

## Fact Sheet

# Harbor Island – East Basin: Former Tow Basin and Marine Terminal and Railway San Diego, California



Winter 2021

## Background

The Harbor Island East Basin is a relatively shallow (10 to 15 feet deep) artificial embayment of San Diego Bay enclosed on three sides (page 3). Wetlands and salt marshes were dredged and filled in the early 1940s and 1960s, creating the north shore of the East and West Basins, and subsequently creating “Harbor Island,” in fact an inverted T-shaped peninsula. The north side of the East Basin is a rip-rap shoreline. To the west and south lies the Harbor Island peninsula. The East Basin has a narrow, eastern opening to the bay. The Sunroad Resort Marina, a 550-slip floating pier, occupies two-thirds of the East Basin. This area is not part of the cleanup effort, as concentrations there of the contaminants at issue do not exceed threshold levels for cleanup activity.

The Former Tow Basin and Former Marine Terminal/Railway Facilities were constructed around 1954 and 1968, respectively, in the northwest portion of the East Basin. The Former Tow Basin facility was removed in 2004. Within this portion of the East Basin are two active outfalls. They will be protected from erosion using rip-rap and erosion pads as part of the Lockheed Martin cleanup effort, set to begin in early 2021 and complete in 2022.

Cleanup activity is being designed and will be performed in accordance with terms of a Cleanup and Abatement Order (CAO) issued by the San Diego Regional Water Quality Control Board (Water Board) in 2017.

## Contaminant Assessment

Various East Basin sediment, upland, and shoreline investigations occurred between 2009 and 2012. Site-related contaminants found in the sediment are polychlorinated biphenyls (PCBs) and mercury. The source of PCBs may have been paint used on surfaces of the Former Tow Basin facility, while the mercury may derive from historical use of mercury at the Former Marine Terminal and Railway facility. Contaminant levels found are generally low compared to other sites in San Diego Bay. The cleanup levels established for the Site are background concentrations stipulated by the Water Board.

While adding a clean sand layer alone would achieve the cleanup goals, additional dredging as part of the cleanup supplements the sand layer’s protectiveness and long-term effectiveness. The dredging primarily satisfies the need expressed by the Port of San Diego to maintain 10-foot navigational depths adjacent to the Former Marine Terminal and Railway Facility.

PCBs in the sediment surface at the Site range from 18.8 parts-per-billion (ppb) to 818.5 ppb. One part-per-billion is comparable to finding one grain of sand in the entire volume of an average home refrigerator. Mercury concentrations in the sediment surface range from 0.116 parts-per-million (ppm) to 13 ppm. One part-per-million is comparable to one drop of water in a 10-gallon goldfish aquarium. The highest levels of PCBs were found in the northwest part of the site; the highest mercury concentrations were found offshore of the Former Marine Terminal and Railway Facility. The site will be considered

clean when the average concentration of PCBs is less than 84 ppb and the average mercury concentration is less than 0.57 ppm, which are the background concentrations stipulated by the Water Board and embodied in the Cleanup and Abatement Order.

## Planned Work

The San Diego East Basin project's proposed work was reviewed and approved by the Water Board, and permitted by the San Diego Unified Port District, with public input, and is being performed in accordance with a Water Board Cleanup and Abatement Order. Scheduled for removal is the marine terminal facility built by Lockheed Martin around 1968. The project includes sediment removal in adjacent areas and restoration of the Site to meet navigational depth requirements.

The work will occur in phases beginning in early 2021, with upland work to remove the Marine Terminal building and associated utilities. This area will be used for the in-water work staging site. The in-water work will remove a 165-foot pier and the 328-foot-long marine railway structure and related supports. The adjacent area will be dredged to remove sediment contamination above "background" levels found throughout the basin.

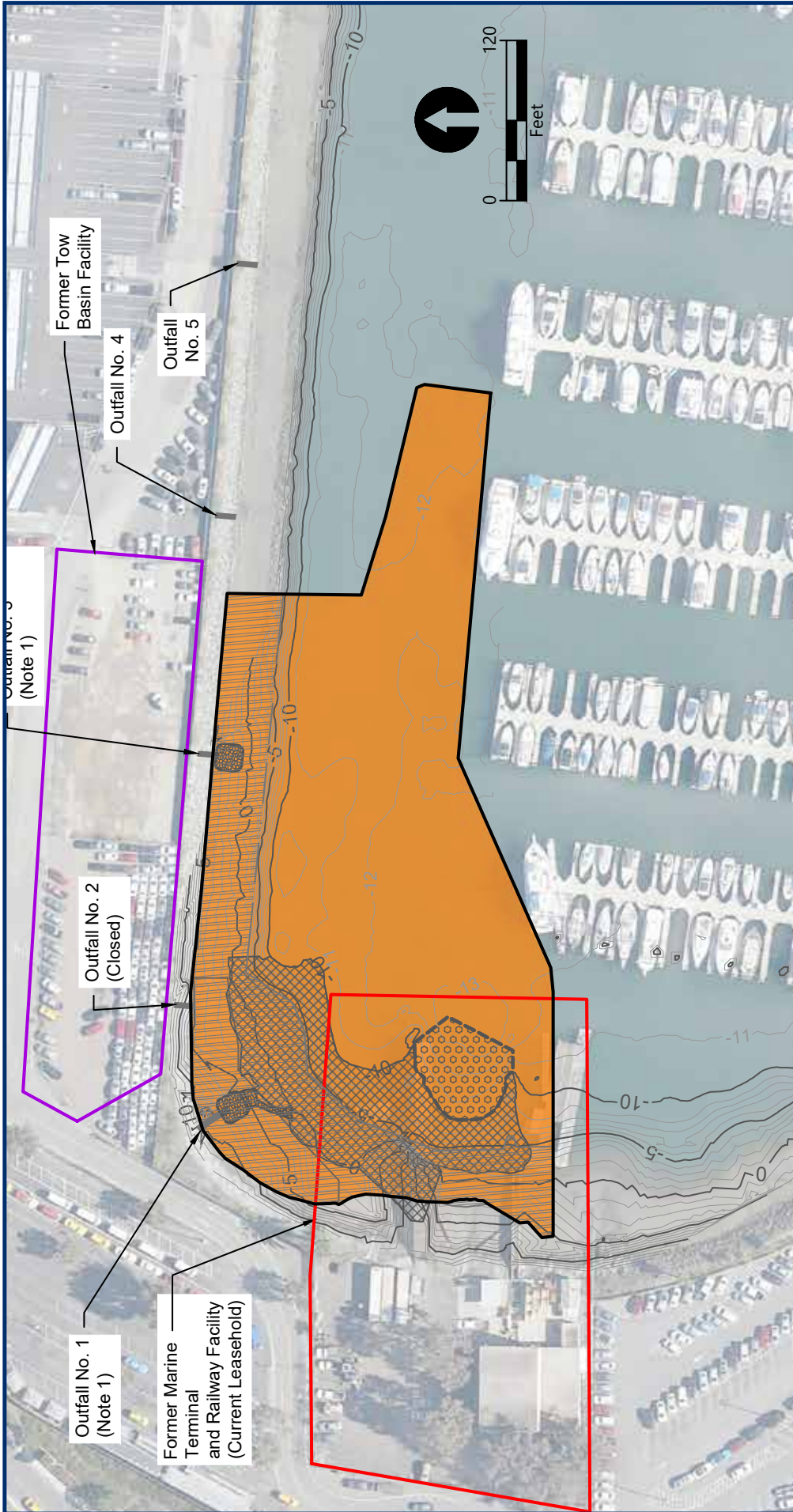
The work includes dredging approximately a 22,676-square-foot area (about ½-acre, or less than half a football field). Removed sediment will be taken to a permitted landfill. Once completed, clean sand will be placed over the Site, using a conveyor belt on top of a barge, distributing it evenly. The in-water work will avoid the Least Tern nesting season between April 1 through September 30.

After the demolition, dredging, and sand covering, any remaining upland asphalt and concrete will be removed from the Site. The upland portion of the Site will be graded, planted, and rendered an unoccupied property. Site work will occur over approximately five months, spread out over two seasons, and is expected to complete in early to mid-2022.

## For More Information

Contact Lockheed Martin communications at [Krista.Alestock@lmco.com](mailto:Krista.Alestock@lmco.com) or 1-800-449-4486.

More information is available at [www.lockheedmartin.com/sandiego](http://www.lockheedmartin.com/sandiego).



**LEGEND:**

- Remedial Footprint
- ▨ Removal Area
- ▨ Clean Gravelly Sand Cover
- ▨ Clean Cover Placement Area
- ▨ Removal Area, Remove 2' of Material
- ▨ Approximate Marine Terminal and Railway
- ▨ Former Tow Basin Facility

*Lockheed Martin will perform environmental cleanup in the East Basin. In the first phase, the red box depicts the removal location of the Marine Terminal and associated utilities. The purple area will have concrete and asphalt removed. During the second phase, in the orange area, contaminated sediment will be dredged, then clean sand will be placed as a final cover. Three outfalls (numbers 1, 2, and 3) will be protected from erosion during all work. At the end of all work, the upland areas will remain as naturalized areas.*