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DATE: February 20, 2019

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

FROM: Joshua McMurray, Planning Manager
City of Oakley

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED OAKLEY LOGISTICS CENTER PROJECT

The City of Oakley is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Oakley Logistics Center (proposed project). The scope of the EIR has been proposed based upon a determination by the City of Oakley. The City of Oakley has directed the preparation of this EIR in compliance with the California Environmental Quality Act (CEQA).

Once a decision is made to prepare an EIR, the lead agency must prepare a NOP to inform all responsible and trustee agencies that an EIR would be prepared (CEQA Guidelines Section 15082). The purpose of the NOP is to provide agencies with sufficient information describing both the proposed project and the potential environmental effects to enable the agencies to make a meaningful response as to the scope and content of the information to be included in the EIR. The City of Oakley is also soliciting comments on the scope of the EIR from the general public.

BACKGROUND

The project area, located at 6000 Bridgehead Road, was once occupied by the chemical manufacturing company DuPont. From 1956 to 1997 the DuPont facility, sometimes referred to as the Chemours site, operated as a manufacturing facility to produce tetraethyl lead, fuel additive anti-knock compounds, and titanium dioxide. DuPont stopped all production activities at the former manufacturing facility in 1998 and demolished many of the buildings in 1999. The project site has been listed as a corrective action site since 2008 by the Department of Toxic Substances Control (DTSC) and is a former interim status Resource Conservation and Recovery Act (RCRA) facility.

On June 29, 2018 DTSC, as the lead agency, certified a Mitigated Negative Declaration for remediation work to be performed in the project area. The DTSC approved three Corrective Measures Studies to address the release of Constituents of Concern (COC). The remedial activities will address the release of COCs in sediment, soil, and groundwater that may pose a risk to human health or the environment. Key COCs that will be remediated include lead, organolead, carbon tetrachloride, CFC-11, CFC-113, 1,2-dichloroethen, tetrachloroethylene, and arsenic. The remediation work at the site began in August 2018 and is expected to be completed by Spring 2020. As the remediation is completed, the affected areas of the site will be ready for development of industrial and commercial use.

PROJECT DESCRIPTION

The following is a discussion of the project location, land use, and components.

Project Location and Setting

The project site is located on the northwest side of the City of Oakley, adjacent to State Route (SR) 160, on Bridgehead Road, north of Main Street and the Burlington Northern Santa Fe (BNSF) Railroad, with entrance provided from Bridgehead Road on to Wilbur Avenue. The site is identified by Assessor's Parcel Numbers (APNs) 037-020-008, -009, -010, -014, -015, -016, -017, -018, -019, -020, -021, and -022. The entire property is approximately 345 acres. However, the proposed project would only develop approximately 150 acres of the property. The remaining 195 acres would be undisturbed. Currently the project site consists of paved and unmaintained urban land and two existing buildings. The site has been previously disturbed during past grading activities, former manufacturing operations, and current remediation work.

The site is bordered by commercial and industrial uses to the west, vacant land to the east and south, a mobile home park southwest, and the San Joaquin River Delta and Lauritzen Yacht Harbor to the north.

Project Entitlements

The entitlements requested with this application include:

- Certification of the Environmental Impact Report;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of a General Plan Amendment (GP 04-18) to amend the land use designation from Light Industrial/Business Park/Utility Energy to Light Industrial;
- Approval of a General Plan Amendment to remove the proposed extension of Live Oak Avenue from General Plan Figure 3-1, Circulation Diagram;
- Approval of a Rezone (RZ 08-18) from Specific Plan (SP-3) to Planned Unit Development (P-1);
- Approval of Preliminary and Final Development Plan;
- Approval of a Design Review (DR 12-18);
- Approval of a Tentative Subdivision Map to create 11 parcels (TM 05-18); and
- Approval of a Development Agreement (DA 01-18).

Existing Land Use and Zoning Designations

The project site is currently designated Light Industrial (LI), Utility Energy (UE), and Business Park (BP), with the remainder of the property designated Delta Recreation (DR) under the City of Oakley 2020 General Plan land use map. The site is zoned Specific Plan (SP-3).

Project Components

The proposed project includes construction of seven buildings across the project site ranging in size from 47,460 square feet (sf) to 567,840 sf, totaling 2,249,544 sf (see Figure 3). The buildings would include front load and cross docked warehouses. The proposed project would include demolition of the existing structures and construction of the proposed buildings. For purposes of the CEQA analysis in the project-level EIR, the project applications reflect the following:

General Plan and Zoning Code Amendment

The project site is currently designated Light Industrial, Business Park, and Utility Energy. The proposed project would include a General Plan Amendment to remove the Business Park and Utility Energy designation and keep only the Light Industrial designation across the development area. The undisturbed areas of the property would remain designated as Delta Recreation. The proposed project would also include an amendment to the General Plan Figure 3-1, Circulation Diagram, in order to remove the proposed extension of Live Oak Avenue through the project site. Additionally, the project would include a proposed zoning amendment from Specific Plan to Planned Unit Development. A Planned Unit

Development designation would allow for flexibility to develop light industrial and related uses consistent with the 2020 General Plan.

Upon rezoning of the project area to Planned Unit Development, the proposed project would have flexibility to develop light industrial and related uses consistent with the General Plan. The diversity of available uses could allow for light manufacturing, warehousing, and business spaces.

Construction

The development of the proposed project would be expected to occur over three years. Development may occur as the respective areas of land are remediated and cleared for construction. Development of the proposed project would include construction of seven buildings with associated parking areas, circulation improvements, and truck court areas. The frontage road on Wilbur Avenue would be improved to provide access to each building, and construction of two additional entrances north and south of Wilbur Avenue off of Bridgehead Road would also improve circulation throughout the project site.

Existing grades within the project site range from a low of about seven feet at the northwest corner of the site to a high of about 23 feet in the southwest corner. Proposed grading would consist of a series of cuts and fills to produce an overland stormwater release path towards the Central Slough and Delta edges. In the process, two existing wetland areas along Bridgehead Road would be filled (See Figure 4).

Elevations for the proposed buildings would be between 19.3 and 23.7 feet with adjacent truck docks being approximately four feet below the finished floors (See Figure 5). A preliminary earthwork model for the grading scheme indicates that approximately 250,000 cubic yards of import would be needed.

Utilities

The following is a discussion of planned utility services of the proposed project.

Water

Diablo Water District (DWD) provides potable water service to the project area. DWD has existing water lines along the southern boundary of the site, extending north and south. The private on-site water system currently used would be removed completely. The project includes a proposed water line in the main private drive aisle extending from Wilbur Avenue to the proposed cul-de-sac, operated by DWD. From that point, services to Buildings 2, 5, and 7 would be privately owned and operated. Buildings 1, 3, 4, and 6 would also be served from connections off the DWD line at connections along the main drive aisle.

Sewer

Iron House Sanitary District (ISD) provides sanitary sewer collection and treatment for the project area. ISD operates the existing Lauritzen Sewer Pump Station in Lauritzen Lane at the north edge of the site. Wastewater flows generated from the buildings would be collected in a pipe network that circulates within the parking and drive aisles of the project area and connects to the Lauritzen Pump Station. In the event the Lauritzen Pump Station cannot accommodate the flows generated by the project, a new sewer pump station will be constructed at a central location on the project site. A new sewer force main would then be constructed to connect to the gravity line that starts on the west side of Bridgehead Road.

Storm Drainage

The City of Oakley operates and maintains the public storm drain system in the vicinity of the project area. The site currently does not contain existing or planned public storm drain facilities. Storm water from impervious building rooves and pavement areas would be conveyed to biofiltration basins located throughout the site. Water from the basins would then be conveyed to the Central Slough. Flows from the site would be conveyed to an existing pipe and discharged to the Delta. On-site piping and biofiltration basins would be privately maintained.

Roadway Improvements

Consistent with the Oakley 2020 General Plan, roadway infrastructure would be constructed to meet the needs of a planned unit development and provide access to the project site. Street widths would be designed in accordance with traffic studies completed for the project as well as the Oakley 2020 General Plan.

Wilbur Avenue would provide the main entrance to the proposed project. Internal circulation roads would be privately maintained. Additionally, the southern entrance to project site from Bridgehead Road would be improved to circulate the project site and provide access to Buildings 1 and 7. The entrance from the northern portion of Bridgehead Road would be constructed to provide access to Building 3 and circulate the entire project site. The primary entrance on Wilbur Avenue would be expanded to 64 feet at the entrance.

Additionally, the proposed project would include an amendment to the General Plan Figure 3-1, Circulation Diagram, in order to remove the extension of Live Oak Avenue through the project site.

ENVIRONMENTAL EFFECTS

The City has reviewed the proposed project and prepared an Initial Study (see attached). Based on the analysis within the Initial Study, the City has determined that the EIR should address the following issues. The initial study will address all of the issues not addressed in the EIR.

Each of the following issue chapters will include a discussion of the existing setting, thresholds of significance, specific impacts, mitigation measures, and monitoring strategies. The environmental impact discussions within the Oakley Logistics Center EIR will tier from the General Plan EIR analysis and conclusions.

Air Quality and GHG Emissions

The air quality and greenhouse gas (GHG) emissions analysis for the proposed project will be performed using the California Emissions Estimator Model (CalEEMOD) software program. Vehicle trip generation data from the project-specific Traffic Impact Analysis will be used as model input data. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_x, and PM₁₀). The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level.

The GHG emissions analysis will include a quantitative estimate of operational carbon dioxide equivalent emissions from both stationary and mobile sources. Mobile source emissions from passenger cars and light trucks will be based on estimated vehicle miles traveled, as derived from the project-specific Traffic Impact Analysis, and as quantified through the CalEEMod program. Construction and demolition emission from the proposed project will also be quantified using CalEEMod.

The significance of air quality and GHG impacts will be determined in comparison to Bay Area Air Quality Management District (BAAQMD) significance thresholds. BAAQMD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified. Proposed project emissions will also be discussed as pursuant to Assembly Bill 32 and Senate Bill 52.

Biological Resources

The Biological Resources chapter will be based on studies and findings prepared and made as part of the remediation project, the Planning Survey Report for the proposed project, the Arborist Report prepared for the project site, and supporting documentation required by the East Contra Costa County Habitat Conservation Plan (ECCCHCP). The Biological Resources chapter of the EIR will include a description of

the potential effects on plant communities, wildlife, and wetlands, including adverse effects on rare, endangered, candidate, sensitive, and special-status species that are identified during site reconnaissance, as well as the impacts related to fill of wetlands during project construction. The section will describe the impact the project would have on biological resources identified by the biologist and assign mitigation measures, if feasible, to limit the impacts to a less-than-significant level. In addition, this chapter will identify the required permits relating to biological resources. Additionally, the Biological Resources chapter will analyze the proposed project's consistency with the ECCCHCP.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts on stormwater drainage and receiving water quality, groundwater, and flooding. The Hydrology and Water Quality chapter will address the proposed project's projected increase in peak flow and how the increase in peak flow would be attenuated on-site such that post-development flows do not exceed pre-development flows. In addition, the chapter will evaluate any impacts associated with alteration of the 100-year floodplain limits and existing drainage patterns. Furthermore, the chapter will address how stormwater will be treated prior to being discharged in the downstream system. Compliance with the requirements of the San Francisco Bay Regional Water Quality Control Board will be discussed in the chapter. The chapter will primarily be based on a project-specific utilities site plan.

Transportation

The transportation chapter will include evaluation of the operations at 24 study intersections for four different scenarios. Current roadway and intersection capabilities and operating levels of service (LOS) will be quantified. The scenarios include an evaluation of the existing intersection capacity conditions, existing plus project conditions, baseline traffic capacity conditions, and baseline plus project conditions.

The intersections and project driveways to be analyzed include the following:

1. Viera Avenue/Wilbur Avenue
2. Maritime Way/Wilbur Avenue
3. State Route 160 SB Ramps/Wilbur Avenue
4. State Route 160 NB Ramps/Wilbur Avenue
5. Bridgehead Road/Wilbur Avenue
6. Viera Avenue/East 18th Street
7. State Route 160 SB Ramps/East 18th Street
8. State Route 160 NB/Main Street
9. Neroly Road/Bridgehead Road and Main Street
10. Live Oak Avenue/Main Street
11. Big Break Road/Main Street
12. Oakley Road/Neroly Road
13. Oakley Road/Live Oak Avenue
14. Empire Avenue/Main Street
15. Vintage Parkway/Main Street
16. O'Hara Avenue/Main Street
17. Neroly Road/Live Oak Avenue
18. Laurel Road/Live Oak Avenue
19. Laurel Road/Empire Avenue
20. Main Street/Norcross Lane
21. Empire Avenue/Oakley Road
22. O'Hara Avenue/Neroly Road
23. Empire Avenue/Gateway Drive
24. Laurel Road/Arco Driveway

In addition, a detailed site circulation and access review will be conducted to determine the adequacy of the proposed site plan in accordance with generally accepted traffic engineering standards. Emergency access, transit, pedestrian, and bicycle facilities will also be discussed and analyzed to ensure adequacy of the proposed facilities based upon existing City of Oakley plans. This chapter of the EIR will also include a discussion of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies. The traffic chapter will be based on a Traffic Impact Analysis prepared for the proposed project, in accordance with the Contra Costa Transportation Authority (CCTA) Implementation Guide adopted June 16, 2010, as well as the Circulation Element of the 2020 General Plan.

Utilities and Service Systems

The Utilities and Service Systems chapter of the EIR will summarize setting information and identify potential new demand for services on water, sewer, and solid waste. The chapter will address the proposed water and sewer demand for the project and the infrastructure improvements needed to provide water and sewer service to the project site, including construction of the proposed sewer pump station, and whether the existing service providers can accommodate the project within their existing systems. If existing water, sewer, or solid waste facilities would be impacted, mitigation measures will be identified to ensure that the project's demand can be adequately accommodated.

Statutorily Required Sections

Pursuant to CEQA Guidelines Section 21100(B)(5), the Statutorily Required Sections chapter of the EIR will address the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur with the project. In addition, the chapter will include a discussion of potential energy impacts due to the project and any proposed energy efficiency and/or conservation measures. A summary of the significant and unavoidable impacts identified within the EIR will be included in this chapter, as well as a discussion of significant irreversible impacts. The chapter will also summarize the cumulative impact analyses, which will be provided in each technical chapter of the EIR.

Alternatives Analysis

In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an analysis of a range of alternatives, including a No Project Alternative. Consideration will be given to potential off-site locations consistent with CEQA Guidelines, Section 15126.6(f)(2), and such locations will be determined in consultation with City staff. If it is determined that an off-site alternative is not feasible, the EIR will include a discussion describing why such a conclusion was reached. The project alternatives will be selected when more information related to project impacts is available in order to be designed to reduce significant project impacts. The chapter will also include a section of alternatives considered but dismissed, if necessary. The Alternatives Analysis chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. Such detail may include conceptual site plans for each alternative, basic quantitative traffic information (e.g., trip generation), as well as a table that will compare the features and the impacts of each alternative.

SUBMITTING COMMENTS

To ensure that the full range of issues related to this proposed project are addressed and all significant issues are identified, written comments are invited from all interested parties. Written comments concerning the proposed EIR for the Oakley Logistics Center project should be directed to the name and address below:

Mr. Joshua McMurray
Planning Manager
3231 Main Street
Oakley, CA 94561

(925) 625-7004

Written comments are due to the City of Oakley at the location addressed above by 5:00 p.m. on March 21, 2019.

SCOPING MEETING

A public scoping meeting will be held on March 6 at 5 p.m. at 3231 Main Street, Oakley, regarding the proposed EIR for the Oakley Logistics Center project.

Figure 1
Regional Location Map

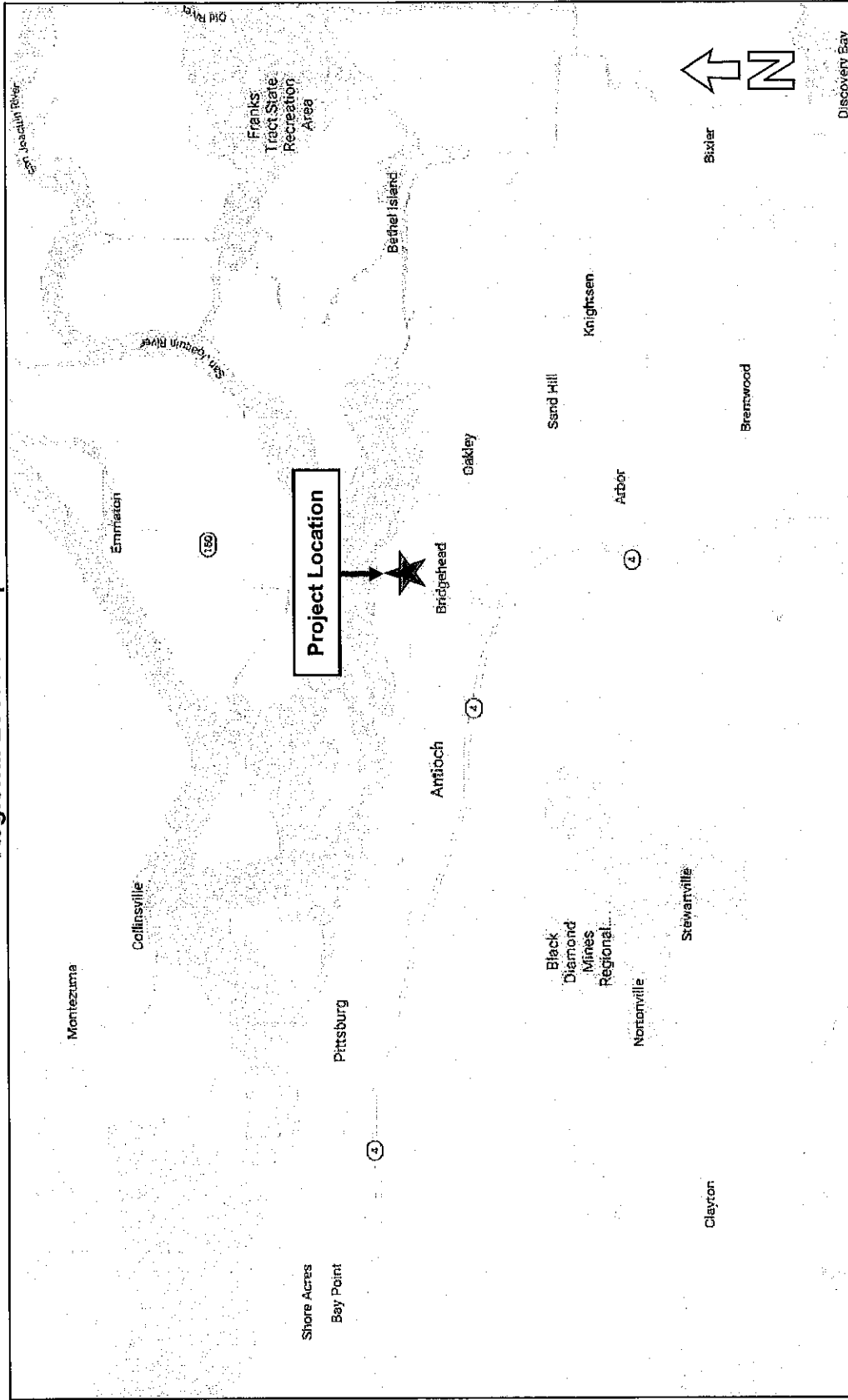
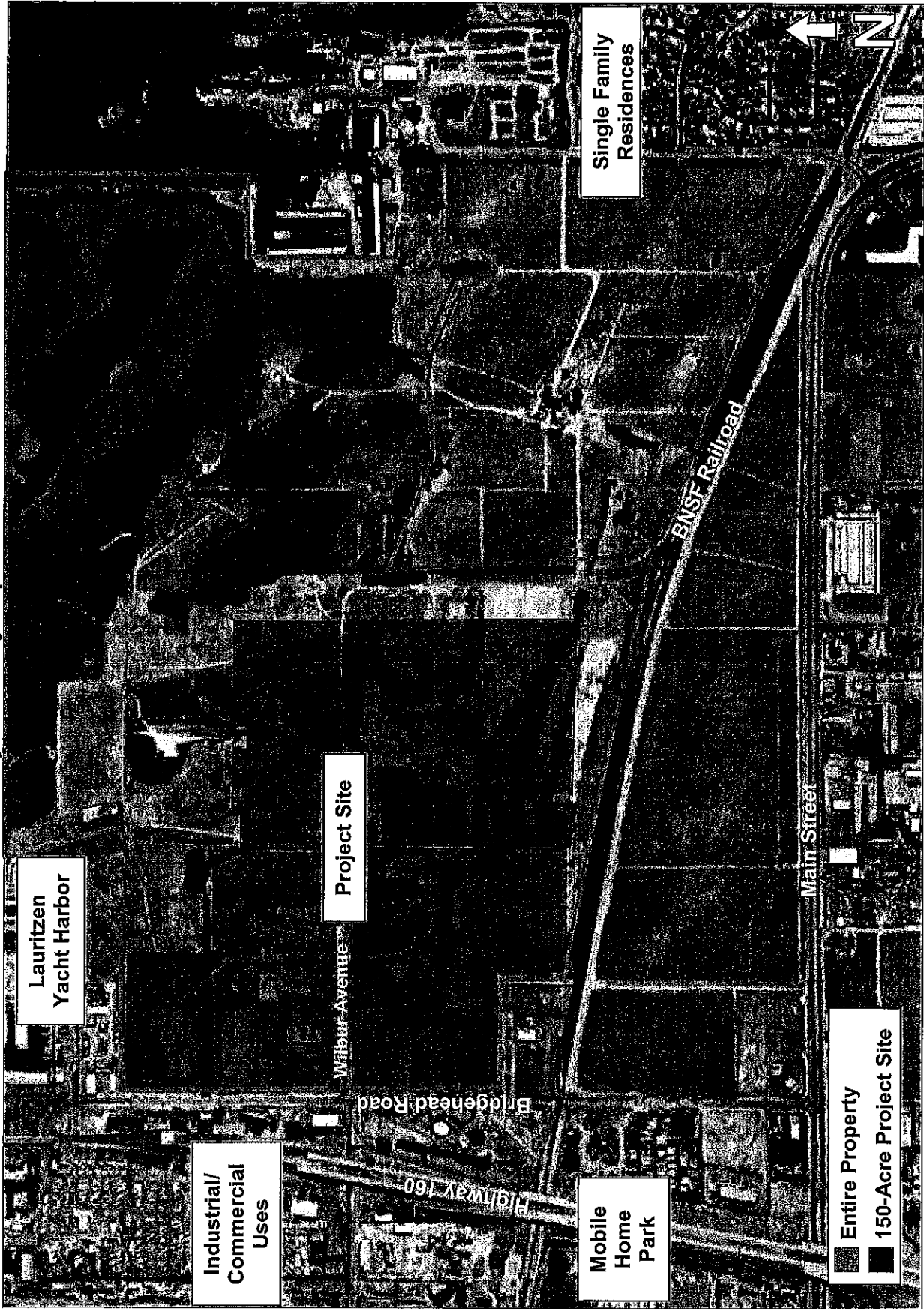
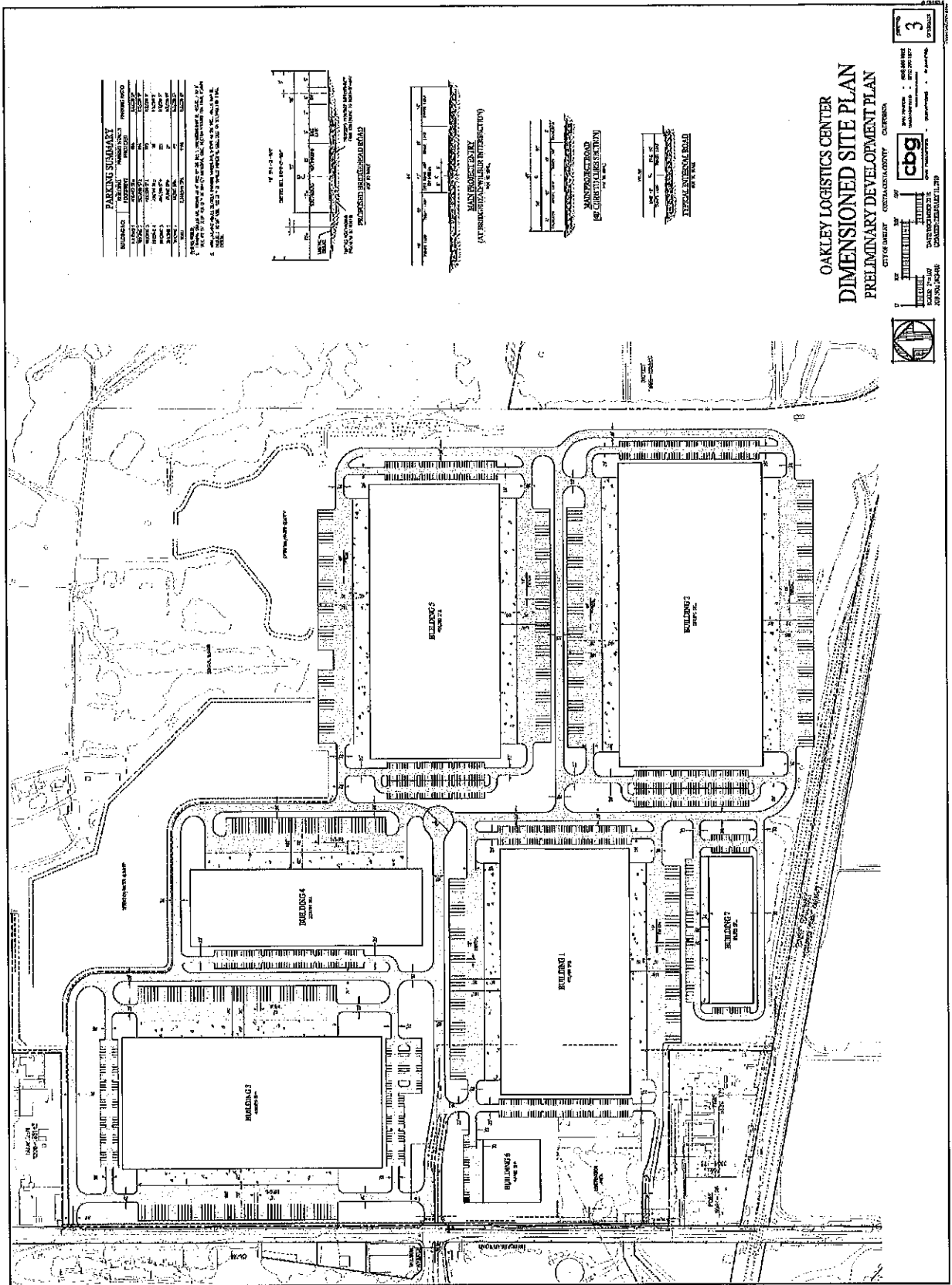


Figure 2
Project Vicinity Map



**Figure 3
Site Map**



**OAKLEY LOGISTICS CENTER
DIMENSIONED SITE PLAN
PRELIMINARY DEVELOPMENT PLAN**

CITY OF OAKLEY CANTONLAND COUNTY OREGON
 PREPARED BY: **cbg**
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 OAKLEY, OREGON 97151
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 DATE: 10/15/2010
 SCALE: AS SHOWN
 SHEET NO.: 3
 OF 3

Figure 4
Tentative Grading Plan

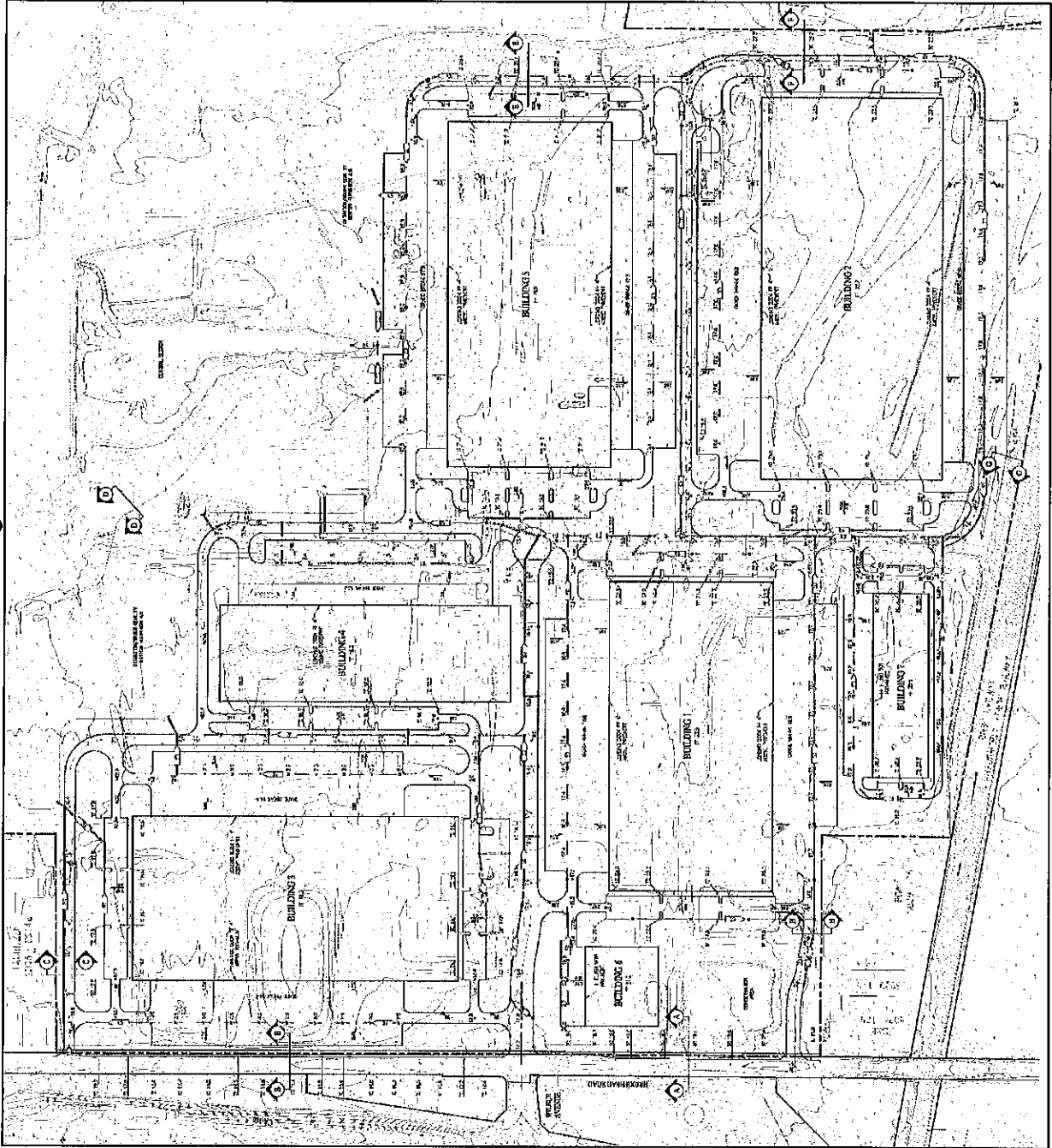


Figure 5
Floor Plan

