



Navy Base Realignment and Closure Program Management Office West

Former NTC Boat Channel Update for the Peninsula Community Planning Board

December 2010/January 2011



Background



- Sediments within the boat channel contain contaminants at concentrations that present a threat to ecological receptors
 - Benthic macroinvertebrates, i.e. bottom feeders (clams, snails and worms)
- The types of contaminants in the sediment (metals, pesticides, PCBs) are the same as those present in greater San Diego Bay
- Contact with the sediment does not pose an unacceptable risk to human health
- Contamination resulted from
 - Stormwater runoff from both city and military property
 - previous military activities
- City is a responsible party for some level of contamination



Boat Channel Safety & Improvements



- Over the past years, BRAC PMO West has worked diligently to improve public safety at and around the boat channel, including:
 - Collaborated with the Coast Guard and Harbor Police to clarify jurisdictional issues and request (and receive) routine patrol of the channel
 - Cut and removed rebar/other metallic debris from the shoreline
 - Organized multiple trash removal from the shoreline sessions
 - Procured and installed six “no wake” buoys in the channel to clearly designate the 5 mph speed limit
 - Requested the U.S. Customs and Border Protection mandate their vessel operators adhere to the no wake restriction
 - Communicated with the Marine Corps Recruit Depot marina management to request informing all patrons of the no wake restriction
 - Offered to provide the City of San Diego the former Navy footbridge and small boat dock at no cost in advance of property conveyance
 - Partnered with local stakeholders to clarify how shoreline projects may proceed in advance of property conveyance



Boat Channel Technical Update



- The Navy and Regional Water Quality Control Board have met in person 17 times in 2010 to resolve complex technical issues
- In Fall 2010, parties agreed to utilization of State Water Resources Board Facilitator to assist with resolution of issues
- The team has reached agreement on some of the technical issues and is committed to resolving the remaining issues in 2011
- After remaining technical issues resolved, the next step will be completion of the Feasibility Study document which evaluates various remediation alternatives



Timeline



- 2011 Resolve remaining technical issues and complete Draft Feasibility Study (FS) Report
- 2012 Final FS Report agreed upon by Navy and Regional Water Quality Control Board
- 2013 Proposed Plan document outlining Navy's preferred alternative put out for Public Comment
- 2013 Draft Record of Decision (ROD) document to (legally) memorialize selected alternative
- 2014 Draft Remedial Action Work Plan to document how work will be accomplished
- 2015 Active remediation of boat channel sediment