

**LONG BEACH NAVAL COMPLEX
RESTORATION ADVISORY BOARD
FINAL MINUTES FROM 7 June 2000 MEETING**

The Long Beach Naval Complex (LBNC) held a Restoration Advisory Board (RAB) meeting on 7 June 2000, at the Girl Scout Council of Greater Long Beach, 4040 Bellflower Boulevard, Long Beach, California.

RAB ATTENDANCE:

OTHERS PRESENT:

Thomas Macchiarella - Present
Martin Hausladen - Absent
Jennifer Rich - Absent
Sue Hakim - Present
Henry Brice - Absent
Mary Butler - Present
Doug Carstens - Absent
Carol A. Churchill - Absent
Greysen Edward Cooley - Absent
P. James Drake - Absent
John Essington - Present
Betsy Foley - Absent
Howard Hargrove - Absent
Tom Johnson - Present
Loyd Klock - Present
Joseph Petway - Absent
Darwin Thorpe - Present
Karl A. Tiedemann - Present
Anna Ulaszewski - Absent
Maria Vargas - Absent

Ana Townsend, RWQCB
Julie Kercher, CDM Federal
Barbara Cox, CDM Federal
Kim Foreman, DTSC
Don Marsh, Community

MEETING BEGAN AT 6:30 PM – Thomas Macchiarella, Navy Co-Chair, presiding as Chair.

The Chair welcomed the RAB members and members of the audience and reminded everyone to please sign in (PRINT LEGIBLY) - "The sign-in sheet is the official record of attendance for each RAB meeting. It is the responsibility of each and every RAB member to sign into the official record. If you do not sign in, you did not attend the meeting."

Ms. Kercher reminded the RAB members that the meeting was being tape-recorded. No objections were voiced from the floor. She also reminded members that past LBNC Facts Sheets were on display at the back table and copies are available to members.

Administrative Issues

Mr. Macchiarella introduced the new co-chair, Mr. John Essington. Then, Mr. Macchiarella requested comments on the 29 March 2000 meeting minutes. The minutes were approved with two slight changes, which included changing the name 'Ms. Rich' to 'Ms. Foreman' on page two of the draft minutes and changing 'CERLA' to 'CERCLA' on that same page.

Mr. Tiedemann requested that the RAB members' titles noted on the mailing list be updated to reflect the change in co-chairs.

Furthermore, the Rules of Operation were signed by Mr. Macchiarella and Mr. Essington. Members agreed to keep their unsigned copies, instead of being sent a copy of the same document with the signatures added.

Presentation: Update on Port of Long Beach Dredging Projects

Mr. Johnson, Port of Long Beach (POLB), gave a presentation on POLB's current dredging projects. First, he gave an overview of the history of the LBNC, including the base closure decision in 1991 and the approval of the Port's re-use plan in 1993. The re-use plans for LBNC include a container terminal on most of the property, ship repair activities at Drydock 1, and a liquid bulk terminal. In the first phase, construction of the container terminal at the Naval Station area will require removal of Piers 6, 7, and 9, in order to accommodate an approach channel, a turning basin, and a berthing area. POLB began analysis of sediments in this area, per Army Corps of Engineers' (ACOE) approval. The Navy conducted previous sediment sampling as part of the Installation Restoration (IR) program in 1996, and POLB based their sampling program on this. There are 7 sampling areas. POLB tested areas 1, 2, 3, 6, and 7 for ocean disposal. They did not test areas 4 and 5 for ocean disposal, because previous data from the Navy's analyses revealed that the sediment contamination levels were too high to allow for ocean disposal. Regarding the dredging footprint, there was a total of approximately 4 million cubic yards of sediment to minus 50 feet Mean Lower Low Water (MLLW). Of this sediment, POLB expected approximately 700,000 cubic yards to be unsuitable for ocean disposal.

EPA developed several categories for types of sediment found in this dredging project including:

- 1) Upland category - this category of sediment, approximately 5000 cubic yards, is too contaminated for ocean disposal, due to high lead and zinc levels and should be taken to a Class 1 landfill.
- 2) Tier A category - this category of sediment has an elevated chemistry in regard to California standards, but is appropriate for confined ocean disposal.
- 3) Tier B - this category has slightly elevated chemistry but is appropriate for confined ocean disposal.
- 4) Tier C - this category was not tested for ocean disposal.
- 5) Suitable - this category is suitable for ocean disposal, and applies to approximately three-quarters of the sediment, or 3 million cubic yards.

He then showed a graph of the vertical distribution of copper in sediments. At 1 to 2 feet MLLW, Area 4 and 5 were at 350 parts per million, and at 3 to 4 feet MLLW, the copper level was below 50 parts per million (ppm). They plan to dredge to minus 51 feet MLLW for navigational purposes, and in areas that contain unsuitable sediments, they will dredge to at least

5 feet below the sediment surface, regardless of the required navigational depth, to get all unsuitable material.

He then discussed the Phase 1 Dredging Plan. All unsuitable material is going into the Slip 2 fill and being covered. The suitable material is being used as fill, shallow water habitat, and beach shore nourishment. Mr. Klock then asked about Least Terns, and Mr. Johnson replied that they used clean soil to fill in near the Pier 400 corridor for a Least Tern shallow water habitat.

Mr. Thorpe then asked about an article that discussed filling around Mole Pier. Mr. Johnson replied that was a separate project.

Mr. Essington asked about the Marina del Rey project and if the POLB is going to use any of the sediment as fill. Mr. Johnson replied that the sediment has lead levels that are too high for beach nourishment, but that the material was being used in the Slip 2 fill.

Mr. Johnson then discussed construction of the container terminal. In order to construct the terminal, the shipyard buildings need to be demolished. The container terminal completion date is set for April 2003.

In addition, Mr. Johnson gave an overview of Phase 2, and the sampling requirements. There are 8 sampling areas: 4 at the container terminal and 4 by the tanker berth. At the tanker berth, dredging will go to minus 84 feet MLLW. Testing was divided into upper (the top 5 feet of sediment) and lower (everything 6 feet and below) areas.

Phase 1 will be completed by August 2000; Mole Pier widening will be completed by December 2000; Phase 2 dredging with drydock disposal started in June 2000; Initial Phase 2 dredge and disposal will be completed by September 2001; and Final Phase 2 dredging is set for August 2001. The Pier 1 container terminal dredging will be completed by December 2002.

Then, he showed a picture of the West Basin and said that approximately 2 million cubic yards of sediment unsuitable for ocean disposal will be removed by 2002.

In summary, he discussed a map of the Areas of Concern (AOCs) and the dredging plans. Mr. Klock then asked if the Navy was planning to dredge the area anyway; and Mr. Macchiarella replied that the Navy still has not determined a need for dredging, the Navy is looking into other options such as capping, etc. Mr. Essington then asked if anyone else has expressed an interest in Drydock 1 and if not, would it be filled. Mr. Macchiarella replied that he couldn't speculate about the situation, due to the legal situation with the AMC eviction.

Environmental Site Update

Mr. Macchiarella then gave a summary of the cleanup status of LBNC. Along with his presentation, he gave everyone a copy of the cleanup status for each site with a calendar of the restoration process. Briefly, the Record of Decision (ROD) was signed in June for IR Sites 1 and 2. Gull Park is located on the site near the end of Sea Launch and is part of a Port mitigation project. In regards to Sites 3, 4, 5, and 6A, the ROD was executed in FY 99.

Furthermore, the Draft Feasibility Study (FS) is currently being revised to incorporate regulatory comments and additional fieldwork is being considered. Regarding Site 14, which is a former dry-cleaning facility, the Final Action Memo will be signed sometime in June and the Removal Action will be implemented soon thereafter, using 6-phase heating, a new mechanism for shallow groundwater and vadose zone cleanup. Mr. Marsh asked about the Navy contract process and Mr. Macchiarella gave him a brief explanation. Mr. Klock asked if Sea Launch is going to be part of the new container terminal and Mr. Macchiarella replied that it is not planned to be part of the container terminal project and there are no plans to demolish Sea Launch. In regards to Sites 8, 10 and 11, the Draft FS was delivered to regulatory agencies in August 1998. Lastly, the Navy is currently addressing regulatory comments on the Draft FS for Sites 9, 12 and 13, and there is probably no need for active remediation, just groundwater monitoring and institutional controls. The Proposed Plan (PP) will follow shortly after the FS.

Regulator Update

Ms. Hakim stated that Mr. Macchiarella's environmental site update gave a good overview of the current regulators activities as well.

Open Forum for RAB Members and Members of the Audience

Mr. Klock asked about the status of the transfer and Ms. Hakim replied that they are waiting for the Navy to finalize the Federal Facilities Site Remediation Agreement (FFSRA), Finding of Suitability for Early Transfer (FOSET), and Applicable or Relevant and Appropriate Requirement (ARAR). Mr. Macchiarella added that the FFSRA discusses important issues of schedules, funding, and dispute resolution and the FFSRA is currently going through the Navy's chain of command.

Mr. Tiedemann asked who receives the RAB mailings and Ms. Kercher replied that anyone who asked to be on the mailing list would receive RAB mailings. RAB members suggested adding a check box on the sign-in sheet indicating if an attendee would like to be placed on the mailing list. Ms. Kercher also noted that the RAB meeting announcement is advertised in the Press Telegram one week prior to the meeting date.

Mr. Klock then suggested that an acronym list be available at RAB meetings. Ms. Kercher replied that she will bring an acronym list to the next meeting. Mr. Tiedemann suggested that RAB members' email addresses should be added to the address list.

The RAB meeting was adjourned at 8:30 P.M.

The next LBNC RAB meeting is scheduled for 30 August 2000 at City of Long Beach Gas Department, 2400 East Spring Street.

These minutes were recorded by Barbara Cox of CDM Federal Programs Corporation acting as the RAB Technical Support at 858-268-3383, and were reviewed and approved by all members of the Long Beach Naval Complex Restoration Advisory Board.

Approved meeting minutes for the LBNC RAB can be found at:

- (1) The LBNC Information Repository located at the Long Beach Public Library, Government Publications Department; and*
- (2) The Internet at the Southwest Division Naval Facilities Engineering Command (SWDIV) Web page at <http://www.efdsw.navfac.navy.mil/DEP/ENV/default.htm> - SWDIV Point of Contact: Mr. Lee Saunders (619) 532-3100.*