Transforming Alameda Point: Reuse and Revitalization of a Superfund Site

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Background/Objectives. Former Naval Air Station (NAS) Alameda served as a base of operations for naval aviation starting in 1936 through its closure in 1997. Since 1999, when NAS Alameda was added to the National Priorities List, environmental conditions have been extensively investigated, characterized, and remediated by the Navy. Portions of NAS Alameda are now ready for redevelopment and Langan is supporting Alameda Point Partners (APP) in its venture to develop a 68-acre portion of the former base called Site A. Redevelopment of NAS Alameda's Site A will transform this former Navy landmark into a coveted, waterfront destination with 800 new housing units, commercial space, a new ferry terminal, and parks and open spaces. Our role in the redevelopment effort is to assist Alameda Point Partners in managing the many environmental considerations associated with site development.

Approach/Activities. To prepare for Site A redevelopment, Langan helped bring open petroleum sites throughout the 68-acre property to regulatory closure with the San Francisco Regional Water Quality Control Board, including a 9-acre petroleum corrective action area that previously supported aircraft testing and overhaul, aircraft fueling, and fuel storage activities, three former aboveground fuel storage tanks, a former oil water separator, and approximately 3,000 linear feet of former fuel lines. In addition to petroleum site closures, we also tracked ongoing Navy remediation associated with a potentially radiologically impacted storm drain line crossing Site A and a separate volatile organic compound (VOC) plume located immediately south of Site A. Our recommendations related to redevelopment decisions considered probable site conditions at time of transfer based on both our and Navy efforts in closing remaining open sites. We also developed detailed contingencies given the need to meet development timelines. To prepare for infrastructure construction, we estimated soil volumes and quantified soil profiling requirements. We also modeled groundwater flow to develop a dewatering approach for infrastructure construction that would limit VOC plume movement. Based on our modeling results, we recommended dewatering only a limited portion of the utility trench each day and placing clay plugs at the end of each section to limit flow of contaminated water. We also prepared cost forecasts for environmental management, dewatering support, and Site Management Plan compliance during demolition, grading, and infrastructure construction.

Results/Lessons Learned. This presentation will describe the specific challenges associated with redevelopment of a CERCLA site involving a due diligence process that relied on >20 years of environmental records and management decisions that involve multiple local, state, and federal regulatory agencies. The lessons learned include careful environmental and risk management decisions that were absolutely necessary to transform the CERCLA site into developable and reusable property. Construction is anticipated to begin in 2018.