

**PORT OF OAKLAND
FIELD SUPPORT SERVICES COMPLEX**

3899/940

Former Shipper's Imperial Site
7th and Maritime Streets
Port of Oakland Maritime Area

Draft Initial Study/Negative Declaration

Prepared By:
Port of Oakland, Lead Agency
530 Water Street
Oakland, California 94607

Draft: August 5, 2002

AUG 06 2002

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NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Port Field Support Services Complex Port of Oakland Maritime Area/7th and Maritime Streets

Notice is hereby given that a proposed Initial Study and Negative Declaration on the subject project is available for public review. The project proponent is the Port of Oakland, 530 Water Street, Oakland, California 94607. The Lead Agency is also the Port of Oakland.

Project Description and Location. The Port Field Support Services Complex project (project) would relocate and consolidate the existing Port of Oakland (Port) Harbor Facilities Maintenance and Construction departments into a new centralized complex, which would primarily serve the Port Maritime area. These facilities would include both interior spaces for offices, shops, and storage, as well as exterior areas for parking, storage, and work staging areas. The four buildings on the site would house administrative, survey, construction management, storage, fleet services, welding, diving, fire prevention, electrical, marina maintenance, carpentry, paving and roofing, painting, gardening, and custodial activities. A portion of the site would consist of parking, outdoor storage, and work staging areas. The site is located at the intersection of 7th and Maritime Streets in the Port's Maritime area. The site is approximately 8 acres in size.

No potentially significant environmental impacts of the project during and after construction have been identified.

Site Status Per California Government Code Section 65962.5: The project site is an active remediation site. Per CEQA Guidelines Section 15300.2, a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code; active remediation sites under the oversight of the Alameda County Department of Environmental Health, such as the project site, are included on the list referenced in this section. An initial study which assesses the potential environmental impacts of the project is required for the proposed project.

The proposed document has been prepared pursuant to the California Environmental Quality Act and the Port of Oakland's Guidelines for the Implementation of the California Environmental Quality Act. All persons interested in reviewing the Initial Study and proposed Negative Declaration, in receiving a copy of the environmental documents, or in reviewing the materials referenced by the subject document are invited to contact the Port of Oakland, Environmental Planning Department, 530 Water St., Oakland, CA 94607, (510) 627-1575.

Deadline: Comments must be received in writing by the end of the 30-day review period, which begins **Monday, August 5, 2002**, and ends **Tuesday, September 3, 2002 at 5:00 PM**. Submit comments to the Port of Oakland, Environmental Planning Department, attn: Christy Herron, 530 Water St., Oakland, CA 94607. Action on the project design documents and the Initial Study and proposed Negative Declaration will be taken by the Board of Port Commissioners, Port of Oakland.



PORT OF OAKLAND

Environmental Dept. File No. 01017

NEGATIVE DECLARATION

PROJECT PROPONENT: Port of Oakland

PROJECT TITLE: Port Field Support Services Complex

PROJECT LOCATION: Former Shipper's Imperial Site (7th and Maritime Streets), Port of Oakland Maritime Area

LEAD AGENCY: Port of Oakland
530 Water Street
Oakland, CA 94607
Contact: Christy Herron, Environmental Planning Department

BRIEF DESCRIPTION: The Port Field Support Services Complex project (project) would result in the consolidation and relocation of the Port of Oakland (Port) Maritime Facilities Maintenance and Construction departments into a new centralized complex, which would primarily serve the Port's Maritime area. These facilities would include both interior spaces for offices, shops, and storage; as well as exterior areas for parking, storage, and work staging areas. The two buildings on the site would total approximately 61,000 square feet and would accommodate administrative, survey, construction management, general storage, crane spare parts storage, fire prevention, plumbing, electrical, general maintenance, welding, carpentry, painting, gardening, and custodial activities, as well as a divers' shop and a fleet services garage. Approximately 290,000 square feet (6.6 acres) of the site would consist of parking, outdoor storage, and work staging areas.

DETERMINATION: The proposed project could not have a significant impact on the environment. A NEGATIVE DECLARATION has been prepared.

FINDING OF NO SIGNIFICANT EFFECT ON THE ENVIRONMENT: Based on the Initial Study of possible significant effects of the proposed project, it has been determined that the project will not have a significant adverse effect on the environment. Preparation of an EIR is not required.

DECLARATION OF COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT:
This document has been prepared in accordance with the California Environmental Quality Act and the Port of Oakland's Guidelines for the Implementation of the California Environmental Quality Act.

Date: 8/5/02

By: James McGrath (acting)
James McGrath
Environmental Planning Department Manager

**Port of Oakland
Field Support Services Complex Project
Draft Initial Study / Negative Declaration**

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DETERMINATION

- X
1. I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
 2. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Chapter VII of this Initial Study have been added to the project by the project sponsor. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
 3. I find that the project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** is required.
 4. I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
 5. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


James McGrath - Signature
Environmental Planning Department Manager

8/5/02
Date

INITIAL STUDY

I. General Information

Project Name

Port of Oakland Field Support Services Complex Project

Lead Agency/Project Sponsor Name and Address

Port of Oakland
530 Water Street
Oakland, CA 94607

Contact Persons and Phone Numbers

Jon Amdur, Port of Oakland Environmental Planning Department, (510) 627-1582

Project Location

Three parcels at the former Shipper's Imperial Site (7th and Maritime Streets), at addresses 2225 and 2277 7th Street, Port of Oakland Maritime Area

Assessor Parcel Numbers

0-355-1-2
0-355-1-10
0-355-2-1

General Plan Designation

City of Oakland Comprehensive Plan Land Use Designation: General Industrial/Transportation

Zoning

NA

Project Description

The Port Field Support Services Complex project (project) would relocate and consolidate the existing Port of Oakland (Port) Maritime Facilities Maintenance and Construction departments into a new centralized complex, which would primarily serve the Port Maritime area. These facilities would include both interior spaces for offices, shops, and storage, as well as exterior areas for parking, storage, and work staging areas. The two buildings on the site would house administrative, survey, construction management, general storage, crane spare parts storage, fleet services, welding, diving, fire prevention, electrical, marina maintenance, carpentry, paving and roofing, painting, gardening, and custodial activities. A portion of the site would consist of parking, outdoor storage, and work staging areas.

For more information, refer to Chapter II, Project Context, Setting and Description, of this Initial Study/Negative Declaration.

Surrounding Land Uses and Setting

See Chapter II, Project Context, Setting and Description, of this Initial Study/Negative Declaration.

Other Public Agencies Whose Approval is Required

- City of Oakland Fire Department
- Port of Oakland
- San Francisco Bay Regional Water Quality Control Board

Environmental Factors Potentially Affected

No environmental factors would be potentially affected by this project, as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

II. Project Context, Setting and Description

A. Introduction

Project Context and Objectives

The Port of Oakland (Port) currently operates maintenance and construction facilities for the Port's Maritime area in Building D-833 on Middle Harbor Road, and at several other satellite locations on Port-owned property. The Port's Maritime Division has finalized an agreement with a terminal operator which will require the demolition of Building D-833 in order to make way for a new terminal entrance. Due to this planned terminal reconfiguration, and in order to improve efficiency of maintenance and construction facilities operations, the Port proposes to consolidate these facilities, as well as the other satellite facilities, into the Port Field Services Support Complex (project), locating the project at the site at 7th and Maritime Streets (known as the former Shipper's Imperial site) in the Port's Maritime area. The newly consolidated facilities would primarily serve the Port's Maritime area. This is the project for which this initial study has been prepared.

The potential environmental impacts of the proposed project are described in Chapter III, Evaluation of Potential Project Impacts, of this Initial Study/Negative Declaration. The environmental setting for specific parameters (air quality, biological resources, etc.) are included in Chapter III as necessary for each topical section.

Initial Study Preparation

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), Title 14 of the California Administrative Code, and the Port of Oakland's Guidelines for the Implementation of the California Environmental Quality Act. This document is a preliminary analysis to determine whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration is the appropriate CEQA document for the project.

Pursuant to CEQA, a Negative Declaration is a written statement by the lead agency which briefly describes the reasons that a proposed action would not have a significant effect on the environment and would therefore not require the preparation of an EIR. A Mitigated Negative Declaration, although similar to a Negative Declaration, is prepared when potentially significant impacts of a project can be reduced to a less-than-significant level with the application of specified mitigation measures.

Throughout this document, outside materials are cited by reference to a source list presented in Chapter V, References and Report Preparers.

B. Project Location and Setting

The regional location and setting for the proposed project is in Oakland, California in Alameda County, as shown in Figure 1. The project site is located on three parcels at 7th and Maritime Streets in the Port's Maritime area, in the location shown in Figure 2. Currently, the Port leases several parcels of the Port-owned property to two private companies, Dongary Investments (Dongary) and Sea-Land Services (Sea-Land). The site is approximately 8 acres in size, and is located in the general area of the Port's Joint Intermodal Terminal (JIT) project area. Three structures, Port buildings C-401, C-406, and C-407 currently exist on the site. The site is located immediately west of Maritime Street, and immediately south of 7th Street. Tracks for the Bay Area Rapid Transit (BART) train are located along the northern side of the site; several other railroad tracks are also located along the northern side of the site, just south of the BART tracks.

The general topography on the project site is flat; vegetation is minimal and consists of small patches or strips of grass, isolated trees, and other similar ground cover.

Utility systems, including water, sewer, electric, gas, communication, and stormwater utilities are in place in the project area and will serve the project site.

Site Access

The project site is accessible from the JIT access road, which is accessible from Maritime Street. Interstate 880 (the Cypress Freeway), an elevated state highway, passes to the east approximately one-quarter of a mile from the site. A ramp from the Cypress Freeway (north) exits at 7th Street. Somewhat obstructed views of the site can be seen from 7th and Maritime Streets. The site is not available or suitable for public access.

Historical Site Condition and Uses

The project site historically consisted of shallow water tidal marshes, which were buried with dredge spoils and other fill materials beginning in the late 1800s.¹ The site has been developed with buildings since approximately the 1950s. Port buildings C-401, C-406, and C-407 on the site are one- to two-story buildings of various construction, including steel frame. The site and site buildings have been used to support transloading (moving shipped containers and goods to trucks) uses. Figure 3 shows the locations of the existing buildings on the site. A subsurface (soil and groundwater) plume of petroleum hydrocarbon constituents, related to former industrial uses (truck fueling), underlies the site. More detail about the soil and groundwater conditions at the site can be found in Chapter III, Evaluation of Potential Project Impacts, Section G, Hazards and Hazardous Materials, of this Initial Study/Negative Declaration. Some of the previous uses at the site are described further, below.

Building C-401: The east end of Building C-401 was formerly used for truck repair. Though currently vacant, the building was last occupied by Pacific Container Company (PCC), and was occupied by Sea-Land Auto prior to PCC.

Four underground storage tanks (USTs) which contained gasoline and diesel were removed from a location to the south of Building C-401 in September 1993.² A plume of diesel constituents exists in groundwater between Building C-401 and Building C-407.³ Free product has been observed on groundwater. A remediation system for free product was installed in 1996 and continues to operate at the site.⁴

Building C-406: This building was previously leased by Dongary to ANR Transport and more recently to NW Transport Services. The northern two-thirds of Building C-406 burned in the 1990s, including the office space portion of the building. The structure is still standing, but there is no roof on the burned portion of the building. The southern end of the building is currently used for offices,

¹ AGS, Inc., 2002. *Draft Geotechnical Study Report, Port of Oakland Support Services Complex Project, Maritime Street*. June.

² Harding ESE, 2002. *Second Quarter of 2002 Quarterly Groundwater Monitoring and Product Recovery Report, 2277 Seventh Street; Semi-Annual 2002 Groundwater Monitoring Report, 2225 Seventh Street*. July 18.

³ Ibid.

⁴ Ibid.

storage, and receiving areas for transloading by Three Rivers Trucking (TRT). TRT parks trucks around the facility.

Building C-407: Building C-407 has been used most recently as a truck washing and maintenance facility. The washing facility has reportedly been out of use for at least four years. The building was formerly leased from Dongary to Sea-Land.

A total of nine USTs were removed from a pit adjacent to Building C-407 in 1989 and 1992,⁵ including seven diesel tanks and two oil tanks. Leaks from one or several of the diesel tanks are suspected to be at least one of the sources of the free product in the groundwater between Building C-407 and Building C-401. Free product diesel has been recovered with an active pumping system since the excavation of the tanks.

Local Planning Context

The project site is located in the Port's Maritime area, an area characterized primarily by transportation (shipping and trucking) and industrial uses. The project site is located in the general area of the JIT, within the Port's Vision 2000 project area. The ongoing Vision 2000 project has resulted in the development of the former Fleet Industrial Supply Center Oakland area with ship, rail, and truck cargo handling facilities.

Land use in the Port's Maritime area as envisioned in the *City of Oakland Comprehensive Plan (Land Use and Transportation Element)*⁶ is General Industrial/Transportation. The project site is also under the jurisdiction of the *San Francisco Bay Area Seaport Plan (Seaport Plan)*, and within an area designated in the *Seaport Plan* as a Port Priority Use area.⁷ Port Priority Use areas are designated as such to indicate their importance to future port development, and are to be reserved for "port-related and other uses that will not impede development of the sites for port purposes."⁸

Land Uses Surrounding the Project Site

Land uses in the area surrounding the project site include primarily transportation (shipping, trucking, and rail) and industrial uses. The nearest residential area is located more than one-quarter of a mile from the site. Land uses in an approximate one-quarter-mile radius surrounding the project site include marine terminals, trucking facilities and railyards. Most of the Port's Vision 2000 project area is located immediately south and west of the project site. Ongoing development in this area includes five new shipping berths (Berths 55 to 59), the JIT area, and Middle Harbor Shoreline Park. Established shipping terminals and yards are also located to the north and west of the project site. The former Oakland Army Base is located to the north of the project site.

⁵ Ibid.

⁶ City of Oakland, 1998. *City of Oakland Comprehensive Plan, Land Use and Transportation Element*. March.

⁷ San Francisco Bay Conservation and Development Commission and Metropolitan Transportation Commission, 1996. *San Francisco Bay Area Seaport Plan*. April.

⁸ Ibid., p. 1.

C. Project Description

The project would result in the consolidation of existing Port Maritime maintenance and construction facilities at the location of the project site. Descriptions of the Port's existing field service support facilities and the proposed project are presented below.

Existing Port Field Service Support Facilities

Building D-833. Building D-833 is approximately 44,800 square feet and houses most of the existing Maritime maintenance and construction facilities, including the Port's survey, construction management, welding, fire prevention, electrical, marina maintenance, carpentry, paving and roofing, painting, gardening, and custodial departments and activities, as well as administrative offices. Parking and outdoor storage (including work staging) areas at D-833 total approximately 60,000 square feet. D-833 is located approximately one-half mile south of the proposed project site, at the location shown in Figure 2.

Buildings D-511, D-514 and D-515. Building D-511 is located adjacent to the project site, and is currently used by the Port for storage of miscellaneous materials. Building D-514 (also known as Building D-511E) is located approximately 300 feet southwest of the project site, and is currently used by the Port for storage of miscellaneous materials. The areas around Buildings D-511 and D-514 are also used for storage of miscellaneous materials and objects.

A hazardous materials storage locker, X-120, is located adjacent to Building D-514. This hazardous materials storage locker holds 55-gallon drums and containers for hazardous wastes and materials, including waste oil-based paints and solvents, waste asphalt/diesel fuel, and other miscellaneous wastes. (This mobile storage locker will be moved to the area at the northern end of the project site once project construction is complete.)

Building D-515 (also known as Building D-511D) is located adjacent to Building D-514. This building is currently used as a fueling station by the Port. Three fuel pumps are located south of this building.

Buildings E-412, E-413, and E-414. The facilities at this location at 3rd and Brush Streets include approximately 19,500 square feet of buildings, primarily used for storage of miscellaneous materials and objects by the Port, facilities for divers, and a former gasoline and diesel fueling facility (not currently in use). These facilities will be demolished in late 2002, and the USTs associated with the former fueling facility will be removed.

In addition, the Port uses facilities at Jack London Square and several other locations along the Oakland Estuary and the harbor, primarily for storage of maintenance equipment and construction materials.

All of these locations have ceased or will cease operations after the project has been constructed and is operational, with the exception of X120 as described above. A table listing these facilities, and the square feet of space that they occupy, is shown below:

Table 1: Existing Port Field Support Services Facilities Uses

Building/Area	Approximate Square Feet	Approximate Acreage
Building D-511		
<i>Building Area</i>	13,500	
<i>Parking and Storage</i>	10,000	
Building D-514		
<i>Building Area</i>	6,000	
<i>Parking and Outdoor Storage*</i>	6,200	
Building D-515		
<i>Building Area</i>	2,500	
<i>Parking and Outdoor Storage</i>	5,000	
Building D-833		
<i>Building Area</i>	44,800	
<i>Parking and Outdoor Storage</i>	60,000	
Building E-412, -413, -414		
<i>Building Area</i>	19,500	
<i>Parking and Outdoor Storage</i>	51,000	
Sixth Avenue (Clinton Basin)		
<i>Building Area</i>	12,000	
<i>Outdoor Storage</i>	240,000	
TOTAL SQUARE FEET		
<i>BUILDING AREAS</i>	98,300	2.3
<i>PARKING AND OUTDOOR STORAGE</i>	372,200	8.5
TOTAL	470,500	10.8

*Includes X-120

Proposed Project

A *Harbor Maintenance Facilities Complex Master Plan*⁹ (Master Plan) was completed and used by the Port in site selection and determining space needs for the project. Several sites were initially considered, but rejected. Sites considered include the following:

Roundhouse Site. The relocation of Maritime maintenance and construction facilities was initially planned for an area known as the Roundhouse site, located on Port property adjacent to the American President Lines (APL) Terminal on Middle Harbor Road. The Port's Maritime Division determined that the use of this area for the expansion of certain maritime uses (such as the expansion of the APL terminal) was more desirable than the utilization of the site for the proposed project.

West Oakland, 6th and Castro Streets. The Port evaluated a site at 6th and Castro Streets in the City of Oakland. This site is located in an area of West Oakland near residential areas; the quasi-industrial use of the project would have required a conditional use permit from the City of Oakland. In addition, parts of the site showed elevated levels of chemical constituents in soil and groundwater. Remediation of these constituents would have significantly increased the cost of the constructed project. Finally, the size and configuration of the parcels comprising the site would have limited the size of the facilities that could have been built, and prevented the Port from constructing a project that would have fulfilled the Port's needs as described in the Master Plan. For these reasons, the Port's Maritime Division determined that this site was unsuitable for the project.

⁹ Port of Oakland, 2000. *Harbor Maintenance Facilities Master Plan*. August 4.

Proposed Project: Former Shipper's Imperial Site, 7th and Maritime Streets. The Port's chosen project site would accommodate two buildings which would house administrative offices, nine shops including a fleet services garage, a storage warehouse, and a crane spare parts storage area. The project site would also accommodate a vehicle fueling area with above-ground storage tanks, parking, outdoor storage, and work staging areas. The project site plan is shown in Figure 4.

The primary purpose of the proposed project would be to provide facilities maintenance and construction services for the Port's maritime areas. The activities which now occur at D-833 and the other locations described above throughout Port property would be relocated and consolidated at the project site. The project buildings would total approximately 61,000 square feet in area; areas for parking, outdoor storage, and work staging total approximately 287,000 square feet. The project site is approximately 8 acres and, upon completion, would consist of the uses and accommodate employees as shown below in Table 2. As shown in Tables 1 and 2, and because the consolidation of Port facilities would provide a more effective use of space, the building, yard, and total areas of the proposed complex are actually smaller in size than the combined area of existing facilities.

Figures 5 through 7 show the floor plans for the proposed buildings; Figure 8 shows building elevations. The following provides a brief description of the activities and uses that would take place in the areas described above:

Facilities Administrative Offices. The project buildings would include offices for the administration of maintenance and construction functions. Approximately 40 people would work in the administration area, which would consist of approximately 41 office spaces, three conference rooms, one break room, restrooms with and without showers, a copy room, a kitchen, and several storage areas for files and other materials.

Storage Warehouse and Crane Spare Parts Storage. The storage warehouse would consist of storage for equipment and materials for marina maintenance, electrical, carpentry, paving and roofing, painting, and gardening services. A small shipping and receiving area would also be located in this building. The crane spare parts storage area would be located adjacent to the storage warehouse.

Fleet Services Garage. Port fleet vehicles, street sweepers, mowers, and other maintenance-related equipment would be maintained at the new project site. The fleet services garage area would consist of a lube/compressor room; a common work area; a tire repair bay; one heavy repair bay; two bays for medium repair; two bays for light repair; tire, parts, equipment and battery storage areas; and a shipping/receiving area. A waste oil storage tank would be located adjacent to the west wall of the garage.

Shop Buildings. Shop buildings at the site would include a fire prevention shop, a plumbing shop, an electrical/ESE shop, a general maintenance shop, a welding shop, a carpentry shop, a painting shop, and a divers' shop. The painting shop would include a supply room, spray room and sign shop. The divers' shop would include a bay for a truck, boat and boat trailer, as well as an equipment cleaning room, a file/computer room, and women's and men's bathrooms.

Table 2: Proposed Project Area Uses

Area	Approximate Square Feet	Approximate Acreage	Employees
Facilities and Construction Administrative Offices	16,975		40
Storage Warehouse	8,490		
Crane Spare Parts Storage	4,200		
<i>SHOPS</i>			44
Fire Prevention	2,310		
Plumbing	2,660		
Electrical/ESE	4,690		
General Maintenance	3,430		
Welding Shop and Common Areas	2,450		
Carpentry	2,065		
Painting	2,080		
Divers' Shop	2,800		
Fleet Services Garage	8,850		
<i>BUILDING AREA</i>	<i>61,000</i>	<i>1.4</i>	
<i>YARD FACILITIES</i>			
Guest and Employee Parking (77 spaces)	12,475		
Light Vehicle Parking (93 spaces)	23,250		
Heavy Vehicle Parking (49 spaces)	20,580		
Other Yard Facilities (storage, work staging, fueling)	231,000		
<i>YARD FACILITIES AREA</i>	<i>287,000</i>	<i>6.6</i>	
<i>TOTAL</i>	<i>348,000</i>	<i>8</i>	<i>84</i>

Yard Facilities. The yard facilities on the project site would include yard storage, parking, a vehicle wash rack, a vehicle fueling area, vehicle maintenance parking, and work staging areas. Parking would include 77 spaces for guest and employee parking, 93 spaces for light vehicle parking, and 49 spaces for heavy vehicle parking. The fueling area would include two fuel lanes, and two 10,000-gallon above-ground storage tanks containing gasoline and diesel, respectively. Other yard facilities would include nine areas for the storage of hazardous materials, associated with activities that would take place in the shops and located outside the shop areas.

A chain-link fence would enclose the entire site. A main gate at the southern side of the fence would provide primary access to the site.

Building Demolition

Two structures on the project site, Building C-407 and Building C-406, portions of which are currently being used as storage areas and administrative offices for Sea-Land, would be demolished as part of the project. A portion of building C-401, which is currently not in use, would also be demolished as part of the project. The environmental impacts associated with the demolition of these buildings have been evaluated in the Port's *Disposal and Reuse of Fleet Industrial Supply Center, Oakland Vision 2000 Maritime Development Environmental Impact Statement/Environmental Impact Report* (Vision 2000 EIS/EIR).

Excavation and Disposal of On-site Soils

Approximately 700 cubic yards of soil would be excavated at the project site during construction, and either stockpiled on the site or trucked to a landfill. Some excavation of soil that has been chemically

impacted by releases from the former USTs at the site is likely to take place at the project site. Although the project buildings would be constructed using "slab-on-grade" foundations, which would not involve significant excavation, trenching for the accommodation of utilities at the new project buildings would involve some excavation. If chemically impacted soil is encountered at the project site during construction activities, the soil would be segregated and handled appropriately. Testing would be conducted to determine if the soil would be classified as "hazardous material" by California hazardous waste criteria; in this case, the soil would be trucked to a Class 1 landfill. If the soil is determined not to be hazardous, it would be re-used on-site or trucked to a Class 2 landfill, depending on the level of contamination.

Sustainable Project Components

Several aspects of the proposed project would contribute to the overall sustainability of the project, as described below.

Site Grading: Beneficial Re-Use of Dredged Material. Initial grading at the site would involve importing approximately 19,000 cubic yards of engineered construction fill material, which would likely be composed of dredged Merritt Sand from the Port's Berths 55 - 59 project and/or the Oakland Harbor Navigation Improvement (-50 Foot) project, in order to raise the site grade for purposes of improved site drainage and circulation. Beneficial re-use of dredged material has been identified by the Port as a desirable sustainable practice.

Remediation of Chemically Impacted Site. The project would re-use a site with an existing subsurface (soil and groundwater) plume of petroleum hydrocarbon constituents. Some design and construction measures of the proposed project, such as excavation of on-site soils, the installation of soil and groundwater treatment systems, and the grading and paving of some portions of the site (which would effectively "cap" chemical constituents in the most impacted areas of the site) would contribute to the remediation of the project site.

Sustainable Site and Building Design. Several aspects of building and site design would effectively reduce the amount of energy required to heat, cool, and light the project buildings. The compact form and location of the site buildings would reduce the need for heating and cooling. Translucent roof panels (skylights) would provide light for the interior of both of the buildings on the site, and reduce the need for artificial lighting.

Other sustainable aspects of project design, such as utilizing drought-tolerant and low-maintenance plants for site landscaping, utilizing semi-permeable paving materials whenever possible and feasible to improve stormwater absorption, the use of ash content in concrete paving at the site, and the utilization of site furnishings that are manufactured from recycled materials, may also be included in the final project design.

Demolition Material Re-use. To the greatest extent possible, the materials from the Port Maritime maintenance and construction facilities that will be demolished after project construction will be salvaged and re-used.

Reduced Traffic from Facilities Consolidation. Currently, the Port's Maritime maintenance and construction facilities operate from several different locations, some of which are several miles apart. Many Port staff are required to drive from one location to another in the course of a day in order to take advantage of different facilities. The consolidation of facilities provided by the proposed project would reduce the need for Port staff to travel from one site to another, and would reduce traffic and impacts related to traffic.

Site Landscaping

Minimal landscaping would be completed as part of the project. A small terrace located outside the administrative office area would include several benches and trees, and could be used as a break or lunch area by on-site employees. A row of trees would also be planted along the eastern side of the site (along Maritime Street, inside the site fence). A grassy swale or biofiltration area that would receive stormwater runoff from the site would also be included in the landscaping of the site.

Project Scheduling

The Port proposes to begin construction on the project in early 2003. Project construction would take place within a 12-month period.

Related Projects

Related Port projects that are or will be taking place in or near the project vicinity include the 7th Street Realignment and New Road project, the Middle Harbor Road Realignment, the Berths 55 - 59 Wharfs and Yards, and the JIT project. The road re-alignment projects would take place after project construction, and have been accounted for in the project design.

D. Permits, Approvals, and Agreements

The proposed project will require several approvals from agencies with jurisdiction over the project area, as described below.

CEQA Review. The project site is an active remediation site. Per CEQA Guidelines Section 15300.2, a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code; active remediation sites under the oversight of the Alameda County Department of Environmental Health (ACDEH), such as the project site, are included on the list referenced in this section. An Initial Study prepared in accordance with the CEQA Guidelines which assesses the potential environmental impacts of the project is therefore required for the proposed project.

City of Oakland Fire Department. The use, storage, and disposal of potentially hazardous materials, including gasoline and diesel fuel, on the project site would comply with the requirements of the City of Oakland Fire Department (OFD). These requirements would consist of obtaining a permit for the aboveground storage of fuel from the OFD, and preparation and submittal of Hazardous Materials Management Plans (Business Plans) to the OFD.

San Francisco Bay Regional Water Quality Control Board. The project site is greater than one acre, and will fall under the San Francisco Bay Regional Water Quality Control Board's (Water Board's) Alameda County NPDES General Permit for Discharges of Stormwater (Municipal Phase II Permit), which is expected to be ratified in late 2002. Under this permit, the Port, as the project proponent, will be required to implement post-construction stormwater controls for the project. The project will include at least the construction of a grassy swale area or similar post-construction stormwater control to receive site runoff. The project construction documents will include site features that comply with the terms of the Water Board permit, and will be reviewed by the Water Board prior to project construction.

Reports that would demonstrate compliance with stormwater pollution prevention plans would also need to be submitted to the Water Board after project construction.

E. Potential Environmental Impacts

The project has been determined to have no potentially significant environmental impacts. A discussion of potential project impacts is presented in Chapter III, Evaluation of Potential Project Impacts, of this Initial Study/Negative Declaration.

III. Evaluation of Potential Project Impacts

While the CEQA Guidelines do not specify the precise format for an Initial Study, the Guidelines do require that the Initial Study identify a project's potential environmental effects. A checklist is commonly adopted by lead agencies as an efficient screening mechanism to satisfy this requirement and focus the attention of decision makers, the project team, and the public on key environmental issues. The checklist must also contain factual data and/or explanations to support its conclusions. In the checklist on the following pages, this supporting information is provided in the Comments section following each set of checklist questions.

Environmental Checklist

The format for the environmental checklist has been taken from Appendix G, Environmental Checklist Form, of the CEQA Guidelines, with some minor changes. The methods for completing the environmental checklist, as they are found in Appendix G, are listed below.

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal

- standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

CEQA CHECKLIST

A. AESTHETICS

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
3. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Comments:

Item 1:

No Impact. The visual character of the area surrounding the project site is predominately industrial, with maritime, trucking, and rail uses. The project site is flat and is at a similar elevation to the surrounding buildings and streets. The height and character of the project buildings would be similar to the existing buildings on and in the vicinity of the project site. The proposed project would not have a substantial adverse effect on a scenic vista.

Item 2:

No Impact. No scenic highways are located near the proposed project site; no scenic resources would be affected by the proposed project.

Item 3:

No Impact. See response to Item 1, above. The project would not result in a long-term impact to the visual character or quality of the site and its surroundings.

Item 4:

Less-than-significant Impact. The project would involve the installation of new lighting to illuminate the project building and yard facilities. The project would not involve the installation of a significant amount of reflective surfaces that would result in a new source of glare. Installation of new lighting at the project site would be conducted in accordance with the Port's Exterior Lighting Policy (Policy). The Policy applies to all new development that includes the construction of exterior lighting

continue to increase in this area. The BAAQMD air quality monitoring stations closest to the project site are located in Oakland and San Leandro. Ozone and carbon monoxide are monitored at the Oakland site, and ozone and particulate matter are monitored at the San Leandro site.

Potential Project Impacts

Item 1:

Less-than-significant Impact. After construction, the project would result in additional vehicle trips to the site. Building D-833 currently houses most of the existing Maritime maintenance and construction facilities, and is located approximately one-half mile from the project site; once this facility is demolished, vehicle trips to this location would cease. The existing facilities at D-833 are not significantly smaller than the proposed project facilities, with regards to the total number of employees and the number and frequency of vehicle trips to and from both facilities – the existing number and frequency of vehicle trips to and from D-833 would not be significantly less than the likely number of trips to and from the new project facility. In addition, the two facilities are located relatively near one another and are accessible from the same traffic routes. Because of these two factors, traffic would not be increased overall by the construction and operation of the proposed project. The proposed project would not result in an overall increase in vehicle trips to and from the project site, and project operation would not violate an existing or projected air quality standard.

During grading and other construction activities at the project site, air emissions and dust could potentially be generated. Fugitive dust emissions (particulate matter) from clearing, grading and earthmoving activities would comprise the major source of construction dust emissions; but vehicle travel on paved and unpaved surfaces, vehicle equipment exhaust, and general disturbance of the soil may also generate significant emissions. Depending on the weather, soil conditions, and the amount of activity taking place, dust emissions could potentially affect construction workers and other workers in the area. This potential impact would occur over a period of approximately 12 months while project construction is underway. This impact would not significantly conflict with nor obstruct implementation of any air quality plans, and would be mitigated by the implementation of a dust and air pollution management plan for project construction. This dust and air pollution management plan would be included as a requirement of the project construction specifications, would be implemented by the project contractor, and would satisfy any BAAQMD requirements for the control of air pollutants during demolition and construction activities.

Item 2:

Less-than-significant Impact. See response to Item 1, above. The project would not violate any air quality standard nor contribute substantially to an existing or projected air quality violation.

Item 3:

Less-than-significant Impact. The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.

Item 4:

Less-than-significant Impact. See response to Item 1, above. There are currently no sensitive receptors (i.e., schools, hospitals, or residential areas) within one-quarter-mile of the site. Construction workers or other workers could be exposed to air emissions from the proposed construction activities. This, however, is a temporary impact, and would be mitigated by the implementation of the dust and air pollution management plan for project construction discussed above.

Item 5:

Less-than-significant Impact. During project construction activities, emissions from construction equipment could result in some unpleasant odors. This impact, however, is temporary, and less than significant.

D. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Comments:*Environmental Setting*

Several listed species (federally and/or State protected animal or plant species) may occur in the Oakland Estuary (Estuary). The federal- and State-listed endangered California brown pelican (*Pelecanus occidentalis californicus*), and the federal- and State-listed California least tern (*Sterna antillarum browni*), have been observed to forage in Oakland Harbor. A California listed species of special concern, the double crested cormorant, has been observed near Estuary Park north of the project site; the Barrow's goldeneye, another species of concern, has been observed along the Lake Merritt Channel.¹¹ The federal- and State-listed Sacramento River winter-run Chinook salmon occurs in some areas of the San Francisco Bay. The Central California Coast steelhead trout also may occur in the project area, and is listed as threatened by the federal government.

Estuary waters are also considered a limited habitat resource for commercial fish such as Pacific herring, jacksmelt, and topsmelt, which are found throughout San Francisco Bay.

The project site is located more than one-quarter mile from the Port's Berth 25 and the Outer Oakland Harbor. The site is located in an urban, industrial setting and is completely developed; no wetlands or other sensitive natural communities exist at or in the vicinity of the project site.

Potential Project Impacts

Item 1:

No Impact. Candidate, sensitive, or special status species do not occur on or near the project site, and would not be affected by project construction and operation.

Item 2:

No Impact. No wetlands, riparian habitat, or other sensitive natural communities exist at or in the vicinity of the project site.

Item 3:

No Impact. See response to Item 2, above.

Item 4:

No Impact. See responses to Items 1 and 2, above.

Item 5:

No Impact. See responses to Items 1 and 2, above. The project would not conflict with any local (City of Oakland or Port of Oakland) policies or ordinances protecting biological resources.

Item 6:

No Impact. No Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans have been adopted for the project site or area.

¹¹ Port of Oakland, 1998. *Jack London Aquatic Center at Estuary Park Final Mitigated Negative Declaration/Initial Study*. November 10, p. 21.

E. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
4. Disturb any human remains, including those interred outside of formal cemeteries?				X

Comments:

Items 1 to 4:

No Impact. The existing buildings at the project site do not contain any historic resource value; no historical resources exist at the project site. The project area consists of previously disturbed Bay fill; no known archaeological or paleontological resources are known to exist at the project site. Pursuant to Section 21083.2 (i) of the Public Resources Code, in the event any archaeological resources are encountered during site preparation or construction, all work in the immediate vicinity (within 20 meters of the discovered resources) shall cease and a qualified archaeologist or historian will be consulted to evaluate the find. No further mitigation is necessary.

F. GEOLOGY and SOILS

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		X		
ii. Strong seismic ground shaking?		X		
iii. Seismic-related ground failure, including liquefaction?		X		
iv. Landslides?				X
2. Result in substantial soil erosion or the loss of topsoil?			X	
3. Be located on a geologic unit or soil that is unstable, or that would become unstable a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Comments:*Environmental Setting*

The project site is located within the seismically active San Francisco Bay Area region. The nearest major earthquake fault in the project area is the Hayward fault, which is located approximately 2 miles northeast of the site. The Calaveras fault is also located approximately 6 miles east of the site, and the San Andreas fault is located approximately 16 miles southwest of the site. The site is located in an area that has been identified as having a Modified Mercalli Intensity Damage Level of 9 to 10, indicating that damage from an earthquake would range from heavy to extreme. The Working Group on California Earthquake Probabilities has estimated that there is a 70 percent probability that one or more large earthquakes (magnitude 6.7 or greater) will occur along one of the major fault zones (San Andreas, San Gregorio, Hayward, Calaveras, or Rodgers Creek) and minor faults in the San Francisco Bay Area during the 30-year period between 2000 and 2030.¹² The faults in the region are capable of generating earthquakes of at least 7.0 in magnitude; therefore, it can be expected that earthquakes would produce very strong ground shaking at the project site.

Soils in the project vicinity are unconsolidated, loose sediments, and are susceptible to earthquake-induced differential settlement and secondary ground failures (ground lurching, liquefaction).

Potential Project Impacts

Items 1.i. to iii.:

Less-than-significant Impact. The project site is located in a region of California with a high degree of seismic activity. The site is not traversed by any identified active faults; however, several nearby active faults could impact the project. It is reasonably likely that the project area would be subject to intense groundshaking during the life of the project buildings. Unconsolidated soils such as those found on the project site can suffer amplified and prolonged shaking during earthquakes, resulting in greater damage to structures. The rupture of a known earthquake fault, strong seismic groundshaking, and seismic-related ground failure such as liquefaction could potentially result in substantial adverse effects at the site, to both site workers during project construction as well as future users of the project buildings.

The new buildings at the site would be constructed to 1997 Uniform Building Code (UBC) standards. The UBC requires the determination of expected seismic shaking at the location of the project site. The project buildings and foundations will be designed based on the results of the final site-specific geotechnical study prepared for the project, and the determination of expected seismic shaking. Appropriate grading, shoring, and construction practices would be implemented during construction to ensure safety of workers and/or equipment.

The risk of damage resulting from strong groundshaking during regional earthquakes cannot be eliminated at the project site. On-going development within the San Francisco Bay Region indicates that this risk is apparently recognized and acceptable.

Project buildings may also be subject to settlement or displacement caused by liquefaction during strong groundshaking. The Association of Bay Area Governments classifies the project vicinity as having a

¹² United States Geological Survey (USGS), 1999. *Earthquake Probabilities in the San Francisco Bay Region: 2000 to 2030 – A Summary of Findings*, USGS Open-File Report 99-517.

high liquefaction susceptibility.¹³ Loose to medium dense sandy soils underlie the project site,¹⁴ and may be susceptible to liquefaction. During a liquefaction event, lateral spreading and seismically-induced settlement could take place at the project site. These potential impacts would be reduced by designing and constructing the building in compliance with recommendations contained in the final geotechnical evaluation for the project, which would minimize the potential for structural deformation during liquefaction.

Item 1.iv.:

No Impact. The project site is relatively flat and would not be at risk for slope failure. Therefore, no additional risks related to geology (i.e., landslides) would be caused by the proposed project.

Item 2:

Less-than-significant Impact. Some soil would be exposed at the site during project construction, and would be susceptible to erosion. Best Management Practices (BMPs) would be implemented as part of the required Storm Water Pollution Prevention Program (SWPPP) for the project, and would reduce the potential for erosion during construction (see Section H, Hydrology and Water Quality, of this chapter for a discussion of the SWPPP). In addition, after the project is constructed, the site will be almost totally covered with low-permeability surfaces, and the potential for erosion after project construction would also be low. Thus, the potential for substantial erosion or loss of topsoil does not present a significant impact.

Item 3:

Less-than-significant Impact. Loose to medium dense sandy soils exist in the subsurface at the project site,¹⁵ indicating that there could be a risk of liquefaction. This potential impact would be reduced by designing and constructing the building in compliance with recommendations contained in the final geotechnical evaluation for the project, which would minimize the potential for structural deformation caused during liquefaction.

Item 4:

Less-than-significant Impact. The project is located on Bay fill, and on sandy soils with a relatively low expansion potential.¹⁶ Construction and long-term impacts associated with the potential for expansive soils on the site were assessed as part of the geotechnical study for the site and the project buildings, and recommendations will be provided for the design and construction of the buildings in the final geotechnical evaluation for the project. Implementation of these recommendations would take place as part of the final project design; this impact would not be significant.

Item 5:

No Impact. Project construction and operation would not involve the use of septic tank or alternative waste water disposal systems. No impact would result.

¹³ ABAG, 1980. *Liquefaction Potential, San Francisco Bay Region.*

¹⁴ AGS, Inc. 2002.

¹⁵ Ibid.

¹⁶ Ibid.

G. HAZARDS and HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Comments:*Environmental Setting*

Historic land uses at the project site have been primarily industrial in nature. Releases from former underground storage tanks (USTs) located at the site have resulted in subsurface (soil and groundwater) concentrations of petroleum hydrocarbon constituents at the site, and a separate phase hydrocarbon plume. Four USTs, including two 10,000-gallon gasoline tanks, were removed from a location adjacent to the south side of Building C-401 in September 1993.¹⁷ A total of nine USTs, including seven diesel tanks and two oil tanks, were removed from a pit located adjacent to Building C-407, in 1989 and 1992. A plume of diesel constituents exists in groundwater between Building C-401 and Building C-407. Leaks from at least one of the diesel tanks adjacent to Building C-407 are suspected to be the source of the free product plume in the groundwater between Building C-407 and Building C-401. An active pumping remediation system for free product diesel was installed in 1996, and continues to operate at the site.

The most recent groundwater monitoring at the project site took place on June 13th, 2002. The groundwater samples taken during this monitoring event were analyzed for total petroleum hydrocarbons as gasoline (TPHg); benzene, toluene, ethylbenzene, and xylenes (BTEX); methyl tertiary-butyl ether (MTBE); total petroleum hydrocarbons as diesel (TPHd); and total petroleum hydrocarbons as motor oil (TPHmo). Free product thickness and the groundwater gradient direction were also measured during this event.

Groundwater at the project site appears to be moving towards the north from Building C-407 toward Building C-401. Free product was found in three monitoring wells at the site; two of these monitoring wells were located between Building C-401 and Building C-407, and one was located north of Building C-401. TPHg dissolved in groundwater was reported at levels up to 830 micrograms per liter ($\mu\text{g/L}$) in one monitoring well. Benzene was reported at levels up to 250 $\mu\text{g/L}$ in one monitoring well located in the northwest corner of the site, north of Building C-401. MTBE was detected at concentrations up to 51 $\mu\text{g/L}$ in one monitoring well, and TPHd was detected at concentrations up to 670 $\mu\text{g/L}$ in another monitoring well. These levels of dissolved gasoline and diesel constituents were detected primarily in monitoring wells located between Building C-401 and Building C-407. Groundwater monitoring and remediation at the project site are overseen by the Alameda County Department of Environmental Health (ACDEH), and will continue until free product has been removed.

Due to the success of the existing product recovery system in reducing the free product thickness at the site, an expanded free product recovery system of similar design has been proposed to replace the existing system. During development of the proposed project, it may be necessary to remove the existing free product system and all of the existing monitoring wells at the site. Remedial measures beyond free product removal may also be taken, depending on the effectiveness of the free product extraction system and the presence and concentration of residual gasoline and diesel constituents in the groundwater. Ultimately, the Port will request site closure from the ACDEH, based on cleanup guidance requirements established by the State Department of Toxic Substances Control and the San Francisco Bay Regional Water Quality Control Board.

¹⁷ Harding ESE, 2002.

The Port has conducted a Phase II environmental assessment at the project site, under the oversight of the ACDEH, in order to collect the necessary soil, groundwater, and soil gas chemical data to support an adequate, site specific human health risk assessment. A total of 46 borings were drilled at the site from March 25 through March 28, 2002; oil, groundwater, and soil gas data were collected from these borings. Soil samples were tested for total petroleum hydrocarbons, volatile organic compounds (VOCs), inorganic metals, organic lead, and semivolatile organic compounds (SVOCs). Groundwater samples were analyzed for total petroleum hydrocarbons, VOCs, organic lead, and SVOCs. Soil gas was tested for total petroleum hydrocarbons, VOCs, methane, and fixed gases. The Phase II site assessment concluded that limited detections of VOCs and SVOCs in soil and groundwater, metals in soil, and methane in soil gas are potential concerns for site redevelopment.¹⁸ The Phase II site assessment further confirmed that a human health risk assessment should be conducted for the project and the site, to identify which chemicals and related concerns may require consideration for redevelopment and building design.¹⁹

Preparation of the human health risk assessment is currently underway, and will be submitted to the ACDEH for review and approval prior to project construction. The human health risk assessment will evaluate the risks to project construction workers as well as the eventual occupants of the project buildings. Appropriate measures to reduce any identified risks to human health from exposure to chemical constituents in soil and groundwater at the project site will be formulated based on the results and conclusions of the human health risk assessment, and will be incorporated into the final project design and construction. The installation of an underliner, or vapor barrier, for the project buildings will likely be included as a feature of final project design. In addition, the planned location of the project buildings is over areas of the site where subsurface concentrations of diesel and gasoline constituents are generally low. The potential risk of exposure by future occupants to subsurface chemical constituents will therefore be minimized.

Grading and paving at the site will further reduce the exposure of future employees to subsurface chemical constituents at the site, by effectively "capping" the areas of the site most impacted by subsurface chemical constituents. Grading at the site would include importing and spreading approximately 1,900 cubic yards of engineered construction fill material, which is likely to consist of dredged Merritt Sand from the Port's Berths 55 - 59 project and/or the Oakland Harbor Navigation Improvement (-50 Foot) project, to the site.

Potential Project Impacts

Item 1:

Less-than-significant Impact. Operation of the proposed project buildings would involve the routine use and disposal of potentially hazardous materials, such as painting and welding materials, primarily associated with the shops. Fuel storage would also take place at the project site; two 10,000-gallon above-ground storage tanks (ASTs) containing gasoline and diesel, respectively, would be installed and used at the project site.

The storage, use and disposal of potentially hazardous materials, including the fuel contained in the two ASTs, at the project site would comply with the requirements of the Port's Environmental Health and Safety Compliance Department and the City of Oakland Fire Department (OFD). These

¹⁸ Iris/Cambria JV, 2002. *Phase II Environmental Site Assessment, Future Port Field Support Services Complex, 2225 & 2277 Seventh Street, Port of Oakland*. June 11.

¹⁹ Ibid.

requirements consist of obtaining a permit for the aboveground storage of fuel from the OFD, and preparation and submittal of Hazardous Materials Management Plans (Business Plans) to the Port and the OFD. Any potential impacts associated with the use, storage, or disposal of hazardous materials at the project site would therefore be appropriately addressed; no additional mitigation measures are required.

Item 2:

Less-than-significant Impact. The construction of the project buildings may entail the excavation and transport off-site of up to 700 cubic yards of potentially chemically-impacted soils. Exposure to these soils could potentially affect construction workers, adjacent properties, and the environment. During project construction, disturbance of soils could also result in the generation of chemically-impacted dust being blown off-site, which could affect the environment as well as off-site residents or workers.

In accordance with federal and State regulations, construction workers must be trained and perform work in accordance with a site-specific health and safety plan. The preparation of a site-specific health and safety plan will be included as a requirement in the project construction specifications. The health and safety plan would be prepared by the project contractor and reviewed by the Port's Environmental Health and Safety Compliance Department prior to construction. In addition, the project contractor will be required to prepare a dust and air pollution management plan for project construction. This dust and air pollution management plan would reduce human and environmental exposure to chemically-impacted dust during project construction activities. No further mitigation is required.

Item 3:

No Impact. The project site is not located within one-quarter mile of any existing or proposed schools. No impact would result.

Item 4:

Less-than-significant Impact. See response to Item 2, above. Active groundwater remediation sites under the oversight of the Alameda County Department of Environmental Health (ACDEH), such as the project site, are included on the list compiled pursuant to Section 65962.5 of the Government Code referenced in this item. Potential impacts related to the excavation and disposal of chemically-impacted soil at the site would be addressed by the implementation of a site-specific health and safety plan, and dust and air pollution management plan, in the project construction specifications. No further mitigation is required.

Item 5:

No Impact. The site is not located within two miles of the Metropolitan Oakland International Airport, nor is it within an airport land use plan area, and therefore would not result in a safety hazard for people living or working in the area.

Item 6:

No Impact. No private airstrips are located in the vicinity of the project site.

Item 7:

No Impact. The project activity would not cause any delay in response time for fire and police protection. Construction activities involving heavy equipment would take place within less than 12 months at the project site; trucks and equipment would not need access to the portions of 7th and Maritime Streets at the project site on a regular basis. No equipment would be parked on the street.

Item 8:

No Impact. The project site is located in an urban/industrial area, which is mostly paved. The project site is not located near any wildland areas.

H. HYDROLOGY and WATER QUALITY

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
6. Otherwise substantially degrade water quality?			X	
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
10. Inundation by seiche, tsunami, or mudflow?			X	

Comments:

Item 1:

Less-than-significant Impact. During project construction activities, degradation in runoff water quality could occur due to disturbance of site soils. Ground clearing and the excavation, handling, and transport of soils could expose soil to erosion during storms. The proposed spreading of excavated soils imported to the project site may also expose soil to erosion. Fine soil particles and chemical constituents potentially contained in soils could be transported in runoff and enter the San Francisco Bay, impacting surface water quality. The degree of impact on surface water quality will depend on the extent and type of soils disturbed, stormwater flows, and the nature of construction activities. The project site is greater than five acres, and will fall under the State Water Resources Control Board General Permit for Stormwater Discharges Associated with Construction Activity (General Permit). The project contractor will prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP), which would include an erosion and sedimentation control element.

Because the project site is greater than one acre, it will also fall under the San Francisco Bay Regional Water Quality Control Board's (Water Board's) Alameda County General Permit for Discharges of Stormwater (Municipal Phase II Permit), which is expected to be ratified in late 2002. Under this permit, the Port, as the project proponent, will be required to implement post-construction stormwater controls for the project. The project will include at least the construction of a grassy swale area, biofiltration area, or similar post-construction stormwater control to receive site runoff infiltration. This post-construction stormwater control area would be located over an area of the site where subsurface concentrations of dissolved gasoline and diesel constituents have been characterized as generally low. The project construction documents will include site features that comply with the terms of the Water Board permit.

In addition, the grading plan for the proposed project would include Best Management Practices (BMPs) to minimize the potential for erosion and sedimentation associated with soil handling (excavation, stockpiling, and transport) during project construction. BMPs employed during construction may include scheduling excavation and grading activities for dry weather periods, taking measures to prevent erosion, keeping construction materials protected from rain, and other general measures. No further mitigation for stormwater-related impacts is required.

No use of groundwater is proposed at the project site, although some dewatering could potentially be required during construction activities. The project would not substantially change the amount of precipitation currently infiltrating through the soil to groundwater. Due to its existing poor quality (high total solids and poor chemical quality), shallow groundwater underlying the project site is not currently used as a source of drinking water. The potential temporary effects the project may pose to groundwater during project construction would not be significant.

Item 2:

Less-than-significant Impact. Limited excavation would take place at the site to accommodate the proposed project. Project construction could potentially result in some dewatering, but not to a significant degree that would affect aquifer volume. The project would not substantially deplete groundwater supplies nor interfere substantially with groundwater recharge.

Item 3:

Less-than-significant Impact. The existing project site is almost entirely covered with low-permeability surfaces (buildings, pavement, or compacted soil), and precipitation that falls on the site currently runs off into the storm sewer system. Construction of the proposed project buildings and new

paving at the site would not alter the existing drainage pattern of the site, because it would not result in a significant net increase in impervious surface area; precipitation would continue to run off into the storm sewer system, and would not increase erosion or sedimentation. In addition, one measure that would be included in the final project design would be the construction of a grassy swale, biofiltration area or other similar post-construction stormwater control measure, which would further reduce the impact of runoff at the project site

Item 4:

Less-than-significant Impact. See response to Item 3, above. Construction of the proposed project buildings and new paving at the site would not alter the existing drainage pattern of the site. In addition, the construction of a grassy swale or other similar post-construction stormwater control measure would further reduce the impact of runoff from the project site. Therefore, the project would not result in increased flooding on- or off-site.

Item 5:

Less-than-significant Impact. See response to Item 1, above. The project could result in additional sources of chemically-impacted runoff, as described above, during and after project construction. Elements of the project design, implementation of BMPs during project demolition and construction, and preparation of a project-specific SWPPP would address and reduce or eliminate runoff into the San Francisco Bay after project construction.

Item 6:

Less-than-significant Impact. See response to Item 1, above. The project is not anticipated to otherwise substantially degrade water quality.

Item 7:

No Impact. The Environmental Hazards Element of the *Oakland Comprehensive Plan* shows that the project site is not located in an area subject to potential flooding and/or dam inundation.²⁰ No housing is proposed for the project; no impact would result.

Item 8:

No Impact. See the response to Item 7, above. No impact would result.

Item 9:

No Impact. See the response to Item 7, above. No impact would result.

Item 10:

Less-than-significant Impact. The project is unlikely to result in impacts from seiche, because it is not located near an enclosed body of water that would be prone to seiche. The project is not located within a volcanic hazard zone.

The Environmental Hazards Element of the *Oakland Comprehensive Plan* shows that at least a portion of the project site is located in an area potentially subject to inundation by tsunami.²¹ A tsunami is a sea wave produced by an offshore earthquake, volcanic eruption, or landslide. Tsunamis can be

²⁰ City of Oakland, 1974. *Oakland Comprehensive Plan, Environmental Hazards Element*. September. p. 25.

²¹ *Ibid.*, pp. 23-25.

exceedingly destructive upon reaching exposed coastlines, where they are capable of rising to 100 feet in height and moving at 30 miles per hour.

Several mitigating factors relating to tsunami occurrence in the San Francisco Bay Area would result in a less-than-significant risk of damage due to tsunamis in the project area. First, the types of offshore earthquakes that are likely to occur in the Bay Area tend to have relatively small amounts of vertical offset, and are not typically associated with high tsunami risk. Second, sites located adjacent to the Bay, as well as other harbor or cove water areas, are likely to be buffered by their location – tsunamis tend to dissipate once they move from open, deep waters to shallower Bay waters. Finally, existing tsunami early warning programs that are implemented by the United States Geological Survey and the National Oceanic and Atmospheric Administration, and emergency evacuation plans and procedures already in place, are likely to provide sufficient warning to any employees at the project site of the potential risk of tsunami after an offshore earthquake.

I. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Physically divide an established community?				X
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Comments:

Environmental Setting: Applicable Plans and Policies

City of Oakland Comprehensive Plan. The Port of Oakland is governed by a Board of Commissioners, and is an independent department of the City of Oakland. The planning policies of the City of Oakland are contained in a combination of several elements of the *Oakland Comprehensive Plan*. The Land Use and Transportation Element of the *Oakland Comprehensive Plan* (adopted in 1998) designates the land use at the project site as “General Industrial/Transportation,”²² a classification intended to support a

²² City of Oakland, 1998. *Oakland Comprehensive Plan*, Land Use and Transportation Element. March.

wide variety of uses – such as heavy industrial, manufacturing, transportation, distribution and warehousing – that may have the potential to create off-site impacts such as noise and truck traffic.²³

Because the Port is an autonomous City department, the Port area is not subject to City zoning designations; however, Port uses must be consistent with the *Oakland Comprehensive Plan*.

San Francisco Bay Area Seaport Plan. The *San Francisco Bay Area Seaport Plan* (*Seaport Plan*) is the product of a cooperative planning effort of the Metropolitan Transportation Commission (MTC) and the San Francisco Bay Conservation and Development Commission (BCDC). The *Seaport Plan*, adopted in 1996 and amended in 1997, is used by the MTC to assist in managing the metropolitan transportation system, and by the BCDC in guiding its regulatory decisions on permit applications, consistency determinations, and related matters. One of the main goals promoted by the *Seaport Plan* is to reserve sufficient shoreline areas to accommodate future growth in maritime cargo, thereby minimizing the need for new Bay fill for Port development.

The project site is located within the jurisdictional area of the *Seaport Plan*, and within an area designated in the *Seaport Plan* as a Port Priority Use area.²⁴ Port Priority Use areas are determined to be necessary for future port development, and are to be reserved for “port-related and other uses that will not impede development of the sites for port purposes.”²⁵ Policy I under the General Policies: Port Priority Use Areas section of the *Seaport Plan* states that “Local governments and the Bay Area ports should protect port priority use areas for marine terminals and other directly related port activities through their land use planning and regulatory authority.”²⁶

Potential Project Impacts

Item 1:

No Impact. The project site is primarily industrial in nature; no established community would be physically divided by the proposed project.

Item 2:

Less-than-significant Impact. The project is consistent with all applicable policies and development regulations contained in the *Oakland Comprehensive Plan* and the *Seaport Plan*.

The *Oakland Comprehensive Plan* Land Use and Transportation Element designates the land use at the project site as General Industrial/Transportation. The desired character and uses for this designation include heavy industrial and transportation uses. The project, which is primarily industrial in nature and would result in heavy and light vehicle traffic to and from the project site, would be consistent with this land use designation.

The project would also be consistent with the *Seaport Plan*'s designation of the site as a Port Priority Use area. The proposed project would primarily serve the Port's Maritime area, and the project use is

²³ Ibid., p. 153.

²⁴ San Francisco Bay Conservation and Development Commission and Metropolitan Transportation Commission, 1996. *San Francisco Bay Area Seaport Plan*. April.

²⁵ Ibid., p. 1.

²⁶ Ibid., p. 9.

directly related to port activities. No project uses would render the project site unsuitable for future development of the site for other port purposes, such as marine terminal, trucking, transloading, or railway support uses.

Item 3:

No Impact. The project site is not located within any habitat conservation plan or natural community conservation plan area.

J. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Comments:

Item 1:

No Impact. No known mineral resources are present at the project site.

Item 2:

No Impact. See response to Item 1.

K. NOISE

Would the project result in:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Comments:

Environmental Setting:

The project site is located in an area of chiefly industrial uses. The project site and area are subject to noise from vehicular traffic on 7th and Maritime Streets – primarily truck traffic related to shipping activities – train traffic from the rails north and east of the project site, and various industrial operations in the project vicinity.

Excavation and grading activities at the project site would involve the use of diesel-powered heavy equipment for earth moving, delivery of materials, and backfilling of excavated areas. Based on U.S. EPA data on typical noise ranges generated by construction equipment, impact equipment (jackhammers and rock drills) would generate temporary noise levels of approximately 82 to 98 dBA

at 50 feet from the source. Earth-moving vehicles (excavators, backhoes, and trucks) would generate temporary noise levels of approximately 72 to 95 dBA at 50 feet. In general, noise levels generated by construction activity at the project site would range from 72 to 95 dBA at 50 feet, with the loudest noise being caused by impact equipment, should its use be required.

Noise generated during project operation would be associated with activities (welding, construction, vehicle maintenance) that would take place in and around the shop buildings, as well as truck traffic to and from the project site.

Potential Project Impacts:

Item 1:

Less-than-significant Impact. The City of Oakland Planning Code contains noise performance standards that apply to temporary, short-term noise such as construction activity (the project, however, is not required to comply with zoning and related regulations of the Oakland Municipal Code). Chapter 17.120.050(H) of the City Planning Code requires that any "nonscheduled, intermittent, short-term construction or demolition operation" for industrial uses shall not exceed a noise level of over 85 decibels (dBA) during the daytime hours, or 70 A-weighted dBA during weekends. Project construction would be generally consistent with these levels. Due to the location of the project site in an existing industrial area at least one-quarter of a mile from any sensitive receptors (residential areas, schools, or hospitals), and due to the temporary nature of the construction noise (construction would take place over the course of 12 months), the increase in noise level caused by project construction would not be significant.

Although the project site and the proposed project are industrial in character, some uses of the project, primarily the administrative office functions, would be more sensitive to higher noise levels after project construction than an industrial use. Due to the industrial nature of the project area, Port employees using the new project buildings could be exposed to levels of noise up to 75 dBA (Leq, or equivalent energy noise level).²⁷ The Noise Element of the *Oakland Comprehensive Plan* states that "normally acceptable" noise levels for office uses would generally include noise levels less than 75 dBA (Ldn, or day-night average sound level).²⁸ This indicates that the noise that on-site employees would be exposed to from industrial uses in the project vicinity would occur at generally acceptable levels, and no long-term impact would result.

Noise impacts resulting from the proposed project would be chiefly limited to the construction phase. Although some activities that would take place during project operation would be noise-generating, this noise would be consistent with the industrial character of the project site and area, the land use designation of the site as General Industrial/Transportation in the *Oakland Comprehensive Plan*, and the industrial noise generation information contained in the Noise Element of the *Oakland Comprehensive Plan*.²⁹

²⁷ Port of Oakland, 1998. *Berths 55-58 Project Draft Environmental Impact Report*. December 11. pp. 3:4-8.

²⁸ City of Oakland, 1974. *Noise: An Element of the Oakland Comprehensive Plan*. September. p. 24.

²⁹ Ibid.

Item 2:

Less-than-significant Impact. See the response to Item 1, above. During project construction, groundborne vibration or groundborne noise levels could be increased; this is a short-term, temporary impact and would be less than significant.

Item 3:

No Impact. See the response to Item 1, above.

Item 4:

Less-than Significant Impact. See the response to Item 1, above. The project would cause a temporary increase in ambient noise levels in the project vicinity above levels existing without the project; this impact would be short-term and less than significant.

Item 5:

No Impact. The proposed project is not located within an airport land use plan nor within two miles of a public airport or public use airport.

Item 6:

No Impact. The proposed project is not located within the vicinity of a private airstrip.

L. POPULATION/HOUSING

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Comments:

Item 1:

No Impact. The project would not result in the construction of new homes and businesses, recreational areas, or any other components that could affect population growth. The project would accommodate existing Port employees, and would not create any new infrastructure. The project would not directly nor indirectly induce substantial population growth.

Item 2:

No Impact. See the response to Item 1, above. The project would have no effect on existing housing.

Item 3:

No Impact. See the response to Item 1, above. The project would not displace any people.

M. PUBLIC SERVICES

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?				X
ii. Police protection?				X
iii. Schools?				X
iv. Parks or other recreation facilities?				X
v. Other public facilities?				X

Comments:

Items 1.i. to 1.v.

No Impact. The project would consolidate existing facilities, including fueling facilities, and would have no adverse effects on schools or recreational areas, or other public facilities.

N. RECREATION

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Comments:

Items 1 and 2:

No Impact. The existing character of the site is primarily industrial, and the proposed project is also primarily industrial in nature. Use of the project site by recreational users would not increase as a result of the project, nor would other recreational facilities in the area experience an increase in use as a result of the project. The project would not involve the construction or expansion of recreational facilities.

O. TRANSPORTATION / TRAFFIC

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?			X	
6. Result in inadequate parking capacity?			X	
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Comments:

Items 1 and 2:

Less-than-significant Impact. After construction, the project would result in additional vehicle trips to the site. Building D-833 currently houses most of the existing Maritime maintenance and construction facilities, and is located approximately one-half mile from the project site; once this facility is demolished, vehicle trips to this location would cease. The existing facilities at D-833 are not significantly smaller than the proposed project facilities, with regards to the number and frequency of trips to and from both facilities –the existing number and frequency of vehicle trips to and from D-833 would not be significantly less than the likely number of trips to and from the new project facility. In addition, the two facilities are located relatively near one another and are accessible from the same traffic routes. Because of these two factors, traffic would not be increased overall by the construction

and operation of the proposed project. The proposed project would not cause an overall increase in traffic; therefore, the project would have no effect on capacity or level of service standards.

Item 3:

No Impact. No increase in vehicular or air traffic would occur as a result of the project, and no impact would result.

Items 4 to 6:

Less-than-significant Impact. The project design contractor has evaluated the proposed site circulation, site access (including emergency access), and parking components of the proposed project, and has concluded that the project would not increase hazards related to traffic due to a design feature or incompatible uses, would not result in inadequate emergency access, and would not result in inadequate parking capacity.

Item 7:

No Impact. The project would not affect nor be affected by adopted policies, plans, or programs supporting alternative transportation, and would not be in conflict with such policies, plans, and programs.

P. UTILITIES and SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
7. Comply with federal, state, and local statutes and regulations related to solid waste?				X

Comments:

Items 1 to 7:

No Impact. The proposed project would not generate any wastewater or runoff that would adversely affect wastewater or stormwater facilities. The project would not generate any demand for water significantly greater than the existing water demand at Port facilities building D-833, which would be demolished after project construction. Soil excavated during project construction would be salvaged and re-used to the greatest extent possible; existing capacity at local landfills could accommodate any remaining amount of material from project construction that would be required to be trucked off-site. The project would comply with federal, state, and local statutes and regulations related to solid waste.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Pursuant to Section 15065 of the State of California CEQA Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:

	YES	NO
1. Potential to degrade: The project has 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.		X
2. Cumulative: The project has possible environmental effects which are individually limited but cumulatively considerable. ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effect of past projects, the effects of other current projects, and the effects of probable future projects.)		X
3. Substantial adverse: The environmental effects of the project will cause substantial adverse effects on human beings, either directly or indirectly.		X

IV. References and Report Preparers

A. Written References

The following materials are available for review at the Port of Oakland, 530 Water Street, Oakland, California. To make arrangements to review any of the materials listed below during regular business hours, please contact the Environmental Planning Department at (510) 627-1575.

ABAG, 1980. Liquefaction Potential, San Francisco Bay Region.

AGS, Inc., 2002. *Draft Geotechnical Study Report, Port of Oakland Support Services Complex Project, Maritime Street*. June.

City of Oakland, 1974. *Noise: An Element of the Oakland Comprehensive Plan*. September.

City of Oakland, 1974. *Oakland Comprehensive Plan, Environmental Hazards Element*. September.

City of Oakland, 1998. *Oakland Comprehensive Plan, Land Use and Transportation Element*. March.

Fleet and Industrial Supply Center and Port of Oakland, 1997. *Disposal and Reuse of Fleet Industrial Supply Center, Oakland Vision 2000 Maritime Development Environmental Impact Statement/Environmental Impact Report*. March.

Harding ESE, 2002. *Second Quarter of 2002 Quarterly Groundwater Monitoring and Product Recovery Report, 2277 Seventh Street; Semi-Annual 2002 Groundwater Monitoring Report, 2225 Seventh Street*. July 18.

Iris/Cambria JV, 2002. *Phase II Environmental Site Assessment, Future Port Field Support Services Complex, 2225 & 2277 Seventh Street, Port of Oakland*. June 11.

Port of Oakland, 1998. *Berths 55-58 Project Draft Environmental Impact Report*. December 11. pp. 3:4-8.

Port of Oakland, 2000. *Harbor Maintenance Facilities Master Plan*. August 4.

Port of Oakland, 1998. *Jack London Aquatic Center at Estuary Park Final Mitigated Negative Declaration/ Initial Study*. November 10.

Port of Oakland, 2002. *Port of Oakland Exterior Lighting Policy*. Port of Oakland Sustainable Opportunities Program.

San Francisco Bay Conservation and Development Commission and Metropolitan Transportation Commission, 1996. *San Francisco Bay Area Seaport Plan*. April.

United States Geological Survey (USGS), 1999. *Earthquake Probabilities in the San Francisco Bay Region: 2000 to 2030 – A Summary of Findings*, USGS Open-File Report 99-517.

B. Persons Consulted

Chris Alger, Principal Engineering Geologist, Iris Environmental

Jon Amdur, Environmental Assessment Supervisor, Port of Oakland Environmental Planning Department

Douglas Herman, Port Assistant Environmental Scientist, Port of Oakland Environmental Health and Safety Compliance Department

Mikhail Korsunsky, Port Assistant Civil Engineer, Port of Oakland Engineering Division

Jeff Rubin, Port Associate Environmental Scientist, Port of Oakland Environmental Health and Safety Compliance Department

C. Report Preparer

Christy Herron, Port Assistant Environmental Planner, Port of Oakland Environmental Planning Department

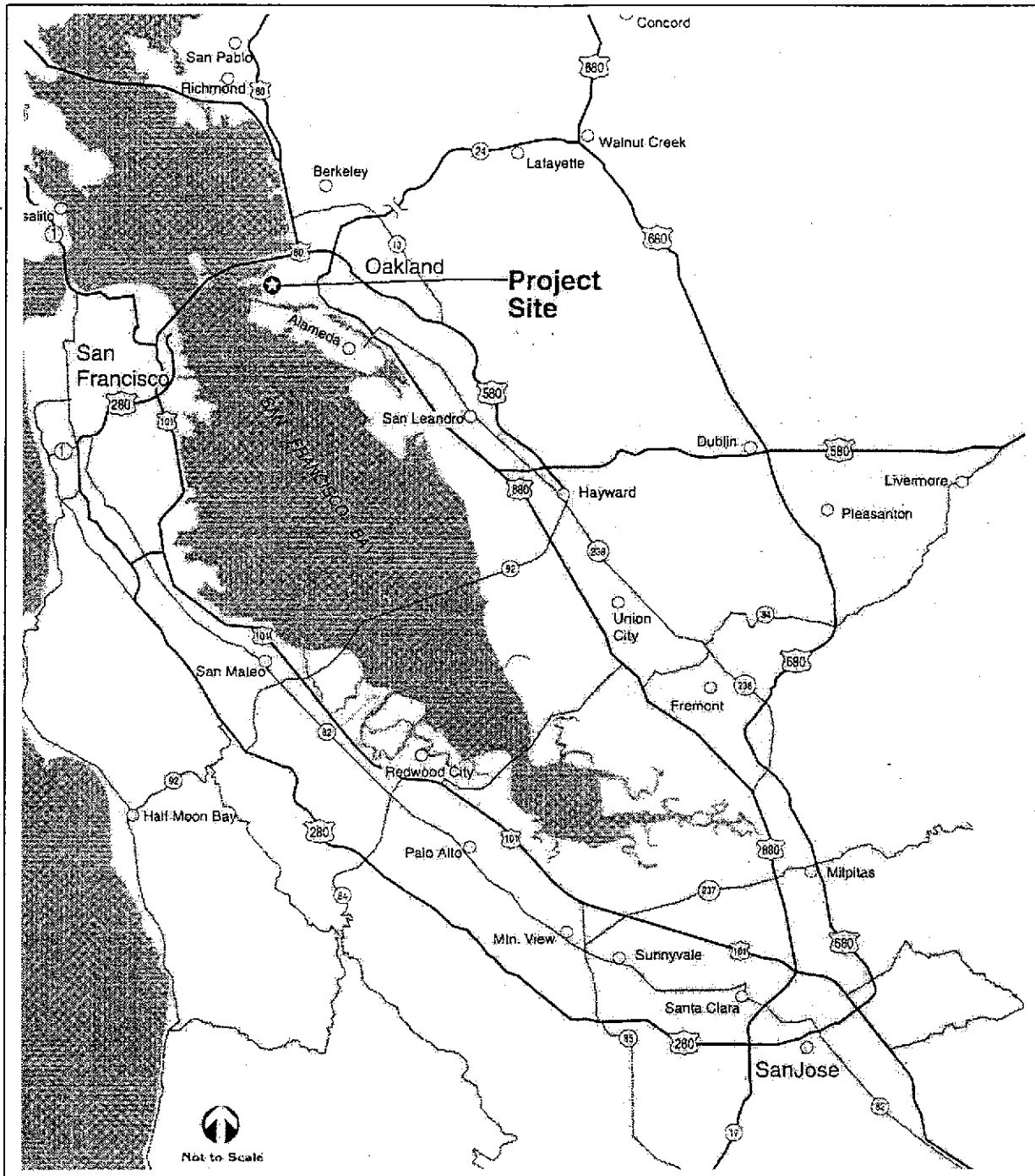


Figure 1: Regional Location and Setting

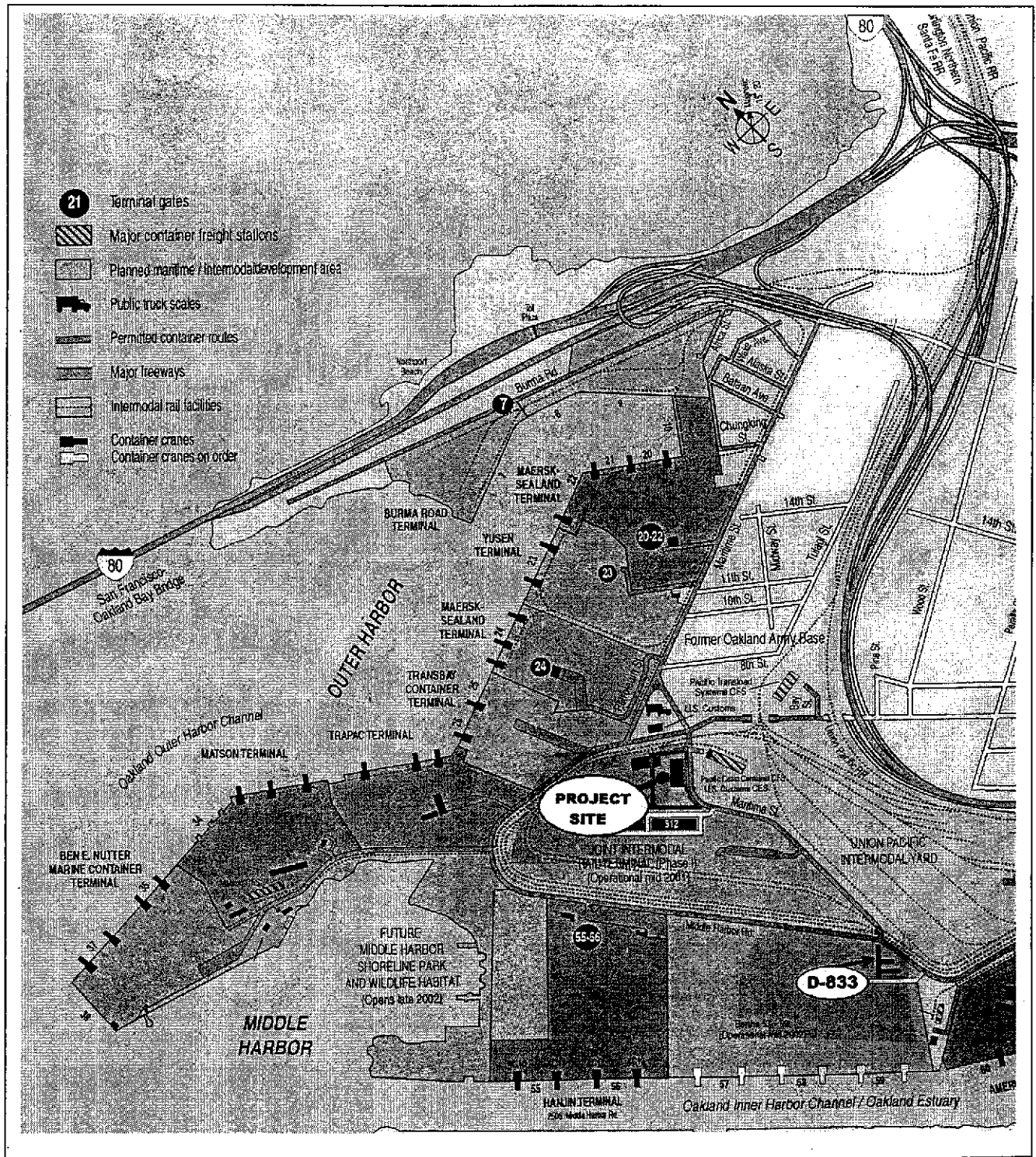


Figure 2: Project Site Location and Surrounding Land Uses: Maritime Area

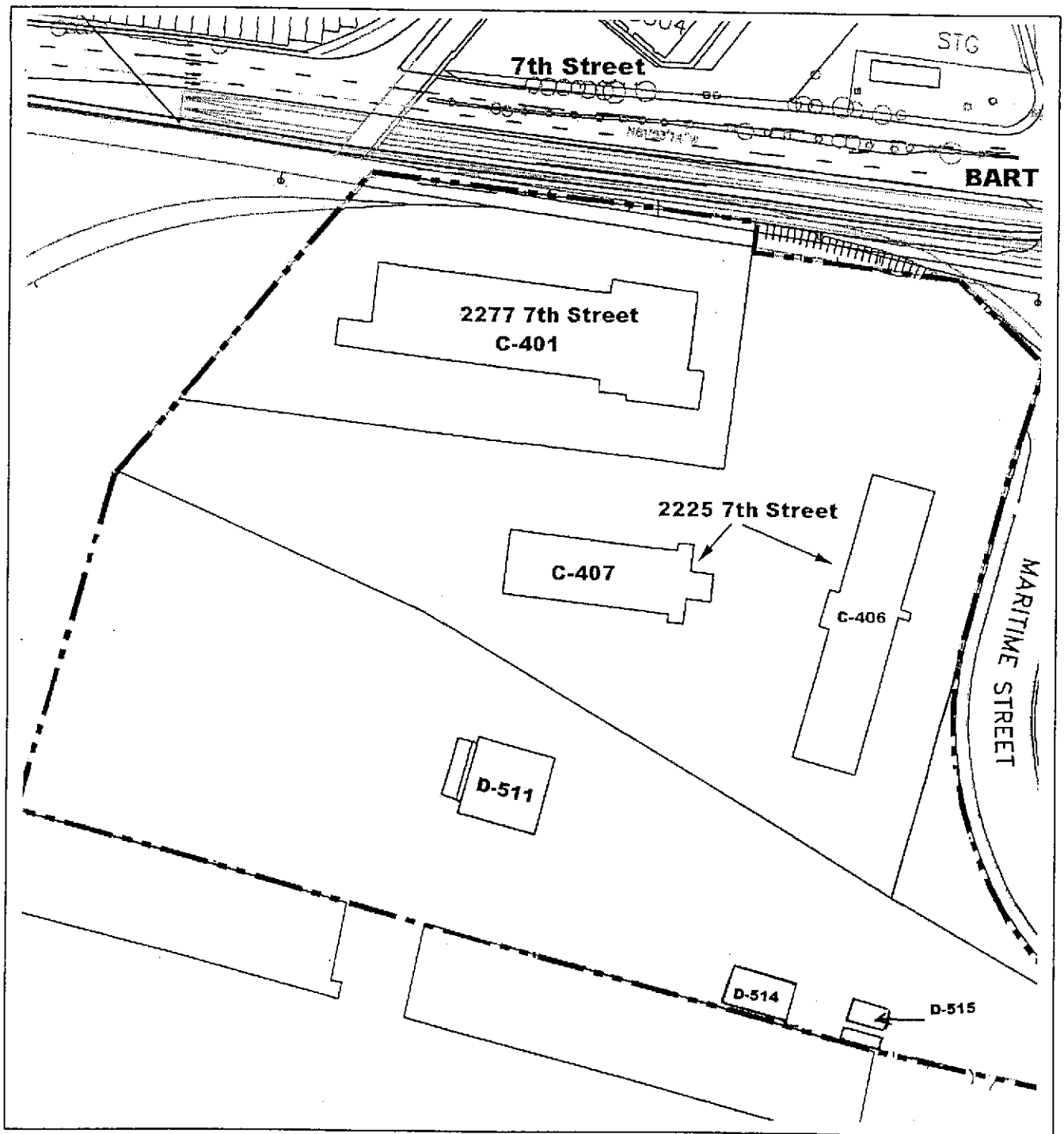
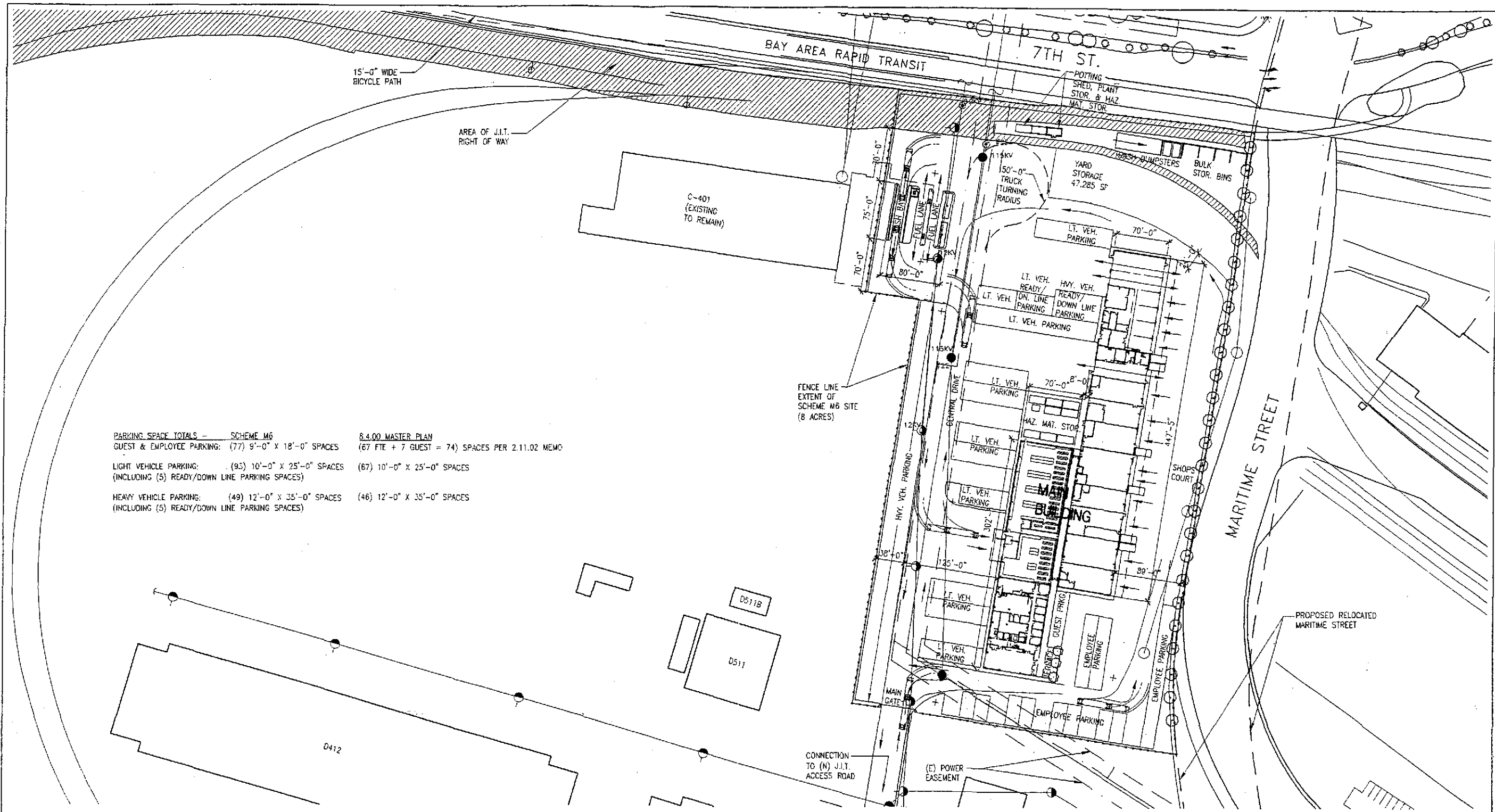


Figure 3: Project Site Characteristics: Location of Existing Buildings



PARKING SPACE TOTALS - SCHEME M6

GUEST & EMPLOYEE PARKING: (77) 9'-0" X 18'-0" SPACES

LIGHT VEHICLE PARKING: (95) 10'-0" X 25'-0" SPACES (INCLUDING (5) READY/DOWN LINE PARKING SPACES)

HEAVY VEHICLE PARKING: (49) 12'-0" X 35'-0" SPACES (INCLUDING (5) READY/DOWN LINE PARKING SPACES)

8.4.00 MASTER PLAN

(67 FTE + 7 GUEST = 74) SPACES PER 2.11.02 MEMO

(67) 10'-0" X 25'-0" SPACES

(46) 12'-0" X 35'-0" SPACES

1 SITE PLAN - SCHEME M6
SCALE: 1" = 80'-0"

SITE AREA = 8 ACRES



 Michael Willis Architects 246 First Street Suite 300 San Francisco, CA 94105 tel: (415) 957-3750		DATE: 07-15-02
		SCALE: 1" = 80'-0"
		SHEET: 1 OF 7 SHEETS
		A100

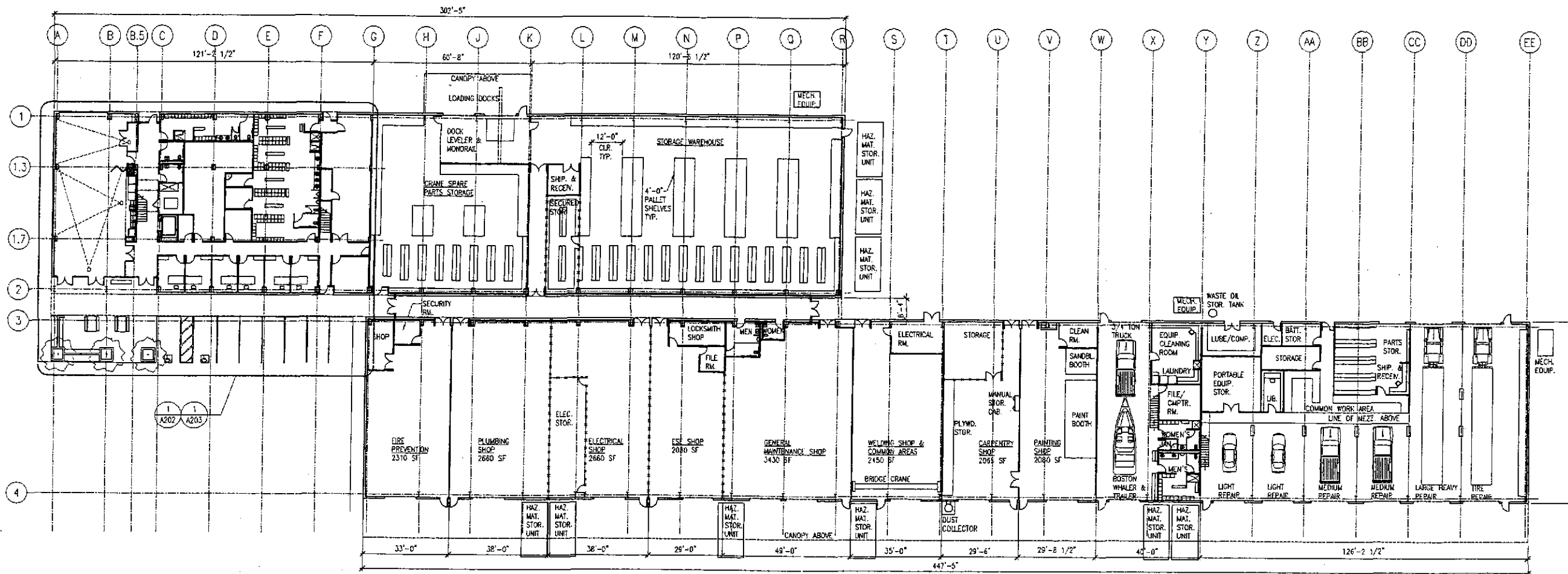
REFERENCES:	NO.	REVISIONS	DATE	APPR'D	REVIEWED	DESIGNED	CHECKED	REVIEWED
PLANS AA ...								
FIELD BOOKS								
"PORT OF OAKLAND DATUM" IS 3.20' BELOW MEAN SEA LEVEL.								
CAUTION: CHECK TRACKING FOR LATEST REVISIONS								

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

CHIEF ENGINEER	REG. ENGINEER NO.
APPROVED	REG. ENGINEER NO.
RECOMMENDED	REG. ENGINEER NO.

CAUTION: THIS PLAN MAY BE REDUCED. ORIGINAL SCALE

Figure 4: Project Site Plan



1 MAN BUILDING FIRST FLOOR PLAN
SCALE: 1" = 20'-0"

AREA	MAY 3, 2002 MEMO	SCHEME M6
ADMINISTRATION	16,324 SF	16,975 SF
SHOPS	19,650 SF	19,685 SF
STORAGE WAREHOUSES	11,650 SF	12,688 SF
VEHICLE MAINT. & DIVER'S SHOP	11,500 SF	11,638 SF
TOTAL SF	59,124 SF	60,986 SF

REFERENCES:	REVISIONS
PLANS AA ...	NO. DATE APP'D
FIELD BOOKS	
"PORT OF OAKLAND DATUM" IS 3.20' BELOW MEAN SEA LEVEL	
CAUTION: CHECK TRACKING FOR LATEST REVISIONS	

REVIEWED: FACILITIES DEPARTMENT	DRAWN: MER
REVIEWED: CONSTRUCTION DEPARTMENT	DESIGNED: MWA
REVIEWED: PROJECT PLANNING DEPARTMENT	CHECKED: CBL
	REVIEWED: [REDACTED]

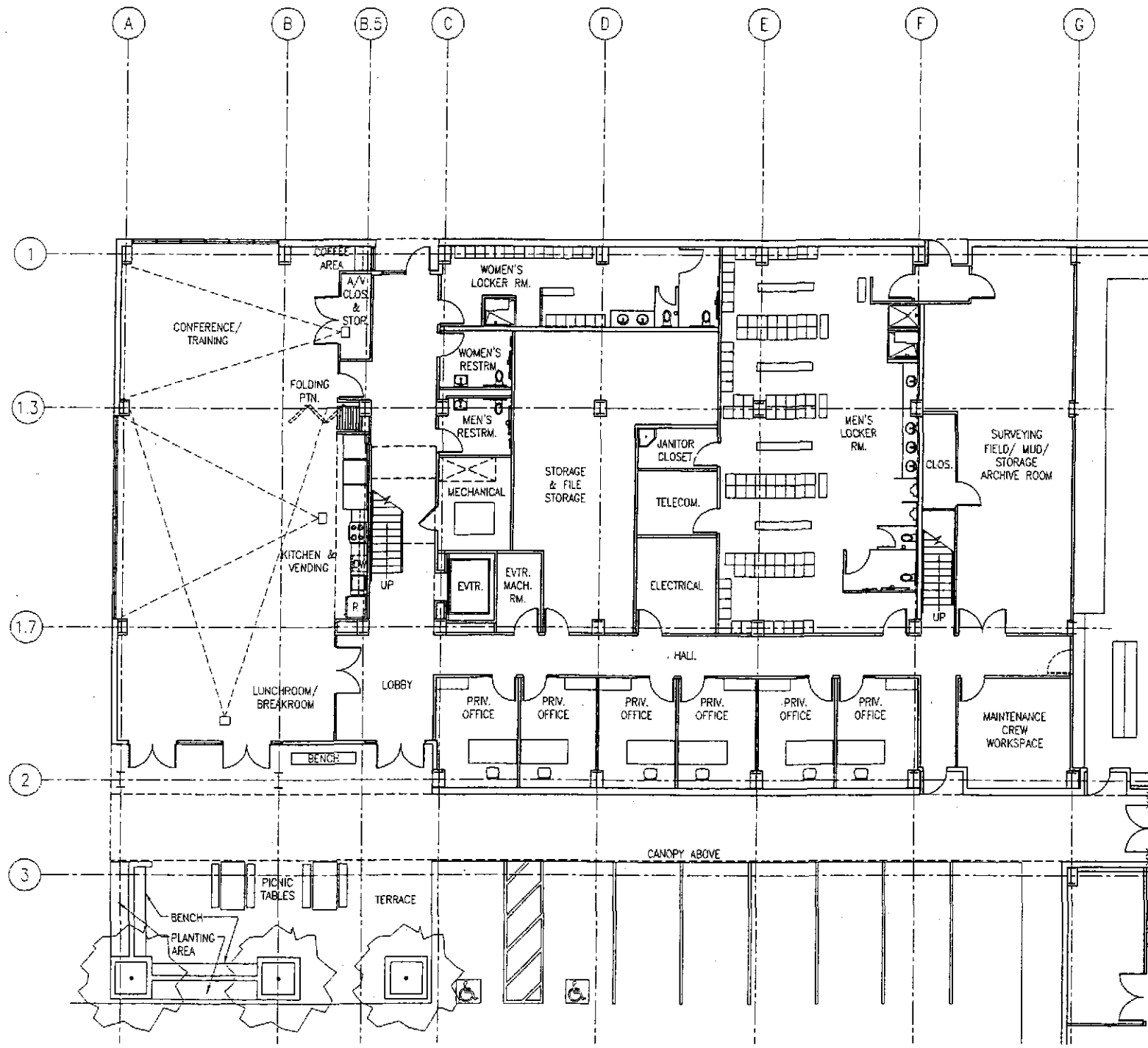
PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

CHIEF ENGINEER	REG. ENGINEER NO.
APPROVED	REG. ENGINEER NO.
RECOMMENDED	REG. ENGINEER NO.

<p>Michael Willis Architects 346 First Street, Suite 300 San Francisco, CA 94105 tel: (415) 957-2750</p>	<p>REGISTERED ARCHITECT MICHAEL WILLIS No. C-15140 9-30-03 STATE OF CALIFORNIA</p>
SCHEME M6	DATE: 07-15-02
PORT FIELD SUPPORT SERVICES COMPLEX	SCALE: 1" = 20'-0"
MAIN BUILDING FIRST FLOOR PLAN	SHEET: 2 OF 7 SHEETS
A200	

CAUTION: THIS PLAN MAY BE REDUCED. ORIGINAL SCALE

Figure 5: Main Building First Floor Plan



1 ADMINISTRATION FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

REFERENCES:
PLANS AA ...
FIELD BOOKS
"PORT OF OAKLAND DATUM"
IS 3.20' BELOW MEAN SEA LEVEL.
CAUTION:
CHECK TRACING FOR LATEST REVISIONS

REVISIONS			
NO.	DATE	APP'D	

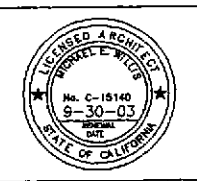
REVIEWED	HOLIDAY DEPARTMENT
REVIEWED	CONSTRUCTION DEPARTMENT
REVIEWED	PROJECT PLANNING DEPARTMENT

DRAWN	MER, TPS, BMR
DESIGNED	MWA
CHECKED	CBL
REVIEWED	

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

CHIEF ENGINEER	
APPROVED	REG. ENGINEER NO.
RECOMMENDED	REG. ENGINEER NO.

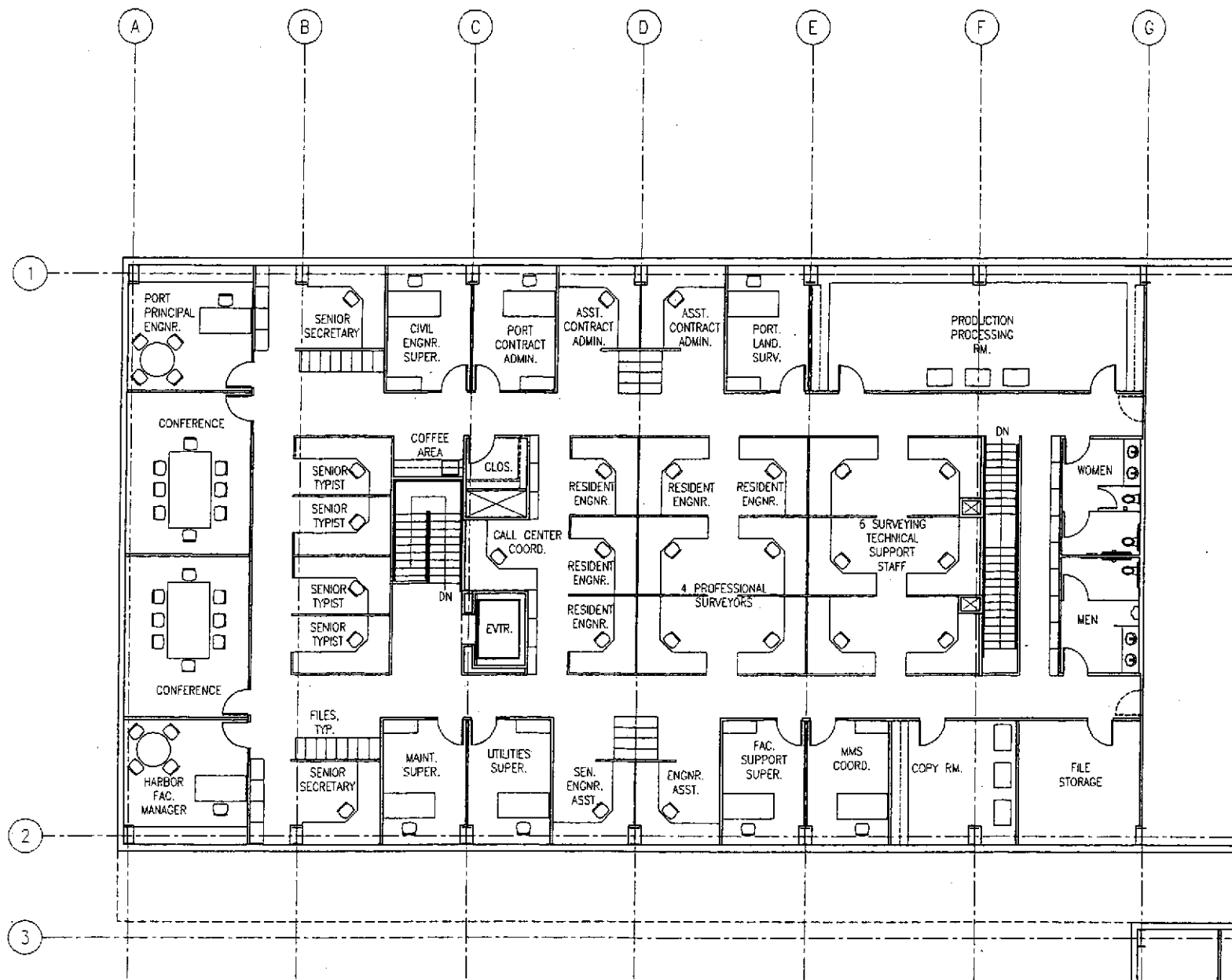
Michael Willis Architects
246 First Street
Suite 2001
San Francisco, CA 94105
tel. (415) 957-2750



SCHEME M6	DATE: 07-15-02
PORT FIELD SUPPORT SERVICES COMPLEX	SCALE: 1/8"=1'-0"
ADMINISTRATION FIRST FLOOR PLAN	SHEET: 4 OF 7 SHEETS
A202	

CAUTION: THIS PLAN MAY BE REDUCED ORIGINAL SCALE

Figure 6: Administration First Floor Plan



1 ADMINISTRATION SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

REFERENCES:

PLANS AA ...

FIELD BOOKS

"PORT OF OAKLAND DATUM" IS 3.20' BELOW MEAN SEA LEVEL.

CAUTION: CHECK TRACING FOR LATEST REVISIONS

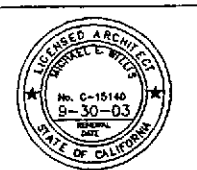
REVISIONS			
NO.	DATE	APP'D	

REVIEWED	FACILITIES DEPARTMENT	DRAWN	MER, TFS, BMR
REVIEWED	CONSTRUCTION DEPARTMENT	DESIGNED	MWA
REVIEWED	PROJECT PLANNING DEPARTMENT	CHECKED	CBL
		REVIEWED	

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

CHIEF ENGINEER	REG. ENGINEER NO.
APPROVED	REG. ENGINEER NO.
RECOMMENDED	REG. ENGINEER NO.

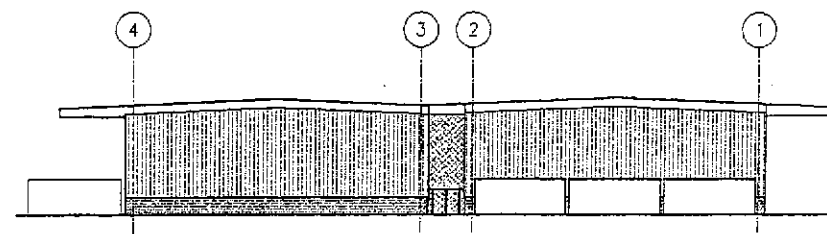
Michael Willis Architects
246 First Street
Suite 300
San Francisco, CA 94105
tel: (415) 957-5750



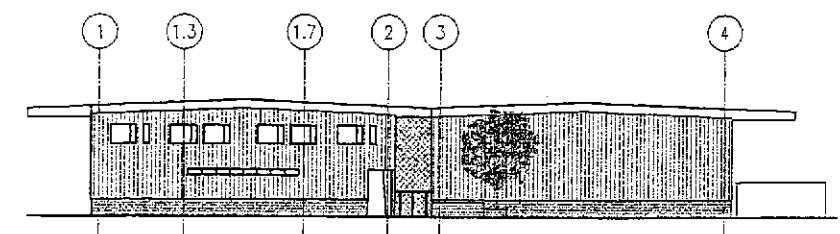
SCHEME M6	DATE: 07-15-02
PORT FIELD SUPPORT SERVICES COMPLEX	SCALE: 1/8" = 1'-0"
ADMINISTRATION SECOND FLOOR PLAN	SHEET: 5 OF 7 SHEETS
A203	

CAUTION: THIS PLAN MAY BE REDUCED ORIGINAL SCALE

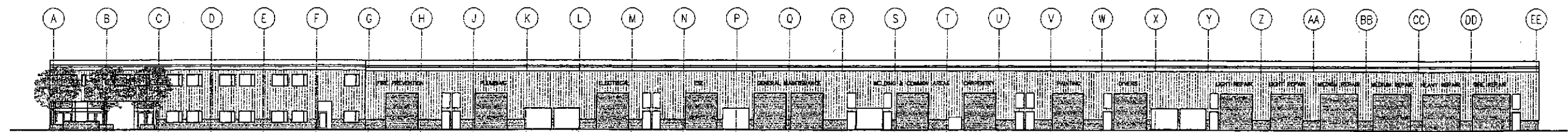
Figure 7: Administration Second Floor Plan



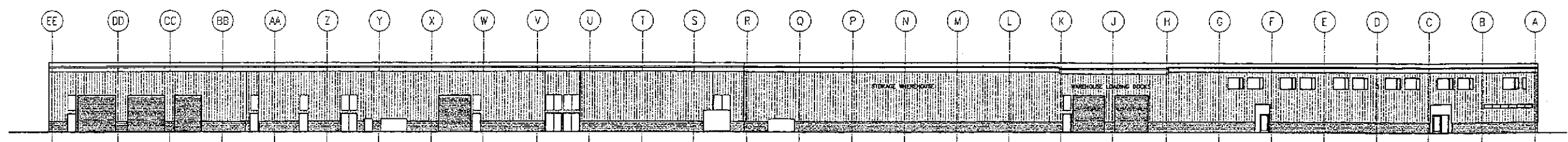
2 MAIN BUILDING NORTH ELEVATION
SCALE: 1" = 20'-0"



1 MAIN BUILDING SOUTH ELEVATION
SCALE: 1" = 20'-0"



3 MAIN BUILDING EAST ELEVATION
SCALE: 1" = 20'-0"



4 MAIN BUILDING WEST ELEVATION
SCALE: 1" = 20'-0"

REFERENCES:
PLANS AA
FIELD BOOKS
"PORT OF OAKLAND DATUM"
IS 3.20' BELOW MEAN SEA LEVEL.
CAUTION:
CHECK TRACING FOR LATEST REVISIONS

REVISIONS			
NO.	DATE	APP'D.	REVIEWED

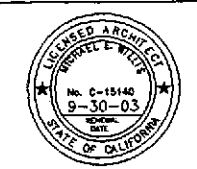
REVIEWED	FACILITIES DEPARTMENT
REVIEWED	CONSTRUCTION DEPARTMENT
REVIEWED	PROJECT PLANNING DEPARTMENT

DRAWN	MER, BMR
DESIGNED	MWA
CHECKED	CEL
REVIEWED	

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

CHIEF ENGINEER	
APPROVED	
RECOMMENDED	

Michael Wills Architects
246 First Street
Suite 200
San Francisco, CA 94105
(415) 957-3750



SCHEME M6
PORT FIELD SUPPORT SERVICES COMPLEX
MAIN BUILDING ELEVATIONS

DATE: 07-15-02
SCALE: 1" = 20'-0"
SHEET: 6 OF 7 SHEETS
A300

CAUTION: THIS PLAN MAY BE REDUCED ORIGINAL SCALE

Figure 8: Main Building Elevations