



May 31, 2022

PORT OF OAKLAND

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

NOTICE OF VOLUNTARY VIRTUAL PUBLIC SCOPING MEETINGS

June 14, 2022 from 12:00 pm to 1:00 pm PDT

June 15, 2022 from 6:00 pm to 7:00 pm PDT

Project Title: Oakland Harbor Turning Basins Widening

Project Sponsor: Port of Oakland

Project Location: Oakland Seaport; Submerged lands in the Outer and Inner Harbor Turning Basins and adjacent drylands in the cities of Oakland and Alameda

Background: Oakland Seaport (**Figure 1**) encompasses approximately 1,300 acres of waterfront land and nearby properties, including container terminals, general purpose/cargo terminals, break-bulk cargo, rail yards, and cargo transloading and storage facilities. Based on 2021 data, the Oakland Seaport is the ninth-busiest container port in the United States in twenty-foot equivalent units (TEU) of cargo and is ranked among the three principal Pacific Coast gateways for U.S. containerized cargoes, along with San Pedro Bay in southern California and Puget Sound in the Pacific Northwest. The Oakland Seaport loads to or from a container ship more than 99 percent of the containerized goods moving through Northern California.

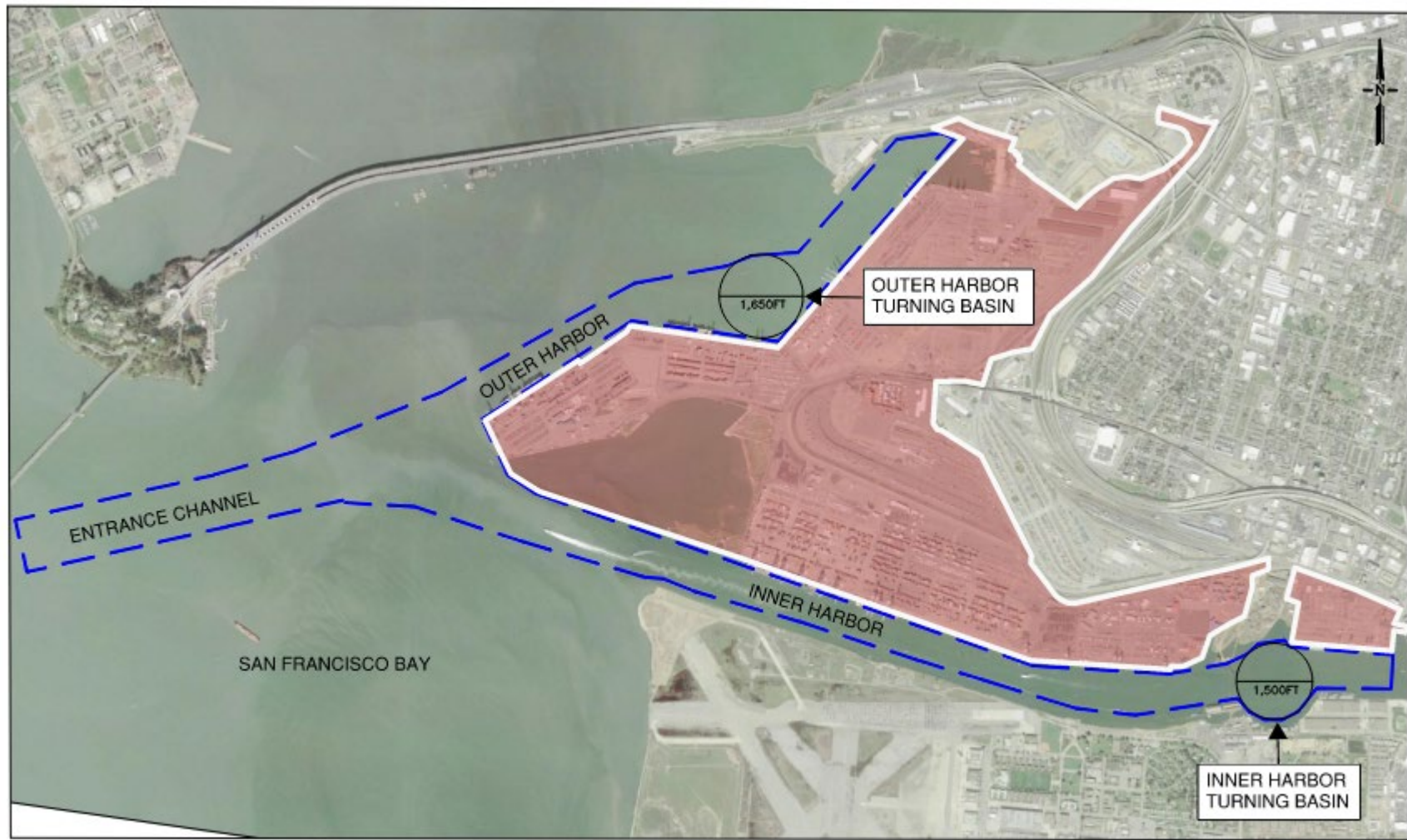
The Oakland Harbor waterways (**Figure 2**) include the Entrance Channel, the Outer Harbor Channel and Outer Harbor Turning Basin (OHTB), and the Inner Harbor Channel and Inner Harbor Turning Basin (IHTB). The Outer Harbor Channel and OHTB serve TraPac and Ben E. Nutter terminals. The Inner Harbor Channel and IHTB serve the Oakland International Container Terminal, Matson Terminal, Howard Terminal, and Schnitzer Steel Terminal. The Oakland Harbor, including the OHTB and IHTB, are maintained to a depth of 50 feet below mean lower low water (MLLW).

The existing federal navigation channels in the Oakland Harbor, including both turning basins, were designed and constructed for a 6,500 TEU capacity ship with a 1,139-foot overall length, 140-foot beam (how wide a boat is), and 48-foot draft (how deep the boat is under the water). Today, vessels routinely calling Oakland are longer and wider than the design vessel that determined the width of Oakland's turning basins. Vessels in Oakland with lengths greater than 1,139 feet have transit restrictions which result in inefficiencies and negative economic and environmental impacts. These inefficiencies and impacts are projected to persist and increase over time should these restrictions continue.

Figure 1: Location – Port of Oakland





Figure 2: Oakland Harbor



OAKLAND HARBOR DEEP DRAFT CHANNEL LIMITS

Project Location/Vicinity Map
(No Scale)

-  Approximate Federal Channel Limits
-  General Port of Oakland Seaport Area

Project Description: To improve the efficiency of vessels entering and exiting the Oakland Harbor, the Oakland Harbor Turning Basins Widening (Proposed Project) proposes to increase the width of existing turning basins to accommodate a vessel with a capacity of 19,000 TEU and a length of 1,310 feet.

To construct the widened IHTB, submerged waters would be deepened to 50 feet below MLLW where necessary. Dryland and structures within the widening area would be removed in locations adjacent to the existing IHTB; potential locations include: private property on the Oakland shoreline, property owned by the Port of Oakland (Howard Terminal), and private property along the Alameda shoreline. Other improvements would include removing pavement and pile-supported structures, installing new bulkhead (a dividing steel and concrete vertical wall), excavating landside soil between the new and existing bulkhead, installing a new anchor/tie back, and demolishing bulkheads. Partial demolition of existing warehouses on the Alameda shoreline would be required.

To construct the widened OHTB, submerged waters would be deepened to 50 feet below MLLW where necessary. No dryland impacts would occur as a result of the proposed footprint of a widened OHTB.

The Proposed Project construction duration is approximately 2.5 years, tentatively scheduled to start in July 2027. Dredging would be performed during approved environmental windows with an electric-powered barge-mounted clamshell/excavator dredge. The majority of the dredged material would be placed at a beneficial use site for the protection, restoration, or creation of aquatic wetland habitats. Some excavated and dredged material may require disposal at a Class I or Class II landfill.

Construction staging for the IHTB improvements would occur at Howard Terminal and on the Alameda shoreline, immediately adjacent to the excavation areas; no staging would occur at Schnitzer Steel. Construction staging for the OHTB improvements would occur at Berth 10, at the eastern end of the Outer Harbor.

Environmental Review: CEQA requires that the Port, as the Lead Agency with the principal responsibility for approving the project, conduct an environmental review of the project. This Notice of Preparation (NOP) is being issued pursuant to the Port's compliance with CEQA.

The Port has determined that an Environmental Impact Report (EIR) will be the required CEQA document for the Proposed Project, in accordance with Sections 15162 and 15163 of the CEQA Guidelines. The EIR will discuss potential environmental impacts related to **Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Culture Resources, Utilities and Service Systems, and Wildfire.**

Scoping: The Port is issuing this NOP to invite comments on the scope and content of the Draft EIR. The scoping period begins on May 31, 2022.

The Port is sending this NOP to all interested parties and Responsible Agencies who will rely on the EIR for their approval. When the Draft EIR is published, it will be sent to persons who respond to this NOP or otherwise indicate interest in the Proposed Project. Responses to this NOP and any related questions or comments regarding the scope or content of the Draft EIR should be submitted in writing (email or hard copy) to:

Port of Oakland
Environmental Programs and Planning Division
530 Water Street, Oakland, CA 94607
Attn: Jan Novak
Email: Turningbasins@portoakland.com
Phone: 510.627.1176

Comments on the scope and content of the Draft EIR must be received at the above mailing or email address on or before July 5, 2022 by 3 pm PDT. Please reference the project title as shown above in all correspondence.

Meeting Information: Two separate virtual public scoping meetings will be held for this project. The meetings will be Zoom webinars, and each meeting will provide the same information and the same opportunity for providing comments on the scope and content of the Draft EIR. The meetings will be held at the dates and times identified below. Additional information on accessing the virtual scoping meetings is available at: <https://www.oaklandseaport.com/oakland-harbor-turning-basins-widening-navigation-study/>

- Virtual Public Scoping Meeting #1: **June 14, 2022 from 12:00 pm to 1:00 pm PDT**
- Virtual Public Scoping Meeting #2: **June 15, 2022 from 6:00 pm to 7:00 pm PDT**

Accessibility for Public with Disabilities: To request auxiliary aids or services such as interpreters or closed captioning, please contact Jan Novak at 510.627.1176 or Turningbasins@portoakland.com no later than 5:00 p.m. PDT on June 09, 2022. For requests not received by June 09, 2022, the Port will attempt to provide auxiliary aids or services if possible.

Información de la reunión: Se llevarán a cabo dos reuniones públicas virtuales separadas para este proyecto. Las reuniones serán seminarios web de Zoom, y cada reunión proporcionará la misma información y la misma oportunidad para proporcionar comentarios sobre el alcance y el contenido del borrador del EIR (Revision Ambiental). Las reuniones se celebrarán en los siguientes horarios. Información adicional sobre el acceso a las reuniones virtuales de alcance está disponible en: <https://www.oaklandseaport.com/oakland-harbor-turning-basins-widening-navigation-study/>

- Reunion Pública Virtual #1: 14 de junio de 2022 de 12:00 pm a 1:00 pm PDT
- Reunion Pública Virtual #2: 15 de junio de 2022 de 6:00 pm a 7:00 pm PDT

Accesibilidad para el público con discapacidades: Para solicitar ayudas o servicios auxiliares como intérpretes o subtítulos, comuníquese con Jan Novak al 510.627.1176 o Turningbasins@portoakland.com

a más tardar a las 5:00 p.m. PDT del 9 de junio de 2022. Para las solicitudes no recibidas antes del 09 de junio de 2022, el Puerto intentará proporcionar ayudas o servicios auxiliares si es posible.

会议信息：将为该项目举行两次单独的虚拟公共范围界定会议。这些会议将是Zoom网络研讨会，每次会议都将提供相同的信息和相同的机会，以便就EIR草案的范围和内容提供意见。会议将在以下时间举行。有关访问虚拟范围界定会议的其他信息，请访问：<https://www.oaklandseaport.com/oakland-harbor-turning-basins-widening-navigation-study/>

- 虚拟公共范围界定会议#1：2022年6月14日下午12：00至下午1：00（太平洋夏令时）

- 虚拟公共范围界定会议#2：2022年6月15日下午6：00至下午7：00（太平洋夏令时）

残疾公众的无障碍环境：要申请辅助辅助工具或服务，如口译员或隐藏式字幕，请致电 510.627.1176 或 Turningbasins@portoakland.com 不迟于 2022 年 6 月 9 日太平洋夏令时 5：00 p.m.对于在2022年6月9日之前未收到的请求，港口将尽可能尝试提供辅助辅助或服务。

Note regarding Federal Requirements: This project will require federal approval and is subject to review under the NEPA. The United States Army Corps of Engineers is the lead agency for NEPA documentation.