



DEPARTMENT OF TOXIC SUBSTANCES CONTROL
BROWNFIELDS REMEDIATION

*Land
Recycling*



State of California



California
Environmental
Protection Agency



Department of Toxic
Substances Control



DEPARTMENT OF TOXIC SUBSTANCES CONTROL

BROWNFIELDS REMEDIATION PROGRAM

DTSC Brownfields Vision Brownfields Initiatives Brownfields Projects

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Acknowledgments:

Site Mitigation

Barbara Coler
Megan Cambridge
Sandy Karinen
Lynn Nakashima
Jerry Lile

CLEAN Loan Program

Susan Sims
Michelle Trotter
Loni Clemmons

External Affairs

Helen Pelzman
Vanessa Byrd
June Iljana
Lisa Kunz



BROWNFIELDS CONTACTS

To find out more about the California Environmental Protection Agency, Department of Toxic Substances Control's Brownfields Initiatives:

www.dtsc.ca.gov
www.calepa.ca.gov

Susan Sims
CLEAN Loan Program
(916) 324-0706

Megan Cambridge
Expedited Remedial Action
Program Unit Chief
(916) 255-3727

Lynn Nakashima
Cleanup Operations Branch
Northern California - Coastal
(510) 540-3839

Janet Naito
Cleanup Operations Branch
Northern California - Coastal
(510) 540-3833

Tom Kovac
Cleanup Operations Branch
Central Valley - Clovis
(559) 297-3939

Tina Diaz
Cleanup Operations Branch
Southern California
(818) 551-2862

Sandy Karinen
Cleanup Operations Branch
Sacramento
(916) 255-3745

California State Water
Resources Control Board
(916) 341-5254

Nat'l Brownfields Association
(773) 714-0407

or your local community
redevelopment agency

DTSC BROWNFIELDS PROGRAMS

- **The Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program** was enacted in 2000. Implemented by DTSC, the program provides low interest loans to help owners, developers, schools, local governments and others accelerate the pace of cleanup and redevelopment of abandoned and underused urban properties. The first component of the CLEAN Program offers loans of up to \$100,000 to conduct investigations of qualified urban brownfields. If a site is found to be so contaminated that redevelopment doesn't make economic sense, up to 75 percent of the loan amount can be forgiven. The second component of the CLEAN Program offers low interest loans of up to \$2.5 million for cleanup and removal of hazardous materials at qualified urban properties where redevelopment is likely to boost property values, economic viability and quality of life of a community.
- **The Voluntary Cleanup Program (VCP)** has been DTSC's primary brownfields vehicle since its inception in 1993. It was designed to restore low-risk properties quickly and efficiently when the responsible party has agreed to pay all costs. Site developers with the resources to fund their own site cleanup are able to proceed at their own pace, with DTSC's oversight and in keeping with DTSC processes and standards. VCP allows property owners more flexibility and control over their projects.
- **The Expedited Remedial Action Program (ERAP)** was developed in 1994 to encourage responsible parties to clean up contaminated properties by offering economic and liability incentives. A pilot program limited to 30 sites, ERAP was designed to resolve issues of contention regarding the Comprehensive Environmental Response, Compensation and Liability Act of 1980. ERAP allows the responsible party to clean up the site to its intended land use and incorporates a covenant not to sue, apportionment of liability based on fair and equitable principles and potential state funding for "orphan shares."
- **Prospective Purchaser Agreements (PPAs)** provide legal protection to purchasers or developers who are willing to clean up contaminated sites at their own expense, but are apprehensive about liability for existing contamination. Under a PPA, DTSC provides a covenant not to sue for existing contamination and provides for contribution protection. In exchange, the prospective purchaser agrees to a cleanup plan for the site, access for oversight, a commitment for future land use, and provision of significant public benefits. Public benefits include a significant increase in tax base, creating new jobs, or reuse improved quality of life in the area.
- The **"Unified Agency Review Process"** was enacted in 1994 to limit inconsistency, redundancy and confusion that can result when a variety of federal, state and local agencies have regulatory jurisdiction over cleanups. The statute established a Site Designation Committee at Cal/EPA to designate a single administering agency to oversee response actions for a site, and provides for a "certificate of completion" to be issued at the end of the cleanup process, a means for legal recognition that a cleanup is complete and that liability to all government entities has been satisfied.
- California's **Lender Liability** law was enacted in 1996 to limit the liability of lenders who have not directly contributed to the release or potential release of hazardous substances on properties in which they have a legal interest. This law helps to alleviate reluctance on the part of lenders to finance the purchase or development of property where contamination is suspected or confirmed.

Public/Private Partnership: An Important Role In Urban Renewal



DTSC BROWNFIELDS REMEDIATION PROGRAM

The California known throughout the world for its beautiful scenery, open space, strong property values, environmental advocacy and temperate weather is *also* the lesser known California of abandoned mines, a tight real estate market, contamination hidden in plain sight and ever more rigid environmental regulations. For developers, the golden state is sometimes considered a two-sided coin. California's leadership is transforming that image with a \$52 million loan program to complement an existing assortment of initiatives designed to encourage property owners and purchasers to clean up the mess.

Some of the same industries that have long provided for California's economic prosperity now have tarnished images in the world of redevelopment. Even newer industries - foundations for economic growth - carry the baggage of hazardous waste production. A varied history of industrialization, metropolitan expansion, population growth, and closed military bases are just some of the factors that have contributed to California's urban brownfields. Thousands of properties contaminated with hazardous materials, or believed to be contaminated, stand as a legacy to the recent and past history of the Golden State.

With an estimated 90,000 brownfields sites in California, some people see opportunity where others see blight. Over the past decade, restoring abandoned and underused properties has become a top priority for the State's policymakers, public interest organizations, and property owners. Putting these properties back into productive use works to stimulate redevelopment, protect public health and the environment, attract capital investment, and improve the quality of life in affected communities. Those efforts, combined with a reduc-

tion in available land, have spurred a renaissance in many of California's urban centers. While the process for new development in previously undeveloped areas has become more arduous, with more stringent land use policies and tighter real estate markets, the procedures for cleaning up contaminated property for development has been streamlined.

Brownfields projects are now viewed more broadly than just as environmental mitigation, but as a key component of smart growth management. As opposed to initiatives that provide monetary disincentives for urban sprawl, reuse and redevelopment of brownfields can be viewed as an incentive to achieve smart growth objectives.

While public agencies play a critical role in environmental management, the vast majority of California's brownfields will not be restored without participation by the private sector. Discovering mutually beneficial ways to involve investors in the future of these polluted properties is crucial. A truly effective brownfields program requires a variety of tools to address the three primary concerns of potential developers: legal liability, regulatory compliance and the financial burden of investigation and cleanup. We need to be able to develop tools that can be used separately and in concert to encourage capital investment in sites to return them to productive use.

For every successful cleanup, there is some history of frustration and the realization that compromise and flexibility are part of the process. Each project provides everyone involved in California's brownfields an opportunity to learn and improve.



While public agencies play a critical role in environmental management, the vast majority of California's brownfields will not be restored without participation by the private sector.

The Voluntary Cleanup Program (VCP)



DTSC BROWNFIELDS REMEDIATION PROGRAM

The Voluntary Cleanup Program (VCP) has been DTSC's primary brownfields vehicle since its inception in 1993. It was designed to restore low-risk properties quickly and efficiently when the responsible party has agreed to pay all costs.

Corporations, real estate developers, and local and state agencies entering into Voluntary Cleanup Agreements are able to restore properties quickly, rather than having their projects compete for DTSC's limited resources with other hazardous substance sites. Prior to initiation of the VCP, staff resource limitations meant DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and unusable. The VCP allows motivated parties who are able to fund the cleanup - and DTSC's oversight - to move ahead at their own speed to investigate and remediate their sites in keeping with DTSC processes and standards. DTSC has found that working cooperatively with willing and able project proponents is a more efficient and cost-effective approach to site investigation and cleanup.

There are four steps to this process:



Eligibility and Application

Most sites are eligible unless listed as a Federal or State Superfund site, a military facility, site falls outside of DTSC's jurisdiction, or if another agency currently has oversight. If no exclusions apply, the proponent submits an application to DTSC providing details about site conditions, proposed land use and potential community concerns.

Negotiation and Agreement

The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives. The VCP agreement specifies the estimated DTSC costs, scheduling for the project, and DTSC services to be provided.

Site Activities

Prior to beginning any work, the proponent must sign the VCP agreement, make the advance payment, and commit to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget.

Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion, or a "No Further Action" letter. Either means that "The Site" is now property that is ready for productive economic use.

To learn more about the Voluntary Cleanup Program or to request an application, visit www.dtsc.ca.gov or call DTSC's Statewide Cleanup Operations Division Representative in your area:

- Sacramento - Megan Cambridge (916) 255-3727
- No. Calif. Coast - Lynn Nakashima (510) 540-3839
- No. Calif. Coast - Janet Naito (510) 540-3833
- Southern California - Tina Diaz (818) 551-2862
- Central Valley Clovis - Tom Kovac (559) 297-3939

Expedited Remedial Action Program

DTSC BROWNFIELDS REMEDIATION PROGRAM



The California Expedited Remedial Action Program (ERAP) was established as a pilot program under the authority of the “Expedited Remedial Action Reform Act of 1994” (SB 923). This comprehensive program was designed to address many of the problems identified in the Federal Superfund Program established by the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), which has come under criticism for being ineffective, using unfair liability schemes, and restricting opportunities for effective cleanup.

ERAP provides for mitigation rather than litigation by revising the liability scheme based on fair and equitable standards; providing indemnification protection through a covenant not to sue; permitting risk-based cleanup based on the ultimate use of the site; providing a streamlined remediation process; and establishing a dispute resolution process.

Key economic and liability provisions provide incentives to motivated persons to voluntarily remediate their contaminated properties. These incentives are especially applicable to brownfields properties, which are typically abandoned facilities located in older industrial areas. Revitalizing these depressed areas creates a unique opportunity for industry, government, and communities to improve the economic and environmental conditions within their communities.

The Expedited Remedial Action Program focuses on mitigation rather than litigation.

Some of the key features of the ERAP are:

- Land use is designated early in the project
- Remedy selected is based on planned use contingent upon formal land use restrictions.
- Promoted early public notification and input
- Site boundaries may be modified to release clean parcels for development after a Remedial Action Plan has been approved
- Indemnification of participating responsible persons through a covenant not to sue
- Apportionment of liability is based on fair and equitable principles
- Potential State funding for up to ten sites with “orphan” shares (to the extent funding is available), where responsible persons are found to be insolvent, cannot be identified or located
- Formal dispute resolution process available to responsible persons, members of the public and the affected community
- Consolidated permitting and certification for all state and local agencies through DTSC

For more information about DTSC’s Expedited Remedial Action Program, or to learn about other brownfields initiatives that can complement the ERAP, visit www.dtsc.ca.gov or call Megan Cambridge, ERAP Unit Chief at (916) 255-3727.

Prospective Purchaser Agreement (PPA)



DTSC BROWNFIELDS REMEDIATION PROGRAM

One major obstacle that has long prevented the re-development of abandoned or underused urban properties is the liability that would accompany any contamination found on the site. Even the perception that the site might be contaminated has been sufficient to make buyers and developers wary of property that may have become contaminated in its previous uses.

The Department of Toxic Substances Control developed the Prospective Purchaser Policy to provide some legal protection for developers who are willing to clean up contaminated sites at their own expense, but are apprehensive about assuming liability for potential contamination that comes with ownership. Under a Prospective Purchaser Agreement (PPA), DTSC provides a covenant not to sue for existing contamination and provides for contribution protection. In exchange, the prospective purchaser agrees to a cleanup plan for the site, access for oversight, a commitment for future land use, and a provision of significant public benefit. Public benefits may include a significant increase in tax base, creating new jobs, and/or reuse that improves the quality of life in the area.

As a matter of general policy, DTSC will not pursue site mitigation enforcement against prospective purchasers/tenants/lessors who become site owners or operators if all of the following conditions are met:

- they do not exacerbate or contribute to the existing contamination;
- their operation will not result in health risks to persons on the site;



- they are not a responsible party (or affiliate) with respect to the existing contamination;
- they allow access for, and do not interfere with, remediation activities;
- unauthorized disposal is not occurring on the site;
- there are other viable responsible parties who are willing to conduct any necessary remediation.

DTSC's objective is to strike a balance between providing sufficient assurance to prospective purchasers to foster remediation and redevelopment, and treating responsible parties in a reasonable manner. This serves to discourage responsible parties from "warehousing" brownfields properties (keeping them off the market), which inhibits redevelopment and reuse. DTSC will consider entering into an agreement with a bona fide prospective purchaser if it will result in substantial benefits for the state, if remediation would not otherwise be conducted without agency action, and if the prospective purchaser satisfies all of the eligibility criteria.

For more information about DTSC's Prospective Purchaser Agreement Program, including a complete list of the eligibility criteria, or for other brownfields initiatives, visit www.dtsc.ca.gov or call DTSC's State-wide Cleanup Operations Division Representative in your area:

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- No. Calif. Coast** - Lynn Nakashima (510) 540-3839
- No. Calif. Coast** - Janet Naito (510) 540-3833
- Southern California** - Tina Diaz (818) 551-2862
- Central Valley Clovis** - Tom Kovac (559) 297-3939

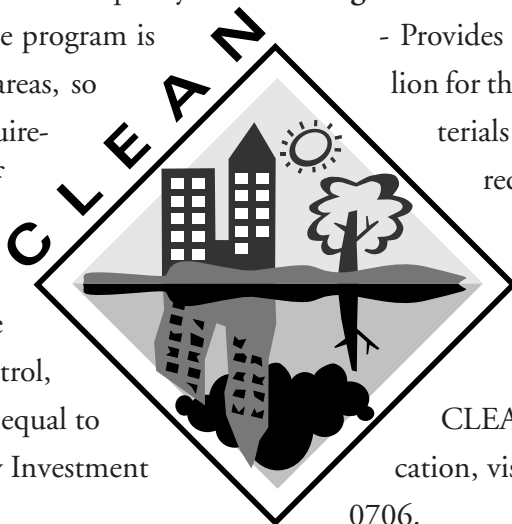
Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program



DTSC BROWNFIELDS REMEDIATION PROGRAM

California is charting new territory when it comes to programs to stimulate the redevelopment of brownfields -- abandoned, idled or underused urban properties where expansion or redevelopment is complicated by real or perceived environmental contamination. Frequently, these properties, which were at one time the source of jobs and economic benefits to a community, lie abandoned for fear of the contamination and liability it implies.

The State's new \$50 million Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program provides financial assistance to help developers, businesses, schools and local governments accelerate the pace of cleanup and redevelopment at qualifying brownfields sites. The focus of the program is to help revitalize California's urban areas, so properties must meet the eligibility requirements and must be located in one of the three dozen urbanized areas in California, as defined by the U.S. Census (1990). Administered by the Department of Toxic Substances Control, CLEAN offers interest rates for loans equal to the current California Surplus Money Investment Fund (SMIF) rate.



There are two main components to the program:

Investigating Site Contamination Program

- Provides low-interest loans of up to \$100,000 to conduct preliminary endangerment assessments of urban brownfields. This work may include soil sampling, a determination of the type and extent of contamination and an evaluation of the risks that may be posed to the public and the environment.

-If redevelopment of the property is determined not to be economically feasible after the preliminary assessment, DTSC may waive up to 75 percent of the loan amount.

Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program

- Provides low-interest loans of up to \$2.5 million for the cleanup or removal of hazardous materials at underused urban properties where redevelopment is likely to have a beneficial impact on the property values, economic viability and quality of life of the surrounding community.

For more information about the CLEAN Loan Programs or for a loan application, visit www.dtsc.ca.gov or call (916) 324-0706.

Making a once-toxic property viable again can lead to more jobs, an enhanced tax base, a cleaner environment, improved public health and a greater sense of community pride. Together, these new State programs will provide financial assistance to make it easier and more economical for brownfields sites to be redeveloped, thereby turning today's problems into tomorrow's opportunities.

Barbary Coast Steel Plant/IKEA Inc. Emeryville, California



DTSC BROWNFIELDS REMEDIATION PROJECT

IKEA Property, Inc., a Swedish Company which operates an international network of approximately 136 retail stores, broke ground in February 1999 for Phase 1 construction of a new 275,000 square foot retail furniture store and warehouse. Phase 2 of the development added another 40,000 square feet in 2000. The project, located on 15.5 acres in Emeryville and Oakland, is IKEA's first store in Northern California.

DTSC entered into a Prospective Purchaser Agreement (PPA) and Covenant Not to Sue with IKEA in late 1997 which was a key factor in the redevelopment project. The PPA covers the former Barbary Coast Steel Plant site, a steel manufacturing plant that operated from 1882 to until approximately 1991. The previous owner, Barbary Coast Steel Corporation, conducted substantial cleanup activities in 1996 and 1997 under an approved Remedial Action Plan. These activities included: demolition of buildings, site-wide removal of at least two feet of soil contaminated with petroleum hydrocarbons, metals, pesticides, polychlorinated biphenyls (PCBs), volatile organic compounds and semi-volatile



The Barbary Coast Steel Mill property sat unused in a prime location near the San Francisco Bay.

organic compounds, installation of additional groundwater monitoring wells and a site cap.

Barbary Coast Steel will continue to monitor groundwater on and off the site, while IKEA has agreed to reconstruct, where necessary, and maintain a permanent site cap after construction activities are completed.

DTSC has reviewed the soil management plan, and will provide oversight of related field activities during construction.

The IKEA project created approximately 300 permanent jobs for the local community.

Now the property boasts a popular home furnishings store that contributes to the local economy.



Port of Long Beach/TCL Project Willmington, California



DTSC BROWNFIELDS REMEDIATION PROJECT

At the Port of Long Beach, brownfields activities have paved the way for significant redevelopment. Today, more cargo and containers move through the Port of Long Beach than any other port in the United States. It serves as a gateway to the world for 17 million regional residents and for manufacturers and consumers across the country.

The Department of Toxic Substances Control played a major role in recent hazardous waste cleanup and redevelopment activities at the Port. One of the largest projects is the former TCL Corporation Site. Once a State Superfund Site, this 24-acre area was a disposal facility that accepted oil wastes and tank bottom sludge from 1951 to 1972. The site was heavily contaminated with petroleum-based wastes, metals and other hazard-

ous wastes from past activities.

With DTSC oversight and involvement, nearly 500,000 cubic yards of contaminated soil was excavated, treated and stabilized. Rather than transport the soil to an offsite hazardous waste facility, which would have cost more than \$200 million, DTSC and others involved



Hanjin Shipping Company is one of many cargo shippers at the Port of Long Beach.



in the project were able to develop an innovative plan to clean the contaminated soil on site for less than \$20 million. In addition, 2.7 million cubic yards of clean, imported soil was used to regrade the site and cover the treated soil to ensure maximum long-term environmental and public protection. Working around the clock, all remediation work and construction of the container terminal were completed in approximately two years.

The site is now home to a new national distribution center for Toyota Motor Sales, Inc. and the Hanjin Shipping Company marine container terminal. The new terminal generates customs revenues and taxes of \$680 million annually in addition to \$30 million annually in revenue to the Port of Long Beach.

Weber Block Plaza Stockton, California



DTSC BROWNFIELDS REMEDIATION PROJECT

On the edge of Stockton's Central Business District, beneath parked cars and cracked asphalt, lay the final 300 feet of the Stockton Deep Water Channel. Since the early 1950's, it was hidden below an aging parking deck built on treated wood pilings. Now renewed, the property serves residents as a community gathering area -- the latest success in an ambitious revitalization project under way in Stockton.

The one-block area had become an eyesore for the City of Stockton. The area was suspected to be contaminated with gas, diesel fuel, motor oil, lead, arsenic and polycyclic aromatic hydrocarbons. This array of residual contaminants was known to taint much of the land around the channel, left behind from petroleum storage, ship building and repair activities that were the primary function of the entire waterfront area in the early part of the 1900's.

The Weber Block became part of an ambitious effort by the City of Stockton Housing and Redevelopment Agency. The agency has taken advantage of loan programs offered by the U.S. Environmental Protection Agency in support of brownfields initiatives, as well and the U.S. Office of Housing and Urban Development and the Department of Toxic Substances Control. The Weber Block project was performed under DTSC's Voluntary Cleanup Program.

The first step was to conduct a Preliminary Endangerment Assessment on the property to identify the type and concentrations of contami-



A parking deck over the Stockton Channel.

nants and assess their danger. In the case of Weber Block, although a few compounds in soil and groundwater on the site were above regulatory standards, the PEA determined that chemicals did not pose an excessive risk at the site for its proposed use as a public plaza. Based on that finding, remedial action was limited to transporting the creosote treated timber pilings to a proper disposal facility. Additionally, a deed restriction was required to ensure that the property will not be used for residential purposes in the future.

In less than two years, the parking lot underwent a \$6 million conversion and almost two acres of nearly useless space is now the Dean DeCarli Waterfront Square. Additional brownfields projects are planned along the Stockton Waterfront, including a 14.5 acre

area on the North Shore and two to three acres on the South Shore. More than \$100 million in private and public investment has resulted in the first increase in property values for existing building in the past ten years.

The parking lot was reborn as a pedestrian plaza.



Fleet and Industrial Supply Center Oakland, California



DTSC BROWNFIELDS REMEDIATION PROJECT

Located on the eastern shore of the San Francisco Bay, the Fleet and Industrial Supply Center, Oakland (FISCO) was commissioned in 1941 to support World War II efforts. With 125 structures on 536 acres of land, FISCO was the Navy's largest West Coast supply point. Until the facility closed in September 1998, hazardous waste storage or staging areas and maintenance and heavy equipment repair shops operated on the site resulting in soil and groundwater contamination including solvents, heavy metals, and petroleum wastes.

In June 1999, the U.S. Navy transferred the FISCO property to the Port of Oakland for development. In accepting the property, the Port agreed to complete environmental investigation and cleanup if contaminants remained from the Navy's 60 years of operation.

Under the transfer agreement the Port of Oakland will conduct remediation activities that focus on the reuse plan and schedule, the Department of Toxic Substances Control will provide environmental regulatory

Crews demolish World War II-era buildings to make way for the Port's Vision 2000.



The Port of Oakland will soon boast four new marine terminals.

oversight and long-term monitoring, and the U.S. Navy will pay costs. The early transfer agreement presents benefits to the Port of Oakland and the U.S. Navy while revitalizing economic interests and ensuring protection of public health and the environment.

The FISCO site has become the focal point of the Port of Oakland's Vision 2000 Program, which calls for significant redevelopment of the area. Four new marine terminals to service the newer, larger container vessels will be built, as well as one tugboat marine terminal and a thirty-acre public park. An intermodal rail terminal will also be installed.

The redevelopment project generates considerable economic activity for the community, both for employment and for financial return. The Vision 2000 Program is a \$700 million capital investment program that will employ 1,150 construction workers. More than 2,000 full-time permanent jobs will be created with an annual payroll of \$300 million. The expansion will contribute \$45 million annually to state and local taxes.



Southern Pacific Rail Yard/ Federal Courthouse, Sacramento



DTSC BROWNFIELDS REMEDIATION PROJECT

The cornerstones of the City of Sacramento's successful Brownfields Pilot Grant (awarded by U.S. EPA in July 1995) are two Voluntary Cleanup Program sites: the 220-acre Southern Pacific Rail Yard site, and the three-acre Federal Courthouse site.

The Southern Pacific Rail Yard has been used as a locomotive maintenance yard since its founding in 1863. Historical activity included heavy maintenance and rebuilding of locomotives for the entire Southern Pacific Rail System, foundries, machine shops, painting, and rail car manufacturing. Identified soil and groundwater contamination associated with historical site activity includes: chlorinated solvents, petroleum hydrocarbons, polynuclear aromatic hydrocarbons, and metals. The site as a whole is currently under investigation as a State Superfund site. Given the downtown location of the Southern Pacific Rail Yard, Southern Pacific and the City of Sacramento developed a specific development plan for the area and entered into an innovative three-party Voluntary Cleanup Agreement with DTSC for post-certification remediation and reuse activities at the rail yard. Under the agreement, DTSC will provide

oversight of "clean" utility corridors, remediation during redevelopment, and land use change requirements. The proposed land use of the Southern Pacific Rail Yard will preserve its historical core, increase the City of Sacramento's Open Space by 35 percent, provide a state-of-the-art intermodal transportation center, and create

2,800 residential units, 9.6 million square feet of office space and 500,000 square feet of retail and entertainment space.

The three-acre Federal Courthouse site is composed of a half-acre area known as "The Sacramento Station Study Area," Southern Pacific Rail Yard Site, and approximately 2.5 acres of City of Sacramento property. The City of Sacramento property was used as a fueling, maintenance and parking facility for the Police Department. Under the VCP, the City of Sacramento remediated petroleum hydrocarbon, motor oil and antifreeze soil contamination during the excavation for the building's underground parking garage. Groundbreaking for the Federal Courthouse began in August 1995 for the \$142 million, 380,000 square-foot building that will produce more than 1,000 new construction jobs and 200 permanent jobs.

The Federal Courthouse is the largest construction project in the City of Sacramento's history.



Robert's Landing San Leandro, California



DTSC BROWNFIELDS REMEDIATION PROJECT

The Roberts Landing Site in San Leandro borders the San Francisco Bay. Approximately 480 acres, the site was formerly the Trojan Powder Works, an explosives manufacturing plant which operated from the turn of the century until 1965. After the plant was closed, the new property owners proposed to construct up to 3,000 homes; however, this development never occurred.

The property was resold and the new owners proceeded with new development plans. After languishing for decades, developer's found that DTSC's Voluntary Cleanup Program was the smoothest road to completing required remediation work in a way that met public concerns about wetlands restoration.

In March 1994, the developer, Heron Bay, signed a Voluntary Cleanup Agreement to ensure that remedial work was conducted in an environmentally safe manner. A Removal Action Workplan was developed, approved and implemented in the summer of 1995. As part of the plan, 400 acres were redeveloped into permanent open space and wildlife habitats. A major feature of this property is the salt marsh that has been re-



Heron Bay now offers homes for 600 Bay Area families, as well as habitat for other species.

stored and made into a public access walking and educational trail. The other 80 acres were remediated to residential standards where 600 single family homes have been constructed in a development called Heron Bay. The developer has taken former industrial land, restored most of it to its natural habitat and cleaned up the most heavily contaminated portion to residential standards.

The goals of a brownfields project were achieved as jobs were provided during construction, the tax base to the City of San Leandro was increased, badly needed new housing was provided within an already urbanized area rather than through urban sprawl, and property that was previously unused due to actual or perceived contamination was put back into useful service.

Open space, especially in near natural state, is at a premium in the San Francisco Bay Area making the recovered Roberts Landing property all the more appreciated.



Kaiser Steel Mill/California Speedway Fontana, California



DTSC BROWNFIELDS REMEDIATION PROJECT

The roar of NASCAR race cars heard today at the California Speedway in Fontana is a far cry from the clanking of the old Kaiser Steel Mill which once occupied the same spot. Having sat idle since 1983, the property was awash in petroleum and metal contaminants.

Remediating this site was the result of a tremendous partnership between public and private sectors, including DTSC, which earned Kaiser Ventures Inc. the 1996 “Governor’s Award for Environmental and Economic Leadership.” Additionally, California’s Brownfields Initiative received national recognition from Renew America and the National Awards Council for Environmental Sustainability.

Kaiser Steel operated a large facility at this site from 1942 to 1983. Now, the Speedway sits on the portion of the site where coal was turned into coke by burning it in high-temperature furnaces. The gases from these furnaces were trapped and recovered as by-products such as coal tar. As was often the case in those days, environmental protection was not the first consideration in industrial operations and tons of hazardous materials were produced and left behind for future cleanup.

Once Kaiser reached preliminary agreement with Penske Motorsports for the project, they approached DTSC to help expedite site cleanup so development could proceed as quickly as possible. DTSC committed the resources and staff to expedite review of the cleanup plans and work activities. Within five months, the site was characterized, hazardous waste removed, an envi-

ronmental cap constructed and the land was ready for reuse -- record time for a site of this size and complexity. The Inaugural Race of the California Speedway was held June 22, 1997. The California Speedway, is the largest sports venue in Southern California and hosts the NASCAR Winston Cup California 500 in addition to other sporting events.



Before its redevelopment, the Kaiser Steel Mill site, located 50 miles east of Los Angeles, was an industrial wasteland littered with thousands of tires and idled blast furnaces.

The California Speedway generated \$125 million in economic activity annually and \$2.5 million in new tax revenue for the State of California and the County of San Bernardino. Approximately 1,200 new jobs were also created. DTSC and Kaiser continue their partnership to remediate and redevelop property at the Kaiser Steel Mill. Recent successes include remediating a 23-acre parcel and developing it into the West Valley Material Recycling Facility.



Headquarters
 1001 I. Street
 Sacramento, CA 95814
 (916) 324-1826

Headquarters Mailing Address
 P.O. Box 806
 Sacramento, CA 95812-0806
 (916) 324-1826

Sacramento Office
 8800 Cal Center Drive
 Sacramento, CA 95826
 (916) 255-3545

Clovis Office
 1515 Tollhouse Road
 Clovis, CA 93611
 (559) 297-3901

Berkeley Office
 700 Heinz Avenue, #200
 Berkeley, CA 94710
 (510) 540-2122

Glendale Office
 1011 North Grandview Avenue
 Glendale, CA 91201
 (818) 551-2800

Cypress Office
 5796 Corporate Ave.
 Cypress, CA 90630
 (714) 484-5300

San Diego Office
 2878 Camino Del Rio South, #402
 San Diego, CA 92108
 (619) 278-3734

It is DTSC's mission to restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality, by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention.