration program.

Diane Peterson announced that she would step down as Community Co-chair, a capacity in which she has served for five years. RAB community member Richard Darby, her elected alternate, will take over the position of RAB community Co-chair. Diane will assume the position of RAB Community Co-chair alternate. Margaret Day Julian thanked Diane for her dedicated service as Co-chair and Scott Glass seconded those thanks on behalf of the BCT.

The July RAB Meeting Minutes were approved as written.

### **Sites Update**

Mark Davidson of SOUTHDIV reviewed the status of each of the sites at Cecil Field, referencing the Sites Update document that was distributed with the October monthly materials. The Annual Sampling Reports for both Sites 5 and 17 have been issued.

Q) Have the natural attenuation results for these sites been favorable?

A) Site 5 is a small site, and it will most likely clean itself. Site 17 results have seen a slight rebound in contaminant concentrations, but overall they look favorable as well. The Site 8 natural attenuation results have been relatively constant, but that might change since a removal action was recently completed at this site.

The soil removal action at Site 10 was conducted from September 29<sup>th</sup> through October 5<sup>th</sup>. The site is now a No Further Action (NFA) site with unrestricted use. A new Feasibility Study (FS) is being written for Site 15, which has expanded in size to approximately 100 acres since the original FS was written. This 100-acre estimate includes the area where lead concentrations have exceeded regulatory criteria, but the chosen remedial design will determine what acreage actually gets cleaned up.

Q) Is there a schedule in place for Site 15?

A) The FS will be finished in December. The remainder of the process is contingent upon this date.

Q) Did you know that there were recently some forest fires in the vicinity of Site 15?

A) Yes, we were aware of that.

CH2M Hill will be test pitting soon at Site 11. Len Scullion of the Jacksonville Economic Development Commission (JEDC) asked if the Navy has contacted the new golf course management company, Meadowbrook. He suggested that the Navy coordinate very carefully with Meadowbrook when conducting this work.

The Site 16 Air Sparging/Vapor Extraction (AS/VE) system first quarter results were positive. The groundwater results may be deceiving, since the off-gas shows that many contaminants are being removed. Sites 36&37 were recently discussed at the BCT meeting this month. The BCT has decided to prioritize funding for these sites. The available funding will go to Sites 36&37, along with several other smaller sites. As a result, the North Fuel Farm (NFF) will not be funded until the next fiscal year (FY).

Six Potential Sources of Contamination (PSCs) have been delineated and will undergo soil removal activities. Two PSCs have already been delineated and have undergone soil removal actions. One new PSC has been added, PSC 22, formerly Area of Interest (AOI) 22. This PSC is located on the golf course—in a wooded area that contained a lot of surface debris, including some containers that potentially contained pesticides as well as a container filled with a liquid believed to be fuel stabilizer. Arsenic has also been detected in soil samples from this area. Tetra Tech NUS (TtNUS) is resampling the site based on Harding Lawson and Associates (HLA) previous investigations.

Two 20,000-Gallon tanks were recently removed from the Jet Engine Test Cell. During the excavation, all the contaminated soil and free product was removed, leaving only the groundwater plume to be remediated. Day Tank One was also recently removed. Approximately 21,000 tons of contaminated soil were recovered from this site.

Q) Where will the contaminated soil go?

A) The soil will probably go to a thermal desorption unit in Georgia.

SOUTHDIV has received funding from DFSC (Defense Fuel System Command) for the 103<sup>rd</sup> Street Pipeline. CH2M Hill will be installing the remedial system there.

Q) Do TtNUS and CH2M Hill hold periodic meetings to determine progress and schedules? If so, can the city office be updated on that regularly?

A) Dave Kruzicki knows the most about the daily schedule of events.

Q) Since Sites 36&37 are getting funded this FY, when can the Jacksonville Port Authority (JPA) begin construction on those sites?

A) Since the remedial design plan is not in place yet, we don't know where the system will be. Once the design is confirmed, we can work together to find an appropriate place for it. This will most likely occur next spring or summer.

Q) Is the Navy considering rapid oxidation as a remedial alternative at Sites 36 &37?

A) Nothing that specific has been determined at this point. We do know that a "hot spot" approach will be used.

Q) Are Sites 36&37 a reuse priority?

A) Yes, the remediation of these two sites is the JPA's highest priority

Q) Have the City of Jacksonville Air Water Quality Division (AWQD) personnel coordinated with the Navy on PSC 39, the airfield outfalls?

A) Yes, the AWQD personnel participated to a recent BCT meeting.

### **Finding of Suitability to Transfer (FOST) Update**

Scott Glass of SOUTHDIV gave an update on the Finding of Suitability to Transfer (FOST) Status. NAS Cecil Field was divided into four parcels for transfer: The Clay County parcel, the Jacksonville Port Authority (JPA) parcel, the Parks and Recreation parcel and the JEDC parcel. The Clay County parcel consists of that portion of NAS Cecil Field that falls in Clay County. The FOST was signed in June and the parcel was transferred over shortly thereafter.

The Jacksonville Port Authority (JPA) parcel consists of the airfield and its associated buildings. This FOST was completed in August and signed in September 1999. The parcel was transferred with the aid of carveouts, contaminated sights located within the parcel that were not transferred. Many of these carveouts should be funded for cleanup next year, with the exception of the North Fuel Farm.

Bob Simpson of the JPA commended the Navy on their efficiency in getting the JPA parcel transferred. At a recent FAA conference, he learned that out of 37 BRAC airfields, only 4 have been transferred since 1988. The biggest problem facing these transfers has been the environmental documentation. Scott Glass reiterated that the effort required dedication from all team members.

The Parks and Recreation parcel consists of a portion of the former Yellow Water Weapons Area along with the golf course and lake areas on the Main Base. The FOST is being reviewed right now, and should be

completed in October 1999. The expected transfer date for this parcel is December 1999. This parcel includes Site 15 and some small PSCs.

The JEDC parcel consists of the remainder of the Main Base Area and the Yellow Water Weapons Area. The FOST should be approved in April 2000 with the transfer following in September 2000. This parcel includes six carveouts and six PSCs.

To date, 6355 acres of land have been transferred from Navy ownership. The success of these transfers is the result of successful partnering in the face of challenges such as implementing Land Use Controls (LUCs) and dealing with lack of funding.

Q) What will happen to all of the wildlife when the Cecil Field begins to get developed?

A) A critter corridor is planned for the western edge of Cecil Field. This will provide refuge for displaced wildlife.

### **NAS Cecil Field Business Plan**

Len Scullion of the JEDC began by giving some background on the NAS Cecil Field Business Plan. NAS Cecil Field was slated for possible closure in 1993. At this point, the city established the NAS Cecil Field Redevelopment Commission. By 1995, the Navy finalized its closure decisions, and in 1996 a Base Reuse Plan was issued. This Reuse Plan divided NAS Cecil Field into four parcels: the Clay County parcel, the JPA parcel, the JEDC parcel and the Parks and Recreation Parcel. In support of the Reuse Plan, the Commission had to convince City Council that their plan was economically viable. Len then introduced Steve Stewart, a Vice President with Bessent, Hammack and Ruckman (BHR), to present the JEDC Business Plan.

BHR's first step in preparation of the Business Plan involved an Infrastructure and Engineering Evaluation, a Marketing and Technical Analysis, and the creation of the Development Plan. The Infrastructure and Engineering Evaluation involved reviewing environmental documents, conducting a square foot analysis of every building on-site, analyzing the current transportation system, analyzing the 12 factors involved for redevelopment, and evaluating forestry management. The Marketing and Technical Analysis involved reviewing absorption rates, market trends, economic viability and comparables. Finally, the team looked at project planning and costs, including parcelization, the design plan and the valuation of the property.

The JEDC Steering Committee consists of The Chief Executive Officer (CEO) of JEA, the President of JEA, the JPA Vice President of Aviation, the head of the JEDC, and City Councilwoman Alberta Higgs. This steering committee meets once every two weeks, and has been presenting the Business Plan to different groups on a regular basis.

The next step in this process involved conducting an inventory of NAS Cecil Field. Since NAS Cecil Field lies in between a strictly agricultural area and a light commercial area, there were many factors to consider. Inventories were taken of natural constraints (i.e. wetlands, hydric soils, flooding zones), manmade constraints (i.e. contaminated areas, noise zones), and every facility on base. The facilities inventory involved an engineer, industrial hygienist and architect going through every building square foot by square foot. Buildings were divided into three categories: demolish, do not demolish, and reevaluate. These categories were then matched up with reuse plans and the undecided properties were matched up with their reuse to decide if renovation was worth it. All in all, 70% of the facilities at Cecil Field were slated to be demolished.

Q) After the initial inventory, the housing areas were slated to be demolished. The final list, however, show that they will stay. Why is this?

A) The JEDC did not think that it was economically viable to restore the housing units, however Internex would like to renovate them.

Q) Why are the Bachelors Officers Quarters (BOQ) slated to be demolished? Wasn't that proposed to be a long-term care facility?

A) Internex originally wanted the building with the option of adding onto it. That has since not become an economically viable option.

Q) Has the community had input into the decision to shy away from a golf course retirement community?

A) The Reuse plan alludes to having a residential area, but does not necessarily propose it. The current housing will be renovated by Internex and lived in for the rest of their useable lifetime, approximately 20 more years. After this time period, they will be demolished. That will be a condition written into the lease of that property. The concentration here is aviation, and that land should be used in the future to support aviation, not for residential use. There are plenty of places in the area that are better suited for residential use.

Q) Is a new fire station included in your current plan?

A) There is a certain amount of land slated for "community use." This could include the installation of a new fire station.

Q) Is a new police station included in your current plan?

A) There is a police substation included in the Parks and Recreation parcel.

The utility systems are also slated to be abandoned in place and new ones reinstalled. The existing sewer system is made up of clay pipe and encounters serious leakage with any significant rain event. The water lines are made of galvanized steel and have experienced serious calcification, affecting their integrity. The electrical system operates on a 4KV system, which JEA will not even maintain. The overhead steam lines will also be removed.

Q) Are underground utility lines often abandoned in place?

A) Yes.

Q) Will there be a new sewage treatment plant?

A) The new utility system will direct all lines toward a new wastewater treatment plant that will be built west of Cecil Field on Normandy Boulevard. The current plant will be taken off line.

Steve continued on to explain the general parcelization of the JEDC property. On the south side of Normandy, New World Avenue (formerly "D" Ave.) will be realigned to meet up with Aviation (formerly "A" Ave.). On the north side of Normandy, a connector will be built from Chaffee road to I-10. This connector will include three interchanges, one for Cecil Field, one for Normandy Blvd. And one for 103<sup>rd</sup> Street. This interchange could also be part of a proposed Jacksonville outer beltway. This will divide up the north side into large parcels of approximately 200 acres, which are very desirable for clean industry. Also included in the north side will be a JEA wellfield, and the Parks and Recreation parcel portion which will include tennis courts, soccer fields, a pool, baseball fields, and an equestrian center.

Q) Has JEA looked into the environmental concerns in this area?

A) They will have to.

Q) What does Jacksonville Transportation Authority have to say about these plans?

A) They have really not been involved in this process thus far.

The development process will occur in four phases. Phase I will be completed between the years 2000-2002. Phase II will be complete within the years 2003-2005. Phase III will be completed sometime in the years 2005-2010. The north side interchange plan will most likely take longer, and be completed in the years 2010-2015.

Q) How does your current plan match up with the 1996 Reuse plan?

A) Incredibly enough, the plan has been through many changes, but the original acreage still remains true. The key here has been the cooperation of BHR and SOUTHDIV and the BCT.

Q) What percentage of NAS Cecil Field will stay non-developed?

A) Approximately 50% will remain non-developed.

Q) Has the RAB had a presentation on human health?

A) No.

### **Conclusion**

Scott Glass concluded the meeting at 9:05. The next meeting is scheduled for January 18, 2000 at the same location. If the location changes, a public notice will be place in the Florida Times-Union.