



November 6, 2020

PORT OF OAKLAND

**NOTICE OF AVAILABILITY for the
EAGLE ROCK AGGREGATES OAKLAND TERMINAL PROJECT
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (Draft SEIR)
(State Clearinghouse No. 2001082058)
and
NOTICE OF TWO (2) PUBLIC MEETINGS
December 9, 2020 at 10AM and 6PM (duration 1 hour each)**

Project Title: Eagle Rock Aggregates – Oakland Terminal Project

Project Sponsor: Eagle Rock Aggregates

Proposed Project Location: Submerged lands in the water area immediately adjacent to Berth 22 and approximately 18 acres of backlands behind and adjacent to Berths 20, 21, and 22 in the Port of Oakland (Port) - Oakland Army Base (OAB) Redevelopment Plan Area in Oakland, California.

Background: Eagle Rock Aggregates has existing marine terminal operations along the west coast of the United States and Canada, including existing operations within the greater San Francisco Bay Area. Eagle Rock Aggregates provides high-strength construction aggregates (i.e., sand and gravel) that are used for housing, infrastructure, and commercial developments, such as high-rise structures and transportation infrastructure. The construction aggregates are sourced and processed in British Columbia, Canada. They are then loaded onto ocean-going vessels (OGVs) and transported to various destinations along the United States West Coast, including the Port of Long Beach and various locations in the San Francisco Bay Area.

Proposed Project: The proposed project includes the construction and operation of a construction aggregates import, storage, and distribution terminal to receive handymax and panamax-sized¹ self-unloading ships delivering up to 2,500,000 tons of construction aggregates per year (tpy; Proposed Project). Initially, the terminal would receive three different sized construction aggregates: 1/2” rock, 1” rock, and concrete sand. The Proposed Project would occupy Berth 22 for vessel and barge operations and approximately 18 acres for construction aggregates stockpiling and distribution on the backlands of Berths 20, 21, and 22, all within the Outer Harbor Terminal in the Port’s Oakland Army Base (OAB) Redevelopment Plan Area in Oakland, California. Similar to existing Eagle Rock Aggregates operations elsewhere, construction aggregates would be offloaded from self-unloading OGVs and conveyed to stockpiles using an overhead conveyor system. The construction aggregates would then be (a) loaded

¹ A handymax vessel is a small-sized bulk cargo ship (typically 492-656 feet in length) with a capacity between 35,000 and 50,000 dead weight tonnage (DWT). A panamax vessel is a mid-sized cargo ship meeting the size regulations of the Panama Canal Authority (max length of 965 feet and maximum width of 106 feet) with an average capacity of 65,000 DWT.

from stockpiles to trucks using front-end loaders and transported offsite to concrete ready mix plants and other regional destination facilities or (b) loaded from stockpiles to waterborne barges using a similar conveyor system for transport to other regional destination facilities.

As part of the Proposed Project, Eagle Rock Aggregates proposes to:

- Install electrical infrastructure, construct and install a receiving hopper and overhead conveyor system for both the receipt of construction aggregates from OGVs and for the transport onto barges, install truck scales, install a scale house (approximately 3,000 sq. ft.), and make site entrance improvements;
- Operate a bulk marine terminal for construction aggregates, receiving up to 48 OGV calls per year² and up to 2,500,000 total tons of construction aggregates per year; and
- Maintain up to three construction aggregate stockpiles, each up to 40 feet in height with a storage capacity of 329,000 tons.

Draft Supplemental Environmental Impact Report: The California Environmental Quality Act (CEQA) requires that the Port of Oakland (Port), as the Lead Agency with the principal responsibility for approving the project, conduct an environmental review of the project. The Oakland Army Base Area Redevelopment Plan Environmental Impact Report (2002 OAB EIR) described and disclosed the potential environmental consequences associated with adoption and implementation of the Oakland Army Base Redevelopment Plan (OAB Redevelopment Plan). The 2002 OAB EIR was certified by the City of Oakland as the lead agency in July 2002. In September 2002, the Board of Port Commissioners adopted CEQA Findings and adopted the Mitigation Monitoring and Reporting Program (MMRP) of the City's 2002 OAB EIR as being applicable to projects within the Port jurisdiction of the OAB Redevelopment Plan area. In 2012, the City of Oakland, in consultation with the Port, issued an Initial Study/Addendum to the Redevelopment EIR to evaluate proposed changes to the redevelopment plan, including more detailed information on the Project. The resulting updated Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) was adopted by the Board of Port Commissioners on June 21, 2012 (Resolution No. 12-76). The OAB Redevelopment Plan includes improvements intended to increase the efficiency of maritime operations to enable the Port to achieve its targeted capacity for cargo throughput.

Per Sections 15162 and 15163 of the CEQA Guidelines, a Draft Supplemental Environmental Impact Report (SEIR) to the 2002 OAB EIR as Addended has been prepared as the CEQA document for the Proposed Project. The Draft SEIR identifies potentially significant impacts of the Proposed Project related to Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Transportation, and Utilities, Energy and Service Systems. It is anticipated that the project will not result in the need for supplemental review per CEQA Guidelines Section 15162 for Agricultural Resources, Biological Resources, Cultural Resources, Mineral Resources, Population and Housing, Public Services, and Recreation.

² Eagle Rock Aggregates' existing operations include up to 48 OGV trips to the San Francisco Bay each year. The proposed project will not result in an increase in OGV trips.

Public Review Period: The Port is making the Draft SEIR available in accordance with CEQA for a minimum 45-day review and comment period. During the comment period, comments may be submitted in the following ways:

- By mail to: Attn: Khamly Chuop, Port of Oakland, Environmental Programs and Planning Division, 530 Water Street, Oakland, CA 94607.
- By email to Khamly Chuop, Port Associate Environmental Planner/Scientist at kchuop@portoakland.com with the subject “Draft SEIR Comment”.
- Verbal comment at the voicemail box of Khamly Chuop at (510) 627-1758. Please leave name.
- Oral testimony at the public meetings to be held on Wednesday, December 9, 2020 from 10AM-11AM and 6PM-7PM.

The comment period begins on Friday, November 6, 2020 and ends on Monday, December 21, 2020. Comments must be received electronically or postmarked on or before December 21, 2020 at 5PM.

After the public review period, the Port will prepare a Final SEIR, which will include responses to comments received during the comment period.

Public Meetings: Following the outbreak of the novel coronavirus (herein referred to as COVID-19) in California (and globally), on March 17, 2020, California Governor Gavin Newsom announced directives to address the need to slow the spread of COVID-19 including prohibiting gatherings of any size. In addition, Governor Newsom issued Executive Order N-33-20 on March 19, 2020, which orders all individuals living in the State of California to stay home or at their place of residence, effective immediately and until further notice. In order to comply with the Governor’s directives and Executive Order N-33-20, and to protect public health, the traditional in-person format of the public meetings will be changed to a “virtual” format held online and via telephone.

The virtual public meetings are scheduled for December 9, 2020 from 10AM-11AM and 6PM-7PM and will be held in a “virtual” webinar format that will be recorded. The link for the virtual public meetings is provided below.

Zoom Meeting Link: <https://portoakland.zoom.us/j/96131032833>

Meeting ID: 961 3103 2833

One tap mobile: +16699009128,,96131032833# US (San Jose)

Dial by your location: +1 669 900 9128 US (San Jose)

Meeting ID: 961 3103 2833

Find your local number: <https://portoakland.zoom.us/u/adQnhdBCek>

The public meetings will provide members of the public an opportunity to provide formal oral testimony and are scheduled at two different times in order to accommodate varied schedules for those that would like to participate. All requests for reasonable accommodations and language services must be submitted 72 hours in advance of the scheduled meeting date; please contact Laura Arreola at larreola@portoakland.com

Para información en español llame al (510) 627-1135.

有關中文信息,請致電 (510) 627-1135

Copies of the Draft SEIR: Please visit the Port webpage (<https://www.portoakland.com/community/environmental-stewardship/publications/>) to view and download an electronic copy of the Draft SEIR. You may also request a copy of the Draft SEIR by emailing Khamly Chuop at kchuop@portoakland or leaving a message at (510) 627-1758.

In addition to posting the Draft SEIR on the Port of Oakland’s website, printed copies of the Draft SEIR are be available at the following Oakland public library locations, if circumstances allow, during hours the facilities are open (open days/hours may be reduced for compliance with COVID-19 public health and safety directives).

Oakland Libraries:

- Main Library. 125 14th St., Oakland, CA 94612
- West Oakland Branch. 1801 Adeline St., Oakland, CA 94607
- Asian Branch. 388 9th St., Oakland, CA 94607
- Golden Gate Branch, 5606 San Pablo Ave., Oakland, CA 94608
- African Museum and Library, 659 14th St., Oakland, CA 94612

In addition, a printed copy the Draft SEIR and related documents may be reviewed, Monday through Friday, 8:30 AM to 5:00 PM at **530 Water Street, Oakland.** To view the document, please check with the Lobby Reception.

Note regarding Federal Requirements: No federal funds will be used for construction of this project; thus this project is not subject to review under the National Environmental Policy Act (NEPA) or Department of Transportation Act Section 4(f).

Figure 1. Project Site Location within Oakland

