



**City of Suisun City  
Notice of Preparation and Notice of Public Scoping Meeting  
Highway 12 Logistics Center Environmental Impact Report**

**Date:** May 14th, 2021

**To:** Public Agencies, Organizations, and Interested Parties

**From:** John Kearns, Senior Planner, City of Suisun City

**Subject:** Notice of Preparation of an Environmental Impact Report and Public Scoping

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**This Notice of Preparation has been revised to add clarity, primarily through additional maps, as well as updated information related to planned sewer service that was not known at the time the previous Notice of Preparation was released. There is no need to resend responses to the original Notice of Preparation. The City will use both sets of responses to inform the Environmental Impact Report.**

The City of Suisun City (the City) will be the lead agency and will prepare an Environmental Impact Report (EIR) compliant with the California Environmental Quality Act (CEQA) for the proposed Highway 12 Logistics Center Project (also referred to as “the project”). An Initial Study will not be prepared (CEQA Guidelines Section 15063[a]). In accordance with Section 15082 of the CEQA Guidelines, this Notice of Preparation (NOP) provides a project description, location, and the potential environmental effects of the proposed project.

The purpose of this NOP is to provide an opportunity to comment on the scope and proposed content of the EIR. The City will rely on responsible and trustee agencies to provide information relevant to the analysis of resources falling within the jurisdiction of such agencies. Specifically, input is requested on:

- (1) **Scope of Environmental Analysis** – guidance on the scope of analysis for this EIR, including identification of specific issues that will require closer study due to the location, scale, and character of the project;
- (2) **Mitigation Measures** – ideas for feasible mitigation, including mitigation that would avoid, eliminate, or reduce potentially significant or significant impacts; and
- (3) **Alternatives** – suggestions for alternatives to the proposed Project that could potentially reduce or avoid potentially significant or significant impacts.

As outlined in CEQA Guidelines Section 15082(b), each responsible and trustee agency must identify specific environmental issues, alternatives, and mitigation measures that should be explored in the EIR. If there is no response within 30 days, the City will assume that there are no specific environmental issues, alternatives, or mitigation measures that should be incorporated into the EIR.

## WRITTEN COMMENTS

Please provide your written comments before Monday, June 14<sup>th</sup>, 2021. Comments, along with the name and contact information of the appropriate person in your organization, should be addressed to:

John Kearns, Senior Planner  
City of Suisun City  
701 Civic Center Boulevard  
Suisun City, CA 94585  
Phone: (707) 421-7337  
Email: [jkearns@suisun.com](mailto:jkearns@suisun.com)

There is no need to resend responses to the original NOP. Documents related to this project will be available for review on the City's website at: <https://www.suisun.com/departments/development-services/planning/>

## PROJECT SUMMARY

The applicant, Buzz Oates Construction, Inc., is proposing to annex and pre-zone 129 acres of the approximately 482-acre project site into the City of Suisun City and develop 1.28 million square feet of warehouse and logistics uses on approximately 93 acres (referred to as the "development area"). The remaining 36 acres of the 129-acre annexation area would be in managed open space. The 353 acres of the 482-acre project site not proposed for annexation is outside the City's Sphere of Influence (SOI), is not proposed for any SOI change or annexation, and would remain in managed open space within the unincorporated County. In total, 389 acres would be proposed for managed open space for environmental mitigation and conservation purposes – 36 acres in the proposed annexation area and 353 acres that would remain in the unincorporated County. This open space would be managed consistent with the Suisun Marsh Protection Plan and in accordance with any required permit conditions imposed by applicable regulatory agencies.

The project will require an amendment to the City's General Plan Land Use Diagram so that the proposed development and conservation areas are consistent with the General Plan's Commercial Mixed Use and Open Space land use designations.

## PROJECT LOCATION

The 482-acre project site is located in unincorporated Solano County, California, within the City of Suisun City Sphere of Influence. See Exhibit 1 for the project site's location within the region, and Exhibit 2 for a more detailed depiction of the project site within the local vicinity.

The project site is bounded to the east by the Union Pacific Railroad and to the north by State Highway 12. The western perimeter of the project site is bounded by the eastern edge of Ledgewood Creek in the northern portion of the site and Orehr Road in the southern portion of the project site. To the south, the project site meets the Suisun Marsh.

The California Northern Railroad is oriented west to east, horizontally dividing the project area and meeting with the Union Pacific Railroad tracks at the western perimeter of the project site. Pennsylvania Avenue is located in the northern portion of the project site, from the California Northern Railroad line to and north of Highway 12.

As noted in the project summary, approximately 389 acres of the 482-acre site is proposed as open space for resource conservation purposes. The proposed 93-acre development area would be located in the northwestern

portion of the project site, bounded by Highway 12 to the north, Cordelia Road to the south, Ledgewood Creek to the west, and Pennsylvania Avenue to the east. Exhibit 3 illustrates the area of the project that is proposed for annexation.<sup>1</sup> Exhibit 4 provides a site map distinguishing the open space and proposed development areas of the project site and the existing and proposed General Plan land use designations for the project site.

## **EXISTING CONDITIONS**

### **LAND USE DESIGNATIONS AND ZONING**

The project site is located within unincorporated Solano County. Per the Solano County General Plan, the portion of the project site north of the California Northern Railroad is designated as Urban Industrial, and the southern portion of the Project site is designated as Public/Quasi-Public with a Resource Conservation Overlay. Per the Solano County Zoning Ordinance and shown in Exhibit 4, the northern portion of the site is zoned “Exclusive Agriculture 40 Acres” (A-40) and the northern portion is zoned as “Marsh Preservation.”

The City’s General Plan designates the areas of the project site west of Pennsylvania Avenue and north of the California Northern Railroad line as Commercial Mixed Use and the remainder is designated as Agriculture and Open Space.

The southern portion of the project site is within the Primary Management Area of the Suisun Marsh Protection Plan and a small portion of the southwestern extremity of the project site is within the Secondary Management Area of the Suisun Marsh Protection Plan. As shown in Exhibit 5, all portions of the project site that are in the Primary Management Area and Secondary Management Area of the Suisun Marsh Protection Plan south and southeast of Cordelia Road and Cordelia Street are proposed for managed open space as a part of the project.

The project site is currently agricultural grazing land and undeveloped open space. Cattle graze throughout the northern portion of the project site. Various utilities (e.g., telephone, power, natural gas lines) exist along Pennsylvania Avenue and Cordelia Road, but there are no known utility improvements or irrigation within the project site.

There are two commercial businesses currently operating within the proposed project site, near the intersection of Pennsylvania Avenue and the California Northern Railroad tracks running east-west. A homeless encampment exists within the northeastern corner of the project site, within a five-acre parcel that is within the city limits of Suisun City. Substantial trash has been accumulating in the surrounding creeks and drainages.

The City of Fairfield southern city limit is on the opposite side of State Highway 12 north of the project site. Existing uses in this portion of Fairfield include single-family residences, offices, and light industrial uses. East of the Union Pacific Railroad tracks is Downtown Suisun City and the Suisun City waterfront, which is developed with a variety of commercial, residential, assembly, repair, and retail land uses. To the west of the project site, across Ledgewood Creek, are industrial warehouse and office uses. Undeveloped land is to the west and south of the project site, including Suisun Marsh to the south.

The project site is within Zone D of the Travis Airport Land Use Compatibility Plan (ALUCP), which has few restrictions on land use or development. However, the project will be required to demonstrate consistency with

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<sup>1</sup> The area proposed for annexation includes an approximately five-acre parcel that is not a part of the project site, which is being considered for annexation in order, consistent with Local Agency Formation Commission policy, to avoid creating unincorporated “islands.”

ALUCP provisions related to any proposed commercial scale solar facilities and bird strike hazards. The EIR will summarize how the project proposes consistency with the ALUCP.

## **PROJECT OBJECTIVES**

The City has identified Project Objectives to guide planning for the project site, as well as the analysis included within the EIR:

1. Further the goals and policies of the City of Suisun City General Plan by developing land contemplated to support urban development.
2. Promote economic growth through new capital investment, expansion of the tax base, and creation of new employment opportunities.
3. Improve the City of Suisun City's jobs-to-housing ratio by locating employment land uses on historically underutilized land near existing infrastructure, transportation corridors, and residential areas.
4. Capitalize on the existing Interstate 80 and State Highway 12 transportation corridor, the existing rail facilities that can provide direct rail service unique to this logistics market area, and the increased demand for warehouse and distribution services in the City and region.
5. Create a master planned complex of buildings to accommodate the current and future need for warehouse and distribution uses in an economically viable project with coordinated infrastructure and landscaping.
6. Create opportunities to generate jobs and attract new employment-creating industries to Suisun City that generate new tax revenue and minimize demands on City services.
7. Continue the orderly development of the western gateway of Suisun City and provide a visual environment that gives visitors an immediate positive first impression of Suisun City with attractive building facades and landscaping.
8. Preserve and manage areas of the project site with concentrations of wetlands and other sensitive habitat for permanent open space to mitigate impacts and further regional habitat and species preservation goals.
9. Implement a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing air and water pollution.
10. Install circulation improvements along Pennsylvania Avenue and Cordelia Road that provide efficient ingress and egress to the proposed project, while also ensuring these facilities operate at acceptable levels.
11. Design internal circulation to provide efficient ingress and egress while ensuring facilities operate at acceptable levels.
12. Offer a project with the scale, location, amenities, and sustainability features necessary to create competitive advantages in attracting and retaining a variety of reputable warehousing and logistics users.

## **PROJECT OVERVIEW**

### **PROPOSED LAND USE**

The project proposes development of approximately 1.28 million square feet of building space on approximately 93 acres of land area (development area) and approximately 389 acres of permanently preserved open space (see Table 1). The development area would encompass three separate sites (A, B, C) and consist of seven buildings. Site A, 18.6 acres, would be bounded by the California Northern Railroad tracks to the south and Pennsylvania Avenue to the west. Site B, 13.13 acres, would be bounded by Cordelia Street to the south and southwest and by the Southern Pacific Railroad tracks to the north. Site C, 10.77 acres, would be east of Pennsylvania Avenue,

somewhat centrally located along the eastern perimeter of site A, with undeveloped land surrounding the site to the north, east, and south.

Exhibit 4 depicts the proposed General Plan land use designations for the project site, which include Commercial Mixed Use for the proposed development area and Agriculture and Open Space for the proposed managed open space conservation area. The area of the project site proposed for development, shown in Exhibit 4 as proposed for the Commercial Mixed Use General Plan land use designation, would be pre-zoned as Commercial Services and Fabricating (CSF) as part of the annexation process.

**OPEN SPACE PRESERVATION**

The project would permanently preserve approximately 389 acres of the project site as open space. As noted previously, this open space would be managed consistent with the Suisun Marsh Protection Plan and in accordance with any required permit conditions imposed by applicable regulatory agencies.

This open space could be planned and managed to offset impacts of on-site development, serve as mitigation for other projects, and/or preserve and avoid impacts to covered species consistent with the City of Suisun City’s General Plan and the *Solano County Multispecies Habitat Conservation Plan*, once adopted. The project will include ongoing land management requirements for preserved open space and will include features to avoid environmental degradation, such as improvements and a management regime to capture and remove solid waste that historically has been accumulating in area drainages. Grazing on the project site will be planned and managed consistent with the project’s habitat conservation strategy and mitigation requirements and relevant direction in the Suisun Marsh Protection Plan and applicable permit conditions.

**Table 1. Highway 12 Logistics Center Site and Building Summary**

Site	Site Acreage	Building	Proposed Building Square Footage
A		A	152,305
		B/C	710,489
		D	56,880
		E	56,880
B		F	172,380
C		G	127,303

**ACCESS ROADWAYS & ROADWAY IMPROVEMENTS**

Access to the project site would be provided in four locations along Pennsylvania Avenue to both Site A and Site C, and at three occurrences along Cordelia Street to Site B. Some access roadways will include semi-truck access lanes. The project may require other on- and off-site transportation improvements, which will be determined as a part of the overall analysis of the project initiated through this NOP.

The project site has direct access to an existing rail spur, and the project applicant will coordinate with the Southern Pacific Railroad, which merged with Union Pacific Railroad in 1996, regarding access to this existing railroad spur for proposed on-site uses.

## **STORM DRAINAGE**

The project's drainage plan will provide on-site stormwater detention and treatment to ensure that post-project peak flows shall be limited to pre-development levels or less. The area primarily drains to the southeast into Peytonia Slough, with the exception of the southern portion of the proposed development area south of Southern Pacific Railroad, which drains to Ledgewood Creek (please see Exhibits 2 and 3, which label Peytonia Slough and Ledgewood Creek).

All stormwater runoff from impervious surfaces (roofs and paving) will be routed through a specially designed water quality detention and treatment basin. Additionally, on-site detention will be provided to meet local and regional standards.

## **UTILITIES & SERVICE SYSTEMS**

The proposed project will require installation of supporting underground utilities, including water, wastewater, electricity, natural gas, and telecommunications. The EIR Project Description will include detailed descriptions of the planned infrastructure improvements that will be required to serve demand resulting from the project. Infrastructure will comply with relevant design standards of service agencies and will be consistent with the public facilities and infrastructure policies of the City.

### ***Water***

Water for the project would be supplied by Solano Irrigation District and alternative sources for water delivery are under examination, including via facilities owned by either the Suisun-Solano Water Authority or the City of Fairfield. The project applicant will coordinate water supply with the City of Suisun City, as well as the City of Fairfield, to determine the best option to service the project's operational water and irrigation needs. The City of Fairfield has existing operational water transmission lines in Pennsylvania Avenue adjacent to the project site.

Other options, such as groundwater wells, will also be explored. Solano Irrigation District (SID) has commissioned a water supply assessment for the project, the findings of which will be summarized in the EIR in relation to project water demand and water supply under a variety of scenarios.

The City of Vallejo owns a raw water transmission main that is in the northwestern portion of the project site. The City of Suisun City will require the project to be designed to avoid adverse effects to the maintenance and operation of this transmission main, in coordination with the City of Vallejo.

### ***Wastewater***

The project site is not currently within, but is proposed to be annexed to the Fairfield-Suisun Sewer District. The proposed wastewater system includes the on-site private sewer pipe system, one on-site private pump station, and an off-site public combination force main and gravity line in Cordelia Road. The off-site sewer will convey wastewater from the project approximately 2,700-feet to the west to the intersection of Beck Avenue and Cordelia Road to an existing sanitary sewer manhole and 27-inch sewer main owned and operated by the Fairfield-Suisun Sewer District.

Based on recent sewer modeling results provided by Fairfield-Suisun Sewer District's consultant, it was determined that the proposed project will not trigger any new capacity deficiencies.<sup>2</sup>

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<sup>2</sup> Morton + Pitalo 2021 (April). Highway 12 Logistics Center (Suisun Gentry) Draft Sewer Master Plan.

## ***Electricity & Natural Gas***

Electricity and natural gas service would be provided by PG&E. Service laterals would be extended to project buildings from existing facilities along Pennsylvania Avenue and Cordelia Road.

## **OFF-SITE IMPROVEMENTS**

The City anticipates the need for off-site improvements, such as transportation facility improvements and utility connections. These details will be determined by site-specific planning and engineering studies that will be used to support the EIR analysis. The EIR will include analysis and mitigation, as needed, to comprehensively address potential impacts related to construction and operation of off-site improvements.

## **REQUIRED APPROVALS**

The proposed project requires the following discretionary approvals from the City of Suisun City:

- General Plan Amendment
- Pre-zoning
- Planned Unit Development
- Tentative Parcel Map
- Use Permit
- Site Plan / Architectural Review

Additional approvals required for the proposed project may include, but are not necessarily limited to:

- Bay Area Air Quality Management District
- California Department of Fish and Wildlife
- Suisun-Solano Water Authority
- Fairfield-Suisun Sewer District
- San Francisco Regional Water Quality Control Board
- Solano Local Agency Formation Commission
- Solano County Airport Land Use Commission
- United States Army Corps of Engineers

Other local, State, or federal approvals or permits may be necessary for subsequent land use entitlements, pursuant to applicable laws and regulations.

## **ENVIRONMENTAL REVIEW**

As required by CEQA, the EIR will describe existing conditions and evaluate the potential environmental effects of the proposed Highway 12 Logistics Center and a reasonable range of alternatives, including the no-project alternative. It will address direct, reasonably foreseeable indirect, cumulative, and growth inducing effects. The EIR will identify feasible mitigation measures, if available, to reduce significant and potentially significant impacts.

## **POTENTIAL ENVIRONMENTAL EFFECTS**

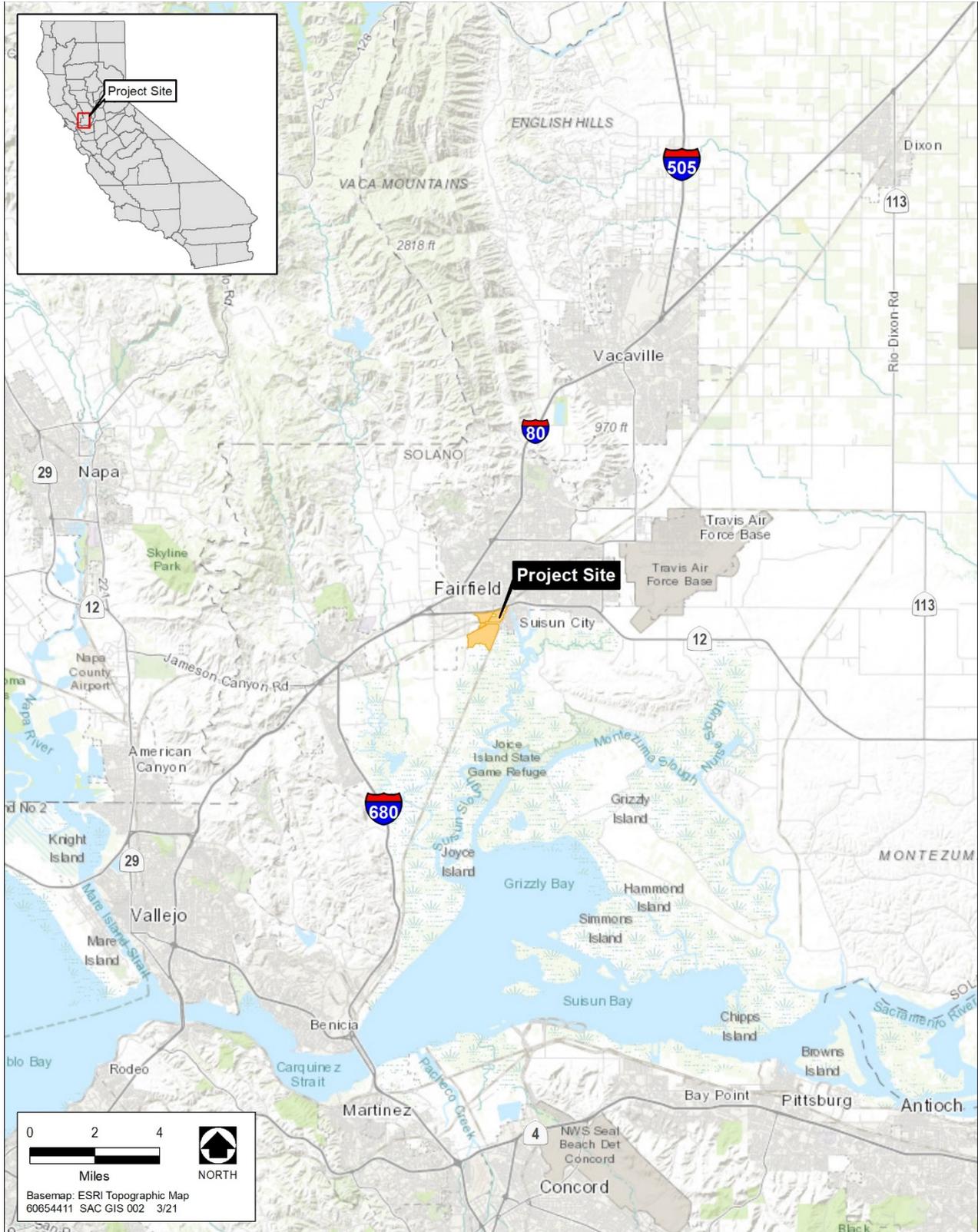
The following environmental topic areas are preliminarily anticipated to be evaluated in the EIR:

- **Aesthetics, Light and Glare**—The EIR will evaluate existing visual conditions and will evaluate the potential impacts on scenic vistas, scenic resources, and visual character that may result from development of the project and off-site improvement areas, as well as impacts related to light and glare. While there are no State-designated scenic highways in the vicinity of the project site, Solano County has identified a portion of Highway 12 as a Scenic Roadway. This designation applies east of the project site, starting at the overpass of Highway 12 over the railroad line, and then east to the County line.
- **Agriculture and Forestry Resources**—The EIR will describe existing agricultural resources and evaluate potential direct and indirect impacts from conflicts with existing zoning or Williamson Act contracts, and from conversion to urban uses of lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is designated by the California Department of Conservation and the Solano County General Plan as Grazing Land and Urban and Built-Up Land, which does not fall under the Important Farmland umbrella. The project site is not encumbered by an active Williamson Act contract. The developed portion of the project site would be pre-zoned Commercial Services and Fabricating (CSF) as part of the annexation process, which would eliminate any conflicts with the existing agricultural zoning. This section will also document that no forest land resources are present.
- **Air Quality**—The EIR will discuss the regional and local air quality setting and quantify air pollutant emissions for construction and subsequent operation of proposed uses and off-site improvement areas. The emissions estimates will be derived in consideration of recommended methods and significance thresholds developed by the Bay Area Air Quality Management District, and the EIR will explain how methods and thresholds are designed to assess potential human health effects.
- **Biological Resources**—The EIR will define the biological resources in the project area and surrounding habitats and evaluate the project’s potential effects on wetlands, other sensitive natural communities, and special-status species (e.g., raptors and other migratory birds).
- **Cultural and Tribal Cultural Resources**—The EIR will describe existing cultural and Tribal Cultural Resources and evaluate potential impacts on those resources, including the potential to affect undiscovered resources during excavation and grading. The EIR will also include consultation with California Native American tribes to assess potential impacts on Tribal Cultural Resources. The City has requested a Native American Heritage Commission search of the Sacred Lands File as well as a list of tribal representatives that may have an interest in the project area. The City will use this list, along with a list of Native American Tribal representatives that have requested notification to invite consultation.
- **Energy**—The EIR will describe the project’s energy consumption, consistency with energy conservation standards and whether the project would lead to wasteful or inefficient use of energy or affect local or regional energy supplies.
- **Geology, Soils, Minerals, and Paleontology**—The EIR will describe the geological setting and potential environmental effects related to geologic and soils hazards, mineral resources, and unique paleontological (fossil) resources. This section will outline design measures and best management practices to minimize impacts on people or structures from seismic activity. The EIR will also identify any potential impacts from loss of mineral resources and on undiscovered fossils.

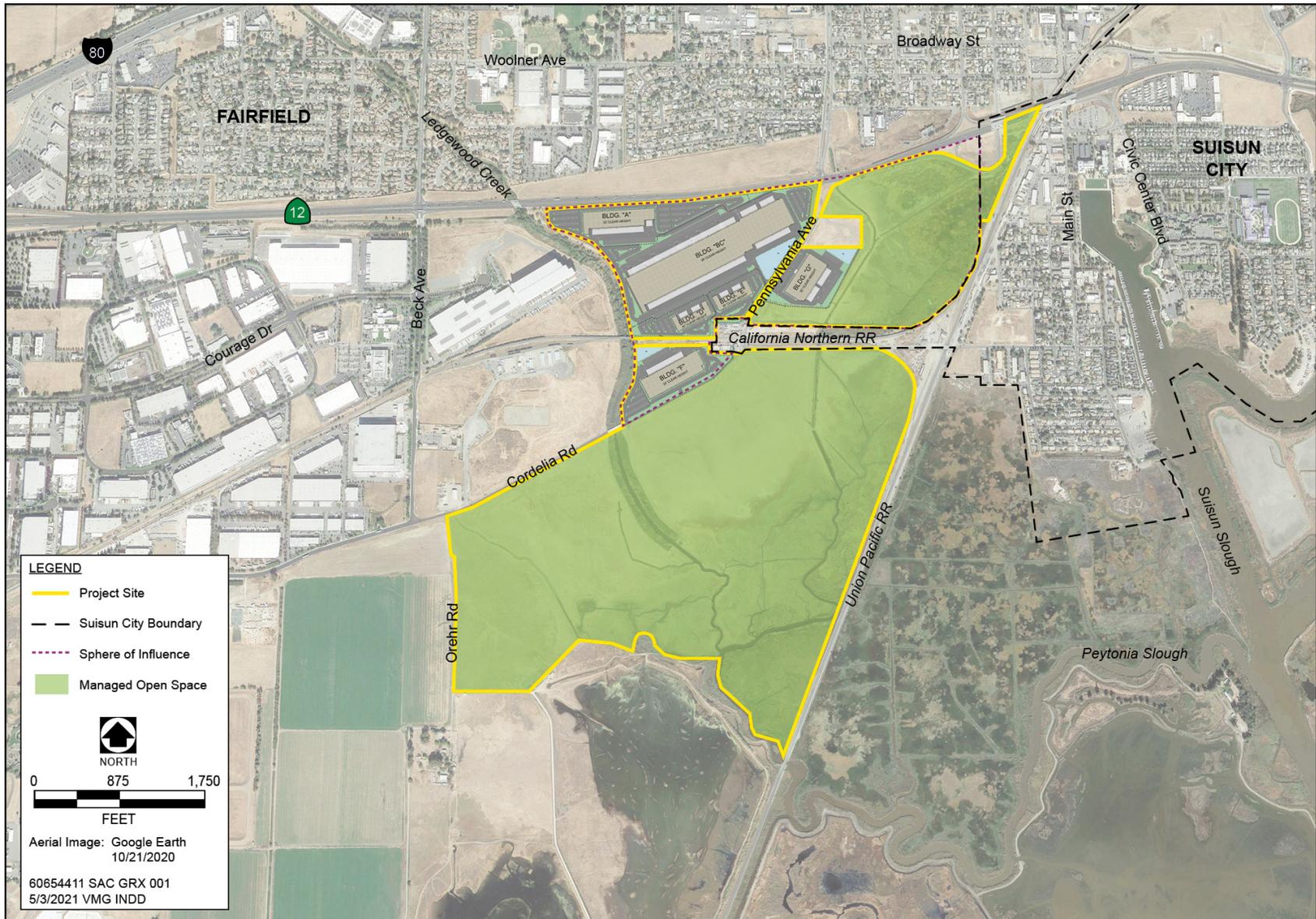
- **Greenhouse Gas Emissions**—The EIR will include a description of the current science surrounding climate change. The existing setting section will also include a summary of the applicable regulatory framework. The EIR will quantify greenhouse gas (GHG) emissions for construction and subsequent operation based on the proposed uses and assumptions related to off-site improvement areas. Emissions estimates will be evaluated for consistency with the State legislative framework for reducing GHG emissions reductions.
- **Hazards, Hazardous Materials, and Wildfire**—The EIR will identify potential impacts from the transport, use, or disposal of hazardous materials; releases of hazardous materials; emissions of hazardous or acutely hazardous materials, substances, or waste near a school; location on a hazardous materials site; location within an airport land use plan or in the vicinity of a private airstrip; impairment of an adopted emergency response or evacuation plan; and exposure to wildland fires. There are no Very High Fire Risk Severity Zones in the Local Responsibility Area in Solano County, though portions of the project site appear to be designated High Fire Risk, which will be discussed in the EIR.
- **Hydrology and Water Quality**—The EIR will evaluate hydrologic and water quality conditions and potential short-term construction-related effects on water quality from stormwater runoff, as well as longer-term effects on stormwater drainage and maintenance effects on water quality. This section will also evaluate potential impacts on groundwater recharge and sustainability, and on surface water hydrology from the addition of impervious surfaces associated with future development. The potential for the project to impede or redirect flood flows will also be evaluated in this section. The design features and stormwater retention features required to minimize hydrology and water quality effects will be outlined in this section, based on detailed project drainage plans.
- **Land Use and Planning, Population, and Housing**—The EIR will describe existing land uses and evaluate the potential for the proposed project to divide an existing community or conflict with existing, adopted land use and natural resource plans or regulations that were adopted with the purpose of reducing or avoiding environmental effects. The EIR will evaluate the potential of the proposed project to induce substantial population growth or displace substantial numbers of housing units or people that could lead to potentially significant physical environmental effects.
- **Noise and Vibration**—The EIR will describe existing noise and vibration conditions and the potential impacts of construction of the proposed land uses and off-site improvements. Noise levels from construction and operation of proposed uses will be estimated and compared with existing ambient noise levels and City noise policies.
- **Public Services and Recreation**—The EIR will analyze existing public services and potential increases in demand, and will evaluate whether those demands would require new facilities (e.g., fire protection, law enforcement) that could result in potentially significant environmental impacts. Since the proposed project would not result in population growth, the City does not anticipate any impact related to recreation.
- **Transportation**—The EIR will identify existing conditions, existing plus project conditions, cumulative no-project conditions, and cumulative plus project conditions. An analysis of commuter vehicle miles traveled (VMT) per employee for operations of the proposed project will be conducted using the City of

Fairfield travel demand model. Consistent with the City’s adopted VMT evaluation methodology, the EIR will not include a focus on warehousing/logistics related truck VMT. The proposed project site plan will be evaluated for access and on-site circulation, including interface with the public roadway network, emergency vehicle access and circulation, and pedestrian and bicycle access and circulation within and adjacent to the site. The EIR will include an evaluation of the project’s consistency the City’s multi-modal transportation policies.

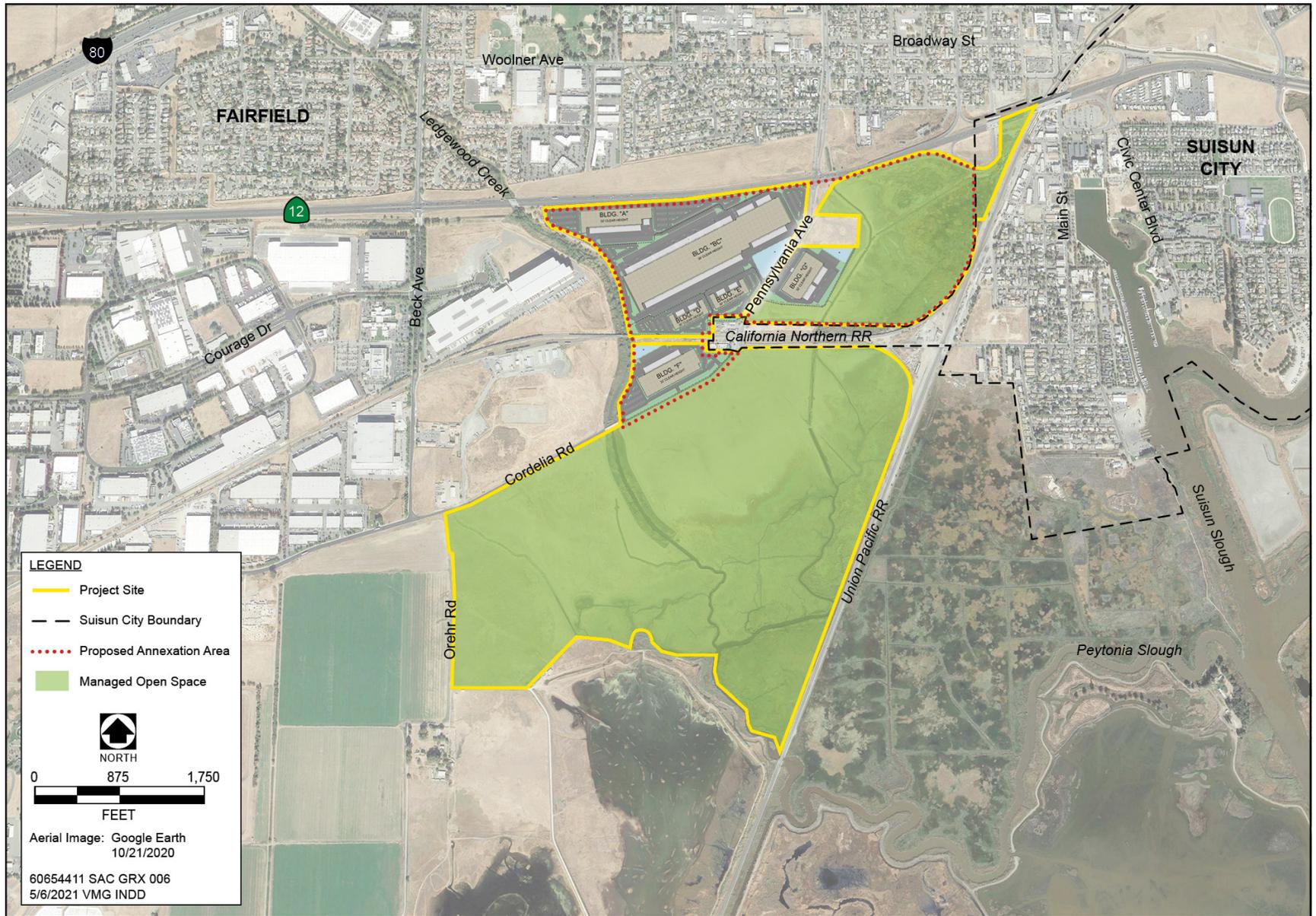
- **Utilities and Service Systems**—The EIR will evaluate physical environmental impacts related to the on- and off-site expansion and extension of utility systems, such as those that are required for water supply, stormwater drainage, wastewater treatment, and solid waste disposal.



**Exhibit 1. Regional Location**

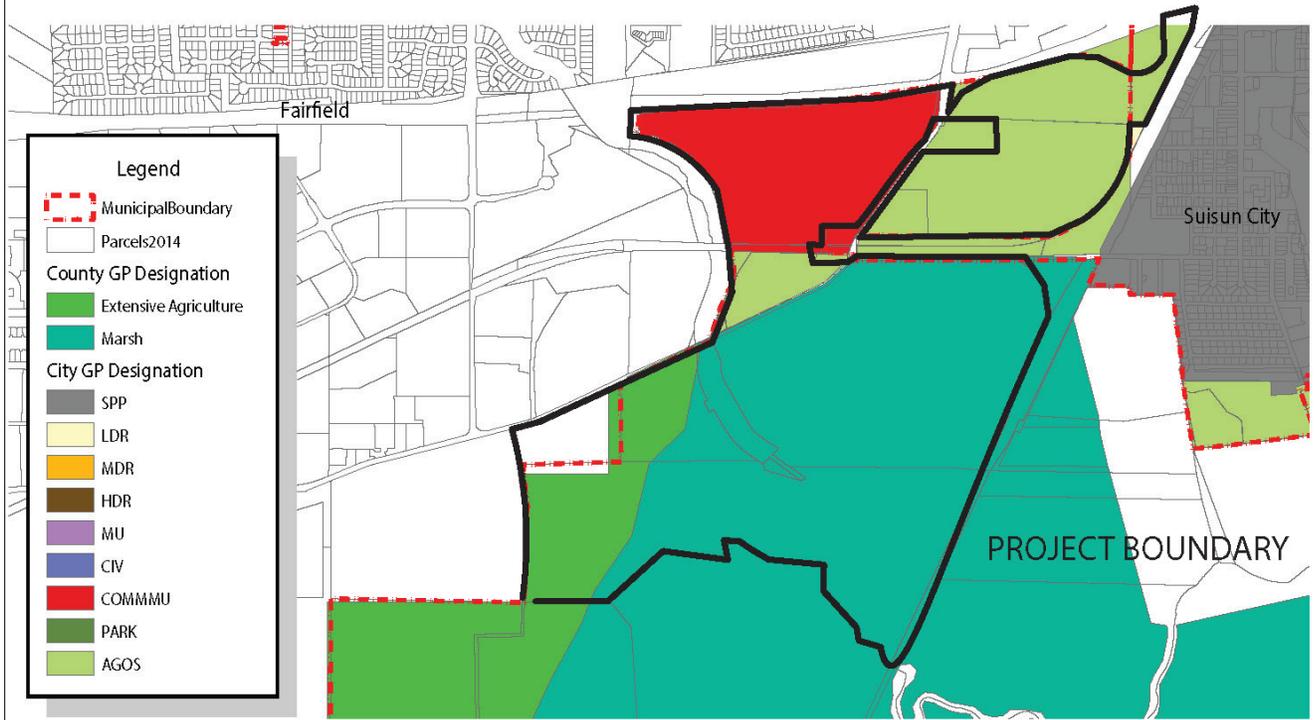


**Exhibit 2. Project Site**

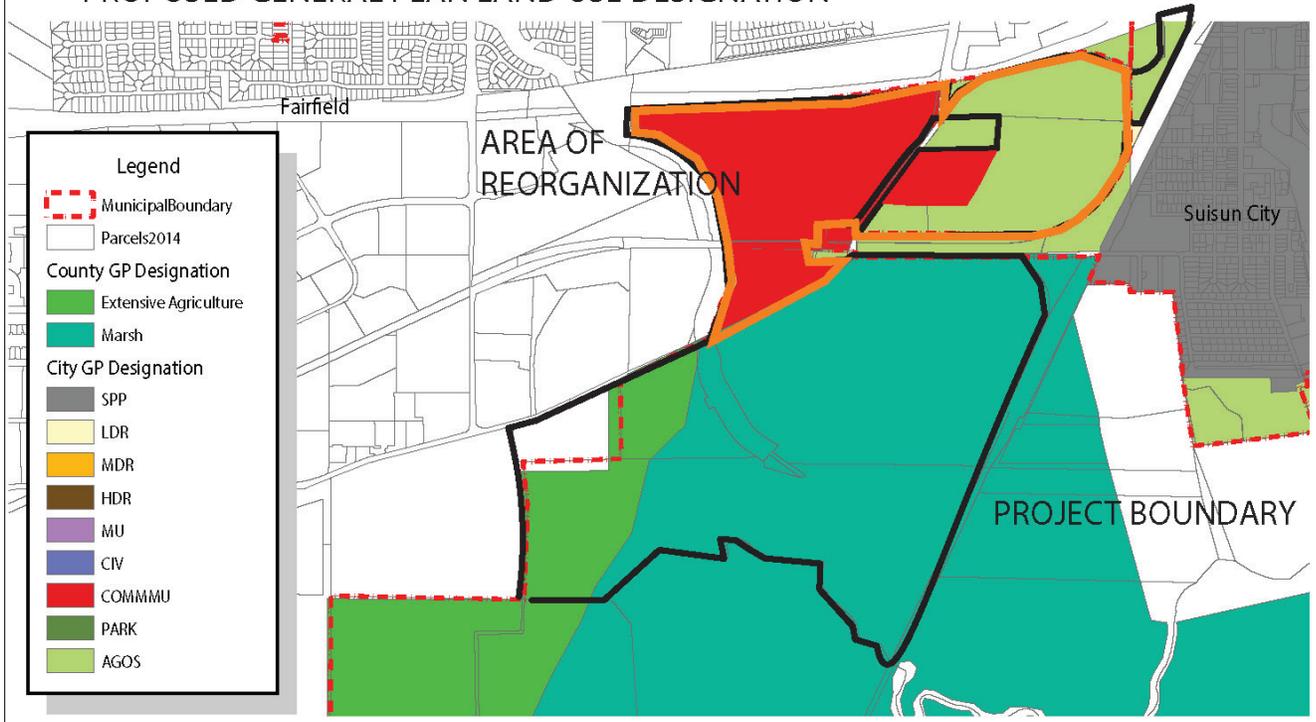


**Exhibit 3. Proposed Annexation Area**

### CURRENT GENERAL PLAN LAND USE DESIGNATION

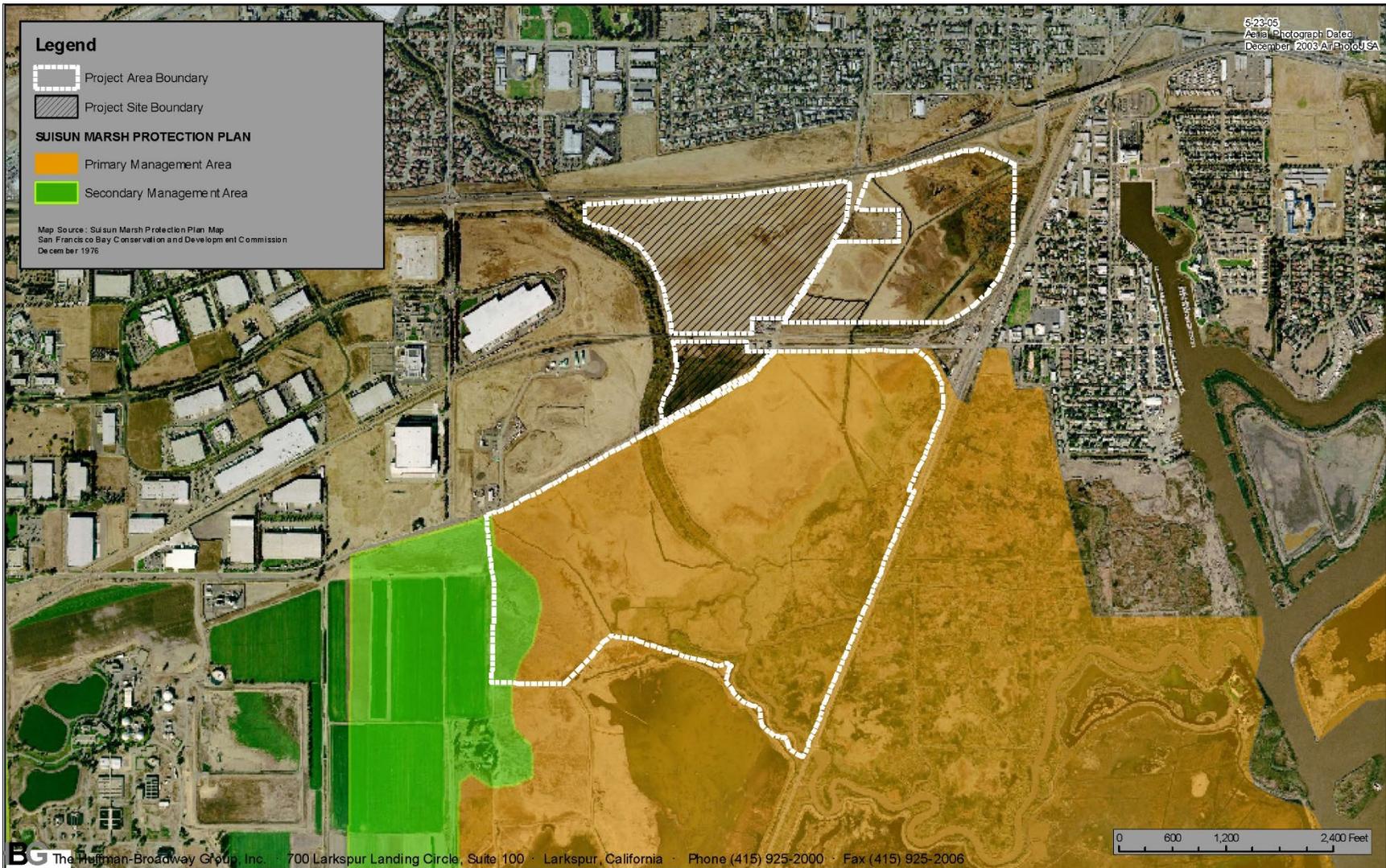


### PROPOSED GENERAL PLAN LAND USE DESIGNATION



Source: Wade Associates 2021

**Exhibit 4. Proposed General Plan Land Use Designation**



Source: Huffman-Broadway Group 2021

**Exhibit 5. Project Site and Suisun Marsh Primary and Secondary Management Areas**