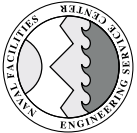


BRAC Talk

▲ Environmental Base Realignment and Closure News ▲

Fall 1997

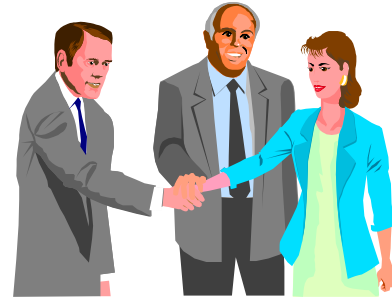


Naval Facilities Engineering Service Center



Counties Develop Cooperative Success

By Molly Rose Teuke



Charleston lost 22,500 jobs when the Charleston Naval Base closed in April 1996, and many residents feared the historic Southern city would lose its economic strength. Today, with the benefit of a state-of-the-art port and the help of the energetic Charleston Regional Development Alliance (CRDA), the community of half a million people is flexing economic muscle it never knew it had.

When it was founded as a public-private partnership in February 1995, CRDA projected that the area could generate 10,000 new jobs and \$2.5 billion to \$3 billion in new capital investment over five years. In the first year alone it realized 3,000 new jobs and \$1 billion in capital investment. So

impressed was Site Selection magazine that it named CRDA one of the top 10 outstanding development groups for 1995.

Why has Charleston had such success? Contributing factors include comprehensive state training programs that equip workers for any job and a business-friendly atmosphere at the South Carolina state house in Columbia.

Last year the legislature passed the statewide Enterprise Zone Act, enabling CRDA to offer job tax credits, job development reinvestment fees and set-percentage fees in lieu of property taxes.

The three counties that comprise the Charleston metropolitan area (Berkeley, Charleston and Dorchester) at one time vied for business and fought many a turf battle, but not anymore.

“If you’re going to withstand a blow like we experienced, you’d better have a unified regional effort,” says Ben Cole, CRDA’s president and chief executive officer. “We have to acknowledge that if an industry locates in one county, it isn’t a loss for the other two.”

For more than 300 years, Charleston has relied on its seaport to keep the area’s prosperity afloat. Today it is second only to the combined ports of New York and New Jersey in tonnage of international container cargo on the Atlantic seaboard. A groundbreaking computer link with the U.S. Customs Service allows more than 90 percent of import cargo to be cleared days before an inbound vessel even enters the harbor.

Ironically, the closing of the naval base may help boost the region’s fortunes. A redevelopment authority responsible

Table of Contents

| | |
|--|---|
| Counties Develop Cooperative Success | 1 |
| Long Beach Distributes Surplus Navy Property | 2 |
| East Coast DoD BRAC Cleanup Team Workshop | 3 |
| Speaking from Topside | 5 |
| New Tenants at Alameda | 6 |
| NAWC Trenton NJ Groundwater Treatment Plant Updated | 7 |
| Cleanup Actions Progressing at NAWC Warminster | 7 |
| BRAC Talking | 7 |
| EPA Tank Guide Available | 8 |
| Tustin Awarded LAMBRA Designation | 8 |

(continued on page 2)

"Cooperative Success" (continued from page 1)

BRAC Talk

Environmental Base Realignment
and Closure News

Published By
NFESC



Using Appropriated Funds

Commanding Officer:
Capt. Donald G. Morris

Environmental Officer:
Capt. (S) D. Scott Bianchi

Editor:
Ms. Joyce Patterson
NFESC 413/Patterson
(805) 982-5575
or DSN 551-5575
jpatter@nfesc.navy.mil

BEC/BTC Contact Updates
and Mailing List Updates:
Ms. Ernestine Rodriguez
NFESC 413/Rodriguez
(805) 982-4876
or DSN 551-4876
erodrig@nfesc.navy.mil

for that project is having little trouble finding new tenants for the six miles of waterfront vacated by the Navy. It features 23 piers, three dry docks, 2.3 million square feet of production facilities and 1.8 million square feet of warehouse space.

Charleston, South Carolina

| | |
|-------------------------------------|------------|
| Number of historic structures | 2,000+ |
| Charleston founding date | April 1670 |
| Regional population | 500,000 |
| Annual growth rate 1980-94 | 1.5% |
| Unemployment rate | 4.9% |
| Average household income | \$40,688 |
| Number of colleges and universities | 7 |
| Length of Atlantic coastline | 90 miles |
| Average relative humidity | 75% |

Source: CRDA and Development Counsellors International

Reprinted from Continental Airlines Profiles magazine, November 1996

Long Beach Distributes Surplus Navy Personal Property

The City of Long Beach has completed the distribution of surplus personal property from the Long Beach Naval Station to 39 homeless assistance providers in the Long Beach area. The distribution was one component of the city's homeless assistance plan approved by the U.S. Department of Housing and Urban Development on 11 March 1996.

The city developed a working inventory of the naval station's personal property items having a value greater than \$300. The items were catalogued by type, location, identification number and value. The Alpha Project for the Homeless, Inc., Comprehensive Child Development, Inc., and the Los Angeles Veterans Initiative Inc., three recipients of naval station real property, were allowed to choose first from the list of personal property items. A lottery assigned the distribution priority to the remaining 36 social service groups. As each organization made its consecutive selections, the items chosen were deleted from the inventory, and the revised inventory was sent on to the next group. The city tagged all the chosen items and each of the 39 organizations was given a list of its items and assigned a pick-up date. Recipients agreed to accept only those items that they need to meet the needs of the homeless population they serve and not to transfer or sell the personal property for a minimum of two years.

For further information, call Del Davis with the City of Long Beach at 562 570-3873.

Reprinted from California Base Closure News, April 1997, a bi-monthly publication of the Governor's Office of Planning and Research, State of California

East Coast DOD BRAC Cleanup Team Workshop

By Dawn Kincaid



For the third straight year, East Coast Navy Base Closure Teams (BCTs) converged on Charleston, SC, to discuss base closure environmental issues. On May 13-15, they were joined by their Army and Air Force BRAC counterparts for two days of general sessions. The 200 plus attendees also included folks from EPA, the states and other agencies.

General session topics included "Evolution of the BRAC Cleanup Program," presented by Jim Woolford of EPA HQ. He identified the biggest challenges – working together, learning to compromise, changing the old mind-set, and finding funding. Tom Low of the Office of Economic Adjustment moderated "Key Role of the Base Transition Coordinator." He identified how the Base Transition Coordinator (BTC) was critical to the BCT's understanding of base reuse and community-based planning and redevelopment. Phyllis Breland of the DoD Base Closure and Transition Office presented "Sequencing Cleanup Priorities." She stressed coordination with local reuse authorities, emphasizing how important this was to the future of "environmentally challenged" BRAC real estate. Timing, she contended, is the key to successful reutilization of former military bases. "Emerging Issues" were addressed over two days by panels of DoD, EPA, and state representatives.

Subtopics included:

- funding constraints and budget cuts due to sending troops to Bosnia and providing flood relief to the Midwest
- outsourcing and regionalization of shore facilities
- the possibility of another BRAC round (or two)
- innovative technologies
- support to the states for their involvement (DSMOA funding)
- "stakeholder" involvement in the next budget submission (POM 2000)
- early transfer authority (AKA Section 334 covenant deferral authority)
- draft DoD future land use policy
- responsibility for additional cleanup after transfer
- lead-based paint in industrial areas

The last day was set aside for component-specific sessions. The Navy BCTs started with a discussion of recent funding cuts and the BRAC budget. Next, three 15-person facilitated work groups deliberated on

real estate support, policy, and technology. Each group identified, discussed and shared information on two thorny environmental issues within these BRAC categories.

The real estate support work group had its hands full. At first, many of the participants thought the subject was totally outside their areas of responsibility. However, several relevant issues were identified proving otherwise:

- the need for a better link between the Local Redevelopment Authority's (LRAs) reuse plan and the Finding Of Suitability To Transfer (FOST)
- the role of the Base Transition Coordinator in communicating environmental or safety impediments to leases or transfers and establishing priorities early with LRA
- changing priorities for parcel leases or transfers
- who enforces deed restrictions
- "other" non-CERCLA encumbrances such as asbestos and lead-based paint issues
- determining when FOSTs can be signed

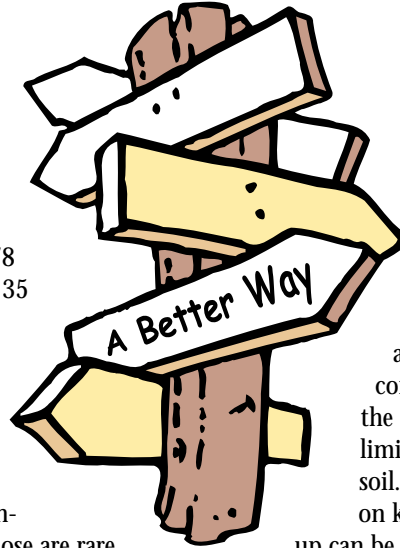
Suggestions coming out of the session included:

- BCT, LRA, and the BTC should work at improving communication networks
- LRA should establish priorities for transfers and, via the BTC, keep BCT aware of any changes
- BCT should be sensitive to the volatility and time-critical nature of potential business ventures on the bases and support the Real Estate Division by streamlining the FOST or Finding of Suitability to Lease (FOSL) process
- Hold some BCT meetings at the LRA office, and discuss environmental cleanup schedules and transfer schedules with the BTC and LRA
- Establish a checklist to help determine "environmental suitability for transfer" so nothing critical slips through the cracks during fast-track schedule

Reprinted from Naval Facilities Engineering Command's Northern Division Environmental News, Summer 1997

Speaking from Topside

By Harry H. Zimmerman Jr.



“Base Closure,” what an endeavor! In Navy alone, when the current four rounds of Base Realignment and Closure (BRAC) are complete, 178 bases will have been closed or realigned. Of those, 135 are outright closures, and 92 of the closure and realignment sites will result in disposal or transfer of property to other parties. Sometimes the recipients are federal agencies, but more often, it’s the Local Redevelopment Authority (LRA) which will receive the former bases for commercial redevelopment or public use purposes. Occasionally we will have a public sale of the property but those are rare under the current statutory framework, which gives considerable preference to the LRAs.

When it’s all over, Navy will have invested nearly \$10 billion to realign, close and clean up these bases. Fiscal year 1997 is Navy’s “break even” year in BRAC. That means the cumulative operational savings for the 100 bases closed as of April 1997 will have exceeded the cumulative investments. From this point, Navy will realize increasing savings every year reaching its target of \$2.5 billion per year by the year 2001 when the majority of the closures and disposals are complete.

BRAC presents incredible challenges for the Navy’s civil engineers—we apply scarce resources to Navy’s environmental clean up while at the same time working with the LRAs to promote and support accelerated interim reuse and redevelopment. Until 1997, we had to complete environmental clean up at our sites as quickly as possible before transfer of the property to its new owners. However, this year Congress amended the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), which was preventing us from transferring property before it was environmentally clean. Now, early transfers are conceivable to promote rapid conversion and redevelopment of BRAC sites. We now have a better way!

This is important because the folks working to redevelop “Brownfields” (those abandoned industrial sites throughout the country) have come up with strategies that take advantage of simultaneous actions. They insist that “orders of magnitude” of cost reduction can be realized in environmental clean up if the work is accomplished in conjunction with redevelopment of the site. Synergism results in savings in several ways. First, strategic alignment of redevelopment plans with clean up efforts can accomplish the desired outcome at

little or no additional cost. For example, if a cap is required for a landfill, parking lots or tennis courts could be planned for that area achieving the desired degree of environmental protection at virtually no cost. Secondly, if soil is excavated to achieve clean up, wouldn’t it make sense to do it in conjunction with foundation construction? That way, the incremental cost of the environmental clean up is limited to only the cost of disposing of the contaminated soil. Finally, if redevelopment plans are configured based on known environmental conditions, the levels of clean up can be tailored to the planned use and vice versa. By marrying the clean up with construction efforts, the timeliness for redevelopment is drastically reduced resulting in jobs, taxes and economic recovery years earlier.

As a result of Congress amending CERCLA, local communities can now take advantage of the strategies which have already resulted in several successful and cost-effective conversions at Brownfields sites. Of course, plenty of interests still simplistically insist that the Department of Defense be required to clean up BRAC sites before ownership can be transferred. I’ll say it again, “We now have a better way!”

Frankly, I see tremendous opportunities in BRAC for the local communities, developers, investors, insurance companies, bankers, remediation contractors/consultants, and local business interests. But to get there, we must all work hard to find the creative and synergistic solutions which are usually only obvious when world-class developers and progressive local governments join forces. My message to our Navy people in the field is that we, as the owners of these bases, can help.

Let’s all make sure we are doing everything we can to help the LRAs be creative and promote these new approaches to the conversion of BRAC sites. As I often tell industry groups, we have former Navy bases available in almost any size, many in prime geographic locations (usually near the water), but they won’t last long once the smart developers and remediation contractors figure out how to team up with the LRAs to promote fast track economic redevelopment of these national assets.

Reprinted from Navy Civil Engineer, Spring/Summer 1997, Vol. XXXV Issue 2

New Tenants at Alameda



Fifteen companies have signed licenses or leases with the Alameda Reuse and Redevelopment Authority (ARRA) to reuse buildings at the Alameda Naval Air Station. Among the most recent tenants are:

Quality Assured Products, Inc. (QAP)

QAP has leased a former aircraft hangar for five years with an option to extend for an additional five years. The company, which manufactures large valves and fittings used in power plants, refineries and other large industrial operations, is currently operating in Oakland, California with 60 employees. By moving into a larger facility in Alameda, it expects to more than double its employment within the year. QAP has requested that a number of machine tools be incorporated into its lease. The company will pay for this equipment over a ten-year period on a straight-line amortization basis. QAP is expected to spend about \$450,000 to upgrade the hangar in order to provide basic building services and comply with applicable building codes. The company has arranged to finance the cost of these improvements, which will be reimbursed by ARRA through rental rebates over a ten-year period.

Navigator Systems

Navigator Systems will manufacture fully adjustable ergonomic computer workspace environments, initially employing about 20 people. The company is currently located in nearby Emeryville. Michael Ashley, vice-president for sales said "The engine-testing

facility is perfect for us because it has a large unobstructed production floor and eight test cells which we will reuse for detailing, finishing, warehousing and research and development."

Polyethylene Products

Polyethylene Products will reuse an industrial building formerly used to test Navy jet engines. The company, which currently operates in Oakland, is expected to employ 10 people. Michael Barron, president of Polyethylene Products reports that he was attracted to the base because of the secure location, availability of a stand-alone building and high-voltage electric power. The company uses ground-up recycled plastic to manufacture fence posts and pickets, reinforced posts and speed bumps.

The U.S. Department of Transportation's Maritime Administration (MARAD)

MARAD has signed a five-year services agreement with ARRA for port services and for the use of three piers. MARAD will berth 11 ships of its Ready Reserve fleet at Piers 1, 2, and 3. MARAD's Ready Reserve ships are available to transport equipment, supplies and vehicles for military-support operations worldwide. They are manned 24 hours a day, and each ship has a standing crew of 8-10. ARRA has contracted with Trident-3M Services, a start-up local company comprised of former military and civilian workers, to provide all the necessary port services to the MARAD ships. Trident will maintain the

piers and the utility connections and will provide safety services such as spill response and channel surveys.

The City of Alameda will provide police and fire protection. MARAD will purchase its utility services directly from utility providers. The MARAD contract with ARRA is for over \$1 million per year. MARAD is also seeking the use of a storage warehouse at the base for logistic support, which will provide additional revenue to ARRA.

For further information, call Captain Frank Johnston, MARAD's Western Regional Director at 415 744-3125.

Interscope Communications

Interscope Communications has leased 250,000 square feet of space for nine months beginning 1 May 1997 to film "What Dreams May Come" with Robin Williams. About 200 people will be employed during this period. "The Rainmaker," "Flubber," and "A Smile Like Yours" have completed filming at the former naval base. Portions of the Robin Williams film are also being filmed at Treasure Island Naval Station where the film company has leased Hangar #3 and a warehouse.

Reprinted from California Base Closure News, April 1997 and June 1997, a bi-monthly publication of the Governor's Office of Planning and Research, State of California

NAWC Trenton NJ Groundwater Treatment Plant Updated

An interim action groundwater treatment plant utilizing activated carbon process treatment technology was constructed at NAWC Trenton's Site 1 in March 1995 to prevent off-site migration of the most contaminated groundwater.

In order to address the increase in the concentration of contamination, the activated carbon process was replaced with an upgraded treatment design, incorporating an air stripper and catalytic oxidation process.

In May 1996 they received state approval. Construction of the treatment plant upgrades were complete in January 1997.

The new air stripper has a payback period of two years. After two years, the new treatment plant will save about \$600,000 a year. Over two tons of total organics have already been removed.

Reprinted from Naval Facilities Engineering Command's Northern Division Environmental News, Summer 1997

Cleanup Actions Progressing at NAWC Warminster



Good news in restoration at NAWC Warminster, Pennsylvania during FY97 was the completion of the Site 4 removal action (topsoil placement, regrading and reseeded) and the start of the removal action at Site 6.

To date, the three identified "hot spots" within Site 6 (Pit P6A, Trench TR6E and Pit P6F) as well as the outcropped, surficial construction materials have been removed. Confirmation samples within the excavated areas indicate several spots that we need to revisit. Field data collected earlier this year from the remainder of the site is being reviewed. If necessary, the Remedial Action Contract (RAC) will be modified to require additional removal of waste material. Once all excavation is complete, the RAC contractor will bring in clean topsoil, regrade the site and reseed with wildflowers.

The Base Closure Team (BCT) is actively pursuing the startup of an interim remedial action for groundwater at Area A by asking the Warminster Technical Evaluation Group to identify which steps remain before the contractor can begin on-base extraction wells. Regulators are reviewing the phase three RI for source removal at Area A, which should start this calendar year.

Reprinted from Naval Facilities Engineering Command's Northern Division Environmental News, Summer 1997

BRAC Talking

By Joyce Patterson



BRAC Talk will be coming out four times a year now instead of three. Here is a schedule of article submission deadlines for the next couple of years.

BRAC Talk Newsletter Schedule

| Issue | Articles Due | Distribution |
|------------|--------------|--------------|
| Winter '97 | 10/15/97 | 12/30/97 |
| Spring '98 | 1/29/98 | 3/31/98 |
| Summer '98 | 4/21/98 | 6/30/98 |
| Fall '98 | 7/21/98 | 9/30/98 |
| Winter '98 | 10/15/98 | 12/30/98 |
| Spring '99 | 1/29/99 | 3/31/99 |
| Summer '99 | 4/21/99 | 6/30/99 |

As *BRAC Talk* editor, I would like to thank everyone who contributed articles and information for the newsletter over the past year. This is the place to share your BRAC environmental news with the Navy BRAC community. Articles, ideas and suggestions are always welcome.

Also, please take a moment to review our insert of BRAC Environmental Coordinators (BECs) and Base Transition Coordinators (BTCs) and let us know if there are changes or corrections to be made. Thank you.

You can reach me at 805 982-5575 (voice), 805 982-3694 (fax), DSN prefix 551, or email jpatter@nfesc.navy.mil

Mailing address:

Commanding Officer
NFESC 413/Patterson
1100 23rd Avenue
Port Hueneme, CA 93043-4370

EPA Tank Guide Available

EPA's Office of Underground Storage Tanks recently released a guide entitled "Expedited Site Assessment Tools for Underground Storage Tank Sites". The purpose of the guide is to provide federal, state, and local regulators with information that will help them evaluate new and conventional site assessment tools.

To order the guide contact the Government Printing Office at 202 512-1800.

Tustin Awarded LAMBRA Designation

In the Summer 1997 issue of *BRAC Talk*, page 9, the article "California Legislation Stimulates Job Creation" described the California law "Local Agency Military Base Recovery Act" (LAMBRA). Tustin Marine Corps Air Station has been conditionally designated as the fifth and final LAMBRA Zone. The final designation will occur following approval of a final Environmental Impact Study/Environmental Impact Report. A LAMBRA designation, similar to an Enterprise Zone, allows communities to extend California tax credits to companies locating at a closing military base.

The other four former California military sites designated as LAMBRA Zones are Alameda Naval Air Station, Mare Island Naval Shipyard in Vallejo, Castle Airport at the former Castle Air Force Base in Merced County, and Southern California International Airport at the former George Air Force Base in Victorville.

Reprinted from California Base Closure News August 1997, a bi-monthly publication of the Governor's Office of Planning and Research, State of California



BRAC Talk on the World Wide Web

Don't forget! All *BRAC Talk* issues are posted on the Internet in an Adobe Acrobat PDF (Portable Document Format) file at: www.navy.mil/homepages/navfac/env

DEPARTMENT OF THE NAVY

Commanding Officer
NFESC ESC 413/Patterson
1100 23rd Avenue
Port Hueneme, CA 93043-4370

