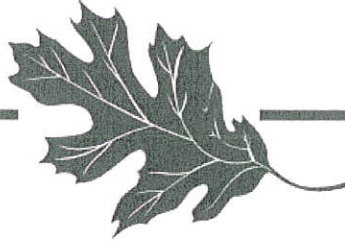


OAKLEY



CALIFORNIA

**California Environmental Quality Act (CEQA)
Initial Study
for**

**Oakley Logistics Center
(DA 01-18, DR 12-18, GP 04-18, RZ 08-18,
TM 05-18)**

February 2019

Prepared by



RANEY

PLANNING & MANAGEMENT, INC.

1501 Sports Drive, Suite A, Sacramento, CA 95834

INITIAL STUDY

A. BACKGROUND

1. Project Title: Oakley Logistics Center
2. Lead Agency Name and Address: City of Oakley
3231 Main Street
Oakley, CA 94561
3. Contact Person and Phone Number: Joshua McMurray
Planning Manager
(925) 625-7000
4. Project Location: 6000 Bridgehead Road
Oakley, CA 94561

Assessor's Parcel Numbers (APNs): 037-020-008, -009, -010, -014,
-015, -016, -017, -018, -019,
-020, -021, and -022
5. Project Sponsor: North Point Development
12977 North Forty Drive, Suite 203
St. Louis, Missouri 63141
6. Existing General Plan: Business Park/Light Industrial/Utility Energy/
Delta Recreation
7. Proposed General Plan: Light Industrial
8. Existing Zoning: Specific Plan
9. Proposed Zoning: Planned Unit Development
10. Project Description Summary:

The Oakley Logistics Center (proposed project) is located on approximately 345 acres of land on the northwest side of the City of Oakley. The proposed project would include development of approximately 150 acres of the land project area. The proposed logistics center would be developed with light industrial uses. The project site is currently zoned Specific Plan and seeks to be rezoned as Planned Unit Development in order to allow flexibility to develop light industrial and related uses consistent with the General Plan. The site is currently designated Business Park/Light Industrial/Utility Energy/Delta Recreation under the City of Oakley 2020

General Plan. The proposed project would include a General Plan Amendment to remove the Business Park and Utility Energy land use designations, and expand the Light Industrial land use designation over the area to be developed. The Delta Recreation designation would remain and the area would not be developed.

11. Surrounding Land Uses and Setting:

The proposed project would develop approximately 150 acres of the project site, located on Bridgehead Road north of Main Street and the Burlington Northern Santa Fe (BNSF) railroad, with entrance provided by Wilbur Avenue. Surrounding existing land uses include commercial and industrial uses to the west, vacant land to the south, a mobile home park southwest, vacant land to the east, and the San Joaquin River Delta and Lauritzen Yacht Harbor to the north.

12. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1.:

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), project notification letters were distributed to the Amah Mutsin Tribal Band of Mission San Juan Bautista, The Ohlone Indian Tribe, Wilton Rancheria, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, the North Valley Yokuts Tribe, and the Torres Martinez Desert Cahuila Indians. The letters were distributed on January 28, 2019 and requests to consult were not received to date.

B. SOURCES

All technical reports and modeling results prepared for the project analysis are available upon request at the City of Oakley City Hall, located at 3231 Main Street, Oakley, CA 94561. The following documents are referenced information sources utilized by this analysis:

1. Abrams Associates Traffic Engineering. *Transportation Impact Analysis Oakley Logistics Center*. December 14, 2018.
2. AECOM 2017a. *Emergency Action, Preparedness, Prevention and Contingency Plan, Chemours Oakley, Oakley California*. November 2017.
3. AECOM 2017b. *Facility Wide Management Plan and Generator Requirements, Chemours Oakley Facility, Oakley California*. June 2017.
4. Ascent Environmental. *Request for Preliminary Jurisdictional Determination for the Chemours Oakley Remediation Project*. (SPK-2018-00848). January 2018.
5. Association of Bay Area Governments. *Resilience Program*. Available at: <http://gis.abag.ca.gov/website/Hazards/>. Accessed January 7, 2019.
6. Bumgardner Biological Consulting. *Additional Assessment for Potential Occurrence and Adverse Effects to Delta Smelt and Giant Garter Snake at the Chemours Remediation Project, Oakley, California*. January 2018.
7. California Department of Conservation. *Contra Costa County Important Farmland 2016*. Published August 2018.
8. California Department of Forestry and Fire Protection. *Contra Costa County, Very High Fire Hazard Severity Zones in LRA*. June 12, 2018.
9. California Department of Toxic Substances Control. EnviroStor. Available at: <http://www.envirostor.dtsc.ca.gov>. Accessed January 2019.
10. California Department of Transportation Division of Environmental Analysis. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September 2013.
11. California Department of Transportation. *California Scenic Highway Mapping System Contra Costa County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed January 2019.
12. California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.
13. City of Oakley. *City of Oakley 2020 General Plan* [Table 9-3]. Amended February 2, 2016.
14. Department of Toxic Substances Control. *Initial Study Chemours Oakley Site Sediment, Soil and Groundwater Corrective Measure Studies*. June 29, 2018.
15. Diablo Water District. *Diablo water District Final 2015 Urban Water Management Plan*. June 2016.
16. Moore Biological Consultants. *Contra Costa Logistics Center, Oakley, California: Overview of Special-Status Species Not Covered Under the ECCCHCP*. January 2019.
17. Moore Biological Consultants. *Planning Survey Report for Oakley Logistics Center*. December 2018.

18. Parsons. *Chemours Oakley Site: Wetland Delineation Reverification (SPK-2007-01861)*. November 2016.
19. Trees, Bugs, Dirt Landscape Consulting and Training. *Final Arborist Report Chemours Dupont Site-Oakley CA*. December 7, 2018.
20. USDA Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed January 3, 2019.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Utilities and Service Systems | |

D. DETERMINATION

On the basis of this Initial Study:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Joshua McMurray
Printed Name

Date

City of Oakley
For

E. BACKGROUND AND INTRODUCTION

This Initial Study (IS) provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) for the proposed project. The applicant has submitted this application to the City of Oakley, which is the Lead Agency for the purposes of CEQA review. The IS contains an analysis of the environmental effects of construction and operation of the proposed project.

In December 2002, the City of Oakley adopted the Oakley General Plan and the Oakley General Plan Environmental Impact Report (EIR). The General Plan EIR was a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*). The General Plan EIR analyzed full implementation of the Oakley General Plan and identified measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan. Pursuant to CEQA Guidelines Section 15150(a), the City of Oakley General Plan and General Plan EIR are incorporated by reference. Both documents are available at the City of Oakley, 3231 Main Street, Oakley, CA 94561.

The impact discussions for each section of this IS have been largely based on information in the Oakley General Plan and the Oakley General Plan EIR.

The mitigation measures prescribed for environmental effects described in this IS would be implemented in conjunction with the project, as required by CEQA, and the mitigation measures would be incorporated into the project. In addition, findings and a project Mitigation Monitoring and Reporting Program (MMRP) would be adopted in conjunction with approval of the project.

The proposed project site is the location of a former DuPont chemical manufacturing facility that produced chlorofluorocarbons and anti-knock fuel additive compounds. All manufacturing activities ceased by 1999 and the manufacturing facilities at the site have been demolished. The site is undergoing corrective action under the Resource Conservation and Recovery Act. The Department of Toxic Substances Control (DTSC), as the lead agency, certified a Mitigated Negative Declaration (MND) for the remediation project on June 29, 2018. The remedial activities will eliminate or reduce potential exposures and hazards at the site. As the remediation is completed, the remediated areas of the site will be ready for the development of industrial and commercial uses.

F. PROJECT DESCRIPTION

The following section includes a description of the project's location and surrounding land uses, as well as a discussion of the project components and discretionary actions requested of the City of Oakley by the applicant.

Project Location and Surrounding Land Uses

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 BNSF Railroad, with entrance provided by Wilbur Avenue. 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. The site is bounded by commercial and industrial uses to the west, vacant land to the east, the BNSF railroad and a mobile home park to the south, and the Delta and Lauritzen Yacht Harbor to the north (see Figure 1).

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, for a total of 2,249,544 sf (see Figure 2). 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.

Construction and Proposed Uses

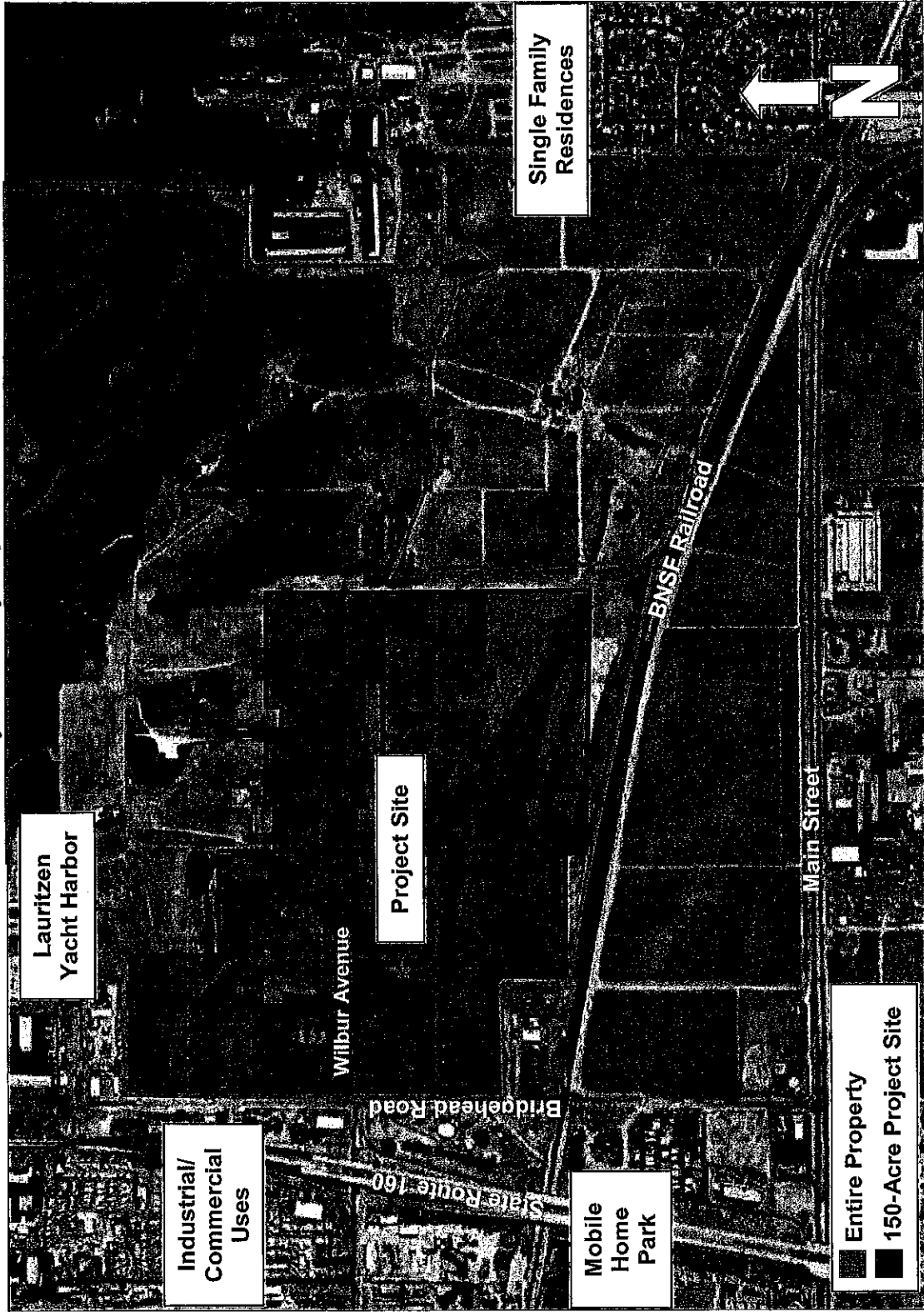
The development of the proposed project would occur over three years and would include construction of seven buildings with associated parking areas, circulation improvements, and truck court areas. The frontage road on Wilbur Avenue would be improved to provide access to each building, and construction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

The proposed project would provide spaces for light industrial, warehousing, and manufacturing uses consistent with the General Plan.

Grading

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. Two existing wetlands along Bridgehead Road would be filled. 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. A preliminary earthwork model for the grading scheme indicates that approximately 250,000 cubic yards of import would be needed. However, as the site planning is refined, an effort would be made to reduce the amount of material required for import and export.

Figure 1
Project Vicinity Map



PARKING SUMMARY

AREA	TYPE	NO. SPACES	NO. SPACES
BUILDING 1	PERMANENT	100	100
BUILDING 2	PERMANENT	100	100
BUILDING 3	PERMANENT	100	100
BUILDING 4	PERMANENT	100	100
BUILDING 5	PERMANENT	100	100
BUILDING 6	PERMANENT	100	100
BUILDING 7	PERMANENT	100	100
TOTAL		700	700

LEGEND

- BUILDING
- PARKING
- ROAD

NOTES

- ALL BUILDINGS ARE TO BE CONSTRUCTED TO THE SAME STANDARDS AS THE EXISTING BUILDINGS ON THE SITE.
- ALL PARKING SPACES ARE TO BE 10' X 20'.
- ALL ROADS ARE TO BE 20' WIDE.
- ALL TRUCK RAMP ARE TO BE 20' WIDE.
- ALL UTILITIES ARE TO BE DEEPENED TO 4' BELOW FINISHED GRADE.
- ALL UTILITIES ARE TO BE DEEPENED TO 4' BELOW FINISHED GRADE.
- ALL UTILITIES ARE TO BE DEEPENED TO 4' BELOW FINISHED GRADE.

Project Site Access

The main entrance to the project site would be located on the eastern side of the intersection of Wilbur Avenue and Bridgehead Road. Two secondary access points would also be provided on Bridgehead Road. The first would be located to the south of the Wilbur Avenue entrance and the second would be located to the north.

Each of the seven buildings would have individual access and parking areas. Buildings 1 through 5 would have loading dock access on two sides of each building. The proposed project would include a total of 1,128 parking spaces. Parking spaces would be 9 feet wide by 20 feet deep per the City of Oakley Municipal Code Section 9.1.1402.

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 area. Street widths would be designed in accordance with traffic studies completed for the project as well as the specifications within the Oakley 2020 General Plan.

Wilbur Avenue would provide the main entrance to the proposed project. Internal circulation roads would be privately maintained. The southern entrance from Bridgehead Road would be constructed 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 a change to the General Plan Figure 3-1, Circulation Diagram, to remove the proposed extension of Live Oak Avenue through the project site (See Figure 3)

Utilities

The following is a discussion of the planned utility services of the proposed project. See Figure 4 for the proposed utilities site plan.

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.

Figure 3



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.

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. Stormwater 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 southern tip of 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.

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the City of Oakley:

- 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 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).

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue area identified in the checklist. Included in each discussion are project-specific mitigation measures required, where necessary, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
I. AESTHETICS.				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or night-time views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a. Scenic resources in Oakley, as defined in the City's General Plan, include predominant natural landscape features such as the Delta Waterway, Marsh Creek, and views of Mount Diablo to the west. The City of Oakley does not specifically identify scenic vistas within the City's planning area, but the conclusion could be drawn that any development which would impact views of any of the aforementioned landscape features from public viewpoints would result in an impact to scenic vistas. The nearest location where public views of the Delta are afforded is SR 160, which is a raised highway. Other existing roadways nearby, such as Bridgehead Road do not afford views of the Delta due to the low elevation of such roadways and intervening vegetation or development. The City of Oakley General Plan allows a maximum building height of 50-feet for industrial uses; however, the proposed buildings would not exceed 36-feet. Considering the limited height of proposed structures and the existing height of SR 160, the proposed project would not be built to a height to obstruct potential views of the Delta from the public roadway. Therefore, consistency with the General Plan would ensure scenic views would not be affected. Additionally, the project is not located in close

proximity to development whose views would be obstructed by buildout of the proposed project. Because the proposed project is not in an area designated as a scenic vista by the City of Oakley and would not adversely affect a scenic vista, the project would result in a ***less-than-significant*** impact related to such.

- b. According to the California Scenic Highway Mapping System, administered by Caltrans, the eastern portion of SR 4 is eligible for State Scenic Highway designation¹. The proposed project is located approximately 1.5 miles north of SR 4 within the section of the roadway eligible for state designation. However, the project is removed enough from SR 4 that visibility from the highway is not possible. Because the project site is not visible from SR 4, the proposed project would not damage scenic resources within a State Scenic Highway and would result in a ***less-than-significant*** impact.
- c. The project site is located within an urbanized area of the City. Industrial and commercial land uses surround the project site. The site is surrounded by vacant land to the east. A harbor is currently located directly north of the project. The visual character of the site would be consistent with the existing character, as the project would remain industrial. The zoning amendment to Planned Unit Development would be consistent with the proposed uses of the project.

Additionally, the project site is currently highly disturbed and vacant. The project site was occupied by a chemical manufacturer for over 42 years and is now undergoing remediation activities under supervision of the Department of Toxic Substances Control. Development of the proposed project would alter the existing setting and possibly improve the aesthetics of the site by changing the vacant site to construct state of the art industrial buildings. Therefore, the proposed project would not substantially degrade the existing visual character or quality of public views of the site nor would the project conflict with applicable zoning regulations. As such, the impact would be considered ***less than significant***.

- d. Currently, the proposed project site consists of vacant land and some unoccupied buildings. The development of the proposed project would add new sources of light and glare to the site; however, as previously discussed, the General Plan designates the site for Business Park/Light Industrial/Utility Energy uses. The General Plan Amendment to Light Industrial on the entire project site and development of seven warehouses for light industrial and manufacturing uses would be consistent with development anticipated in the General Plan. In addition, the development would be subject to review by the Planning Commission under Section 9.1.1604, Design Review, which would ensure that the proposed project would not result in light trespass onto adjacent properties or result in the addition of a substantial source of light or glare. Therefore, any creation of new sources of light and glare by the future project would be considered a ***less-than-significant*** impact.

¹ California Department of Transportation. *California Scenic Highway Mapping System Contra Costa County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed January 2019.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
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II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
e.	Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

- a,e. The proposed project site is designated as "Urban and Built-Up Land" on the Contra Costa County Important Farmland Map 2016, published by the Department of Conservation.² Given the designation of the site as Urban and Built-Up Land, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use.

Additionally, the project site is currently highly disturbed and vacant. The site is now undergoing remediation activities under supervision of the DTSC. Remediation activities will protect human health and the health of the environment by eliminating or reducing the potential for exposures to constituents of concern (COC). The proposed project would also preserve 195 acres of Delta Recreation on the property, leaving the area undisturbed. Therefore, **no impact** would occur related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or other changes in the existing environment which could individually or cumulatively result in loss of Farmland to non-agricultural use.

- b. The project site is currently zoned as Specific Plan. The proposed project includes request for rezoning to Planned Unit Development. Consequently, the project would not conflict with any agricultural zoning use for the project site. Additionally, the site is not under a Williamson Act contract. Thus, the proposed project would not conflict with existing zoning for agricultural use and would not conflict with a Williamson Act contract, and **no impact** would occur.
- c,d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526) and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have **no impact** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

² California Department of Conservation. *Contra Costa County Important Farmland 2016*. Published August 2018.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
III. AIR QUALITY.				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	✗	□	□	□
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	✗	□	□	□
c. Expose sensitive receptors to substantial pollutant concentrations?	✗	□	□	□
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	□	□	✗	□

Discussion

- a-c. The City of Oakley is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for the State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM_{2.5}), and State respirable particulate matter 10 microns in diameter (PM₁₀) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM_{2.5} federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM_{2.5} AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation. The USEPA has not yet approved a request for redesignation of the SFBAAB; therefore, the SFBAAB remains in nonattainment for 24-hour PM_{2.5}.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, demolition, grading, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel and gasoline powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment zone for ozone and PM.

Furthermore, development of the proposed project would result in an increased number of vehicle trips associated with traffic to and from the proposed project site. Operation of the proposed project would result in emissions associated with area sources such as natural gas combustion from heating mechanisms, landscape maintenance, and potential equipment emissions, such as propane powered forklifts. The additional traffic and operations associated with the proposed project could result in increases in criteria pollutant emissions above thresholds established by the BAAQMD. Therefore, the proposed project could violate an air quality standard or result in a cumulatively considerable net increase of any criteria pollutant, and thus, may conflict with or obstruct implementation of the applicable air quality plan.

The major pollutants of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project could increase traffic volumes on streets near the project site, including the nearby Lauritzen Yacht Harbor to the north and mobile home park to the south. Because the proposed project could cause an increase in the localized CO concentrations in the project vicinity, and would involve temporary TAC emissions associated with construction, as well as operational emissions of delivery trucks, the proposed project could expose sensitive receptors to substantial pollutant concentrations.

Accordingly, the proposed project could result in a **potentially significant** impact related to air quality.

Further analysis of this impact will be discussed in the Air Quality and GHG Emissions chapter of the Oakley Logistics Center EIR being prepared for the project.

- d. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Operation of the proposed project would be typical of other industrial and manufacturing spaces. Any waste or recyclables generated by use of the project would be properly contained and handled in order to reduce any objectionable odors. Additionally, BAAQMD regulates objectionable odors through Regulation 7, Odorous Substances, which does not become applicable until the Air Pollution Control Officer (APCO) receives odor complaints from ten or more complainants within a 90-day period. Once effective, Regulation 7 places general limitation on odorous substances and specific emission limitations on certain odorous compounds, which remain effective until such time that citizen complaints have been received by the APCO for one year.

Based on the above, construction and operation of the proposed project would have a ***less-than-significant*** impact related to creation of objectionable odors affecting a substantial number of people.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
<i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a-d. Special-status species are plants and animals that are legally protected under the State and/or Federal Endangered Species Act (FESA) or other regulations. The FESA of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

The East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCCHCP) was approved in August 2007 and the City of Oakley approved the implementing ordinance on November 13, 2007. The project site is located in the City of Oakley and covered by the ECCCHCP. The ECCCHCP establishes mitigation required in order to avoid direct impacts on fully protected wildlife species, covered migratory birds, wetlands, and hydrologic conditions. The majority of the project site is located within the ECCCHCP Permit Area, with a small area located outside the Permit Area. The ECCCHCP authorizes take coverage pursuant to FESA and CESA and provides compensatory mitigation for 28 special-status plant and animal species. The proposed project would participate in the ECCCHCP, and would provide compensatory mitigation for the entire project through coordination with the United States Fish and Wildlife Service and California Department of Fish and Wildlife (CDFW).

According to the ECCCHCP Planning Survey Report conducted by Moore Biological Consultants³, three special-status animals covered under the ECCCHCP have the potential to occur on the project site: Western burrowing owl, Swainson's hawk, and Golden Eagle. The project site does not provide habitat for special-status plants covered under the ECCCHCP and provides low quality habitat for a few non-covered special-status plant species. According to a technical memorandum prepared by Moore Biological Consultants and various CEQA documents and associated technical reports, only a few special-status animals not covered under the ECCCHCP have the potential to occur on the project site. The project site contains suitable habitat for a few special-status species, and thus the project could have a substantial adverse effect on a species identified as a candidate, sensitive, or special-status species.

Wildlife movement corridors are areas in which regional wildlife populations regularly and predictably move during dispersal or migration. Many other areas provide habitat for migratory species, such as nesting birds, during parts of the year. White-tailed kite, a "fully protected species," per California Fish and Game Code Section 3511 could potentially nest in trees in or near the site. On-site grasslands, trees, and shrubs could be used by other species of nesting birds protected by the Migratory Bird Treaty Act and Game Code of California. Thus, the project has the possibility to impact migratory wildlife corridors.

Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies regulate wetland habitat and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any waters of the U.S., including wetlands. Both CDFW and the U.S. Army Corps of Engineers have jurisdiction over modifications to riverbanks, lakes, stream channels and other wetland features.

³ Moore Biological Consultants. *Planning Survey Report for Oakley Logistics Center*. December 2018.

Potentially jurisdictional waters of the U.S. and wetlands on site would be avoided to the maximum extent practicable. The project would be constructed in the southwest part of the overall property, fully avoiding Big Break and the expansive alkali wetlands associated with the San Joaquin River. While a seasonal wetland in the southwest portion of the project site would be avoided and preserved, a few seasonal wetlands would be filled for construction of the proposed project. Due to site topography and location in the preferred development parts of the project site, impacts to the wetlands may be unavoidable.

According to the Planning Survey Report conducted for the project, the project site consists of the following land cover types: ruderal grassland, seasonal wetlands, alkali wetland, slough/channel, and urban/developed. Because of construction and buildout of the project and infill of seasonal wetlands, the project could impact a riparian or sensitive natural community.

The site is now undergoing remediation activities under supervision of the DTSC. Remediation activities will protect human health and the health of the environment by eliminating or reducing the potential for exposures to COCs.

Based on the studies conducted for the proposed project, a **potentially significant** impact could occur related to special-status species, federally protected wetlands, sensitive natural communities, and wildlife movement corridors.

Further analysis of this impact will be discussed in the Biological Resources chapter of the Oakley Logistics Center EIR being prepared for the project.

- e. As part of a biological assessment for the proposed project, an Arborist Report was conducted in compliance with the City of Oakley Heritage and Protected Trees Ordinance 9.1.1112. As part of the evaluation, 662 trees were measured in the project site. Trunk diameter of the trees ranged from 6.7 inches to 199.7 inches, averaging 29.2 inches. Tree health averaged poor to fair. Structural quality ranged from very poor to good, averaging poor.

Development of the proposed project would require the removal of all trees in the development area. Upon site review, 130 trees were identified as heritage and are protected on site. Thus, the proposed project could have a **potentially significant** impact related to conflict with local policies or ordinances, such as a tree preservation policy.

Further analysis of this impact will be discussed in the Biological Resources chapter of the Oakley Logistics Center EIR being prepared for the project.

- f. The proposed project would adhere to the ECCCHCP and would not conflict with the provisions of an adopted Habitat Conservation Plan. Thus, a **less-than-significant** impact would occur.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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V. CULTURAL RESOURCES.

Would the project:

- | | | | | | |
|----|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. | Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a. The Oakley General Plan EIR on page 3-149 states that “while there are no officially designated historic structures in Oakley, there are numerous buildings, primarily in the old town area, eligible for such designation or listing [...] Oakley’s historic resources are generally in need of official recognition.” Historical resources are features that are associated with the lives of historically-important persons and/or historically-significant events, or that embody the distinctive characteristics of a type, period, region, or method of construction. As the General Plan EIR states, most historical structures are located in Old Town Oakley. Historical structures outside in the outlying area of the City are generally farm structures built in the 1930s. The project site does not contain any farm structures which would be eligible for historical consideration by the City. Additionally, the proposed project site does not contain any historical structures listed by the California Register of Historical Resources, National Register of Historic Places, or the California Register of Historical Landmarks. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and a **less-than-significant** impact would occur.
- b,c. According to the Oakley General Plan EIR (p. 3-148), few archeological finds have occurred in the City of Oakley. However, the City’s General Plan EIR states that given the rich history of the region, the City will continue to require procedures if artifacts are unearthed during construction. The project area was heavily disturbed during historical filling/grading activities and former manufacturing operations, as well as current remediation efforts. As a result, the project would be unlikely to unearth cultural resources in the previously disturbed areas where soil and debris would be excavated.

A search of cultural and historical resources at the project site and within a half-mile radius of the project site boundary was conducted in 2016. One resource was

identified within the site boundary. The resource is described as the breached levee system which runs along San Joaquin River on the northern boundary. The levee system was recorded by USACE in 2014 and was determined to be lacking in integrity. The levee is located outside of the project boundary and would not be affected by construction and operation of the proposed project.

Due to the disturbed nature of the site and the surrounding area, the discovery of archeological resources is not expected. However, unknown archaeological resources, including human bone, have the potential to be uncovered during ground-disturbing construction activities. As a result, a **potentially significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the potential construction-related impact to a *less-than-significant* level.

- V-1. *If buried archaeological, paleontological, and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within 100 feet of the discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at their own expense, to retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery, as appropriate. The archaeologist shall be required to submit to the City of Oakley Planning Division for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery would not be allowed until the preceding work has occurred.*
- V-2. *Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find and the Contra Costa County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. Additional work is not to take place within 100 feet of the find until the identified appropriate actions have been implemented.*

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VI. ENERGY.				
<i>Would the project:</i>				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2016 California Green Building Standards Code (CBSC), with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations is provided below.

The 2016 CBSC, otherwise known as the CAL Green Code (CCR Title 24, Part 11), became effective on January 1, 2017. The purpose of the CAL Green Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid.

Following implementation of the proposed project, PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of industrial and manufacturing uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, could involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with employee vehicle trips generated by the proposed project.

Based on the increased vehicle trips generated as well as the potential increase in energy usage, the project could result in a significant environmental impact due to wasteful or inefficient energy as well as conflict with a state or local plan for renewable energy. Thus, a ***potentially significant*** impact could occur.

Further analysis of this impact will be discussed in the Statutorily Required Sections chapter of the Oakley Logistics Center EIR being prepared for the project.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GEOLOGY AND SOILS.				
<i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

ai,aiv. The site is located in an area of moderate to high seismicity. Known active faults are not mapped across the property and the site is not located within an Alquist-Priolo Earthquake Fault Zone; however, the Oakley 2020 General Plan Background Report states that the San Francisco Bay area is an area of high seismic risk. As shown in Figure 8-1 of the City's General Plan, *Faults and Seismic Stability*, three active faults are in the Oakley area, with the Brentwood Fault directly underlying the City, and the Davis and Antioch Faults to the west of the

City. Potential seismic hazards resulting from a nearby moderate to major earthquake can generally be classified as primary and secondary. The primary effect is ground rupture, also called surface faulting. The common secondary seismic hazards include ground shaking, liquefaction, landslides, and ground lurching. Issues related to ground rupture and landslides are discussed below.

Ground Rupture

Figure 8-1 of the City's General Plan shows fault traces for all known and inferred faults in the area. The proposed project is not underlain by any faults known to the City and as a result, ground rupture is unlikely at the project site.

Landslides

The project area is relatively flat; therefore, landslides do not represent a likely hazard. According to the Association of Bay Area Governments (ABAG), the proposed project site is not in an area susceptible to landslides.⁴

Conclusion

Thus, based on the above, the propose project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving ground rupture or landslides, and a ***less-than-significant*** impact would occur.

- a.ii, a.iii, The City of Oakley is located in an area of moderate to high seismicity. While the
- c. project site is not located in an Alquist-Priolo Earthquake zone, the San Francisco Bay Area is considered an area of high seismic risk, and an earthquake at a nearby fault could result in impacts to the project site related to ground shaking and liquefaction.

Ground Shaking

An earthquake of moderate to high magnitude generated within the region could cause considerable ground shaking at the site, similar to that which has occurred in the past. To mitigate the shaking effects, structures should be designed using sound engineering judgment and the California Building Code (CBC) requirements, as a minimum. Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major

⁴ Association of Bay Area Governments. *Resilience Program*. Available at: <http://gis.abag.ca.gov/website/Hazards/>. Accessed January 7, 2019.

earthquakes without collapse but with some structural as well as nonstructural damage. Conformance to the current building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, a well-designed and well-constructed structure can be reasonably expected to resist collapse thus reducing loss of life in a major earthquake.

Ground Lurching

Ground lurching is a result of the rolling motion imparted to the ground surface during energy released by an earthquake. Such rolling motion can cause ground cracks to form in weaker soils. The potential for the formation of cracks is considered greater at contacts between deep alluvium and bedrock. Figure 8-1 of the City's General Plan indicates the project site is designated as being comprised of Younger Alluvium. According to the Oakley 2020 General Plan EIR, Younger Alluvium is susceptible to moderate damage during ground shaking. As a result, foundation and pavement must be designed to reduce the potential for adverse impacts from possible lurch cracking.

Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as that imposed by earthquakes. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded and fine-grained sands. As shown in Figure 8-2, of the City of Oakley General Plan 2020, *Estimated Liquefaction Potential*, most of the City's planning area is within an area of generally high liquefaction potential, which includes the project site. The City of Oakley General Plan (p. 8-3) Policy 8.1.9 requires any structures permitted in areas of high liquefaction potential be sited, designed, and constructed to minimize the dangers from damage due to earthquake-induced liquefaction. A geologic engineering study must be performed which defines and delineates potential hazardous geologic and/or soils conditions, recommends means of mitigating any adverse conditions, and provides implementation of the mitigation measures. Because the proposed project would be sited in an area of generally high liquefaction potential, the project would be subject to Policy 8.1.9, and would require a design-level geologic engineering study. Without completion of a design-level geotechnical report and implementation of relevant recommendations therein, the proposed project could expose people or structures to potential risk of loss, injury, or death by the project's location on an unstable geologic or soil unit.

Conclusion

The project site is not within an Alquist-Priolo Special Studies Zone; however, the City of Oakley General Plan, General Plan Background Report, and General Plan EIR indicate that the Oakley area is located in a seismically active zone. Development of the proposed project in this seismically active zone could expose

people or structures to substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, ground lurching, liquefaction, or the location of the project on an unstable geologic unit or soil. Therefore, a ***potentially significant*** impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impacts related to liquefiable soils, and ground lurching to a *less-than-significant* level.

VII-1. *Prior to issuance of a grading permit, the applicant/developer shall incorporate the recommendations of a design-level geotechnical report into the Improvement Plans for approval by the City Engineer. The following measures include, but are not limited to, the options available to reduce site liquefaction potential and expansive soils, and/or adverse effects to structures located above potentially liquefiable soils. Once final grading plans are designed, the project's geotechnical engineers shall determine the appropriate methods of mitigating the effects of liquefaction, such as:*

- *Remove and replace potentially liquefiable soils and/or expansive and corrosive soils;*
- *Strengthen foundations (e.g., post-tensioned slab, reinforced mat or grid foundation, or other similar system) to resist excessive differential settlement associated with seismically-induced liquefaction;*
- *Support the proposed structures on an engineered fill pad (minimum of 5 feet thick) in order to reduce differential settlement resulting from seismically-induced liquefaction and post-seismic pore pressure dissipation; and/or*
- *Densify potentially liquefiable soils with an in-situ ground improvement technique such as deep dynamic compaction, vibro-compaction, vibro-replacement, compaction grouting, or other similar methods.*

VII-2. *All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the geotechnical report required by Mitigation Measure VI-1 are properly incorporated and utilized in the project design.*

- b. Soil found on site is mapped as Delhi sand. Delhi sand is a somewhat excessively drained soil with rapid permeability and is negligible to slow runoff. According to

soil mapping by the U.S. Department of Agriculture Natural Resources Conservation Service, the project area does not contain soil with high susceptibility to erosion.⁵ Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Values of K range from 0.02 to 0.69. Soil at the project site has a rating of 0.05. Thus, the proposed project would not result in substantial soil erosion or loss of topsoil and a ***less-than-significant*** impact would occur.

- d. Delhi sand, the soil predominately found on the project site, is not known to be expansive, and would not risk the proposed project be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code. Thus, a ***less-than-significant*** impact would occur.
- e. The proposed project would be serviced by ISD for sanitary sewer collection and treatment. Construction of the proposed buildings would include a sewage line connection to existing sewer pump stations and would not include construction or usage of a septic tank. Thus, the project would have ***no impact*** related to soils incapable of adequately supporting septic tanks.
- f. As discussed in Section V, Cultural Resources, according to the Oakley General Plan EIR (page 3-148), few paleontological finds have been discovered in the City of Oakley. Additionally, the project area was heavily disturbed during past filling/grading activities, former manufacturing operations, and ongoing remediation activities. As a result, the project would be unlikely to directly or indirectly destroy a unique paleontological resource or unique geologic feature. However, construction activities involving grading, paving, and excavation could result in the discovery of a paleontological feature, and ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impacts related to liquefiable soils, and ground lurching to a ***less-than-significant*** level.

VII-3. Implement Mitigation Measures V-1 and V-2.

⁵ USDA Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed January 3, 2019.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS.				
<i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB 32), Executive Order S-3-05, and Senate Bill (32). AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions.

Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations. As such, the proposed project would generate GHG emissions, either directly or

indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts related to GHG emissions and global climate change could be cumulatively considerable and considered ***potentially significant***.

Further analysis of this impact will be discussed in the Air Quality and GHG Emissions chapter of the Oakley Logistics Center EIR being prepared for the project.

Issues		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS.					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
g.	Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

a,b,d. The proposed project site is the location of a former DuPont chemical manufacturing facility that produced chlorofluorocarbons, fuel additive anti-knock compounds, and titanium oxide. All manufacturing activities ceased by 1999 and the manufacturing facilities at the site have been demolished. The site is

undergoing corrective action under the Resource Conservation and Recovery Act. DTSC certified an Initial Study on June 29, 2018, which approved three corrective measures studies to address the release of COC.⁶ Remediation activities will remove and/or treat impacted sediment, soil, and groundwater at the site in order to eliminate or reduce potential exposures and hazards at the site. All generated waste will be handled, treated, and transported in accordance with federal, State, and local statutes and regulations. The project will be conducted under supervision of the DTSC and will protect human health and the environment.

As the remediation is completed, the remediated areas will be ready for development. During construction, the proposed project could involve use of various products such as concrete, paints, and adhesives, as well as operation of heavy equipment, which could contain fuels and oils. Small quantities of potentially toxic substances would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City and County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Compliance with such regulations would ensure that the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment during construction activities.

Operations associated with the proposed project would be typical of other warehouses in the City, and would be governed by the uses permitted for the site per the City's Municipal Code and General Plan. Upon approval of the General Plan amendment, the proposed project would be developed according to the designation, which allows for uses such as processing, distribution, warehousing, and storage. While not currently anticipated, in the event that future operations associated with the proposed project would involve the routine use, transport, or disposal of hazardous materials, such materials would be safely managed in accordance with the applicable regulations.

While the project site is currently listed as a corrective action facility on a list of DTSC cleanup sites, the project site is not on the Cortese List pursuant to Government Code Section 65962.5.⁷ Additionally, upon completion of the remediation, the project site will no longer be under corrective action.

Because the project site will be fully remediated prior to construction of the proposed project and the operation of the proposed project is not expected to require the use of hazardous materials, the project would have a **less-than-significant** impact related to creation of significant hazards to the public or the

⁶ Department of Toxic Substances Control. *Initial Study Chemours Oakley Site Sediment, Soil and Groundwater Corrective Measure Studies*. June 29, 2018.

⁷ California Department of Toxic Substances Control. EnviroStor. Available at: <http://www.envirostor.dtsc.ca.gov>. Accessed January 2019.

environment through transport, use, disposal, or accidental release of hazardous materials.

- c. The proposed project would not be located within one-quarter mile of a school. Therefore, the project would have **no impact** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- e. The proposed project is not located in the within an airport land use plan. The closest airport to the project site is the Byron Airport, located 14 miles from the project site. As such, the proposed project site is not located within two miles of any public airports and does not fall within an airport land use plan area. Therefore, **no impact** related to a safety hazard for people residing or working in the project area would occur.
- f. Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The proposed project would include three entrances to the project site. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle. As a result, the proposed project would not impair or physically interfere with an adopted emergency response plan and a **less-than-significant** impact would occur.
- g. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the proposed project site is not located within a Very High Fire Hazard Severity Zone.⁸ In addition, the site is surrounded by existing development to the north, and south. The site is not located adjacent to wildlands. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a **less-than-significant** impact would occur.

⁸ California Department of Forestry and Fire Protection. *Contra Costa County, Very High Fire Hazard Severity Zones in LRA*. June 12, 2018.

Issues		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY.					
<i>Would the project:</i>					
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i.	Result in substantial erosion or siltation on- or off-site;	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii.	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv.	Impede or redirect flood flows?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-c. During project construction, topsoil would be exposed due to grading of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality. The proposed project would be regulated by the San Francisco

Bay Regional Water Quality Control Board (SFBRWQCB) in order to not result in construction related degradation of water quality.

Stormwater and runoff from impervious buildings would be conveyed to biofiltration basins located throughout the site, as required by Provision C.3 of the Municipal Regional permit. Water from the basins would then be conveyed to the Central Slough. Flows would circulate through Central Slough and discharge to the Delta. Since the site is immediately adjacent to the Delta, on-site detention will likely not be necessary. Biofiltration basins would be privately maintained.

The City's National Pollutant Discharge Elimination System (NPDES) permit requires that any projects that would create or replace 10,000 square feet or more of impervious surfaces must submit a Stormwater Control Plan (SWCP) with their development permit. The City of Oakley's Municipal Code Section 6.11, Stormwater Management and Discharge Control, requires that the SWCP include appropriate design measures to treat runoff from all proposed impervious surfaces. Because the proposed project would meet the above stipulations, a SWCP would be necessary.

The site is now undergoing remediation activities under supervision of the DTSC. Remediation activities will protect human health and the health of the environment by eliminating or reducing the potential for exposures to COCs.

Based on the above, the project could have ***potentially significant*** impacts related to water quality standards, drainage patterns, or increase in runoff which would result in substantial erosion or runoff which would exceed the capacity of existing or planned stormwater drainage systems.

Further analysis of this impact will be discussed in the Hydrology and Water Quality chapter of the Oakley Logistics Center EIR being prepared for the project.

- d. The project site is located on a FEMA Flood Insurance Rate Maps (FIRMs). Based on the FEMA FIRMs (Map Number ID 06013C0163G), the majority of the project site is within Zone X, which is described by FEMA as an area having a moderate or minimal risk of flooding (see Figure 5). However, FEMA identifies Zone AE, which is defined as a 100-year flood plain, present on the perimeter of the project site. A small portion of the northwest corner of Building 3 is most likely located in Zone AE. Development of the proposed project could place structures in flood hazard zone.

Tsunamis are defined as sea waves created by undersea fault movement and pose little danger away from shorelines. A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, whose destructive capacity is not as great as that of tsunamis. Seiches are known to have occurred during earthquakes, but none have been recorded in the Bay Area. The proposed project is located approximately 35 miles from the Pacific Ocean and

San Francisco Bay. The ABAG does not list the project area at risk for tsunami or seiche inundation.⁹ However, because the proposed project is located in a flood hazard zone, a **potentially significant** impact could occur related to risk of release of pollutants due to project inundation.

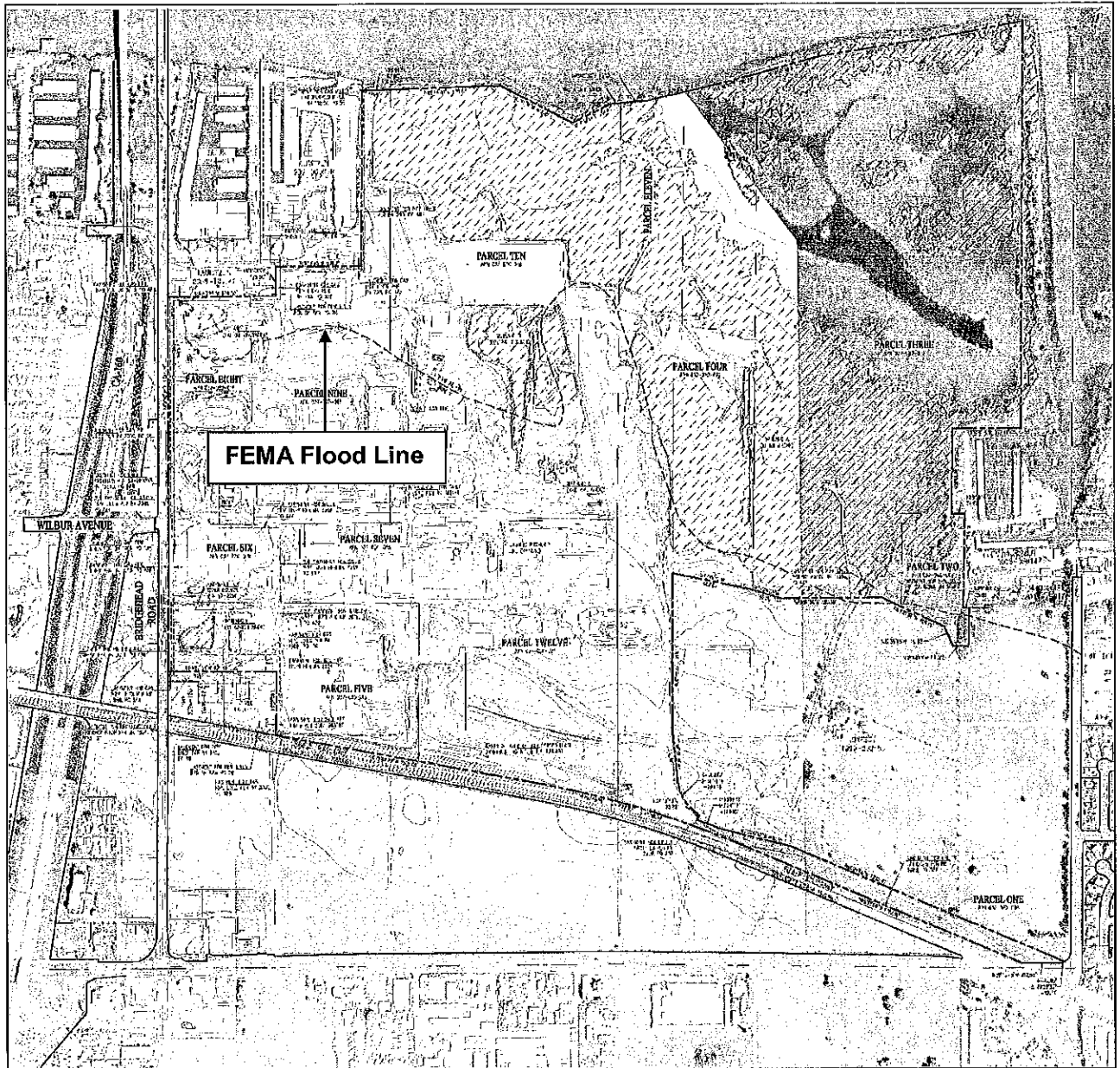
Further analysis of this impact will be discussed in the Hydrology and Water Quality chapter of the Oakley Logistics Center EIR being prepared for the project.

- e. Water is supplied to the project site by the Diablo Water District (DWD). As stated in the DWD Groundwater Management Plan, water supply currently includes both surface water and groundwater sources. Groundwater supplies have not historically accounted for a large portion of water supply in the City. However, the Groundwater Management Plan projects an increase in groundwater usage to supply the DWD service areas. In addition, the proposed project would require an NPDES permit and a SWCP as the project would create over 10,000 square feet in impervious surfaces, and require treatment of stormwater before discharging in to the Delta. Thus, because the proposed project could demand water above the projected supply and would require a SWCP, the proposed project could conflict with or obstruct implementation of a sustainable groundwater management plan or a water quality control plan and a **potentially significant** impact could occur.

Further analysis of this impact will be discussed in the Hydrology and Water Quality chapter of the Oakley Logistics Center EIR being prepared for the project.

⁹ Association of Bay Area Governments. *Resilience Program*. Available at: <http://gis.abag.ca.gov/website/Hazards/>. Accessed January 4, 2019.

Figure 5
FEMA Flood Line Site Plan



Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
XI. LAND USE AND PLANNING.				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a. The proposed project includes requests for a General Plan Amendment to remove the Utility Energy and Business Park designation and expand the Light Industrial use to the entire project site. The project also requests a rezone from Specific Plan to Planned Unit Development, which would allow for flexibility to develop industrial and manufacturing-related uses. The approximately 150-acre project site is located on Bridgehead Road north of Main Street and the BNSF Railroad. The proposed project would be built out on a vacant property, and would not physically divide an established community, resulting in a ***less-than-significant*** impact.
- b. The proposed project includes a request for a General Plan Amendment to remove the Utility Energy and Business Park designation and expand the Light Industrial use to the entire project site. The proposed project also requests a rezone from Specific Plan to Planned Unit Development. Upon approval of both amendments, the proposed project would develop warehouses for light industrial purposes. The development of such would promote Program 5.1L of the General Plan, which is to continue to recognize the importance of making an adequate supply of land available for economic development through development of the property to a Planned Unit Development. In addition, the General Plan has accounted for development of the project site as an industrial center and planned for development of the area.

The proposed project would also include an amendment to the Circulation Diagram in the General Plan, which could alter the expected circulation throughout the City. However, the Traffic Impact Analysis performed for the proposed project assumed removal of the proposed extension of Live Oak Avenue, and found that the removal of such would not interfere with projected buildout of the City. Thus, based on the above, the proposed project would have a ***less-than-significant*** impact related to creation of a significant environmental impact due to a conflict with any land use plan, policy, or regulation.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XII. MINERAL RESOURCES.

Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|----------|
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✗ |
| b. | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✗ |

Discussion

- a,b. The City of Oakley General Plan Background Report states that the only viable mineral resource currently mined in the City of Oakley is sand. Currently mining of sand does not occur at the project site and much of the adjacent land is developed for commercial uses. Due to the previously disturbed nature of the project site, the area would likely not be a source of minerals. Additionally, the nearest active mine in California is the Kennedy Mine, located approximately 57 miles from the project site. Thus, proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral recovery site; therefore, the proposed project would have ***no impact*** to mineral resources.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIII. NOISE.				
<i>Would the project result in:</i>				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

- a. The proposed project would involve sources of noise that would be similar to the surrounding area, such as vehicle noise from employee trips, large-scale delivery trucks, and other limited sources of noise. The nearest existing sensitive receptor is a mobile home park located approximately 1,000 feet southwest of the project site.

Construction Noise

During construction of the proposed project, heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site.

Table 1 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet.

<p style="text-align: center;">Table 1 Construction Equipment Noise</p>	
Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Pneumatic Tools	85
<p><i>Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.</i></p>	

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source will decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Therefore, construction of the proposed project would expose the nearest sensitive receptor, located 1,000 feet southwest of the proposed project, to 61dB of construction noise at most. Therefore, the level of noise that would reach the nearest sensitive receptor would be below the 65 dB threshold for residences.¹⁰

Operational Noise

The primary existing source of noise in the project vicinity is traffic along Bridgehead Road. Operations of the proposed project would likely involve delivery truck noise and employee vehicle trips to the proposed project. According to the California Department of Transportation (Caltrans) noise level estimates,¹¹ a diesel truck is likely to produce 85 dB at 50 feet. However, the nearest sensitive receptor is located approximately 1,000 feet from the southern border of the project site, and thus, would only be exposed to a maximum of 61 dB of truck noise, which is below the 65 dB threshold for residences. The General Plan Noise Element predicts that the segment of Bridgehead Road north of Main Street will experience traffic noise levels of 60.4 dB at 100 feet from the roadway centerline upon buildout of the City. Because the General Plan designates light industrial buildout at the project site, traffic noise associated with the proposed project is accounted for in the City's noise level predictions. Additionally, because the nearest sensitive receptor is 200 feet from the Bridgehead Road centerline, the levels of noise experienced would be below 60.4 dB expected, and thus, would not be impacted by increased vehicle noise along Bridgehead Road.

¹⁰ City of Oakley. *City of Oakley 2020 General Plan* [Table 9-3]. Amended February 2, 2016.

¹¹ California Department of Transportation Division of Environmental Analysis. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September 2013.

Furthermore, the City of Oakley Municipal Code Section 9.1.1002(4)(b)(x) prohibits the use of buildings by operations which involve noise levels incompatible with present or potential development of surrounding property. Because the surrounding area is industrial and commercial, the proposed project would remain consistent with the Municipal Code.

Thus, because the nearest sensitive receptor would be located 1,000 feet away from the project and 200 feet from the Bridgehead Road centerline, the proposed project would not produce noise which would generate temporary or permanent increases in ambient noise levels in the vicinity in excess of standards established by the General Plan, resulting in a ***less-than-significant*** impact.

- b. Groundborne vibration would be generated during construction of the proposed project. Residential land uses surrounding the project site would be sensitive to excessive vibrations caused by construction. For structural damage, Caltrans uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec, PPV), for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec PPV for historic buildings or buildings that are documented to be structurally weakened. All surrounding structures are assumed to be structurally sound, but damage would be a concern so the 0.2 in/sec PPV will be used as a threshold of significance for structural damage. The threshold of 0.2 in/sec PPV is also used by Caltrans as the threshold for human annoyance caused by vibration. Therefore, activities creating vibrations exceeding 0.2 in/sec PPV would impact sensitive receptors in nearby residences.¹² Table 2 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet.

Potential future construction activities, such as drilling, the use of jackhammers, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate groundborne vibration in the immediate vicinity. As shown in Table 2, jackhammers typically generate vibration levels of 0.035 in/sec PPV, while drilling typically generates vibration levels of 0.09 in/sec PPV, and the strongest source of vibrations, vibratory rollers, generates vibration levels of 0.21 in/sec PPV all at a distance of 25 feet.

Vibration levels would vary depending on soil conditions, construction methods, and equipment used. It should be noted that groundborne vibrations dissipate with distance. The closest residential structure is approximately 1,000 feet away. Because the closest residence is not in the project vicinity, the PPV experienced would be reduced well below the PPVs reported in Table 2.

¹² Caltrans. *Transportation and Construction Vibration Guidance Manual*. September 2013.

Table 2 Vibration Source Levels for Construction Equipment	
Equipment	PPV at 25 ft (in/sec)
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Source: Caltrans, <i>Transportation and Construction Vibration: Guidance Manual</i> , September 2013.	

The Caltrans *Transportation and Construction Vibration Guidance Manual* provides a formula for estimating vibration dissipation with distance.¹³ Calculations were completed to determine the maximum vibration caused by the construction activities using the Caltrans formula. Because the Vibratory Roller would be the most intense possible source of vibrations, the reference PPV of 0.210 in/sec was used for the calculations. At a distance of 300 feet from the project site, any sensitive receptors would receive 0.012 in/sec PPV from the use of a Vibratory Roller, which is well below the 0.2 in/sec PPV significance threshold used for the analysis. The nearest residence is 1,000 feet away and would receive 0.004 in/sec PPV from the use of a Vibratory Roller. Consequently, vibration generated by construction activities associated with the proposed project are not expected to be perceptible at nearby structures or residences, and the construction-generated vibrations would not be expected to result in structural damage to such residences. Furthermore, construction is temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per the City of Oakley Municipal Code Section 4.2.208, and would likely only occur over portions of the improvement area at a time.

Therefore, the project would not involve the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels resulting in a **less-than-significant** impact.

- c. The proposed project is not located in the vicinity of a private airstrip or within an airport land use plan. The closest airports to the project site are the Buchanan Field and Byron Airport, located 16 miles and 14 miles from the project site, respectively. As such, the proposed project site is not located within two miles of any public airports or private airstrips and does not fall within an airport land use plan area. Therefore, the project would not expose people working or residing in the project area to excessive noise produced by an airport and a **less-than-significant** impact would occur.

¹³ $PPV_{Equipment} = PPV_{Reference} (25/D)^{1.1}$

Where: D = distance from equipment to the receiver in feet (assumed to be 35 feet)

PPV_{Ref} = reference PPV at 25 feet (from Table 2)

Source: California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. [pg. 37]. September 2013.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XIV. POPULATION AND HOUSING.

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|----------|--------------------------|
| a. | Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | × | <input type="checkbox"/> |
| b. | Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | × | <input type="checkbox"/> |

Discussion

- a. The proposed project would include development of a logistics center to be used for light industrial and manufacturing purposes. The proposed project requests a General Plan Amendment to remove the Business Park and Utility Energy designation and expand Light Industrial to the entire project site. Additionally, the project requests a Rezone (RZ 08-19) from Specific Plan to Planned Unit Development. The zoning amendment would allow for greater flexibility within the project and would bring economic and employment boosts. While the project would provide space for new business, development would not necessarily induce population growth. According to General Plan Draft EIR, light industrial land uses should be developed to minimize travel and transport for goods and service and reduce regional commute traffic by providing employment opportunity for residents currently residing within the City limits. The proposed project would be compatible with the land use designation. Thus, the project would have a ***less-than-significant*** impact related to such.
- b. The proposed project would be developed on a mostly vacant project site formerly used as a manufacturing facility. Demolition of the existing on-site structures would not result in a loss of housing. Therefore, the project would not displace substantial numbers of existing housing or people, and a ***less-than-significant*** impact would occur.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a-e. Fire protection is currently provided to the City of Oakley by the East Contra Costa Fire Protection District. The proposed project would be subject to the fire facilities impact fees established by the City of Oakley Municipal Code Section 9.2.502. Payment of the required impact fee would mitigate any potential impacts caused by increased demands on fire services that may result from the proposed project, as well as ensure that the project conforms with the City of Oakley's General Plan Policy 4.4.2.

Police protection is currently provided to the City of Oakley by the Oakley Police Department and the Contra Costa County Sheriff's Office. The proposed project site is currently under jurisdiction of, and adequately protected by, the Oakley Police Department.

The proposed project would be used for light industrial and manufacturing purposes. Residences would not be developed as part of the project, and thus, an increase in schools, parks, or other public facilities would not be necessary. Based on the above, the project would not result in substantial adverse physical impacts associated with the provision of new or altered governmental facilities, and thus, a ***less-than-significant*** impact would occur.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XVI. RECREATION.

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|----------|--------------------------|
| a. | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | ✗ | <input type="checkbox"/> |
| b. | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | ✗ | <input type="checkbox"/> |

Discussion

- a-b. The proposed project would result in development of a logistics center to be used for light industrial and manufacturing spaces. The project would not create housing which would induce population growth in the area, and thus, would not create increased usage of existing neighborhood and regional parks or recreational facilities. Therefore, the project would have a ***less-than-significant*** impact related to recreational requirements.

Issues		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVII. TRANSPORTATION.					
<i>Would the project:</i>					
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a. The proposed project would include a Rezone and a General Plan Amendment for development of seven warehouses to be used for light industrial and manufacturing purposes. The proposed project would have a main entrance at the intersection of Wilbur Avenue and Bridgehead Road. Two secondary access points would also be provided on Bridgehead Road. One access point would be located to the north of the Wilbur Avenue entrance and another would be located to the south. SR 4, SR 160, Wilbur Avenue, E. 18th Street, and Main Street are all identified as routes of regional significance to the project.

According to the Contra Costa Transportation Authority (CCTA) Congestion Management Plan (CMP), any land development application generating more than 100 peak hour trips is required to prepare a study of the project's traffic impacts on the CMP network. Development and operation of the proposed project would be anticipated to result in 382 vehicle trips in the AM peak hour and 427 vehicle trips during the PM peak hour.

Additionally, the proposed project requests to remove the proposed extension of Live Oak Avenue connecting to Wilbur Avenue from the Circulation Diagram listed in Figure 3-1 of the General Plan. Based on the above, the proposed change to the Circulation Diagram and increased trips could conflict with a program, plan, or ordinance addressing the circulation system, and a **potentially significant** impact could occur.

Further analysis of this impact will be provided in the Transportation chapter of the Oakley Logistics Center EIR being prepared for the project.

- c. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of vehicle miles travelled (VMT) attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3 (b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA. It should be noted that currently, the provisions of Section 15064.3 apply only prospectively; determination of impacts based on VMT is not required Statewide until July 1, 2020.

Per Section 15064.3(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. The proposed project would have access to the Tri Delta Transit system and the Bay Area Rapid Transit (BART). Lines 300, 383, 391 and 393 on the Tri Delta System provide the closest service to the project site, with stops at Bridgehead Road and Main Street. While the project could have adequate access to public transit, the expected number of vehicle miles travelled would increase based on the expected number of employee and truck visits to and from the project site. Thus, using a VMT analysis, the project could be inconsistent with CEQA Guidelines Section 15064.3, and a **potentially significant** impact could occur.

Further analysis of this impact will be provided in the Transportation chapter of the Oakley Logistics Center EIR being prepared for the project.

- c. The proposed project would increase vehicle trips to and from the site, as well as alter the design of the current circulation system. The project would create new entrances to the project site accessible from Bridgehead Road and could possibly increase hazards due to employees and delivery trucks entering and exiting the project site onto Bridgehead Road. Thus, a **potentially significant** impact could occur related to increased hazards due to a geometric design feature.

Further analysis of this impact will be provided in the Transportation chapter of the Oakley Logistics Center EIR being prepared for the project.

- d. The proposed project would construct internal circulation roads consistent with Title 19 Section 3.05 of the California Code of Regulations, which mandates right of way lanes not be less than 20 feet in width and fire/emergency access lanes be a minimum of 20 feet wide. Lanes would be built out 25 to 30 feet in width. Thus, the proposed project would have a **less-than-significant** impact related to inadequate emergency access.

Issues	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES.				
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</i>				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a,b. As discussed in Section V, Cultural Resources, of this IS, per a records search of the California Historical Resources Information System and the California Register of Historical Resources, the project site is not listed or eligible for listing as a historical resource.

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the the Amah Mutsin Tribal Band of Mission San Juan Bautista, The Ohlone Indian Tribe, Wilton Rancheria, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, the North Valley Yokuts Tribe, and the Torres Martinez Desert Cahuila Indians. The letters were distributed on January 28, 2019. Requests for consultation have not been received to date.

The potential for unrecorded Native American resources to exist within the project site is relatively low based on the highly-disturbed nature of the site.

Implementation of Mitigation Measure V-2, described in detail in Section V. (Cultural Resources), would reduce any potential impacts related to unknown resources to less-than-significant levels. Based on a record search of the Native American Heritage Commission (NAHC) Sacred Land files, known tribal resources do not exist for the project area or adjacent lands.

Given that the project would be required to comply with the City's standard conditions of approval regarding cultural resources, as well as mitigation measures in Section V, construction of the proposed project would not result in a substantial adverse change in the significance of a tribal cultural resource. Per Public Resource Code sections 5020.1(k) and 5024.1, the project site is not listed as a historical resource nor does the site contain any known resources with significance to a California Native American tribe. Thus, the proposed project would have a ***less-than-significant*** impact related to tribal cultural resources.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS.				
<i>Would the project:</i>				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,c. The proposed project would be served by ISD to provide 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. A sewer force main in Lauritzen and Bridgehead Road connects from the pump station to a short run of gravity pipe starting at the north edge of the Sandy Point 3 Mobile Home Park. Flows continue to the ISD Treatment Plant near downtown Oakley. Other on-site wastewater flows including contaminated groundwater are collected in a central collection area and trucked off-site for disposal. Storm water from impervious building rooves and pavement areas would be conveyed to biofiltration basins located throughout the site as required by Provision C.3 of the Municipal Regional Permit. Water from the basins would then be conveyed to the Central Slough and discharged to the Delta. In the event the Lauritzen Pump Station cannot accommodate the flows generated by the project, a new sewer pump station would be constructed at a central location on the site. Thus, because the impacts of the project on wastewater treatment requirements and expansion of wastewater treatment facilities are not yet known, the impacts are **potentially significant**.

Further analysis of this impact will be provided in the Utilities and Service Systems chapter of the Oakley Logistics Center EIR being prepared for the project.

- b. Water is provided to the project site by the Diablo Water District (DWD). According to the DWD Final 2015 Urban Water Management Plan (2015 UWMP), water demand and connection projections for DWD are based on buildout land uses in current adopted general plans. During the period from 2015 to 2040, DWD's demand is estimated to increase from 1,492 MG per year to 5,349 MG per year. DWD estimates that by 2040, non-industrial water usage will comprise about 18 percent of the total use. As indicated in the Urban Water Management Plan, DWD has adequate supply sources to meet future needs under normal year, single year and multi-year drought conditions.¹⁴

The proposed project would connect to an existing 24-inch water line in the railroad corridor along the southern boundary of the site and would be managed by DWD. The current private on-site water system would be removed completely. In addition, a portion of the existing 24-inch line would be relocated west into the proposed parking area and drive aisles. Individual water services to the Buildings 1,3,4, and 6 would be served from connections along the main drive aisle. Buildings 2,5, and 7 would be privately operated.

As previously discussed, DWD determined adequate supply sources exist to meet future needs under normal year, single year, and multi-year drought conditions. However, given that the project has not yet calculated potable water service demand requirements, the project could have a **potentially significant** impact.

Further analysis of this impact will be provided in the Utilities and Service Systems chapter of the Oakley Logistics Center EIR being prepared for the project.

- d,e. Solid waste collected by Oakley Disposal in the City limits of Oakley is hauled to the recycling Center and Transfer Station in Pittsburg, which is operated by Contra Costa Waste Service. Residential, commercial, and industrial waste is processed at the transfer facility and the residual material is hauled to Potrero Hills Landfill outside Suisun City, which has a daily capacity of 3,400 tons.

Given that the proposed project would provide warehousing, manufacturing, and business spaces, the proposed project would not be expected to generate solid waste in excess of what was previously anticipated by the General Plan. However, because number of employees and manufacturing spaces are not yet known, the proposed project could generate solid waste in excess of State or local standards or conflict with management and reduction statuses related to solid waste, and a **potentially significant** impact could result.

Further analysis of this impact will be provided in the Utilities and Service Systems chapter of the Oakley Logistics Center EIR being prepared for the project.

¹⁴ Diablo Water District. *Diablo Water District Final 2015 Urban Water Management Plan*. June 2016.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XX. WILDFIRE.				
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a-d. As noted in Section IX, Hazards and Hazardous Materials, according to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High Fire Hazard Severity Zone.¹⁵ In addition, the site is located on a relatively flat surface and in an urban area. The surrounding area is commercial and residential land uses. Thus, the proposed project would not experience result in substantial risk or hazards related to wildfires, and a ***less-than-significant*** impact would occur.

¹⁵ California Department of Forestry and Fire Protection. *Contra Costa County, Very High Fire Hazard Severity Zones in LRA*. June 12, 2018.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XXI.MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✖	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Although relatively unlikely, based upon the current land cover types found on-site, special-status wildlife species and/or federally- or state-protected birds not covered under the ECCCHCP could be occupying the site. In addition, the project is known to contain habitats suitable to three special-status species and some migratory bird populations. Construction and operation of the project could have the potential to degrade the quality of the environment or reduce the habitat of a threatened animal. Therefore, the proposed project would have **potentially significant** impact related to degradation of the quality of the environment, reduction of habitat, threatened species, and/or California's history or prehistory.

Further analysis of this impact will be discussed in the Biological Resources chapter of the Oakley Logistics Center EIR being prepared for the project.

- b,c. The proposed project in conjunction with other development within the City of Oakley could incrementally contribute to cumulative impacts in the area. As discussed in the Transportation section of this IS, the proposed project would result in an increase in vehicle traffic on the street system surrounding the project area. Additionally, the increased trips generated by the proposed project, could produce air contaminants and greenhouse gas emissions above what is acceptable by the BAAQMD. The project could also have environmental effects on human beings, emission of toxic air contaminants, and hazards which could result in adverse

effects on human beings and the natural environment. Therefore, a ***potentially significant*** impact could occur.

Further analysis of this impact will be discussed in the Biological Resources, Transportation, Air Quality and GHG Emissions, and Statutorily Required Sections chapters of the Oakley Logistics Center EIR being prepared for the project.