



City of Pittsburg

Planning Department
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Notice of Availability

WesPac Pittsburg Energy Infrastructure Project

Draft Environmental Impact Report

State Clearinghouse No. 2011072053

June 12, 2012

PROJECT LOCATION/DESCRIPTION:

WesPac Energy–Pittsburg LLC (WesPac) proposes to modernize and reactivate an existing oil storage and transfer facility located at the GenOn Delta, LLC (GenOn) Pittsburg Generating Station in Pittsburg, California, known as the WesPac Pittsburg Energy Infrastructure Project (project). The project site is located at 696 West 10th Street in Pittsburg, CA, and consists of approximately 125 acres of land stretching from the existing West 10th Street north, to the southern shoreline of the Suisun Bay. The land and facilities where the project is located, including the storage tanks and dock, are expected to be purchased from GenOn by WesPac. Following ownership transfer, the Terminal would be immediately adjacent to (south and east of) the remaining GenOn facility. In addition, approximately 39 acres of submerged tidelands would be leased from the City of Pittsburg for the marine terminal portion of the facility in accordance with California State Senate Bill 551.

The proposed WesPac Energy–Pittsburg Terminal (Terminal) would be designed to receive crude oil and partially refined crude oil from marine vessels or pipelines, store the oil in the existing storage tanks, and then transfer the oil to nearby refineries. The proposed project would involve the evaluation of the existing facility equipment for condition and suitability for intended service. The facility and equipment would then be repaired, upgraded, and/or replaced to bring the facility into compliance with industry standards and with applicable regulatory requirements. All products handled at the Terminal would be transported by ship, barge, or pipeline; no products would be transported by truck or rail as part of the proposed project.

The main components of the project consist of:

- Modernization and reactivation of the existing marine terminal.
- Modernization and reactivation of the existing onshore storage terminal, which includes both the East Tank Farm (six 162,000-barrel tanks) and South Tank Farm (nine 500,000-barrel tanks), and onshore storage terminal piping. Construction would include upgrades or replacement of ancillary equipment, such as pumps, heaters, manifolds, thermal oxidizer, fire water pumps, stormwater collection pond, and oil water separator.
- Installation of a new office and control building, warehouse building, substation, and other onshore and offshore facilities for the operation of the Terminal.

- Repair of the existing connection to the Shell San Pablo Bay Pipeline and installation of a proposed new pipeline connection to the Chevron KLM Pipeline.

SIGNIFICANT ENVIRONMENTAL EFFECTS: The Draft Environmental Impact Report (DEIR) identifies potentially significant environmental effects for which mitigation would be required, as a result of the project development. These are in the areas of:

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|-------------------------|---------------------------------|
| • Aesthetics | • Cultural Resources |
| • Air Quality | • Public Services and Utilities |
| • Aquatic Resources | • Land Use and Recreation |
| • Terrestrial Resources | • Land Transportation |

The DEIR also identifies a number of potentially significant and unavoidable environmental impacts associated with the project. Construction emissions are estimated to be in excess of the thresholds of significance identified in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, even after implementation of best management practices and mitigation measures, which would be expected to result in unavoidable and adverse impacts to air quality and greenhouse gas emissions.

Significant and unavoidable impacts to aesthetics, aquatic and terrestrial resources, public utilities, land use and recreation, and water resources could also occur in the event of an accidental release of oil at or near the terminal or pipelines, even after implementation of mitigation measures. However, spill probabilities are low, and a number of federal and state regulations have been enacted that address design and construction standards, operational standards, and spill prevention and response measures. The combination of these laws, proposed environmental commitments and proposed mitigation measures, would reduce the severity of the impacts to the resources listed above; however, depending on the size and location of the spill, the season and weather conditions, and the first-response cleanup effort, an accidental spill could still result in unavoidable and adverse impacts to the resources listed above.

HAZARDOUS MATERIALS AND HAZARDOUS WASTES SITES: The Cortese List, consisting of databases identified in California Government Code Section 65962.5, was consulted to identify sites with known hazardous materials or waste contamination within or adjacent to the project footprint. While the specific project site has not been found on the Cortese List, the project does involve use of the San Pablo Bay Pipeline which crosses three properties identified on the Cortese List, all of which are described below:

- Between milepost (MP) 12 and MP 13 (see DEIR Figure 10-1: Locations of Cortese List Sites), the pipeline passes along the southern edge of the former Shell Land Disposal site. There are no specified chemicals of concern at this site, and no remedial actions have been taken (SWRCB, Geotracker, 2011).
- Between milepost MP 11 and MP 12 (see DEIR Figure 10-1), the pipeline passes along the southern edge of the Pacific Atlantic Terminal site. Potential constituents of concern at this site include arsenic and lead (DTSC Envirostor, 2011; SWRCB Geotracker, 2011).
- Between MP4 and MP 9, the pipeline passes through the portion of the Concord Naval Weapons Station (CNWS) known as the “Tidal Area,” also known as the Military Ocean

Terminal Concord site and the Naval Weapons Station Seal Beach, Detachment Concord. The site is a Department of Defense ammunitions transshipment port under the operation of the Department of Army. Several contaminated soil and groundwater locations exist on the CNWS property. Located in proximity to the pipeline, soil and groundwater contaminated with petroleum hydrocarbons is present near the eastern parcel boundary, and a site with mercury-contaminated soil is positioned near the western parcel boundary. Additionally, soil and groundwater contamination resulting from the historical disposal of wooden materials treated with preservatives (e.g., chromium, arsenic, and copper) may be present along the pipeline (Friedman, 2011; SWRCB Geotracker, 2011).

PUBLIC COMMENT PERIOD: Written public comments on the DEIR for the WesPac Project will be accepted during a 45-day public review period, beginning on **Tuesday, June 12, 2012**, and continuing through **Friday, July 27, 2012**. Written comments may be mailed or faxed to the attention of Kristin Vahl Pollot at the address and fax number listed above, or comments may be sent via email to kvahl@ci.pittsburg.ca.us.

All comments must be received no later than 5:00 pm, on **July 27, 2012**.

PUBLIC MEETING: The City of Pittsburg, acting as Lead Agency for the project, will also accept comments on the DEIR at a public workshop, to be held on **Tuesday, July 17th, 2012, at 5:30 p.m.**, at Pittsburg City Hall, 65 Civic Avenue, Pittsburg Ca.

AVAILABILITY OF THE DRAFT EIR: Copies of the Draft EIR are available for review at the following locations:

City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565
Phone: (925) 252-4920

Pittsburg Library
80 Power Avenue
Pittsburg, CA 94565
Phone: (925) 473-8390

The Draft EIR may also be found online at: www.ci.pittsburg.ca.us/index.aspx?page=217
Referenced material used in the preparation of the Draft EIR may be reviewed upon request to the Planning Department.