



July 19, 2016

NOTICE OF DECISION

Approval of Development Permit# 5016

8400 Pardee Drive, Oakland, CA

PLEASE TAKE NOTICE: The Port of Oakland (Port) Permits Section staff and Environmental Programs and Planning staff have reviewed the Port Development Permit Application (“Application”) filed by United Parcel Service (“UPS” or “tenant”). Based on the information provided in UPS’ Application and in UPS’ supplemental responses, Port staff finds that the project proposal meets the applicable standards of the “Port of Oakland Land Use and Development Code (“LUDC”) for the Oakland Airport Business Park (“OABP”)” and thereby **approves the development permit** for UPS located adjacent to 8400 Pardee Drive, Oakland, CA on July 19, 2016. This Notice of Decision, providing public notice of the Permit Coordinator’s decision, has been posted on the Port’s web site.

Background

The Port of Oakland is the local land use authority for the OABP, a 400-acre business park located in proximity to Oakland International Airport. The project site is located in the southwestern portion of the City of Oakland (“City”) in the vicinity of Oakland International Airport at the existing UPS sort facility, 8400 Pardee Drive, Oakland, CA. At this ground operations facility, UPS sorts and repackages freight arriving from 18 wheel trucks onto similar trucks for distribution to other hubs in the region and on to smaller package vans for regional deliveries.

The project applicant proposes to make renovations at the site to improve efficiency and to update processing systems. The purpose of the project is to modernize the building and equipment that were originally constructed in 1974. Replacement of the equipment will allow the system to handle packages in a more streamline, safer, reliable and more efficient manner during each processing sort. General project improvements include: upgrades and modifications to the dock doors that will result in a reduction of 6 inbound doors and an addition of one outbound door; conveyor sorting equipment inside the building with modern automated sorting equipment to allow for automated tracking and other efficiencies; vehicle shop facility from the main building to a new building away from the sorting function where it will be combined with the relocated wash building. The efficiencies would resort from less workers sorting packages and would not increase capacity but enable the facility to maintain capacity. Any increase in capacity would require an increase in the number of input doors, and in this project, the number of input doors would be reduced.

Specific improvements include:

1. Demolish existing car wash tunnel building (2585 SF);

2. Construct a new Auto Shop and Wash Tunnel Combination Building (12,267 SF, net 9,682 SF increase);
3. Install a temporary modular loading dock, to be operational during improvements to main building (Drainage Area K – See Attachment 3: Pavement Plan);
4. Improve the interior of main building:
 - a) Upgrade equipment and conveyor systems (demolish 95% of existing conveyor equipment and install new equipment);
 - b) Install new restroom facilities;
 - c) Rearrange office spaces inside the existing envelope of the main building to accommodate the new equipment installation; no foundation changes are necessary for this equipment.
5. Widen the existing inbound/outbound doors on the perimeter of the building to improve access for equipment movement between the interior and the loading dock;
6. Install shear walls against the main building to accommodate the widening of the doors and to meet seismic requirements. These modifications will reduce inbound doors from 42 to 36, and increase outbound doors from 80 to 81 (net loss of 5 doors);
7. Repair, upgrade, or extend paving at various locations around the site (see Attachment 3 – Pavement Plan);
8. Install post-construction stormwater controls on site to meet Stormwater Permit requirements in accordance with the Port of Oakland’s “2015 Post-Construction Stormwater Design Manual” and Port Stormwater Ordinance No. 4311 (see Stormwater Compliance section below for details);
9. Modify employee parking area to reduce total spaces by 70. Install new fencing along the southern and eastern section. Add 20 additional spaces along the west edge adjacent to Pardee Drive. Move the east fence of the parking area on the west side of the existing trailer parking area to the west into the existing employee parking area in order to provide maneuverability around the new auto shop/wash tunnel and the existing fuel island;
10. Provide a new sidewalk along Pardee Drive;
11. Relocate lighting poles in the NE corner of lot due to new construction;
12. Relocate Personal Identification Verification equipment (PIV) and electrical for fuel island and trash compactors;
13. Install a new monument sign along the Pardee frontage in accordance with the LUDC standards.

Environmental Review

The Port is the Lead Agency under CEQA, having land use jurisdiction over the Oakland Airport Business Park. The project boundaries are located in a developed area, and improvements will be made to an existing facility that will continue the previous use of sort and transfer of packages, maintenance of vehicles, and delivery of packages as described in the Land Use Analysis section. The project will construct a new car wash and auto shop building (12,267 square feet) to replace the existing car wash facility (2,585 square feet) and to relocate some maintenance functions out of the main sort building, resulting in a total increase in building area of less than 10,000 square feet of new building area (i.e., total

increase in square footage: 9,682). These improvements will not increase the capacity of the Oakland Gateway Facility (located at OAK).

Improvements also include reducing the number of input loading doors from 42 to 36 and increasing the number of output loading doors from 85 to 86. The handling capacity of the facility is measured by the number of input doors which drives the process rate for the overall package processing system. Given the reduction of input doors, the proposed project will not increase the facility's handling capacity and will not thus increase UPS air cargo activity at OAK.

Pursuant to CEQA Guidelines, Section 15300 (Categorical Exemptions), certain classes of projects, as listed in Article 19 (Categorical Exemptions) have been determined to not have a significant effect on the environment and declared to be categorically exempt from the requirement for the preparation of environmental documents. Under Rule 15301 (Existing Facilities), those projects that "consist of the operation, repair, maintenance...or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination," are categorically exempt. According to Rule 15301, "the key consideration is whether the project involves negligible or no expansion of an existing use." In reliance on the totality of information provided by UPS in this matter, the Port concludes that the proposed project involves negligible or no expansion of an existing use and is therefore categorically exempt pursuant to CEQA Guidelines, Section 15301. No further CEQA review is required.

Appeal of Port Permit Coordinator's Decision

Any person excepting to the Port Permit Coordinator's decision may appeal to the Port Permit Hearing Officers by filing with the Secretary of the Board a written notice of such appeal setting forth the specific grounds thereof, and by paying to John Betterton, Secretary of the Board (530 Water Street, Oakland, CA 94607 or jbetterton@portoakland.com), the \$750 administrative appeal fee. A Notice of Appeal must be filed within fourteen (14) days after issuance of the Notice of Decision (by August 2, 2016). Absent an administrative appeal, the PHOs' decision becomes final fifteen (15) days after issuance of this Notice of Decision (August 3, 2016). Any failure to file an administrative appeal will be a complete bar to judicial review.

Port Contact Information

For questions about the Development Permit, contact Port Permit Coordinator Joe Marsh, at (510) 627-1480 or jmarsh@portoakland.com. For questions about the CEQA determination, contact Port Associate Environmental Scientist Colleen Liang, at (510) 627-1198 or cliang@portoakland.com.