Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2015092045

Project Title: Airport Perimeter Dike FEMA and Seismic Improvements Project

Lead Agency: Port of Oakland | Contact Person: Brandon Reed

Mailing Address: 530 Water Street | Phone: 510-627-1174

City: Oakland | Zip: 94607 | County: Alameda

Project Location: County: Alameda | City/Nearest Community: Alameda, Oakland, San Leandro

Cross Streets: Airport Drive, Hegenberger Road | Zip Code: 94621

Longitude/Latitude (degrees, minutes and seconds): 37 ° 43 ′ 10.51 ″ N / 122 ° 14 ′ 40.23 ″ W Total Acres: 20.9

Assessor's Parcel No.: 42-4404-11-2, 74-1025-1, 74-1025-2, 74-1040-4-2, 74-1040-9 Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: 880, 580 Waterways: San Francisco Bay

Airports: OAK Railways: _____ Schools: _____

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) _____ ☐ Draft EIS ☐ Other: _____
☒ Mit Neg Dec Other: _____ ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Dike repair

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Transportation: Type _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW _____
☐ Educational: _____ ☐ Waste Treatment: Type _____ MGD _____
☐ Recreational: _____ ☐ Hazardous Waste: Type _____
☐ Water Facilities: Type _____ MGD _____ ☒ Other: Infrastructure Improvement

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☒ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☒ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: Energy, Tribal Resources

Present Land Use/Zoning/General Plan Designation:

Transportation/Airport

Project Description: *(please use a separate page if necessary)*

See attached.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
	Caltrans District #	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB # 2
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy	X	S.F. Bay Conservation & Development Comm.
X	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of	X	State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 3		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date 5/2/2024 Ending Date 6/3/2024

Lead Agency (Complete if applicable):

Consulting Firm: Montrose Environmental
Address: 1 Kaiser Plaza, Suite 340
City/State/Zip: Oakland, CA 94607
Contact: Tom Engels
Phone: 916-790-8548

Applicant: Port of Oakland
Address: 530 Water Street
City/State/Zip: Oakland, CA 94612
Phone: 510-627-1174

Signature of Lead Agency Representative: Brandon Reed Digitally signed by Brandon Reed Date: 2024.05.02 12:49:24 -07'00' **Date:** 05-02-2024

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Airport Perimeter Dike FEMA and Seismic Improvements Project Description

Background: The Port of Oakland (Port) is planning for the completion of the Seismic Improvements to the Airport Perimeter Dike FEMA and Seismic Improvements Project (APD Project or Project). In 2015, the Port adopted the Airport Perimeter Dike Federal Emergency Management Agency (FEMA) Seismic Improvements Project Final Initial Study/Mitigated Negative Declaration (2015 Final IS/MND) to meet the requirements of the California Environmental Quality Act (CEQA) Statute and Guidelines. Following the adoption of the 2015 Final IS/MND, the APD Project was restructured to deliver the improvements in two phases to align available funding with the anticipated costs of the improvements. Phase 1 was completed in 2021 and included the construction of flood protection measures to meet the standards required by FEMA. Phase 2 will construct the improvements necessary to protect the dike from catastrophic damage during a major earthquake. The primary objective of Phase 2 of the APD Project is to maintain the flood protection of the APD system following a major earthquake in the San Francisco Bay Area. Following restructuring of the original project design, additional CEQA review was conducted, resulting in two IS/MND Addenda in 2017 and 2018.

The APD extends approximately 4.5 miles and forms the boundary between OAK, its facilities, and San Francisco Bay. The new reinforcement method proposed will occur within a 0.75-mile stretch at the western end of the APD (see Figure 1, Project Location).

In addition to material disposal methods previously identified in the 2015 Final IS/MND and Addenda, the project proposes an alternate material reuse location adjacent to the APD project site. The North Port of Oakland Refuse Disposal Site (NPORD Site) is an approximately 10-acre site located at the southeast corner of Harbor Bay Parkway and Doolittle Drive in Oakland, California (Figure 1). The parcel is owned by the Port of Oakland and is currently an undeveloped vacant lot. The lot has been subject to historic refuse disposal since approximately 1950. The landfill was closed in 1974 and is now regulated by the Alameda County Department of Environmental Health (ACDEH). Surrounding land uses include a municipal golf course opposite the site entrance, a closed and inaccessible sports field, and a former Rolls Royce Engine Testing Facility.

Figure 1 Project Location

<u>Project Description</u>: This Supplemental IS/MND presents new project elements and project modifications not previously identified or evaluated in the 2015 Final IS/MND and Addenda. The Project elements evaluated in this Supplemental IS/MND include the following:

- APD Project Site
- NPORD Site

APD Project Site

Since project approval in 2015 and subsequent addenda in 2017 and 2018, the Port determined that seismic improvements to the APD would need to utilize an alternate method to reach seismic improvement goals. This alternate seismic improvement method, Cement Deep Soil Mixing (CDSM), would occur within a 0.75-mile stretch at the western end of the existing 4.5-mile APD footprint identified in the 2015 Final IS/MND (Figure 1). The extent of disturbance is less than the proposed seismic improvements described in the 2015 IS/MND. The new improvements would be completed at depths of 20 to 43 feet below the top of dike. CDSM is a ground improvement technique that involves blending a cement

binder with soil in the subsurface to produce a soil-cement zone that has improved properties, such as increased strength, reduced compressibility, and reduced permeability. The CDSM utilizes a wet mixing method, which involves pumping a cementitious slurry at low pressure and mixing it with soil using mechanical means. The CDSM improved zone would strengthen the APD to prevent failure during a major earthquake event. In addition to the CDSM process, three temporary laydown areas not previously identified would be placed within the project footprint to allow for storage of equipment and construction materials (Figure 1). Laydown Areas 1, 2, and 3 are 0.75, 1.1, and 0.6 acres, respectively, and would be restored once construction is completed. A total of approximately 37,000 cubic yards (CY) of material is expected to be generated from these new Project elements.

Components of the standard site preparation and pre-construction activities previously identified in the 2015 Final IS/MND, will be conducted as applicable. As indicated in the original 2015 project description, preparation would include the removal of a portion of the existing rip-rap along the APD and construction of a temporary working pad along the APD to allow for the seismic improvements to be performed and allow continued airport operational vehicle passage during construction.

After site preparation, seismic improvements to the dike would be started using CDSM. There are various types of mixing equipment for CDSM process, including vertical axis mixing equipment with multiple mixing blades mounted on one or more mixing shafts, cutter-type mixing equipment with blades mounted on rotating wheels forming a single machine setup location, track-mounted "chainsaw" type mixers with cutting teeth that generate continuous trenches for CDSM, or horizontally rotating, toothed drums attached to an excavator.

Excess soil generated from the completion of CDSM seismic improvements and the removal of temporary work pads will require management. Approximately 24,000 CY of material generated during CDSM would consist of a mixture of cement, the APD material itself, and the subsurface material underneath the APD (sand fill, native sands, and bay mud). Approximately 13,000 CY would be generated from the placement and removal of the temporary work pads.

NPORD Site

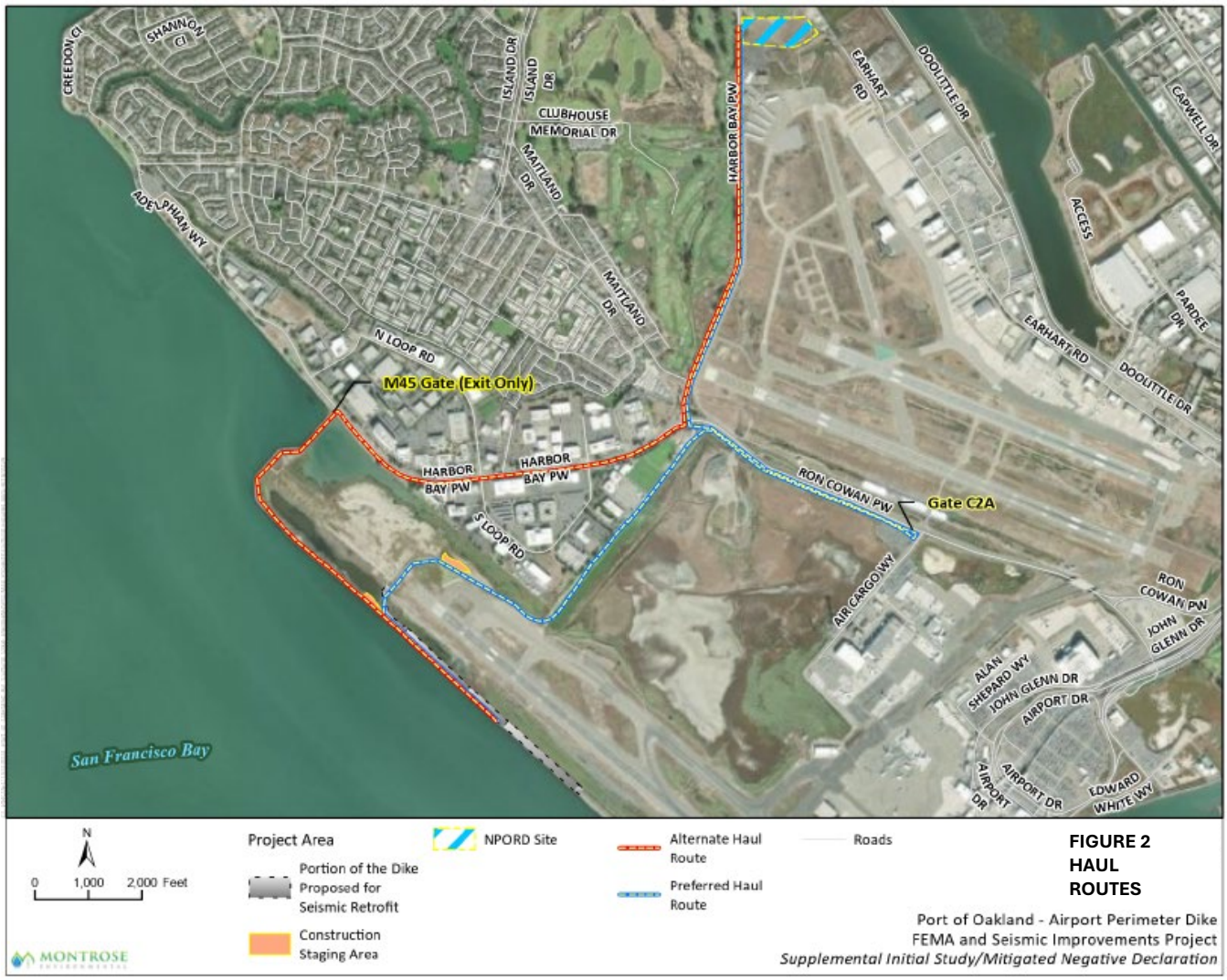
As noted above, the Project proposes to place approximately 37,000 CY of material from CDSM and removal of temporary work pads at the APD Project site over 10 acres at the NPORD Site, an alternative material reuse site. Placement of the excess material at NPORD Site would provide the benefit of increasing the existing NPORD Site landfill cover. Another option under consideration for disposal of excess soil is an offsite soil disposal site; this second option is evaluated as needed in this Supplemental IS/MND.

Prior to placement of any fill material, existing vegetation would be removed using standard hand tools and equipment. The perimeter of the 10-acre site would be fenced prior to material placement. Dump trucks would leave the APD Project Site and travel to the NPORD Site on existing Port and public roads. Trucks would enter the NPORD Site, place the excess soil cement material, leave the NPORD Site, and return to the APD Project Site. Following the placement of the excess soil generated by the seismic improvements, the site would be graded to reflect the pre-project topography. Upon completion of the material placement the area will be stabilized utilizing vegetative cover methods, such as hydroseeding, in compliance with SWPPP requirements. The NPORD Site ground surface elevation is expected to be raised by, on average, approximately three feet at the completion of the Project.

Access for haul trucks, crews, and equipment to and from the NPORD Site would be via

existing roads. The main haul route to the NPORD Site would involve trucks leaving the APD Project Site at airport gate C2A and exiting onto Ron Cowan Parkway to Harbor Bay Parkway to the NPORD Site (Figure 2, Proposed Haul Routes). Empty trucks would return to the APD Project Site in the same way. Additionally, a one-way haul route is proposed as an alternative way for trucks to exit the APD Project Site. From the APD Project Site, trucks would travel along an existing levee road and exit onto Harbor Bay Parkway at airport gate M45, then travel to the NPORD Site. This would be an exit-only route. Trucks would return to the APD Project Site via Harbor Bay Parkway to Ron Cowan Parkway to gate C2A (Figure 2). The distance for both proposed haul routes is approximately four miles from the APD Project Site to the NPORD Site disposal area.

Figure 2 Haul Routes



The NPORD Site is only expected to have brief periods of activity throughout the construction of the APD Project, depending on the phase of construction. Soil-cement materials generated during the CDSM would be transported and placed on the NPORD Site at an estimated 3-5 truck trips per day over approximately 18 months. During the slope and dike restoration phase, transport of temporary work pad materials is estimated to be approximately 40 to 50 haul trips per day for approximately three months.