

PORT OF OAKLAND

NOTICE OF COMPLETION

TO: Secretary for Resources
1416 Ninth Street, Room 1311
Sacramento, CA 95814

FROM: Port of Oakland
530 Water St.
Oakland, CA 94607

SUBJECT: Filing of Notice of Completion of Draft Initial Study

PROJECT TITLE: Construction of Crowley Maritime Corporation's Northern California Operations Headquarters

PROJECT LOCATION: 1441 Embarcadero Road, Oakland, CA

PROJECT DESCRIPTION: The proposed project involves the construction of three new buildings at 1441 Embarcadero road by Crowley Maritime Corporation. The buildings will be used for administrative, purchasing, and machine shop activities. The site is currently inactive. However, it was used by Crowley as a dry dock and ship repair yard until 1991.

LEAD AGENCY: Port of Oakland

ADDRESS WHERE COPY OF INITIAL STUDY IS AVAILABLE: Port of Oakland
530 Water St.
Oakland, CA 94607

CONTACT PERSON: Dan Schoenholz

REVIEW PERIOD EXPIRATION DATE: May 1, 1992

4-1-92
Date

for Soretta Meyer
James McGrath
Manager, Environmental Department

PORT OF OAKLAND
NEGATIVE DECLARATION
 Prepared in Accordance with the
 California Environmental Quality Act

I. BACKGROUND: The attached document has been prepared by the Port of Oakland pursuant to the California Environmental Quality Act.

PROJECT PROPONENT: Crowley Maritime Corporation

PROJECT TITLE: Construction of Crowley Maritime Corporation's Northern California Operations Headquarters

PROJECT LOCATION: 1441 Embarcadero Road, Oakland, California

BRIEF DESCRIPTION: The proposed project involves the construction of three new buildings at 1441 Embarcadero Road by Crowley Maritime Corporation. The buildings will be used for administrative, purchasing, and machine shop activities. The site is currently inactive. However, it was used by Crowley as a dry dock and ship repair yard until 1991.

- II. MITIGATION MEASURES:
- a. All hazardous materials to be used in the machine shop will be handled and disposed in conformance with Federal and State regulations and guidelines.
 - b. Construction will not begin in any portion of the site until that area has been remediated and cleanup approved by the appropriate regulatory agencies.
 - c. Parking for 50 vehicles will be provided at the project site.

III. FINDING OF NO SIGNIFICANT EFFECT ON THE ENVIRONMENT

On the basis of the Initial Study of possible significant effects of the proposed project (see attached document), it has been determined that the project would not have a significant effect on the environment. Therefore, no Environmental Impact Report is required.

IV. REASONS TO SUPPORT THE FINDING

The proposed project (as mitigated) is not expected to have an adverse effect on the environment.

V. DECLARATION OF COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

This document has been prepared in accordance with the California Environmental Quality Act, the Guidelines issued by the Secretary for Resources and the Port of Oakland's Guidelines for the Implementation of the California Environmental Quality Act.

Date _____

By _____

INITIAL STUDY
CONSTRUCTION OF CROWLEY MARITIME CORPORATION'S NORTHERN CALIFORNIA
OPERATIONS HEADQUARTERS

I. PROJECT DESCRIPTION

A. PROPOSED PROJECT

The proposed project involves the construction of three new buildings at the Pacific Dry Dock Yard One at 1441 Embarcadero, Oakland, California, by Crowley Maritime Corporation. The three buildings will be used for administrative, purchasing, and machine shop activities. The project also involves the berthing of several tugboats at existing berths at the site. Plans of the site as it currently exists and as it would look after the proposed project are included in Figures 1 and 2.

The three new buildings will include:

Building "A" is a two story office building 98'0" long by 36'0" wide and is 27'0" high. This office building will house the Administration, Operations and Engineering personnel for Crowley Maritime Corporation's Northern California operations. The building will have 7017 square feet and serve 30 employees.

Building "B" is a 7500 square foot warehouse. The building dimensions are 125'0" long by 60'0" wide by 23'0" high. The warehouse will be staffed by 3 employees.

Building "C" is a 5850 square foot machine shop. The building is 107'0" long by 65'0" wide by 23'0" high. This building will house the machine shop, lunch room, locker room and showers. The machine shop will be staffed by approximately 6 people.

On the east end of the property a secured gate will be installed with access from Embarcadero to a paved parking area for 50 cars. This parking area will be for employees and vendors only.

A ten foot wide strip by 385 feet in front of the property will be landscaped with "low water" plantings over a 3500 square foot area. A new sidewalk will be installed as part of the project along with a six foot masonry wall fronting on Embarcadero.

B. PROJECT PURPOSE AND NEED

The purpose of the project is to consolidate Crowley's Northern California Tug Operations, Maintenance, and Administration personnel from existing locations in Alameda and Oakland in one location.

II. ENVIRONMENTAL SETTING

A. SITE CHARACTERISTICS

Site Location, History, and Land Use

The proposed project site is situated within the city limits of Oakland in the County of Alameda, on the Oakland Inner Harbor. (Figures 3 and 4). The site was used as a boat repair and dry dock facility (Pacific Dry Dock and Repair) from approximately 1935 to 1991. Boat repair and dry dock operations at the site were closed in 1991. Some minor machine shop work continues at the site, but the site is essentially inactive. Existing structures include an office building, a machine shop, a plate shop, a pipe shop, a carpenter shop, and storage sheds. The site is paved, with some areas of discontinuous pavement.

-Demolition of storage sheds, the tool shop next to the plate shop, and the office building will be completed by June, 1992. Demolition is a separate project and was categorically exempt from CEQA (Section 15301 Class 1).

Land use in the vicinity of the proposed project is light industrial and commercial offices. The site is located within an area designated as commercial in the Port of Oakland's Shoreline Plan. However, the proposed industrial use of the site is not a significant change from the historic maritime-related industrial use of the land.

There is currently no public access at the site. There are no public viewing areas at the site, although the estuary is visible through the chain link fence where the view is not currently obstructed by buildings or equipment.

Natural Resources and Hydrology

The soils at the site consist of fill material overlying silty clays. Groundwater at the site is anticipated to be at depths varying between three to six feet below the ground surface, dependent on tide and seasonal conditions.

The proposed building site lies adjacent to the Oakland Inner Harbor. The site itself does not contain habitat for rare, threatened or endangered species plant or animal species. The Inner Harbor area does provide habitat for Pacific herring and for the endangered Least Tern. However, the proposed project will not significantly impact either species.

III. POTENTIAL ENVIRONMENTAL IMPACTS

A. CONSTRUCTION RELATED IMPACTS (SHORT AND LONG TERM)

The proposed project will cause a temporary increase in noise, dust, and vehicle and equipment emissions during construction.

Soils and groundwater at the site are contaminated with benzene, toluene, ethylbenzene, xylene, and petroleum hydrocarbons (Versar, 1991 and Versar, 1992). This contamination could pose a threat to construction workers. Construction at the site will take place only after the site has been remediated as required by the Alameda County Health Services Agency and the Regional Water Quality Control Board to protect public health and the environment. Both agencies are actively involved in overseeing the site investigation and remediation activities. It is not possible at this time to predict when remedial activities will be completed.

Crowley will also obtain any necessary development permits from the Bay Conservation and Development Commission.

B. OPERATION RELATED IMPACTS

Crowley will berth 5 to 8 tugs at the project site. These include five small tugs which will provide regular ship assist service, and larger coastal and harbor tugs which will be in transit in the estuary on an irregular basis. The total anticipated tug traffic from the site is approximately 8.7 trips through the estuary per day (includes both incoming and outgoing trips).

Approximately 40 employees will work at the project site, resulting in about 80 vehicle trips per day during peak hours. These employees are currently employed by Crowley at other Bay Area locations. Prior to cessation of ship repair activities by Pacific Dry Dock and Repair in 1991, the site employed anywhere from 40 to 100 employees. There are currently 3-4 employees working at the site. The proposed project will not result in an increase in vehicular traffic over historic levels.

As part of the project, Crowley will provide parking for 50 vehicles (employees and vendors only). Previously, no on-site parking was provided.

C. GROWTH INDUCEMENT AND CUMULATIVE IMPACTS

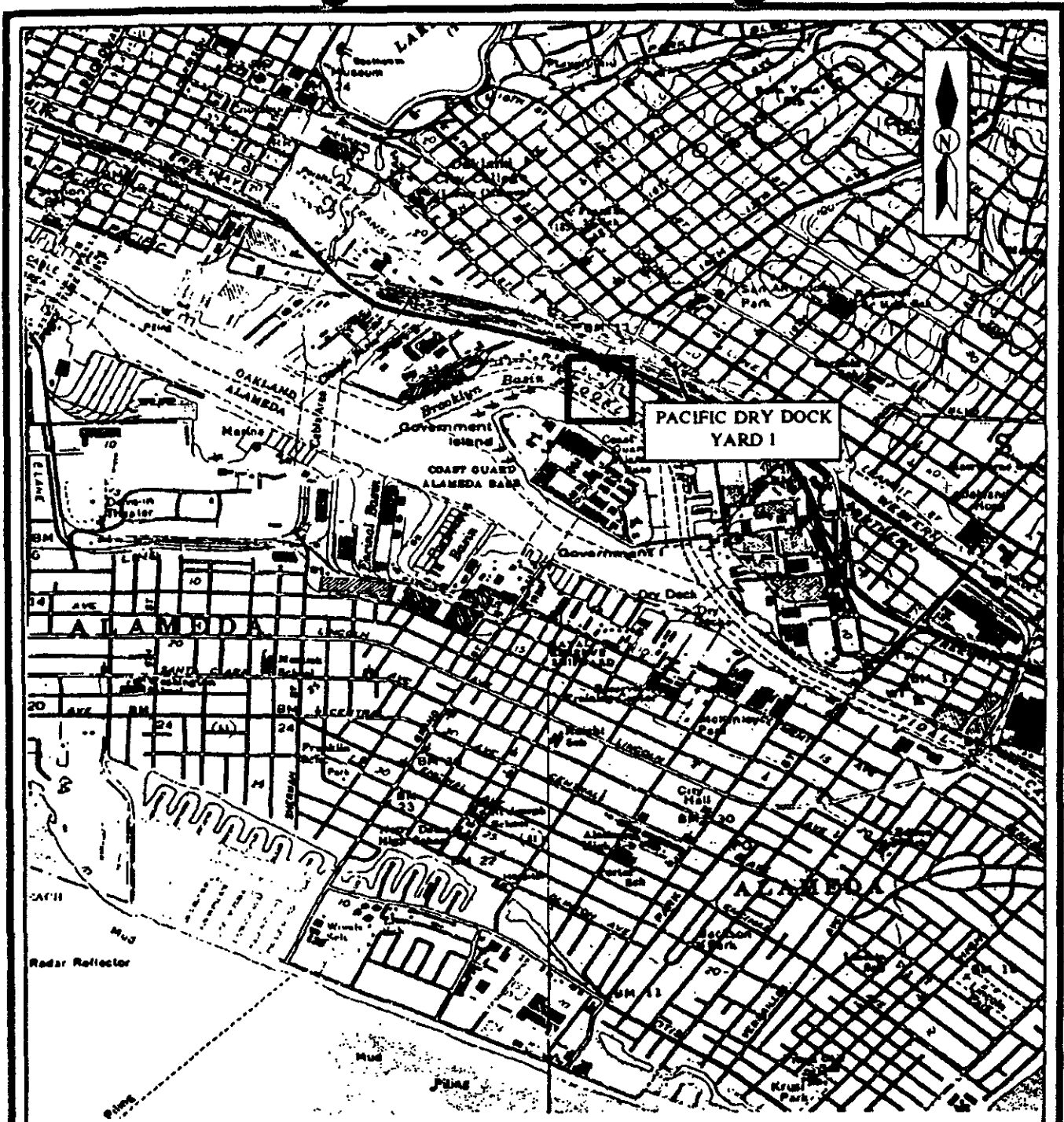
The proposed project is relocation and improvement of an existing facility with no increase in operations. Thus no growth inducement is anticipated from this project.

D. MITIGATION MEASURES INCLUDED IN THE PROPOSED PROJECT

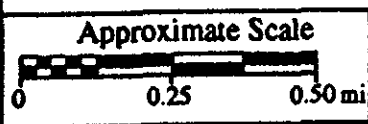
1. All hazardous materials used in the machine shop will be

handled and disposed in conformance with Federal and State regulations and guidelines.

2. Construction will not begin in any portion of the site until that area has been remediated and the cleanup approved by the appropriate regulatory agencies. Construction will utilize best management practices to reduce dust and to clean up any dirt, mud or debris carried on to street surfaces by construction vehicles.
3. Parking for fifty vehicles will be provided at the project site.

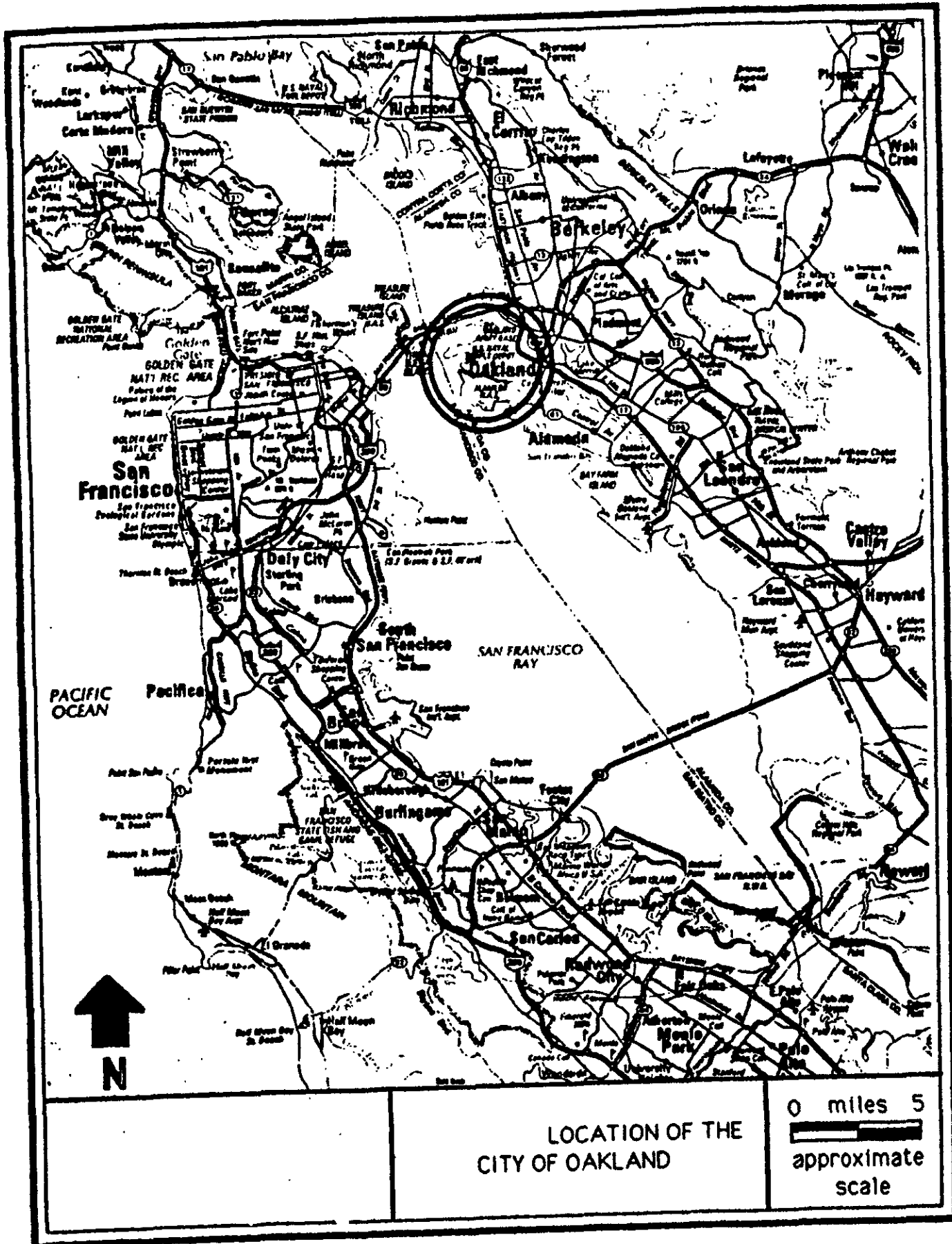


SOURCE: USGS TOPO 1959

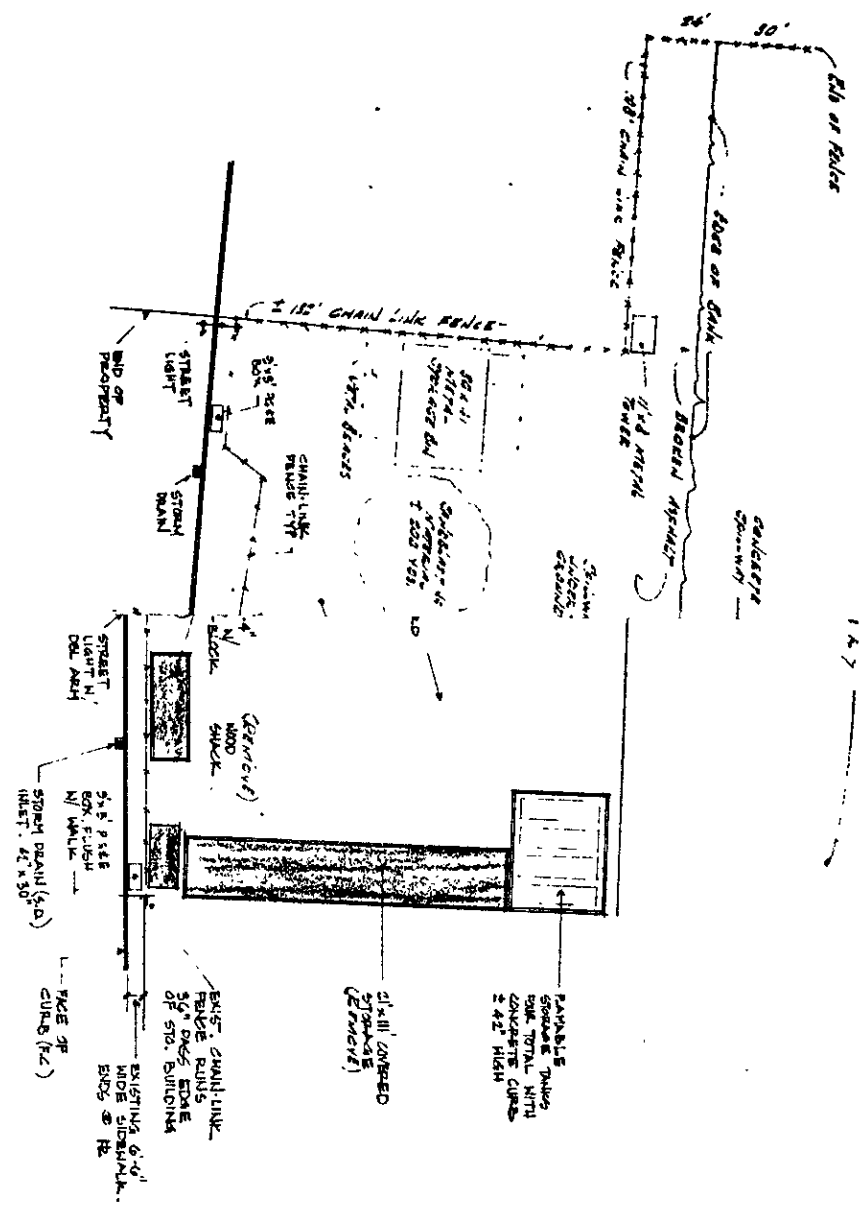


Site Location

Pacific Dry Dock Yard I
Oakland, California



SACLAND ESTUARY



EXISTING SITE PLAN
 TERWEL'S MARINE CORPORATION
 PACIFIC OYSTER 1 GARDENS, OREGON

SCALE 1" = 30'



PRELIMINARY
 FOR STUDY ONLY

Port of Oakland
 PLANNING DEPARTMENT
 RECEIVED
 NOV 12 1991
 # 3372
 Port Permits Section

DERADE ASSOCIATES
 ARCHITECTURAL PLANNING
 GENERAL CONTRACTORS

LICENSE No. C16178
 LICENSE No. 287861

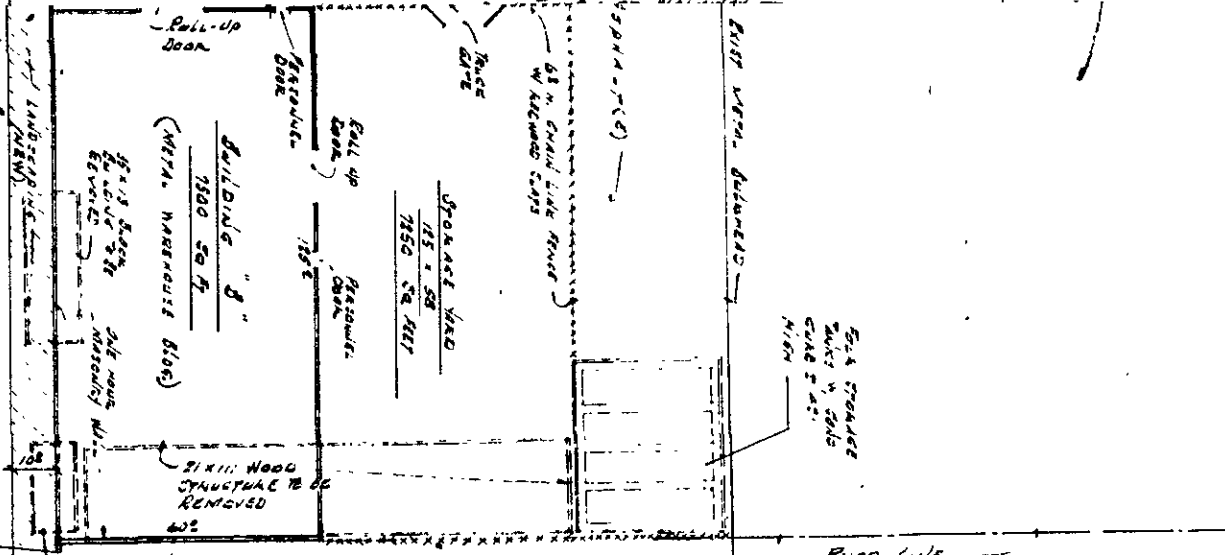
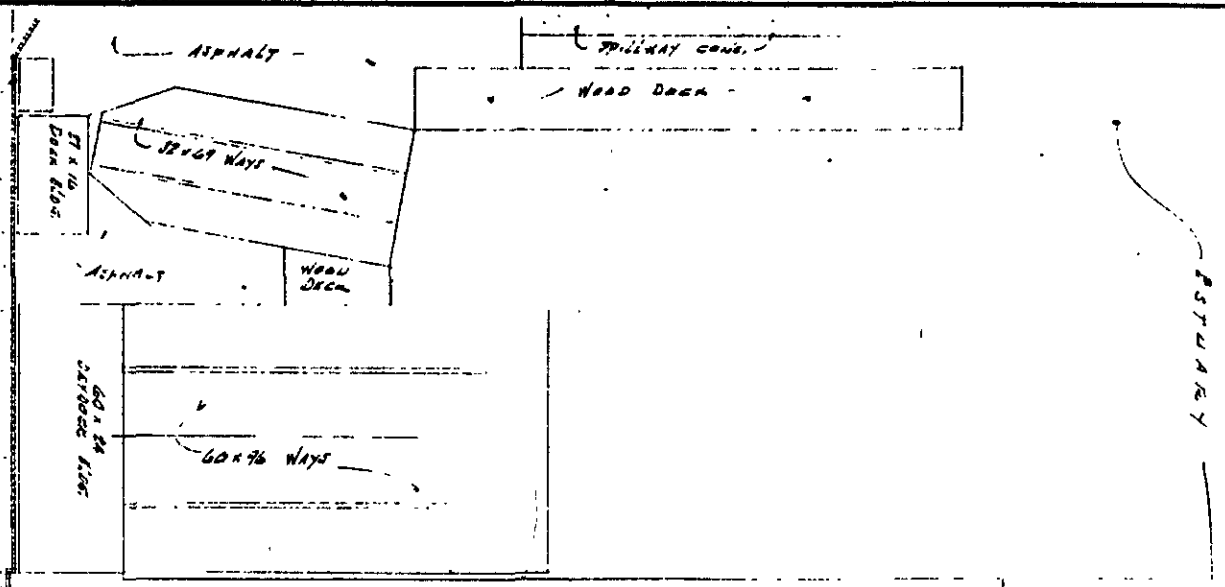
ANTIOCH, CALIF. 94509
 (415)778-7443

DATE	
DRAWN	
CHECKED	

SHEET NO. A-1
 OF 4 SHEETS
 109 NO. 11 00

REVISED 6/12/91 JOC

Ex. ST. Building & Gate, Gate
 & Water Side, River, New
 Harbor, Wall, of Entry,
 Canal, Canal.



PRELIMINARY SITE PLAN STUDY
 CREWLEY MARITIME CORPORATION
 PACIFIC DOCK #1 OAKLAND, CALIF.

SCALE 1" = 20'

20x10 WOOD SHACK TO BE REMOVED

PRELIMINARY
 Port of Oakland
 PLANNING DEPARTMENT
 RECEIVED
 NOV 12 1991
 45372
 Section
 Port Permits
 FOR STUDY ONLY

DeRADE ASSOCIATES

ARCHITECTURAL PLANNING
 GENERAL CONTRACTORS
 LICENSE No. C16176
 LICENSE No. 297851

ANTIOCH, CALIF. 94509
 (415)778-7443

DATE	May 9, 1991
DRAWN	JDR
CHECKED	—

REVISED 5/22/91 JDR.
 REVISED 6/21/91 JDR.
 REVISED 6/15/91 JDR.
 REVISED 10/19/91 JDR.

SHEET NO. 4
 OF 4 SHEETS
 JOB NO. 91-02

**PORT OF OAKLAND
ENVIRONMENTAL CHECKLIST
PREPARED IN ACCORDANCE WITH THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

1. **Earth.** Will the proposal result in:

a. Unstable earth conditions or in changes in geologic substructures?

No. All soil excavated will be replaced with soil with similar engineering characteristics.

b. Disruptions, displacements, compaction or covering of the soil?

No. The only significant excavation to take place at the site is connected with the cleanup of contaminated soils, which must occur regardless of the implementation of the proposed project. All excavated soils will be replaced with clean fill with engineering characteristics similar to the excavated soil.

c. Change in topography or ground surface relief features?

No. The new buildings are being constructed at grade.

d. The destruction, covering or modification of any unique geologic or physical features?

No. There are no unique geologic or physical features on the proposed project site.

e. Any increase in wind or water erosion of soils, either on or off the site?

Maybe. On-site erosion by wind or water may be temporarily increased during the construction period from clearing, excavation, and grading activities. Construction vehicle traffic on unpaved surfaces may also increase dustfall. Much of this dust is comprised of large particles which settle out rapidly on nearby horizontal surfaces. Most of the remaining fraction of unsettled large particles are easily filtered by human breathing passages. Standard construction practices to reduce soil erosion such as sprinkling water to minimize dust will be incorporated into the project.

f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?

No. No water body will be affected by the proposed project.

- g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

No. The buildings will be constructed to meet or exceed seismic and fire building standards.

2. **Air.** Will the proposal result in:

- a. The creation of objectionable odors?

No. None of the construction activities or proposed site uses is anticipated to generate any objectionable odors.

- b. Alteration of air movement, moisture of temperature, or any change in climate, either locally or regionally?

No. The project will not significantly change the environment at the site.

- c. Substantial air emissions or deterioration of ambient air quality?

No. There will be a small increase in emissions during project construction. The number of vehicle trips to the facility will be comparable to the number of trips when the facility was used for ship repair.

There will be a total increase of about 22 miles per day traveled by Crowley tugs in the estuary due to an increase in distance to the Bay from their current berthing location in Alameda. The increase in emissions from the additional miles travelled is negligible compared to regional vessel traffic.

3. **Water.** Will the proposal result in:

- a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?

No. The proposed project will not occur within any body of water.

- b. Changes in absorption rates, drainage patterns or the rate and amount of surface water runoff?

No. The entire site is currently paved, so the rate and amount of surface runoff will not change. The proposed project will not affect the current drainage pattern of stormwater from the site into the Oakland Inner Harbor.

c. Alterations to the course or flow of flood waters?

No. The proposed project will not affect the flow of flood waters.

d. Change in the amount of surface water in any water body?

No. The proposed project will not affect surface water levels.

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

No. Vehicle and boat fueling will take place primarily off-site. When necessary, fueling will take place utilizing tank trucks. Crowley has spill contingency plans in place for spills of hazardous materials.

f. Alteration of the direction or rate of flow of groundwater?

No. The proposed project will not affect the direction or rate of flow of groundwater.

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

No. The proposed project does not include excavations into the groundwater or extractions from the groundwater.

h. Substantial reduction in the amount of water otherwise available for public water supplies?

No. The project is consolidation of existing facilities and will not diminish public water supplies.

i. Exposure of people or property to water related hazards such as flooding or tidal waves?

No. The project will not result in any additional risk.

4. **Plant Life.** Will the proposal result in:

a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?

No. The site is currently paved and there is no vegetation. A ten foot wide strip by 385 feet will be added to the front of the property and landscaped with drought-resistant plants.

- b. Reduction of the numbers of any unique, rare or endangered species of plants?

No. There are no known rare, threatened or endangered plant species on the site.

- c. Introduction of new species of plants into an area or in a barrier to the normal replenishment of existing species?

No. The site will be paved. Drought-resistant plants will be planted in the landscaped area.

- d. Reduction in acreage of any agricultural crop?

No. The project site is not used for agriculture.

5. **Animal Life.** Will the proposal result in:

- a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?

No. The project will not result in a change in habitat type or value. Also, there is no unique habitat on the project site.

- b. Reduction of the numbers of any unique, rare or endangered species of animals?

No. No listed State or Federal rare threatened or endangered animal species is known to frequent the project site (COE, 1984).

- c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

No. As only minimal landscaping will be provided, the project site will not provide any new wildlife habitat.

- d. Deterioration to existing fish or wildlife habitat?

No. The project will not result in the loss of habitat.

6. **Noise.** Will the proposal result in:

- a. Increases in existing noise levels?

No. On-site noise levels will be temporarily increased during project construction due to operation of construction equipment. This impact will not be significant. Operation of the facility will not cause a net increase in noise levels.

b. **Exposure of people to severe noise levels?**

No. Crowley's Hearing Conservation Program is designed to prevent hearing loss for employees through individual protection and general area noise reduction.

7. **Light and Glare.** Will the proposal produce new light or glare?

No. The proposal will produce no new sources of light or glare.

8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area?

No. The proposed project will result in consolidation of Crowley's Northern California Tug Operations, Maintenance, and Administration in one location. This is a change from the previous use of the site, which was a commercial ship repair and maintenance facility. However, the proposed new activities still involve Crowley's maritime-related activities, and therefore do not constitute a substantial alteration in land use.

The Port of Oakland's Shoreline Plan designates the project location as commercial. Therefore, the proposed industrial use is inconsistent with the Shoreline Plan. However, because industrial use has been located at the site for many years, the proposed new use is not a substantial alteration.

9. **Natural Resources.** Will the proposal result in:

a. Increase in the rate of use of any natural resources?

No. The proposed construction activity will use natural resources (wood, fuel, etc.), however, as the proposed project relatively small, this impact is not significant. No increase in the rate of natural resource consumption is anticipated from operation of the new facility.

b. Substantial depletion of any nonrenewable natural resources?

No. The proposed construction will consume fuel, but due to the relatively small size of the project, this impact is not significant.

10. **Risk of Upset.** Will the proposal involve:

a. A risk of an explosion or the release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

Maybe. Although some hazardous materials will be stored and used in the new facility, handling and storage of all such materials will be in conformance with Federal and State regulations and guidelines. Sandblast grit, oxidized metal particles, and paint chips which remain from previous operations will be collected and disposed in accordance with all Federal and State regulations.

Soil and groundwater contaminated from previous operations are being remediated under regulatory agency oversight.

Tugs will be fueled primarily off-site. Incidental fueling at the site will be performed using tank trucks. Crowley has spill contingency plans in place for all spill hazards.

- b. Possible interference with an emergency response plan or an emergency evacuation plan?

No. The proposed project will have no impact on emergency response or evacuation plans.

11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?

No. The proposed project will result in approximately forty employees travelling to the site. This is approximately equal to the number of employees that worked at the site during the shipyard operation. As a result, some employees may eventually move into the surrounding area. However, due to the relatively small number of new employees, the impact is not significant.

12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing?

No. The proposed project will result in 40 employees working at the site. Because the employees are currently working at other locations in Oakland and Alameda, the project will not result in an increase in demand for housing.

13. **Transportation/Circulation.** Will the proposal result in:

- a. Generation of substantial additional vehicular movements?

No. There will be a small increase in traffic generation during project construction. There will also be an increase of up to 80 vehicle trips per day due to the addition of 40 employees to the new facility. However, this is not an increase over the number of trips which were previously generated by employees of Crowley's ship repair operation at the site.

- b. Effects on existing parking facilities, or demand for new parking?

Yes. The proposed project will create demand for at least 40 new parking spaces. Fifty new spaces will be provided.

- c. Substantial impact upon existing transportation systems?

No. The proposed project will result in up to 80 automobile passenger trips to and from the project site daily. Given the large traffic volume on Embarcadero Road and Highway 880, no significant impact upon transportation systems is anticipated.

- d. Alterations to present patterns of circulation or movement of people and/or goods?

No. Truck traffic associated with construction and car traffic created with the addition of new employees will not alter present circulation patterns.

- e. Alterations to waterborne, rail or air traffic?

No. The proposed project will result in tugboats which are currently berthed in Alameda locating further up the estuary. This will result in a total estimated increase of 22 miles per day of tug traffic. Based on an analysis by the Port of Oakland Marine Terminals Division, this increase is not significant.

- f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

No. Increase in traffic will be insignificant. Increase in associated hazards will also be insignificant.

14. **Public Services.** Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- a. Fire protection?

No. The new facilities will be built to current fire codes. There will be no new demand for fire protection.

- b-f. Police protection, Schools, Parks or other recreational facilities, Maintenance of public facilities, or other governmental services

No. The proposed project will not generate significant increases in population; therefore no additional demands would be placed upon police, schools, parks or recreational facilities, libraries, the maintenance of public facilities or other governmental services.

15. **Energy.** Will the proposal result in:

- a. Use of substantial amounts of fuel or energy?

No. Fuel will be expended during project construction, however due to the relatively small size of the project, this use will not be significant on a regional basis. The energy consumed during operation of the new buildings will be comparable to the energy consumed during previous operations.

- b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

No. See response to item 15a.

16. **Utilities.** Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- a-f. Power or natural gas, Communications systems, Water, Sewer or septic tanks, Storm water drainage, Solid waste and disposal?

No. Utilities are currently in place at the project site, so this impact will not be significant.

17. **Human Health.** Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)?

No. No new health hazards will be created by the project.

- b. Exposure of people to potential health hazards?

Maybe. The site soils are contaminated with benzene, toluene, ethylbenzene, xylene, and petroleum hydrocarbons (Versar, 1991 and Versar, 1992). This contamination could pose a threat to construction workers. Construction at the site will take place only after the site has been remediated as required by the Alameda County Health Services Agency and the Regional Water Quality Control Board to protect public health and the environment. Both agencies are actively involved in overseeing the site investigation and remediation.

18. **Aesthetics.** Will the proposal result in the obstruction of any existing scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

No. The proposed project is in a fenced area on an industrial site where buildings are already located. The project will not obstruct any scenic vistas or public viewing areas.

19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

No. The proposed project is in a fenced area on an industrial site. It will not have any impacts upon recreational opportunities. No recreational areas currently exist at the project site.

20. **Cultural Resources.**

- a. Will the proposal result in the alteration of or the destruction of a prehistoric archeological site?

No. There are no cultural resources in the Oakland Inner Harbor listed in the National Register of Historic Places or the California Inventory of Historic Resources. There are no recorded prehistoric sites listed by the California Archaeological inventory (COE, 1984).

- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

No. See response to item 20a.

- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

No. The proposed project site is within a restricted access area, that does not have unique cultural or religious values.

- d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

No. See response to item 20c.

21. Mandatory Findings of Significance.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No. The proposed project will cause no reduction in upland habitat because the site is currently paved. The project will not cause a population to drop below self-sustaining levels, threaten to eliminate a community, or affect any listed rare, threatened or endangered plants or animals.

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).

No. The proposed project is replacement of obsolete buildings with new facilities. The project will not adversely affect long-term environmental goals.

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).

No. Since the proposed project is one of replacement, anticipated impacts are minimal, individually and cumulatively.

- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly

or indirectly?

No. The project will cause no substantial adverse effects. Possible exposure of construction workers to contaminated soil is the biggest concern, and will be avoided by remediating the most contaminated soil and by using good management practices during construction to reduce possible exposure.

V. PREPARATION ON INITIAL STUDY

This initial study was prepared by the Port of Oakland Environmental Department staff.

VI. REFERENCES

US Army Corps of Engineers, 1984. Final Feasibility Study and Environmental Impact Statement, Oakland Inner Harbor, California.

Versar, 1991. Site Investigation Work Plan, Pacific Dry Dock and Repair Yard I, Western Section, Oakland, California.

Versar, 1992. Summary of Tank Removal Activities, Pacific Dry Dock Yard I, 1441 Embarcadero, Oakland, California

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