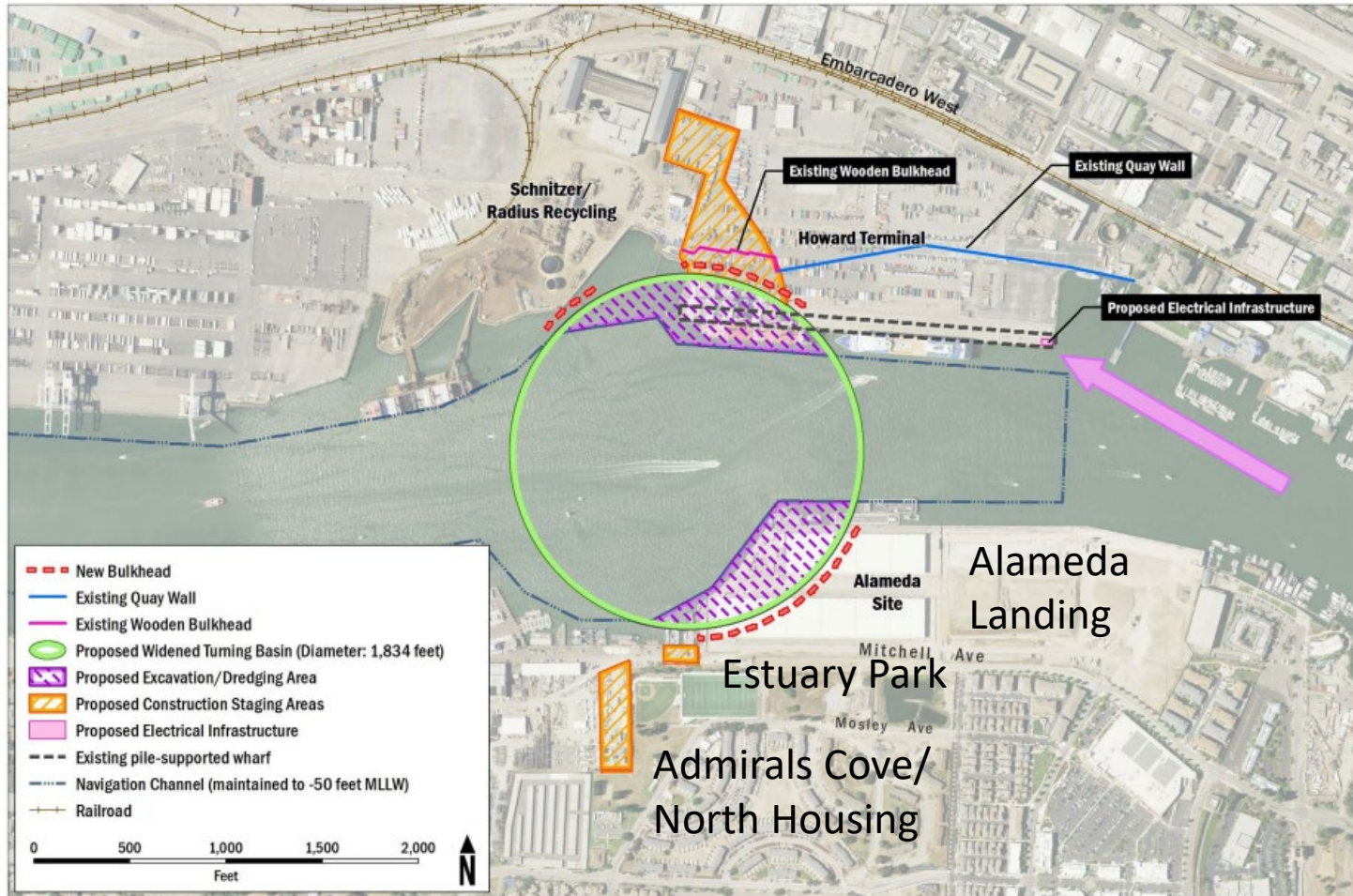


# Inner Harbor Turning Basin Widening Project Draft Environmental Impact Report



December 5, 2023

# Inner Harbor Turning Basin Widening Project



Widen Basin by 334 feet.

Remove 6 acres of shoreline and maritime commercial uses, approximately 200,000 s.f. maritime commercial waterfront warehouse, and 400 feet of active maritime wharf space in Alameda.

2+ years of demolition and heavy construction activities, including pile driving .

Alameda residents within 400 feet.

Two Alameda public parks within 350 feet.

# Construction Project

2 ½ Years of construction - Summer 2027 through 2029.

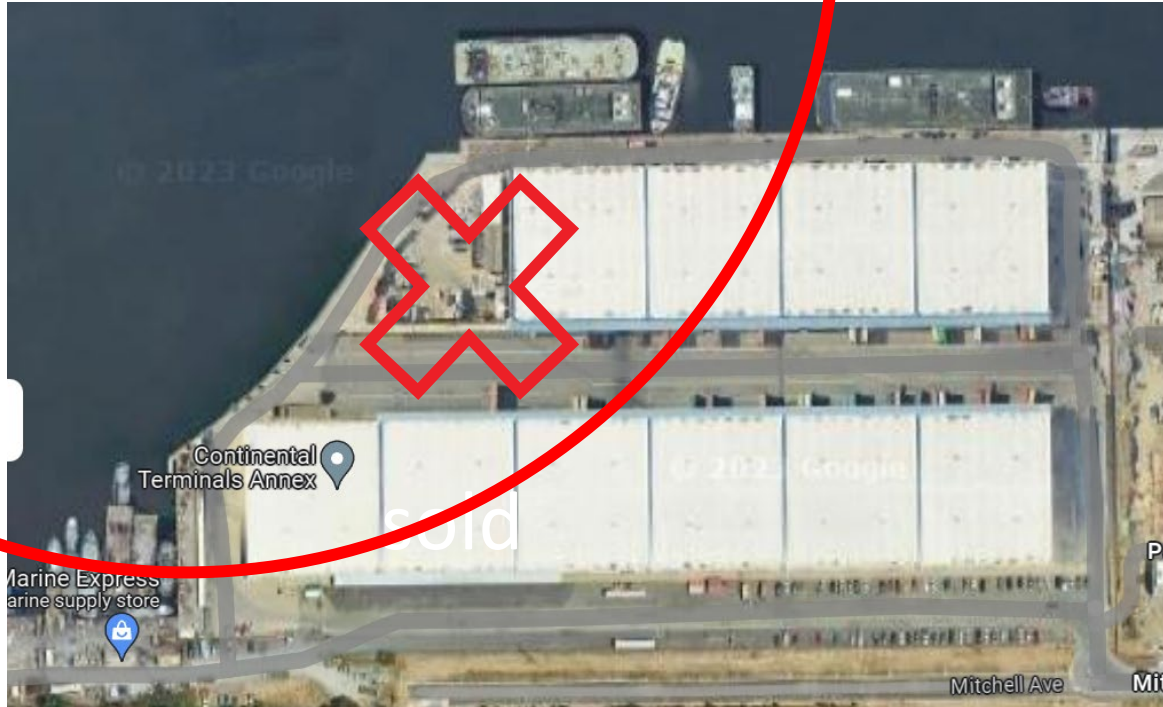
25,000 truck trips (or one truck every 3 minutes on Alameda side, 262 per day).

Significant pile driving and bulkhead construction activities - 20 months on Alameda side.

Alameda residents and Alameda public parks within 400 feet (Estuary Park and Alameda Landing Waterfront Park).



# Alameda Landing Master Plan Conflicts



Master Plan and Development Agreement requires property owners to:

- Preserve 18 acres and 365,000 square feet of maritime commercial use.

Widening Project proposes to:

- Remove 6 acres of 18 acres.
- Remove at least half of maritime commercial waterfront warehouse space.
- Remove half of active maritime wharf space.

Widening project requires Master Plan amendment.

# Alameda Concerns with DEIR

Misunderstanding of City of Alameda Regulatory Authority and Responsibilities.

- The City of Alameda City Council must adopt findings and issue discretionary approval(s) as a Participating Agency under NEPA and as a Responsible Agency under CEQA before Project components within the City's jurisdiction may be implemented.
- City is a Responsible Agency under CEQA and must issue not only building permits, but also discretionary permits to amend Alameda Landing/Bayport Master Plan.
- City permitting authority requires City Council to approve project and appropriate mitigation measure.

# Impacts of Concern to City of Alameda:

## Transportation, Air Quality, GHG, Noise, Seismic, and Sea Level Rise

Additional mitigations to be added to project:

- City of Alameda approved Construction Traffic Control Plan.
- City of Alameda approved Construction Noise Reduction Plan.
- Project to include easement and funding for bicycle and pedestrian bridge between Alameda and Jack London Square in the vicinity of Clay and Broadway.
- Project to provide annual funding for a free public water shuttle to operate between Alameda Landing and Jack London Square during the 2+ year construction period.
- Project to provide seismic stability reinforcement and sea level rise protection for Inner Harbor Alameda shorelines - Project does not include any sea level rise improvements typically required by BCDC and City.
- Project to provide funding for waterfront public access improvements on Alameda side - Project does not include any public access improvements typically required by BCDC and City.

# CEQA Process: Next Steps

Tonight: City Council review and comment on draft cover letter, including list of major DEIR inadequacies.

By December 18<sup>th</sup>: Staff and consultants complete work on technical appendices and revise support letter as necessary per Council direction and send letter to Port of Oakland by December 18, 2023.

At future date after Dec. 18<sup>th</sup>: Port of Oakland/Army Corps of Engineers publish responses to City letter and revisions to EIR.

At future date, after release of Final EIR: Port of Oakland and US Army Corp. determine when project will be considered for approval by Port of Oakland.

If approved, Port of Oakland will need to apply for City of Alameda approvals and permits for project.

# Recommendation

Review and comment on draft Letter and provide direction to staff:

- Are there other major environmental impacts or inadequacies in the Draft EIR that should be included that are not included in draft letter?
- Does City Council support staff submitting a final letter consistent with draft letter on December 18, 2023 from City of Alameda?