

Oakland Harbor Turning Basins Widening

State Historic Preservation Office Concurrence



May 2024





**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

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August 31, 2023

VIA EMAIL

In reply refer to: COE_2022_0419_001

Julie R. Beagle
Chief, Environmental Planning Section
United State Army Corps of Engineers
San Francisco District
450 Golden Gate Avenue, Suite 0134
San Francisco, CA 94102-3406

Subject: Section 106 Consultation for the Oakland Harbor Turning Basin Widening Project, Alameda County

Dear Ms. Beagle:

The State Historic Preservation Officer (SHPO) is in receipt of a consultation letter dated August 8, 2023, from the U.S. Army Corps of Engineers (USACE) for the above referenced undertaking. USACE is continuing consultation with the SHPO to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended) and its implementing regulation at 36 CFR § 800.

USACE initiated consultation by letter on April 19, 2022, seeking comments on their area of potential effects (APE), identification efforts, and finding of effect for the above-referenced undertaking. SHPO responded on May 13, 2022, with no objection to the USACE defined APE and requested additional information to support USACE's identification efforts. USACE responded on August 8, 2023, providing the requested additional information, along with the following documents:

- Enclosure 1 – *Oakland Harbor Turning Basins Widening Navigation Study Cultural Resources Preliminary Assessment of Effects* dated January 2023
- Enclosure 2 – *Oakland Harbor Turning Basins Widening Navigation Study Cultural Resources Inventory Report* dated January 2023

USACE is proposing to participate in navigation improvements with the Port of Oakland at the Oakland Harbor (Port), located on the eastern side of the San Francisco Bay in Alameda County. The undertaking consists of the consideration of four project alternatives: the expansion of the inner harbor turning basin (IHTB), the expansion of the outer harbor turning basing (OHTB), the expansion of both the IHTB and OHTB, and no action/no project.

The proposed widening of the IHTB would entail expanding the basin from 1,500 feet to 1,834 feet with a depth of -50 feet consistent with the existing IHTB, the removal of existing pavement, the demolition of existing bulkhead sections, the installation of new bulkhead sections, the installation of anchor/tie backs, removal of 300 piles, the demolition of two existing warehouses, and dredging. The proposed widening of the OHTB would entail expanding the basin from 1,650 feet to 1,965 feet and dredging to a depth of -50 feet consistent with the existing OHTB.

The horizontal APE for the proposed undertaking includes the boundaries of the entire area that could experience physical disturbance as a result of project implementation. The APE addresses only direct effects within the limit of construction because the proposed undertaking would not introduce new features that could result in effects to the setting of neighboring historic resources known to occur in the vicinity of the Port. Construction staging would occur in developed areas adjacent to the proposed construction areas at Howard Terminal and the Alameda site, and at Berth 10. Because no ground disturbance is proposed at these staging areas, they are not considered to be part of the APE. Existing roads would be used to provide ingress and egress to the project area; these roads are not included in the APE.

The maximum depth of the vertical APE for the current undertaking is 70 feet below existing current surface whether that be in the currently developed areas at Howard Terminal and Alameda or the inundated sediments of the channel, which corresponds to the installation of sheet piles for constructing the new bulkhead walls for the IHTB. Existing piles of up to 125 feet in length will be extracted in both the IHTB and OHTB. The new bulkhead walls for the IHTB would require installation of sheet piles 70 feet in length. The expansion of both the IHTB and OHTB include excavation and dredging of the expansion areas to a depth of -50 feet MLLW, consistent with the depth of the existing turning basins, which equates to roughly 45 feet or less of actual sediment dredging in presently inundated areas.

Efforts to identify historic properties include a records search at the Northwest Information Center (NWIC), review of a geophysical survey, archival research, pedestrian survey, and Native American outreach. USACE requested a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC), which yielded positive results and identified the Amah Mutsun Indian Tribe for further information. USACE contacted the individuals and groups identified by the NAHC. To date, one response was received from a representative of the Indian Canyon Mutsun Band of Ohlone. USACE is continuing consultation regarding the project.

The IHTB component of the APE includes the boundaries of the Todd-United Engineering Company Shipyard Historic District (P-01-003218). Of the contributing elements of the Todd-United Engineering Company Shipyard Historic District identified, only the East Pier, also evidently known as Pier 4, and the ill-defined Wet Basin extended into the current APE of the IHTB. Although no portion of the Todd-United Engineering Company Shipyard Historic District remains within the APE delineated for

this undertaking, the files of the NWIC do not reflect the current conditions of the resource as partially demolished during implementation of the -50-Foot Project. The former contributing elements of the historic district that once occurred within the current APE are no longer extant. No resources were identified within the OHTB component of the APE.

No cultural resources or extant built environment resources were identified within the APE. Therefore, USAE presents a finding of *no historic properties affected* pursuant to 36 CFR § 800.4(d)(1).

USACE has requested SHPO review and comment on the delineation of their APE, their efforts to identify historic properties, their finding of effect. SHPO has previously commented on the adequacy of the APE. Following review of the submittal, I offer the following comments:

- Pursuant to 36 CFR § 800.4(b)(1), I find the efforts to identify historic properties to be reasonable and in good faith;
- Pursuant to 36 CFR § 800.4(d)(1), **I do not object** to a finding of *no historic properties affected*, and I have no further comments.

Be advised that under certain circumstances, such as unanticipated discovery or a change in project description, USACE may have additional future responsibilities for this undertaking under 36 CFR § 800. If you require further information, please contact Robert Fitzgerald, Associate State Archaeologist, at (916) 445-7016 or Robert.Fitzgerald@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer