

MINUTE ITEM

This Calendar Item No. 30  
was approved as Minute Item  
No. 30 by the State Lands  
Commission by a vote of 3  
to 0 at its 4/24/86  
meeting.

A 79

S 40

CALENDAR ITEM

30

04/24/86  
W 23750 PRC 6976  
Martinez

DREDGING PERMIT

APPLICANT: Continental Maritime of San Diego, Inc.  
Attn: John Kelley, General Manager  
1445 Crosby Street  
San Diego, California 92113-2124

AGENT: Ferver Engineering Company  
Attn: Robert Smyth  
3487 Kurtz Street  
San Diego, California 92110

AREA, TYPE LAND AND LOCATION:  
Ungranted sovereign lands at the northeasterly  
edge of San Diego Bay, San Diego County.

PROPOSED LAND USE:  
Dredge a maximum 6,000 cubic yards of minerals  
other than oil, gas and geothermal to maintain  
a navigable depth for passage of vessels to  
berth for repair at a ship repair facility  
proposed for construction on adjacent granted  
lands; no minerals reserved. The dredged  
material will be disposed offshore at the  
Environmental Protection Agency approved  
disposal site "LA 5".

TERMS OF THE PROPOSED PERMIT:  
Initial Period: One year commencing May 1,  
1986.

Royalty: \$0.15 per cubic yard for material  
placed at the approved offshore site.

CALENDAR ITEM NO. 30 (CONT'D)

APPLICANT STATUS:

Applicant is owner of the upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:

Filing fee and processing fee have been received.

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
- B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

OTHER PERTINENT INFORMATION:

1. This activity involves lands identified as possessing significant environmental values pursuant to PRC 6370, et seq. Based upon staff's consultation with the persons nominating such lands; and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.
2. A Negative Declaration was prepared and adopted for this project by the San Diego Port District. The State Lands Commission's staff has reviewed such document and believes that it complies with the requirements of CEQA.

APPROVALS OBTAINED:

San Diego Unified Port District and U.S. Army Corps of Engineers.

AB 884: 09/04/86.

EXHIBITS:

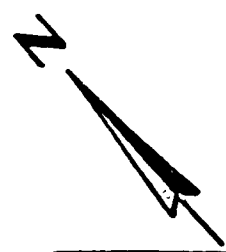
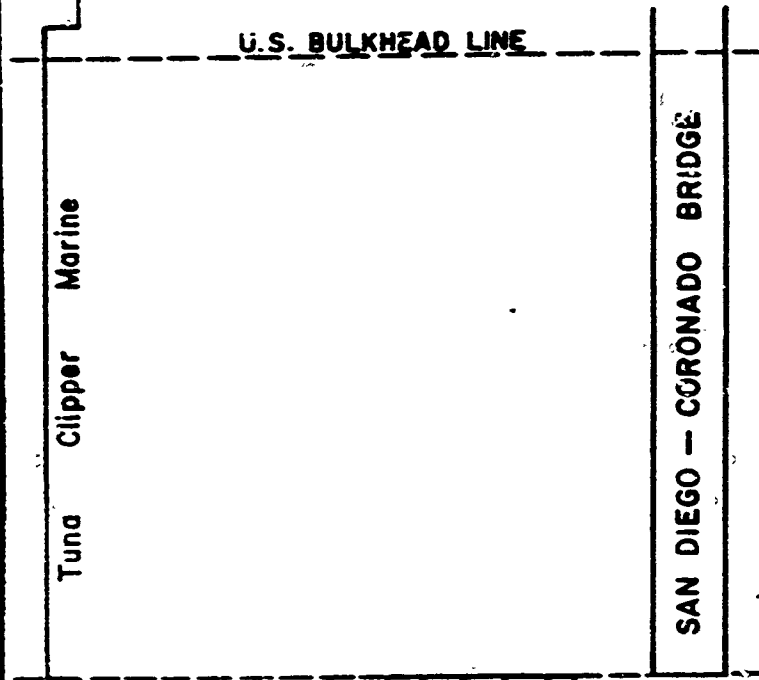
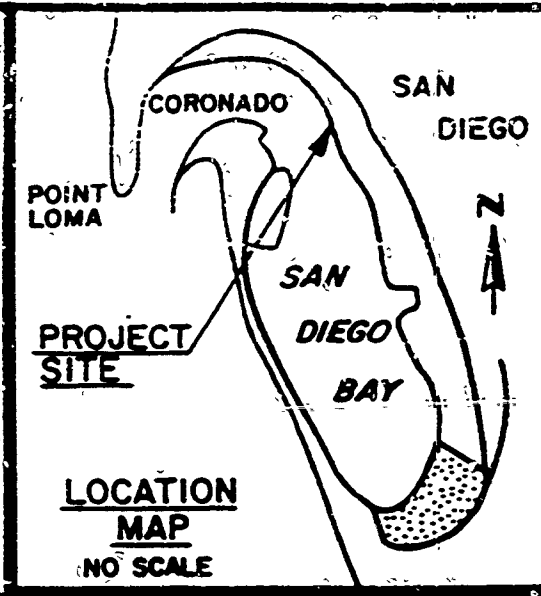
- A. Vicinity and Site Map.
- B. Permit.
- C. Negative Declaration.

IT IS RECOMMENDED THAT THE COMMISSION:

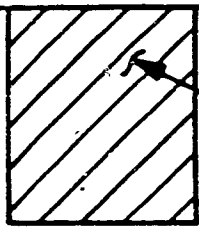
1. FIND THAT A NEGATIVE DECLARATION WAS PREPARED AND ADOPTED FOR THIS PROJECT BY THE SAN DIEGO PORT DISTRICT AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

CALENDAR ITEM NO. 30 (CONT'D)

2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. AUTHORIZE STAFF TO ISSUE TO CONTINENTAL MARITIME OF SAN DIEGO, INC. THE DREDGING PERMIT ON FILE IN THE OFFICES OF THE COMMISSION. SAID PERMIT SHALL ALLOW DREDGING A MAXIMUM VOLUME OF 6,000 CUBIC YARDS IN SAN DIEGO BAY AND DISPOSAL AT THE APPROVED OFFSHORE SITE AT A ROYALTY OF \$0.15 PER CUBIC YARD. SUCH PERMITTED ACTIVITY IS CONTINGENT UPON APPLICANT'S COMPLIANCE WITH APPLICABLE PERMITS, RECOMMENDATIONS OR LIMITATIONS ISSUED BY FEDERAL, STATE AND LOCAL GOVERNMENT AGENCIES.



**EXHIBIT "A"**  
**APPLICATION FOR DREDGING**  
 CONTINENTAL MARITIME OF SAN DIEGO, INC.  
 APPLICANT  
 W 2375 J  
 SAN DIEGO BAY



**DREDGING SITE**

NO SCALE



R.O. 3/86

STATE LANDS COMMISSION  
1807 13TH STREET  
SACRAMENTO, CALIFORNIA 95814

Exhibit " B "

March 13, 1986

File Ref: W 23750

Continental Maritime  
of San Diego, Inc.  
Attn: John Kelley  
General Manager  
1445 Crosby Street  
San Diego, California 92113-2124

Gentlemen:

Pursuant to your application dated December 11, 1985, and by the authorization of the State Lands Commission on April 24, 1986, you are hereby granted permission to dredge, during the term of the permit, a maximum of 6,000 cubic yards of sand, silt, clay, and gravel, excluding all other minerals, including, but not limited to, oil, gas, and geothermal from an area of ungranted sovereign lands in San Diego Bay, San Diego County, as designated in Exhibit "A" attached hereto, which is by this reference expressly made a part hereof. Said permission includes the right to deposit dredge spoils offshore at the Environmental Protection Agency approved site "LA 5".

A royalty of \$0.15 per cubic yard shall be paid for material placed at the approved offshore disposal site. A royalty of \$0.25 per cubic yard shall be paid for any material used for any private or commercial benefit. Said permission is given on the condition that all dredging and spoils deposition shall be done in accordance with all applicable Federal, State, and local government laws, rules, and regulations. Said permission shall be effective from April 24, 1986 through April 23, 1987.

It is hereby agreed that the operations authorized under this permit shall be performed with diligence, in a good and workmanlike manner, and with the use of due care and safety precautions.

March 13, 1986

It is further agreed that you shall submit copies of reports or contracts with the dredging operator substantiating the volume of materials dredged and any royalties due to the Commission on a quarterly basis, on forms supplied by the Commission (Form 30.9 NC). It is agreed that you shall submit said forms on or before the fifteenth (15th) day of the month following the end of each permit quarter, together with payment for the royalty due on the volume removed during that quarter. The first permit quarter shall be the first three months following the effective date of this permit, and every three-month period thereafter shall be a permit quarter.

It is hereby agreed that, pursuant to Public Resources Code Section 6224, any installments of royalty accruing under the provisions of this permit that are not paid when due shall be subject to a five percent (5%) penalty and shall bear interest at the rate of one and one-half percent (1-1/2%) per month from the date when the same was payable by the terms hereof.

It is agreed that you shall furnish the Commission with copies of final surveys or copies of any other computations used as a basis to verify dredge volumes within twenty-five (25) days of completion of the activity authorized hereunder.

It is agreed that you shall indemnify, save harmless and at the option of the State of California, defend said State, its officers, agents and employees, against any and all claims, demands, causes of action, or liability of any kind which may be asserted against or imposed upon the State of California or any of its officers, agents, or employees by any third person or entity, arising out of or connected with the issuance of this permit, operations hereunder, or the use by you or your agents, employees or contractors, of the above-described lands.

Without limiting the generality of the foregoing, such indemnification shall include any claim, demand, cause of action or liability of any kind asserted against or impounded upon the State of California or any of its officers, agents or employees, arising out of or connected with any alleged or actual violation by you, your agents, employees or contractors of the property or contractual rights of any third persons or entity. It is agreed that you shall, at the option of the Commission, procure and maintain liability insurance for the benefit of the State in an amount satisfactory to the Commission.

Continental Maritime  
of San Diego, Inc.

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March 13, 1985

You agree to comply with the terms and conditions hereof, and you further agree that any violation thereof shall constitute grounds for termination of this permit and shall allow the Commission to pursue any other remedy available to it under the law. It is further agreed that this permit may be suspended, modified, or terminated, whenever the State Lands Commission deems such action to be in the best interests of the State, and that no such action by the Commission shall be deemed to be a basis for any claim or cause of action for damages against the State or any officer, employee or agency thereof.

STATE OF CALIFORNIA  
STATE LANDS COMMISSION

\_\_\_\_\_  
W. M. THOMPSON, Chief  
Extractive Development Program

\_\_\_\_\_  
DATE

ACCEPTED:

By: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

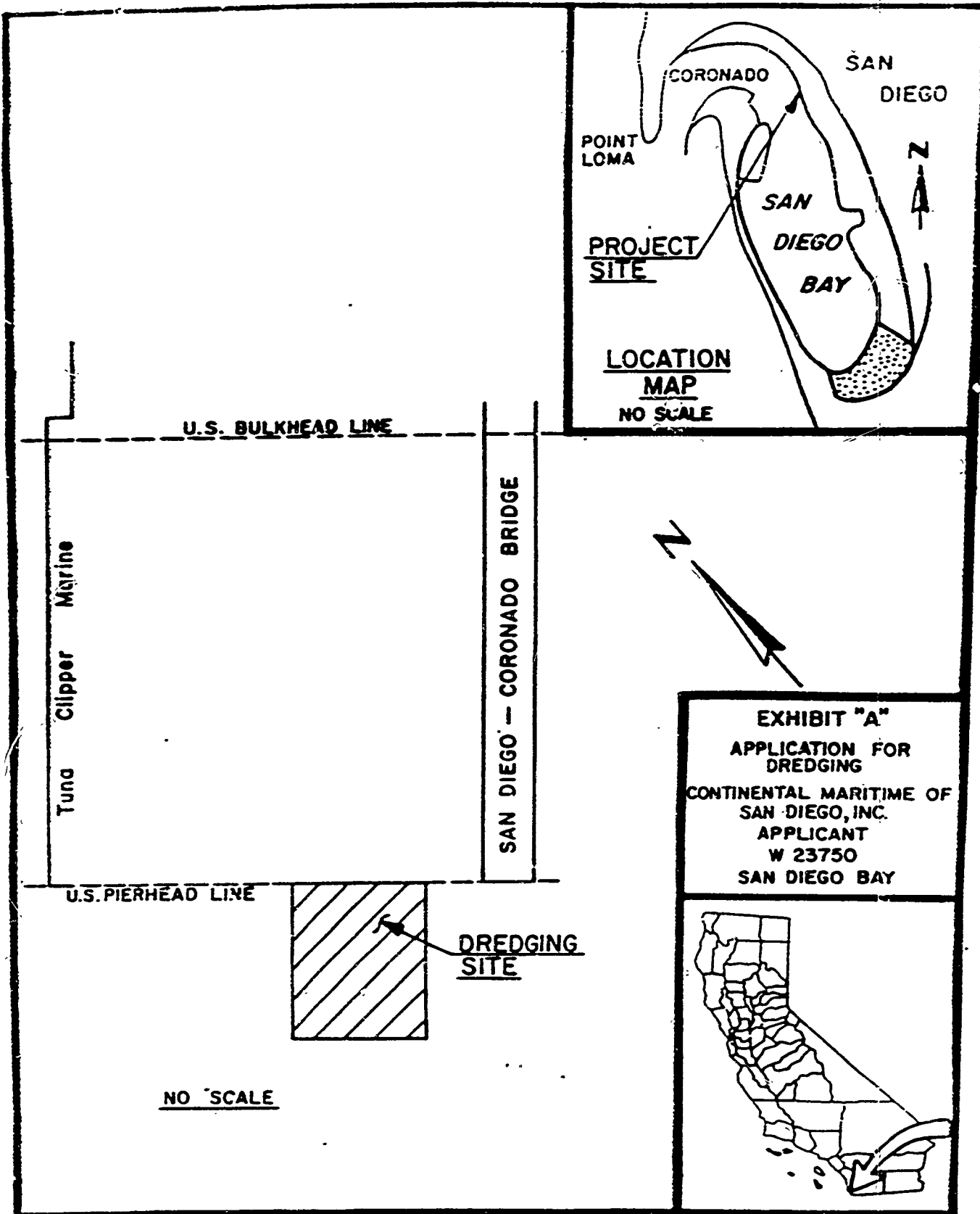
Mailed in Triplicate

Attachment: EXHIBIT "A"

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CALENDAR PAGE  
MINUTE PAGE

213  
1085



R.O. 3/86

CALENDAR PAGE	214
MINUTE PAGE	1086



EXHIBIT "C"

SAN DIEGO UNIFIED PORT DISTRICT

Document No. 19214

Filed MAR 4 1986  
Office of the Clerk

SAN DIEGO UNIFIED PORT DISTRICT  
3165 Pacific Highway  
San Diego, California 92112

UPD #83356-61  
SCH #86012206

NEGATIVE DECLARATION

SUBJECT: "CONTINENTAL MARITIME LEASEHOLD REDEVELOPMENT, San Diego"

The project provides for the conversion of a portion of the former Bumble Bee Tuna Cannery site into a ship repair facility, and the sublease of the remainder of the site for marine-related industrial uses. The conversion will entail only minor modifications to the existing facilities on the land portion of the site. In the water area, dredging of deep subtidal bay bottom and the extension of an existing pier to the Pierhead line will be required to accommodate deep draft Navy and commercial vessels. The site is located south of Crosby Street and west of the Santa Fe Railway, under the Coronado Bay Bridge, in an industrialized bayfront area in San Diego.

The applicant is John Kelley, General Manager, Continental Maritime of San Diego; the EA was prepared, and revised, by Bob Smyth of Ferver Engineering for Continental Maritime. Ferver Engineering is also coordinating the Army Corps permit application.

I. PROJECT DESCRIPTION

Continental Maritime proposes to convert a portion of the former Bumble Bee Tuna Cannery site into a ship repair facility, and to sublease the remainder of the site for various marine-related industrial uses, including warehouse, office space, ship berthing, fueling, storage and minor repair work.

The ship repair facility will utilize the northern 40% of the 13.7-acre land area and about 50% of the 17.8-acre water area, and will provide a variety of services including structural repairs, sheet metal fabrication, surface preparation and painting, electrical component repairs or refitting, overhaul and rigging of shipboard components, etc. for large naval ships and commercial vessels. The facility will be designed to handle alongside ship repairs or refitting only.

The Continental Maritime shipyard is expected to employ about 500 workers. The sublease area is expected to have about 250 workers when fully occupied.

Only minor improvements will be made to the land area buildings and facilities for the shipyard. About two-thirds of the trussed, metal roof of the main cannery building will be removed to create an open "lay-down" area. The original northerly entrance to the building along Crosby Street will be reopened to provide access for deliveries to the yard. All other shipyard support operations will be housed within existing structures, which will require only interior modifications. These operations include painting, sandblasting, welding, machine and electrical component fabrication and repair, storage, and warehousing. No improvements are proposed (other than interior remodeling) for the sublease area.

Dredging and improvements to one of three piers in the water portion of the shipyard are proposed to accommodate deep draft Navy and commercial vessels. The 475-foot long Pier 4 will be renovated, and extended 225 feet out to the U.S. Pierhead line. Dredging to -40 feet Mean Lower Low Water (MLLW) is proposed on both sides of Pier 4. The dredged area will start 375 feet from the shoreline, and extend about 200 feet beyond the pierhead line into deeper water under the jurisdiction of the State Lands Commission. The total area will encompass approximately 260,000 square feet of currently deep subtidal bottom, ranging in depth from -20 feet MLLW to -34 feet MLLW. Approximately 100,000 cubic yards of material will be removed, and will be disposed of at EPA Disposal Site LA-5. Pier 5, a short pier southerly of Pier 4, will be removed.

No water area improvements are proposed for the sublease portion of the leasehold; see map on page 2h of the Initial Study.

## II. BACKGROUND

The former Bumble Bee tuna cannery leasehold was sold to Continental Maritime by Castle and Cooke, Inc. This transaction was approved by the Board of Port Commissioners on September 10, 1985 by Resolution 85-264 and Ordinance 1147.

## III. ENVIRONMENTAL SETTING

The leasehold totals 13.7 acres of land and 17.8 acres of water located west of the AT&SF railway, between Crosby Street and Belt Street, beneath the Coronado Bay Bridge on the San Diego Bayfront. The land parcel is fully developed, with about one-half of the area covered in one- and two-story structures and the remainder paved yard. The structures include offices, warehouses, cold storage lockers, and the main cannery building.

The water area has six piers, ranging in length from 173 to 475 feet, which are used for boat berthing, minor repairs, and fueling. Current uses of the site include offices, boat berthing and repair, welding, painting and sandblasting operations, and fueling of commercial and private vessels. Access to the site is available via the Crosby and Sampson Street truck routes, from I-5 or Harbor Drive. The site is also served by AT&SF freight rail. The nearby MTD light rail commuter line provides for public transportation.

IV. SUMMARY OF ENVIRONMENTAL EVALUATION

The assessment of the potential for adverse environmental effects from the leasehold redevelopment takes into consideration both the ship repair facilities and the potential sublease of the remainder of the lease area. The leasehold as a whole has to be considered, even though the sublease area may not be fully utilized and is independent of the Continental Maritime ship repair facility development and operation.

Issues reviewed include traffic circulation and parking; air and water quality; marine resources; and geotechnical considerations. Cumulative effects upon traffic circulation and land use compatibility from this project, activities at the 10th Avenue Marine Terminal, and the proposed Crosby Street park and marine-oriented industrial site have been evaluated in the "CROSBY STREET INDUSTRIAL/PARK SITE" Draft EIR (SCH #85010903; UPD 83356-EIR-47).

Traffic Circulation and Parking: The shipyard is expected to employ up to 500 workers with an additional estimated 250 workers employed by companies in the sublease area. Previous traffic studies for shipyards in the area (Federhart, 1982; Basmacıyan, 1985) have used 2.2 trips/employee to estimate total daily traffic generated by the facilities. Daily traffic is, therefore, estimated to be increased by 1,100 ADT for the shipyard, and by 550 for the sublease area. Navy crews may, at times, be stationed on ships being repaired, and for traffic generation analysis an additional 250 trips/day/ship, or 500 total trips for two ships, is added to the shipyard/sublease area's 1650 ADT for a maximum of 2,150 trips per day.

Primary access to the shipyard from I-5 or Harbor Drive will be via Crosby Street. Access to the sublease portion will be via Sampson Street to Belt Street. Federhart's (1982) study of the adjacent Southwest Marine Shipyard's traffic found both the Crosby/Harbor and Sampson/Harbor signalized intersections operating at satisfactory levels of service (A or B), as well as the segments of both Crosby and Sampson below Harbor Drive. Crosby and Sampson Streets, above Harbor Drive, are designated as major and collector streets, respectively, to which the project will add only incremental increases in daily traffic (about 800 to 1,000 ADT each). Basmacıyan's (1985) traffic study assessed the cumulative effects of a number of projects, including this redevelopment project, upon local circulation. The study concluded that there would be no significant transportation or circulation impacts upon local circulation as a result of this, and other existing and proposed projects in the area (Basmacıyan, 1985; 5-20).

Federhart's 1982 study of the adjacent Southwest Marine shipyard traffic included surveys of commuting employees. It found that employees' commuting habits indicated a parking demand of 0.8 parking spaces per employee. Continental Maritime's demand may be somewhat less than this, as the MTDB Barrio Logan trolley station is closer to the project site than to Southwest Marine, and both the Centre City-Tijuana and Centre City-La Mesa lines of the trolley system will be in service. In addition to employee and visitor parking, Continental Maritime may need to provide parking for Navy crews on an interim basis, while repairs are being made at the shipyard.

Continental Maritime's leasehold currently has 350 on-site parking spaces. They propose to lease an adjacent 230-space parking lot located between Crosby Road and the railroad tracks from AT&SF; and to lease from Van Camp a 357-space parking lot located about one mile from the project site. Four 64-passenger buses will be used as shuttles to this lot. Continental Maritime will have a total of 937 spaces available for use. Of these, 200 would be needed for the sublease operations, about 400 for the shipyard, and the remainder for possible Navy crew or employee overflow. With the 937 spaces available at the three lots, adequate parking will be available.

Most of these spaces are provided through off-site parking proposed to be leased by Continental Maritime. If only on-site parking were available, the number of spaces would be insufficient and a serious local shortage could result. Therefore, as a condition of District project approval, adequate off-street parking to meet the needs of workers and visitors, estimated to be about 600 spaces, must be secured and maintained by Continental Maritime. When Navy ship crews are based at the facility, additional parking for their use must be provided by the applicant. A shuttle service should also be required for parking lots not nearby the leasehold.

Air/Water Quality: Concerns for air emissions and pollutant discharges arise from the use of chemicals, solvents, paints, and other materials common in shipyard activities, such as sandblasting, hull cleaning and painting. Prior to construction and start of operations, the applicant must obtain permits from the Air Pollution Control District and Water Quality Control Board. These Agencies will condition these permits to avoid or to minimize the potential risk of harmful emissions or discharges through their regulatory control authority. For example, the applicant indicates that he will construct pier and shore-based facilities for acceptance of ship effluents, construct appropriate contaminate booms to control potential pollutant discharge into the bay, and conduct painting, sandblasting, and other operations within approved enclosures.

Marine Resources: The temporary environmental effects of the proposed dredging on marine resources are associated with:

1. the physical disruption of the deep-subtidal benthic community at the project site and disposal site;
2. the suspension of sediments (turbidity at the project site and disposal site); and
3. the potential release of sediment-bound toxic materials, if present, into the water column.

Recent studies performed for similar dredging projects in mid-San Diego Bay have found that the temporary, short-term, and localized effects of the disruption of the benthic community, and localized turbidity, are not environmentally significant (COE, 1984, 1985a, b; Woodward-Clyde, 1983). Recolonization of the benthos would typically begin immediately following completion of the proposed project.

with nearly complete recovery in the first twelve months (COE, 1985b). The effects of turbidity on plankton, filter-and suspension-feeding organisms and fish are not considered to be substantial, with individuals or populations expected to recover to pre-dredging levels within months after project completion (Woodward-Clyde, 1983). The release of small quantities of sediment-borne heavy metals or organic pollutants, if present and at elevated levels, would be short-term, and restricted to the dredging and disposal sites. The low concentrations of materials released and rapid dilution would reduce the possibility of significant amounts accumulating in the food chain. A bioassay performed on the sediments at the project site has indicated that no significant bioaccumulation of metals or organics occurred within the test organisms, and that no significant impacts to the marine ecosystem are expected from the dredging or disposal of the dredged materials (WESTEC, 1985).

The long-term environmental effects of the proposed dredging and pier reconstruction involve the addition of approximately 100,000 cubic yards of deep subtidal water column to San Diego Bay, and the addition of approximately 24,000 square feet of habitat (piling) for attachment forms of marine life. These habitat additions are considered beneficial effects to the marine environment (Woodward-Clyde, 1983).

Geotechnical Considerations: The dredging adjacent to Pier 4 will encroach into the easement granted by the District to the State of California, Department of Public Works, for the construction, maintenance, and operation of the San Diego-Coronado Bay Bridge. The dredging may approach two or more of the bridge support foundations. However, the materials to be dredged are the upper 10 feet of bay bottom sediments, and the applicant's engineer (Ferver Engineering) has indicated that the dredging would have no effect upon the structural supports for the bridge. The analysis and approval of the dredging plans as to engineering and geotechnical considerations by the appropriate agency (Department of Public Works, CALTRANS, or the San Diego/Coronado Toll Bridge Authority) should address any geotechnical concerns raised by dredging in the vicinity of the bridge foundations. Such plan approval by the responsible Bridge agency will be made a condition of the District project approval.

Conclusion: It is concluded that all of the potential environmental concerns identified in the Initial Study will be reduced to insignificant levels through implementation of standard control measures required as conditions of permit approval by the responsible agencies and design features or construction methods proposed by the applicant.

The conclusions of the environmental analysis were based upon certain specific measures proposed by the applicant and incorporated into the project by design, construction, and/or operation as to the adequacy of parking, and satisfaction of air and water quality concerns and geotechnical considerations. These measures should be appropriately incorporated as conditions into project approval as follows:

- 1a) To ensure adequate parking for workers and visitors at the entire leasehold, a total of 600 on- or off-site parking spaces must be secured and maintained by Continental Maritime.

- 1b) When Navy crews are based at the facility, adequate additional parking must be secured by Continental Maritime to satisfy the additional parking demand, and shuttle services must be made available to the parking area.
- 2) To satisfactorily ameliorate air and water quality, marine resource and geotechnical concerns, Continental Maritime must obtain all applicable permits or plan approvals from the U.S. Army Corps of Engineers, the State Lands Commission, the Air Pollution Control District, the Water Quality Control Board, and the Bridge authority.

V. MITIGATION MEASURES

The Initial Study has indicated that there would be no significant environmental impact as a result of the project as proposed and controlled by agencies having statutory regulatory control authority, and, therefore, no mitigation measures, beyond those incorporated into the project or required as conditions of project approval, are proposed or required.

VI. FINDING

The San Diego Unified Port District Environmental Review Committee, on January 10, 1986, reviewed and considered the attached Initial Study and recommended the preparation of a Negative Declaration for the project. The District has determined that the overall project, as proposed, will have no substantially adverse effects related to land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance, nor will the project otherwise have a substantial adverse impact on the environment. No EIR is required.

VII. DOCUMENTATION

The attached Initial Study documents the reasons to support the above finding.

VIII. PUBLIC REVIEW OF DRAFT NEGATIVE DECLARATION

Notice of the availability of the Draft Negative Declaration and proposed finding was published in the San Diego Daily Transcript.

Draft copies of this Negative Declaration were distributed to:

- U.S. Army Corps of Engineers, Los Angeles  
Regulatory Functions Branch
- National Marine Fisheries Service  
Terminal Island, CA (Regional Director)
- U.S. Fish and Wildlife Service  
Laguna Niguel
- U. S. Coast Guard  
San Diego Marine Safety Office (Commander)

U.S. Navy  
Navy Facilities Engineering Command (Commander)  
Environmental Protection Coordinator  
Shipbuilding Conversion and Repair (Commander)

Office of Planning and Research, Sacramento  
State Clearinghouse (10 copies)

California Coastal Commission  
San Francisco (Executive Director)  
San Diego (District Director)

Department of Fish and Game  
Marine Resources Region, Long Beach

State Lands Commission, Sacramento  
Director  
Linda Martinez

Department of Transportation  
District 11, San Diego  
California Transportation Commission, Sacramento  
San Diego-Coronado Bay Bridge Toll Collection, Coronado

San Diego Association of Governments, San Diego  
Areawide Clearinghouse (2 copies)

San Diego Air Pollution Control District  
Executive Director

California Regional Water Quality Control Board  
San Diego Region (Executive Officer)

City of San Diego  
City Manager  
EQD Director

City of National City  
City Manager

City of Chula Vista  
City Manager

City of Imperial Beach  
City Manager

City of Coronado  
City Manager

San Diego Public Library  
Documents Librarian (2 copies)

Santa Fe Railroad  
Ferver Engineering  
Robert Smyth (Preparer of EA)

Continental Maritime  
John Kelley (Applicant)

IX. RESULTS OF PUBLIC REVIEW OF DRAFT ND

- ( ) No comments were received during the public review period.
- ( ) Comments were received but did not address the proposed Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- (✓) Comments addressing the proposed findings of the Draft Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public review period. Responses to these comments follow, and the letters of comment are attached.

The Draft Negative Declaration may be reviewed during regular business hours in the office of the Clerk of the San Diego Unified Port District, 3165 Pacific Highway, San Diego, California.

DRAFT REPORT 1/16/86 Thomas E. Firie

FINAL REPORT 2/26/86 Thomas E. Firie  
Date                      Thomas E. Firie, Coordinator  
Environmental Management

Analyst: FULMER/mjp

ATTACHMENTS:

- A. References Cited
- B. Initial Study, dated 12/23/85, 21 sheets.
- C. Comments Received:
  - 1. U.S. Fish and Wildlife Service, dated 2/18/86, 3 sheets
  - 2. City of National City Planning Department, dated 1/24/86, 1 sheet
  - 3. City of San Diego Planning Department, dated 2/20/86, 1 sheet
  - 4. Santa Fe Southern Pacific Corporation, dated 2/13/86, 3 sheets
- D. Responses to Comments, dated 2/26/86, 4 sheets

CALENDAR PAGE	<u>222</u>
MINUTE PAGE	<u>1094</u>



REFERENCES CITED

- Basmaciyani, Herman  
1985 "Transportation/Circulation" Analysis in:  
Crosby Street Industrial/Park Site; Draft EIR.  
(SCH #85010903; UPD #83356-EIR-47)  
Butler/Roach Group, Inc. (pp 4-14 to 23; 5-14 to 20)
- Butler/Roach Group, Inc.  
1985 Crosby Street Industrial/Park Site; Draft EIR.  
(SCH #85010903; UPD #83356-EIR-47)  
San Diego Unified Port District.
- Federhart, James  
1983 "Traffic, Circulation, Parking Analysis" in:  
Southwest Marine Shipyard Redevelopment,  
San Diego Industrial Area; Final EIR.  
(SCH #82112405; UPD #80220-EIR-27)  
WESTEC Services Inc. (pp 59-68, A1-A37)
- U.S. Army Corps of Engineers  
1985a Dredging for U.S. Navy MILCON Project P-283  
Dredge Piers 2, 7, and 8, Approaches and Main Channel,  
San Diego, California; Draft Finding of No Significant Impact  
U.S. Army Corps of Engineers, Los Angeles District.
- 1985b Maintenance Dredge, San Diego Bay Main Channel and  
Construction Dredge Pier 8, Naval Station,  
San Diego, California; Environmental Assessment.  
U.S. Army Corps of Engineers, Los Angeles District.
- WESTEC Services, Inc.  
1985 Bioassay Investigations of Sediments from the  
Continental Maritime Facility, San Diego Bay.  
WESTEC Services, Inc.
- Woodward-Clyde Consultants  
1983 Southwest Marine Shipyard Redevelopment,  
San Diego Industrial Area; Final EIR.  
(SCH #82112405; UPD #80220-EIR-27)  
San Diego Unified Port District.