

FOR MORE INFORMATION

If you have questions about the FS/RAP, please contact:

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Si desea informacion en espanol, comuniquese con Jacinto Soto, el numero de telefono, (510) 540-3842.

INFORMATION REPOSITORIES

The FS/RAP and other project documents are available for review at:

John F. Kennedy Library
505 Santa Clara Street
Vallejo, CA 94590
Phone: (866) 572-7587

DTSC Berkeley Office
700 Heinz Avenue
Berkeley, CA 94710-2721

Or the documents can be viewed at DTSC's Envirostor website: www.envirostor.dtsc.ca.gov/public (Community Involvement Page).

NOTICE TO HEARING-IMPAIRED INDIVIDUALS

TDD users can obtain information about the site by using the California State Relay Service (888) 877-5378 to reach the Public Participation Specialist.

MARE ISLAND RESTORATION ADVISORY BOARD (RAB)

Mare Island has a RAB that comprises interested community members and regulatory representatives. The RAB usually meets on the last Thursday of the month.

FACT SHEET, August 2009

Mare Island Draft for Public Review Investigation Area B.1 Feasibility Study/Remedial Action Plan Available for Public Comment

The Department of Toxic Substances Control (DTSC) is distributing this fact sheet to inform the community about the Draft for Public Review Investigation Area (IA) B.1 Feasibility Study/Remedial Action Plan for Lennar Mare Island, Vallejo, California (FS/RAP). The FS/RAP was prepared to address surface and subsurface soil, groundwater and soil vapor contamination within IA B.1. IA B.1 is mainly comprised of the Crane Test Area (CTA). The cleanup site will hereafter be referred to as CTA. This fact sheet also provides information about the public involvement process available for the public to comment on the FS/RAP.

What is the FS/RAP?

The FS/RAP is a document outlining how contaminated soil, groundwater and soil vapor will be cleaned up and monitored at the site. It summarizes applicable reports and studies performed at the CTA, presents possible remedial alternatives, and presents the recommended remedial action for the site. Remedial alternatives are screened and evaluated on the basis of their effectiveness, implementability, and cost. The FS/RAP then identifies the recommended remedial action, which

DTSC recommends and believes is the most appropriate for the future use of the area.

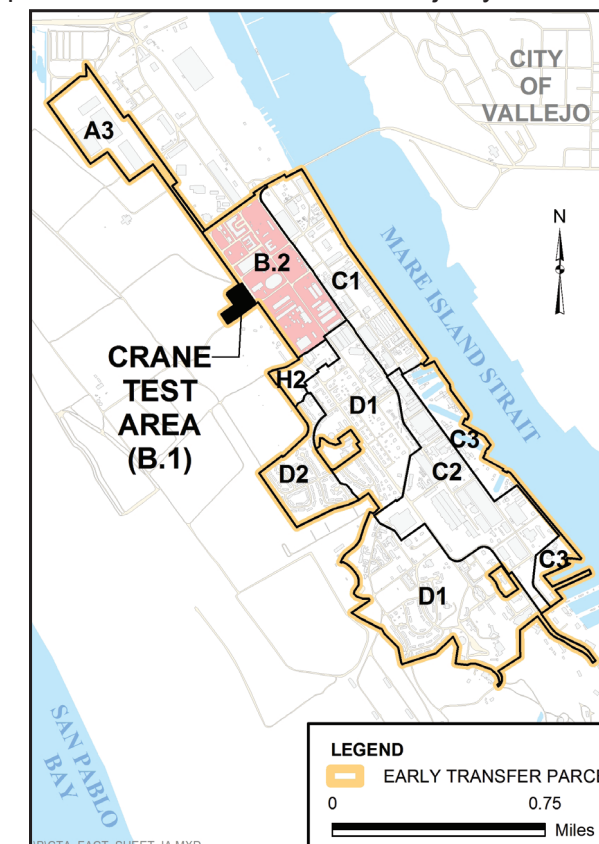
Site Description

The CTA is a six acre portion of undeveloped land. The area was filled with dredge materials and debris from 1925 through 1942. Today, the majority of the CTA is covered by concrete, asphalt or gravel. A concrete pad approximately 10 feet by 30 feet (presumably part of the crane test facilities) is located in the approximate center while the northeastern and central portions of the site are unpaved and covered with vegetation. Railroad tracks are located in the eastern and southern portions of the site. Past land uses included vehicle storage, yard and lumber salvage and the former crane test facility.

What Was Found at the Site?

Approximately 92 soil samples, 65 soil vapor samples and 13 years of groundwater data were analyzed to characterize the soil, groundwater and soil vapor contamination within the CTA.

Elevated concentrations of arsenic, lead, polynuclear aromatic hydrocarbons (PAHs), and total petroleum hydrocarbons (TPH) are present in the soil at the CTA. Elevated concentrations of TPH are present in the soil vapor at the CTA.



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What's inside:

- Mare Island Draft for Public Review FS/RAP for IA B.1
- Public Comment and Meeting Announcement
- Community Outreach Information

30 DAY PUBLIC COMMENT PERIOD AND PUBLIC MEETING

A 30-day Public Comment Period on the FS/RAP and the proposed California Environmental Quality Act Negative Declaration will run from August 26th, 2009 through September 28th, 2009. All public comments will be considered and responded to before making a final decision on this site.

DTSC will hold a public meeting to explain this project to interested community members, answer questions, and receive comments:

DATE: September 17, 2009 TIME: 7:00 PM

LOCATION: Mare Island Conference Center, 375 G Street, Mare Island, Vallejo, California

The complete FS/RAP and other related project documents are available at the local information repositories listed on this fact sheet. Please send comments, postmarked by **September 28th, 2009** to Mr. Henry Chui, DTSC, 700 Heinz Avenue, Berkeley, CA 94710-2721 or email comments directly to Mr. Chui: hchui@dtsc.ca.gov.

The collected data show that contamination is present in soil and soil vapor at concentrations that exceed the acceptable state mandated levels for the planned commercial and industrial future land use for this area. Accordingly, cleanup alternatives were developed and evaluated to determine the most effective method to reduce the potential risk associated with exposure to the contaminants within the CTA. The groundwater data shows that contamination is not present in groundwater at concentrations that exceed acceptable state mandated levels. Therefore, no groundwater remedy is necessary.

Cleanup Alternatives Considered and Recommended

Cleanup alternatives and a detailed analysis of each alternative to address the presence of contaminants in soil and soil vapor are discussed in the FS/RAP. A detailed analysis was conducted to provide sufficient information to compare alternatives, recommend an appropriate cleanup action for the site, and demonstrate to the satisfaction of DTSC and other concerned parties that unacceptable health hazards at the site would be addressed through implementation of the recommended cleanup action. The alternatives evaluated for the site are:

Alternative 1 – No Action. Under this alternative, no remedial actions would be considered at the site. The No Action Alternative provides a baseline for comparing other alternatives. The no action alternative assumes that no land use covenant would be implemented.

Alternative 2 – Institutional Controls. This alternative would implement an LUC that would govern future use of the property. The LUC would prohibit disturbance of soil at the CTA without prior approval from DTSC.

Alternative 3 – Excavation/Offsite Disposal. This alternative would use excavation to remove impacted soil from the CTA. The excavated soil would be treated (if necessary) and disposed of at an offsite facility. This alternative also would include installation of a lateral containment barrier consisting of a clay soil wall to address migration of TPH (if necessary).



View of CTA looking to the north

Alternative 4 – Excavation/Onsite Treatment/Offsite Disposal. This alternative would use excavation to remove impacted soil from the CTA. A portion of the waste would be treated onsite (if necessary) using solidification/stabilization technology. The removed soil would be disposed of at one or more offsite facilities. This alternative also includes installation of a lateral containment barrier consisting of a clay soil wall to address migration of TPH (if necessary).

Alternative 5 – Encapsulation/Institutional Controls. This alternative would involve installation of an engineered cap and a lateral containment barrier (if necessary) to eliminate direct contact to soils and to prevent migration of TPH to and from offsite areas. Three different types of cap materials were evaluated: a geomembrane cap; a soil cap; and an asphalt cap. Prior to installation of the cap, two clean utility corridors would be excavated and lined for purposes of future development of the site. Institutional controls would also be implemented to prohibit sensitive uses and to control disturbances to the cap. This alternative would require preparation of an LUC O&M Plan (including cap maintenance requirements).

Alternative 6 – Partial Excavation/Offsite Disposal and Partial Encapsulation/Institutional Controls. This alternative is a combination of Alternatives 4 and 5. This alternative is the recommended alternative and is discussed in greater detail below.

Recommended Alternative

The alternatives were evaluated based on effectiveness, implementability, and cost. The FS/RAP recommends Alternative 6 because it offers the greatest long-term effectiveness, is implementable, and is also cost effective. The recommended remedial action for the CTA involves excavation/offsite disposal, encapsulation, and institutional controls. The main components of the recommended remedial action include:

- Excavation of select soil areas where screening levels are exceeded. The removal of soil and/or debris that contain constituents in excess of screening levels will be addressed through a combination of the Draft FS/RAP and the *Petroleum Corrective Action Plan, Defense Reutilization and Marketing Office Vicinity, Eastern Early Transfer Parcel, Former Mare Island Naval Shipyard, Vallejo, California*;
- Onsite ex-situ treatment of select excavated soil (as necessary);
- Offsite disposal of excavated soils;
- Construction of a 3 foot thick engineered soil cap over select soil areas;
- Possible installation of a lateral containment barrier to prevent the migration of TPH from off-site sources;
- Construction of lined and clean utility corridors to facilitate future redevelopment of the site; and
- Recordation and implementation of institutional controls to prohibit sensitive uses of the CTA and control activities that might damage the cap.



CTA geology

Future Activities

Before DTSC makes a final decision to approve, modify, or deny the FS/RAP, the document is made available for public comment during a 30 day public comment period. All comments received from the public during the comment period are reviewed and responded to before the FS/RAP is finalized and approved by DTSC.

Once the Final FS/RAP is approved, the remedial actions will begin, which are anticipated to start in Spring 2010. If the San Francisco Water Board approves the Petroleum Corrective Action Plan, then the removal of petroleum-impacted soil and/or debris may begin as soon as September 2009. After the remedial actions are complete, DTSC will approve that all the cleanup activities have been properly implemented, and land use controls will be recorded to prohibit sensitive uses of the CTA and control activities that might damage the cap, as necessary.

California Environmental Quality Act

In compliance with the California Environmental Quality Act (CEQA), DTSC has prepared an Initial Study to evaluate environmental impacts from the proposed actions at the CTA. DTSC concluded that the project will not have a significant impact on the environment and intends to issue a CEQA Negative Declaration. The Negative Declaration is part of the administrative record for this project and a copy will be placed in the information repositories listed in this fact sheet.