CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF DETERMINATION

To: Office of Planning and Research
State Clearinghouse
P.O. Box 3044, 1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

From: Department of Toxic Substances Control
Site Mitigation and Restoration Program
700 Heinz Avenue, Suite 200
Berkeley, CA 94710

Subject: FILING OF NOTICE OF DETERMINATION IN COMPLIANCE WITH SECTION 21108 OF THE PUBLIC RESOURCES CODE

Project Title: Former Railroad Right-of-Way (Vanden Road), Removal Action Workplan

State Clearinghouse Number: 2010042093

Project Location: Approximately 3,500 feet east-northeast of the Peabody Road/Vanden Road intersection, Fairfield, California 95687

County: Solano

Project Applicant: City of Fairfield

Project Description: Soils under the Former Railroad Right-of-Way (Vanden Road) (Site) contains arsenic which was identified as the chemical of concern (COC) and could result in potentially unacceptable risks and hazards for future users. The COC is generally present within the upper 2 to 3 feet of soil at the Site, within the area where the former railroad line was located. The areas with impacted soil are confined to within 50 feet of the former railroad spur right-of-way (ROW) centerline (centerline exposure unit). Therefore, proposed cleanup activities involve excavating contaminated soil from certain identified portions of the Site and bury/encapsulate the impacted soil in other portions of the Site under a minimum of three feet of clean, imported soil.

The project involves approval of a Remedial Action Workplan (RAW) for the Site. The Site is located within the former railroad ROW located on property owned by the City of Fairfield, along Vanden Road-Jepson Parkway, approximately 3,500 feet east-northeast of the Peabody Road/Vanden Road intersection to the southwest. It extends north-northwest from Vanden Road-Jepson Parkway roughly 2,300 feet to a point located 1,500 feet from Peabody Road to the southwest.

Background: On December 24, 2010, the City of Fairfield circulated for public review and comment a Draft Environmental Impact Report for the Fairfield Train Station Specific Plan to consider a new growth area consisting of approximately 3,000 acres in northeastern Fairfield centered on the new Capitol Corridor train station located at the southeast corner of Peabody Road and Vanden Road. The Specific Plan identified a minimum of 3,000 new dwelling units would be located within a one-half mile radius of the station and the overall area could accommodate up to an additional 6,800 new dwelling units, an added population of approximately 19,277 residents, 5 million square feet of commercial and industrial development, and a range of public and open space uses.

After receiving and responding to comments received, the City of Fairfield approved the Final Environmental Impact Report (EIR), Permit, and filed a Notice of Determination with the Governor's Office of Planning & Research/State Clearinghouse (OPR) on July 27, 2011 (SCH 2010042093). The EIR documented that the approval of the Fairfield Train Station Specific Plan would have a significant effect on the environment and that all feasible mitigation measures for those effects had been adopted.

Because a previous Environmental Impact Report was approved by the City of Fairfield as the lead agency, DTSC is required by the California Environmental Quality Act (CEQA)[1] and the CEQA Guidelines[2] to conduct an analysis of that previous document to determine if it provides an accurate description of the current environmental and regulatory conditions, and analyses of potential impacts and mitigation measures associated with the proposed final remedial action remedy. The information and analysis are then used to support a final determination of the type of environmental document required to be prepared for the project as provided by sections 15162, 15163 and 15164 of the CEQA Guidelines. These alternatives include an addendum, a supplement to the previous EIR, or a subsequent environmental document to the original EIR.

Project Activities: The remedial action will involve the following elements:

- Excavation of an estimated quantity of approximately 6,500 cubic yards of COC-impacted soil;
- Transport of impacted soil to the pre-determined on-site encapsulation area;

[1] Pub. Resources Code, div. 13, § 21000 et seq.
[2] Cal. Code Regs., tit. 14, § 15000 et seq.

- Collection of confirmation soil samples from those areas from which COC-impacted soil is excavated, in order to verify the removal of the COC-impacted soil;
- Identification of a borrow area/source for clean fill material to be transported on Site for use as a 3-foot-thick clean soil cap over impacted soil;
- Ensuring the placement of a 3-foot-thick clean soil cap above any impacted soil remaining in place; and
- Ensuring that all impacted soil within the pre-determined encapsulation area is capped with a minimum of 3-feet of clean soil; and
- Recording a land use covenant to control future disturbance of the encapsulation area, clean soil cap, and prevent future exposure to COC-impacted soil.

The remedial action will excavate contaminated soil from certain identified portions of the Site and bury/encapsulate the impacted soil in other portions of the Site under a minimum of three feet of clean, imported soil. The proposed remedial approach will involve the removal of soil from portions of the 50-foot-wide centerline exposure unit and placement of impacted material in the encapsulation zone of the Site. Approximately 6,500 cubic yards of contaminated soil will be excavated and encapsulated (buried) beneath portions of the proposed recreational trail. Soil excavation, handling, and stockpiling will be performed in a manner which limits and controls the mixing of contaminated soil with uncontaminated soil. This removal action will reduce the human health risks to levels that allows for the redevelopment of the Site for recreational purposes and be protective of future recreational users of the Site. Please refer to Attachment A.

Excavation and import activities will include using loaders, scrapers, and/or other appropriate construction equipment. Excavation and import operations could generate fugitive dust emissions; therefore, suppressant foam, water spray and/or other forms of dust control could be required during excavation activities and import activities. In addition, workers could be required to use personal protective equipment to reduce exposure to the COC. Dust monitoring will occur at the Site during remedial action construction activities.

Activities will occur Monday through Saturday between 7 a.m. and 6 p.m. for up to 5 weeks. Encapsulation onsite of approximately 6,500 cubic yards of contaminated soil will require approximately 600-650 truckloads. The contaminated soil will be encapsulated with clean import fill sourced from the adjacent One Lake Residential Development. The import of approximately 1,500-1,700 truckloads (15,000-17,000 cubic yards) of soil from the adjacent development to the former railroad ROW will utilize internal site haul roads through the adjacent property. The trucking of impacted or clean soil will not adversely impact surrounding public streets and will be contained within the Site or on haul roads within the adjacent development.

DTSC utilized information and analysis in the Draft Environmental Impact Report for the Fairfield Train Station Specific Plan to support a final determination about the type of environmental document required to be prepared for the Former Railroad Right-of-Way (Vanden Road), Removal Action Workplan as provided by Sections 15162, 15163, and 15164 of the CEQA Guidelines, which was determined to be an Addendum. As Responsible Agency under the California Environmental Quality Act (CEQA), DTSC approved the above-described project on April 30, 2021 and has made the following determinations:

1. The project will not have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of project approval.
4. A Statement of Overriding Considerations was adopted for this project.
5. Findings were made pursuant to the provisions of CEQA.

The administrative record for this project is available to the public by appointment at the following location:

Department of Toxic Substances Control
Site Mitigation and Restoration Program
700 Heinz Avenue, Suite 200
Berkeley, CA 94710
(510) 540-2122

Additional project information is available on EnviroStor:
www.envirostor.dtsc.ca.gov/public/profile_report?global_id= 60002782

Contact Person	Contact Title	Phone Number
Parag Shah	Hazardous Substances Engineer	(510) 540-3827

Approver's Signature:

Juliet C. Pettijohn

Date:

April 30, 2021

Approver's Name	Approver's Title	Approver's Phone Number
Juliet C. Pettijohn, MPH, CIH	Environmental Program Manager I	(510) 540-3843

TO BE COMPLETED BY OPR ONLY

Date Received for Filing and Posting at OPR: