

# Alameda Sun

Locally Owned, Community Oriented



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**Alameda Sun Almanac**

Date	Rise	Set
Today	06:14	20:17
Aug. 3	06:14	20:16
Aug. 4	06:15	20:15
Aug. 5	06:16	20:14
Aug. 6	06:17	20:13
Aug. 7	06:18	20:12
Aug. 8	06:19	20:11

## Cleanup Underway at Navy Runway Workshops

Richard Bangert

The 4.18-acre cleanup Site 34 in the Naval Air Station's runway area next to the Oakland Estuary looks barren from a distance. But up close, concrete slabs and pavement remind us of its bygone days as a bustling workshop area.

This area was once part of the division known as the Naval Air Rework Facility (NARF). Everything from sandblasting and painting, to metal working, woodworking and scaffold maintenance went on out there. More than 40 years of activity left soil around buildings contaminated with lead, arsenic, pesticides, PCBs, and aircraft and diesel fuel. Above-ground fuel storage tanks and electrical transformers contributed to the contamination.

The Navy will clean up the soil in this area next year. The draft work plan, which the Navy released July 31, was discussed during a presentation at this month's Restoration Advisory Board (RAB) meeting.

Based on more than 200 soil samples taken both this year and in years prior, the contractor created the draft work plan. Separate groundwater samples indicate contamination from the solvent trichloroethane. No remedial action is being taken on the trichloroethane, however, because vapor intrusion into residences is not a factor, as this land will become Public Trust Land on which housing is not permitted; and water monitoring has shown that the chemical is not migrating toward the estuary.

The northern edge of this site is part of the early westward land extension of Alameda, which allowed trains carrying freight and passengers to reach a point where the water was deep enough for ferry connections; more fill was later added to the area. According to the Navy's Remedial Investigation report, "In the 1920s, most of IR Site 34 was filled with estuary dredging material during construction of the Posey Tube."

By the time the closure of the Navy base was announced in 1993,

this workshop area had 12 buildings, seven above-ground storage tanks, two "generator accumulation points" (waste storage), 15 transformers, and more than 7,000 feet of aviation fuel line. Between 1996 and 2000 the Navy removed everything except the concrete pads and pavement.

Building demolition ended shortly after Alameda Point became a Superfund site in July 1999. The Superfund program, officially called the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), does not allow for land improvements such as building demolition.

Most of the soil cleanup locations are adjacent to the exterior edges of old building slabs. Much of the lead in the soil came from sandblasting lead-based paint. Other contamination came from lubricants used for metal fabrications, and the use of oils and solvents for woodwork and metal work.

In addition to removing soil next to the slabs, the contractor will dig under the slabs at the hot spots to take what is called a sidewall sample to confirm that all contaminated soil is removed. The Navy has to keep digging as long as contamination is found; clean soil will be brought in to the areas where soil is removed.

A strip of coastal marshland running along the Oakland Estuary on the north end of the site has no contamination. Its habitat quality, however, is marred by discarded concrete, wood and trash. It will be up to the city to initiate wetlands restoration efforts there.

The 60-day public comment period is underway. The work plan will be finalized in January 2013. Fieldwork is anticipated to take place January through April 2013.

The Navy is scheduled to turn the site over to the city in 2014.

Richard Bangert writes the online Alameda Point Environmental Report about cleanup, open space and wildlife.



Dennis Evanosky

Svendsen's Boat Works Vice President Sean Svendsen shows off one of the "mark boats" that will be used during the World Series and America's Cup competition. Svendsen's also accepted delivery of rigid inflatable boats (RIBs) that will take to the waters during the upcoming competition.

## America's Cup Boats Arrive at Svendsen's

Dennis Evanosky

The America's Cup is not coming to the Bay Area — it has arrived. Rigid bottom inflatable boats (RIBs) and "mark boats" for use during this year's America's Cup World Series and next year's America's Cup races recently arrived at Svendsen's Boat Works on the Oakland Estuary.

"This signifies a ramp-up in preparation for the first racing events on the San Francisco Bay of the 34th America's Cup, the America's Cup World Series, a two-part event to be held on Aug. 21-26, and Oct. 2-7," said Svendsen Boat Works vice-president Sean Svendsen. "The RIBs offloaded by Svendsen's will be used by teams from all over the world, including New Zealand, Italy and Korea."

Race organizers will use the RIBs as race-management boats and the

mark boats as race-course turning marks.

Mark boats set the turning marks for the race, allowing the race directors to move the marks as needed to adjust to changes in wind speed and direction over the course and have a finish line that is different from the starting line.

Svendsen's will provide ongoing vessel and trailer storage for the boats when not in use. The arrival of these boats marks Svendsen's second Cup-related project in two months.

In June, eight "Sunsail First 40" yachts arrived on an inbound freighter. The yachts were offloaded at Pier 80 in San Francisco and traveled by water to Svendsen's so the company could install new masts and rigging to make the boats charter-ready.

**This signifies a ramp-up in preparation for the first racing events on the San Francisco Bay of the 34th America's Cup, the America's Cup World Series.**

— Sean Svendsen

The America's Cup World Series, the Louis Vuitton Cup — which goes to the winner of America's Cup Challenger Selection Series — and the America's Cup Finals make up the competition for the coveted cup.

**CUP: Page 11**

## Candidates Line Up for City Offices; Six on Council Slate

Dennis Evanosky

The list of candidates for city offices continues to grow. Joana Darc Weber and Marilyn Ezzy Ashcraft have announced their candidacies for city council.

The pair join Jeff Cambra, Dr. Stewart Chen, Tony Daysog and Leland Traiman as candidates for the city council seats that Councilman Doug deHaan and Councilwoman Beverly Johnson are vacating.

A third set could open up if Vice-Mayor Rob Bonta wins his bid for a seat in the California Assembly representing the 18th District. Bonta's term on the council expires in 2014; the third-place vote getter on Nov. 6 would take his seat if Bonta goes to Sacramento.

None of the six candidates has filed the papers necessary to be listed on the ballot.

Both Kevin Kennedy, the incumbent city treasurer and Kevin Kearney, the incumbent

city auditor have taken out papers to run for their respective offices. Kearney became the first Alameda candidate to file papers and qualify for the ballot.

Candidates for the three open seats on the school board have also come forward. Jon G. Murphy, Michael J. Robles-Wong, Dennis Lee Spencer and Leland Traiman have all pulled their papers. They join incumbents, Patricia Herrera Spencer, Ron Mooney and Niel Tam, who have each decided to run for seats that are expiring this year.

Two seats on the Healthcare District that runs Alameda Hospital are up for grabs. Incumbent J. Michael McCormick has announced his intention to run for his expiring seat. Traiman has also taken out nomination papers for the hospital board as well as the council and school board. He may only file for one seat.



Photo by Maurice Ramirez.com

## Park Street Festival Draws Thousands

Children from nine to 99 thoroughly enjoyed themselves at this year's Park Street Art & Wine Faire. The music rocked and the food was delicious. The Park Street Business Association, hosts of the fair, said that more than 100,000 people attended this year.

## AUSD to Occupy Marina Village Site

Michele Ellison  
The Alamedan

Last Friday evening the Board of Education approved a controversial lease deal for new district office on a 3-2 vote, the latest in a string of efforts to address seismic safety concerns that have loomed at Historic Alameda High School for decades.

The Alameda Unified School District (AUSD) will pay \$552,000 a year for six years to lease a 26,720-square-foot space at 2060 Challenger Drive from Legacy Partners I Alameda LLC with an option to purchase the Marina Village space for between \$5.1 million and \$5.5 million by September 30, 2013. The lease contains a six-year extension option.

AUSD Superintendent Kirsten Vital, who read from a prepared statement similar to one that had been published in local newspapers and emailed to 500 people who get updates from the district, said district officials moved to find new space after receiving a structural engineer's report that said portions of the buildings they inhabit would be unsafe in a major earthquake.

Vital said district officials sought to lease office space after examining and rejecting other options that included finding district-owned space to house administrators.

"Given the very serious safety issues involved and the opportunities for public input, tonight is the appropriate time for the board to take action on the proposed lease," Vital said. "We need to get the employees out of this building without further delay."

In her statement, Vital stated that district officials would work with community members to decide how to move forward "and make best possible use of the historic school."

But speakers questioned whether the district did enough due diligence to truly assess whether the building is hazardous, citing a conflicting engineer's report commissioned by the Alameda Architectural Preservation Society that said the district should reconsider the move. And they questioned whether

er administrators shouldn't take up residence in available spaces across the district, making do in a tough situation as they said administrators have repeatedly asked teachers and students to do.

"I'm wondering about space at Washington or Longfellow (schools) — there's a variety of spaces," Alameda High School teacher Allison Goldberg said. "They might not be as nice. But we endure plenty of not-nice conditions."

Trustee Trish Herrera Spencer, who complained about the deal on her personal Facebook page early last week and who voted against the lease deal with Board President Margie Sherratt, questioned whether moving the district offices was a safety issue and said she didn't think the district should commit the funds to new district offices when students lack proper bathrooms.

"Our mission is not to ensure that staff has new, modern offices at the expense of student classrooms," Herrera Spencer said.

She said she thinks the district will be seeking a bond to pay for the schools' facility needs and that the public will be so angry about the lease deal they won't vote for it.

Sherratt said that while she understood administrators' need to be moved to safer quarters, she had been hopeful for a compromise that would have seen them renting a smaller, less expensive space and supplementing with district-owned property.

But trustees Neal Tam and Ron Mooney, who, with Mike McMahon, voted for the deal, said the public had ample opportunity to weigh in on it, and that district staff had been diligent in researching options for the move. And they said they thought it made more sense to keep all of the district's administrators together.

"In February when we got the newest report that says there's a possibility, a probability of collapse in a major earthquake, that for me changed the scenario," Mooney said. "It's about safety."

Speakers who attended Friday's meeting also chided district officials for making such an important decision on a Friday night in the middle of the summer, during a month that the school board traditionally doesn't meet. But Sherratt said the meeting was held Friday in order to accommodate two board members' vacations.



Dennis Evanosky

The school board voted last Friday to allow the school district to move into this building on Challenger Drive.