

## **3 PROJECT DESCRIPTION**

This chapter describes the proposed Highway 12 Logistics Center Project (proposed Project) that is the subject of analysis in this EIR. Following is a detailed project description, both for temporary construction and long-term operations, the location of the Project Site, the objectives of the proposed Project, as well as and the intended use uses of the EIR by the lead and other agencies for decision making, needed permits, and other approvals.

### **3.1 PROJECT LOCATION AND SURROUNDING LAND USES**

#### **3.1.1 REGIONAL AND LOCAL PROJECT LOCATION**

The Project Site comprises approximately 487 acres of land area in unincorporated Solano County, California, abutting the west boundary of the city of Suisun City (Suisun City).<sup>1</sup> Suisun City is in central Solano County, southwest of the city of Fairfield, and is situated along SR 12, just east of the intersection with Interstate 80, centrally located between the San Francisco Bay Area and the Sacramento Valley.

The Project Site is bounded to the east by the Union Pacific Railroad and to the north by SR 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 Site and meeting with the Union Pacific Railroad tracks at the eastern 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.

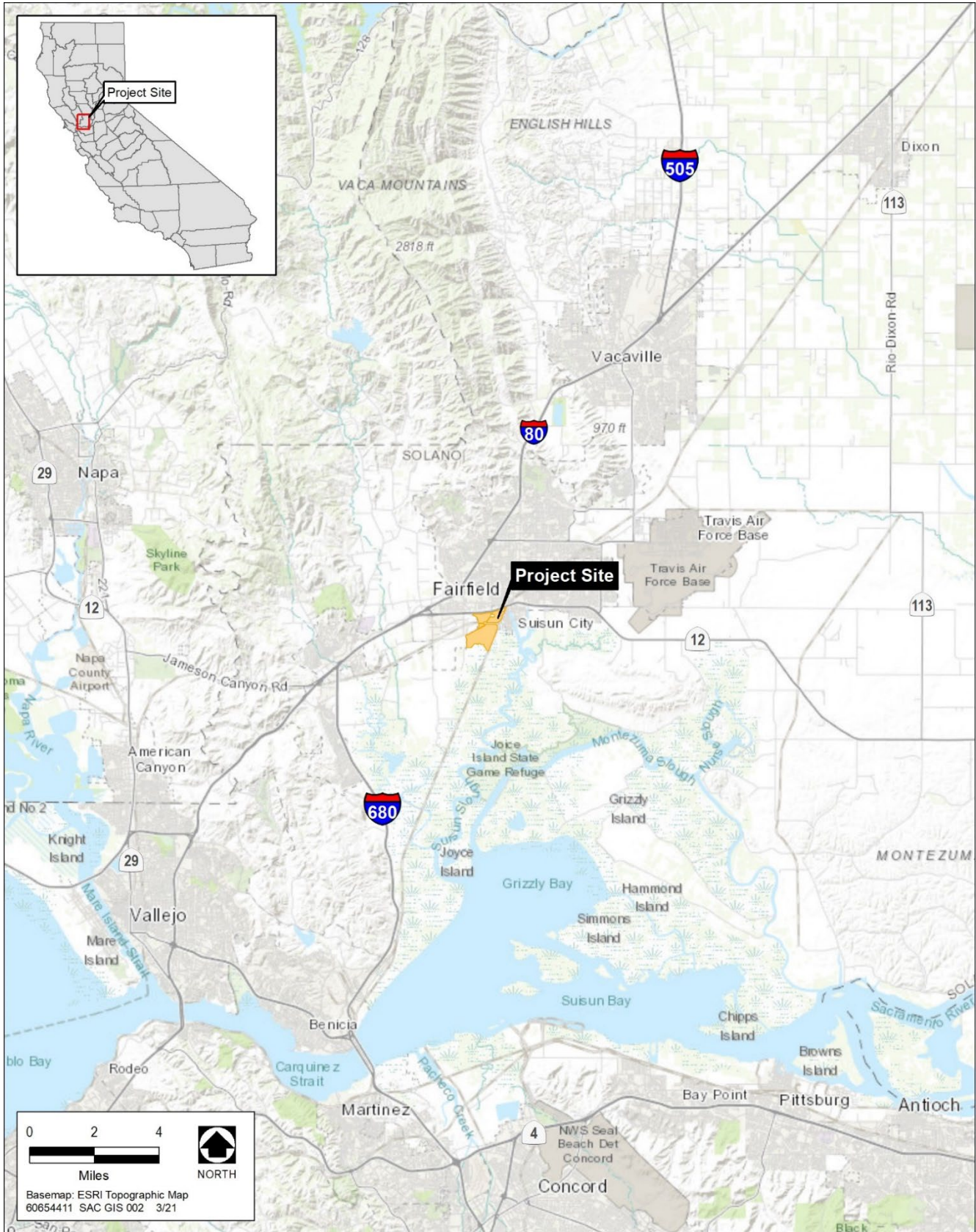
An approximately 4.5-acre parcel in the northwest portion of the Project Site lies within the existing City of Suisun City limits, and the remainder of the Project Site is located west of the existing City limits. Approximately 161 acres, that which lies north of the California Northern Railroad tracks and Cordelia Road, is within the City of Suisun City Sphere of Influence (SOI) and would be proposed for annexation along with intervening public rights-of-way. See Exhibit 3-1 for the Project Site's location within the region, and Exhibit 3-2 for a more detailed depiction of the Project Site within the local vicinity.

#### **3.1.2 EXISTING PROJECT SITE AND SURROUNDING LAND USES**

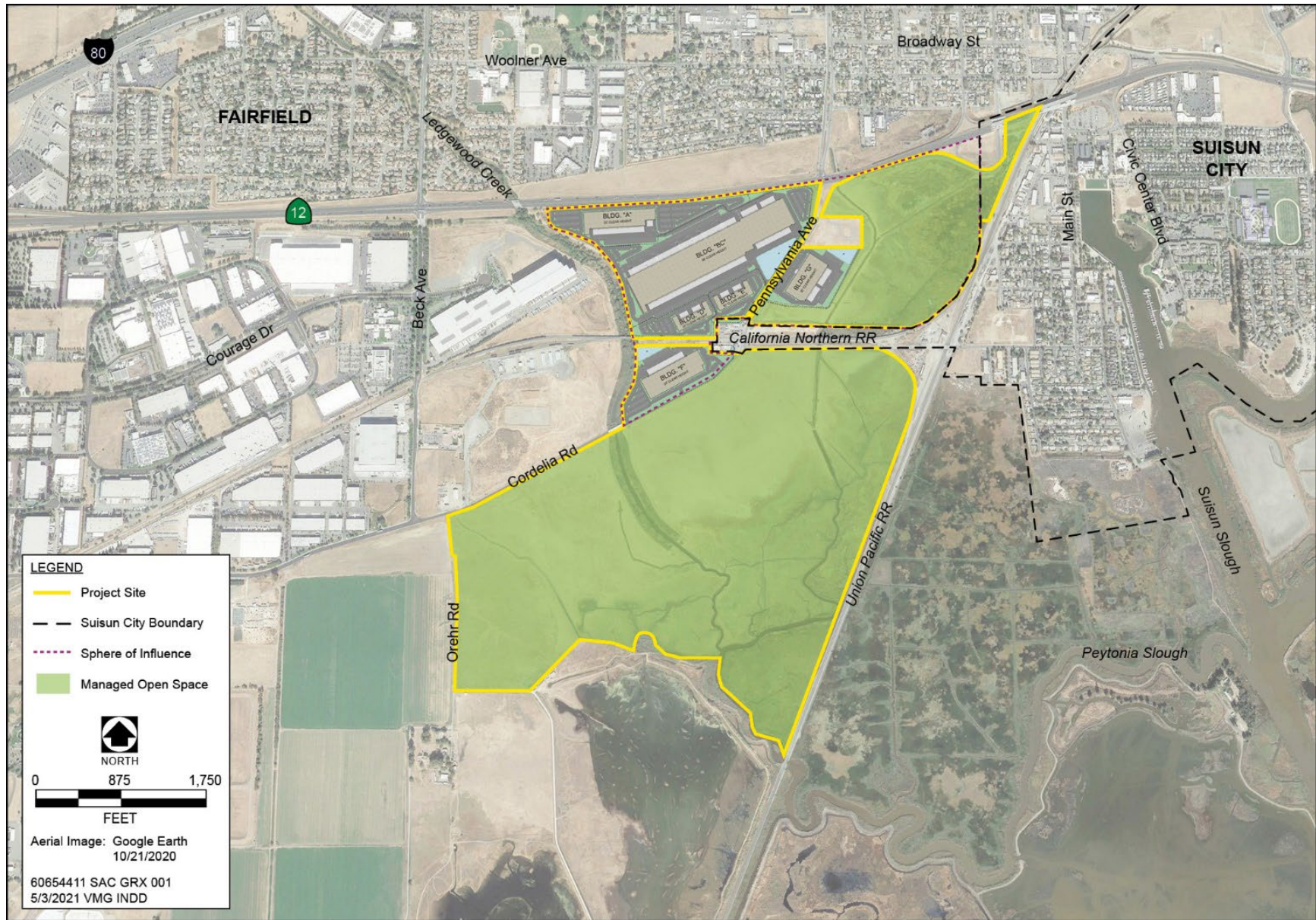
The Project Site is mostly within unincorporated Solano County. The Solano County General Plan designates the portion of the Project Site north of the California Northern Railroad as Urban Industrial. The southern portion of the Project Site is designated Public/Quasi-Public with a Resource Conservation Overlay. The Solano County Zoning Ordinance zoning for the northern portion of the site is "Exclusive Agriculture 40 Acres" (A-40) and the northern portion is zoned as "Marsh Preservation," as shown in Exhibit 3-5 below.

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<sup>1</sup> This land area of approximately 487 acres includes the properties that are a part of the Project. This does not include approximately 3.7 acres of roads or 2.1 acres of railroad property that are adjacent to the Project Site. The figure of approximately 487 acres also does not include the separately owned approximately five-acre property that is east of Pennsylvania Avenue and is essentially surrounded by the Project Site since the Project applicant does not control this property and the Project does not propose any physical change to this property. While the Project Site does not include the acreage of roads in the acreage total, the impact of improvements required to all roads, and all infrastructure improvements on- and off-site, are included in the analysis in this EIR.



**Exhibit 3-1. Regional Location**



**Exhibit 3-2. Project Site**

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 (Exhibit 3-5).

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 3-3, 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 as Managed Open Space as a part of the project. Pennsylvania Avenue Creek flows south along the Project Site to Peytonia Slough and then into Suisun Marsh. Ledgewood Creek flows south along the northwestern Project boundary to Cordelia Road; south of Cordelia Road, Ledgewood Creek turns and flows southeast through the Project Site to Peytonia Slough (and thence into Suisun Marsh). Several other smaller unnamed drainage channels bisect the Project Site.

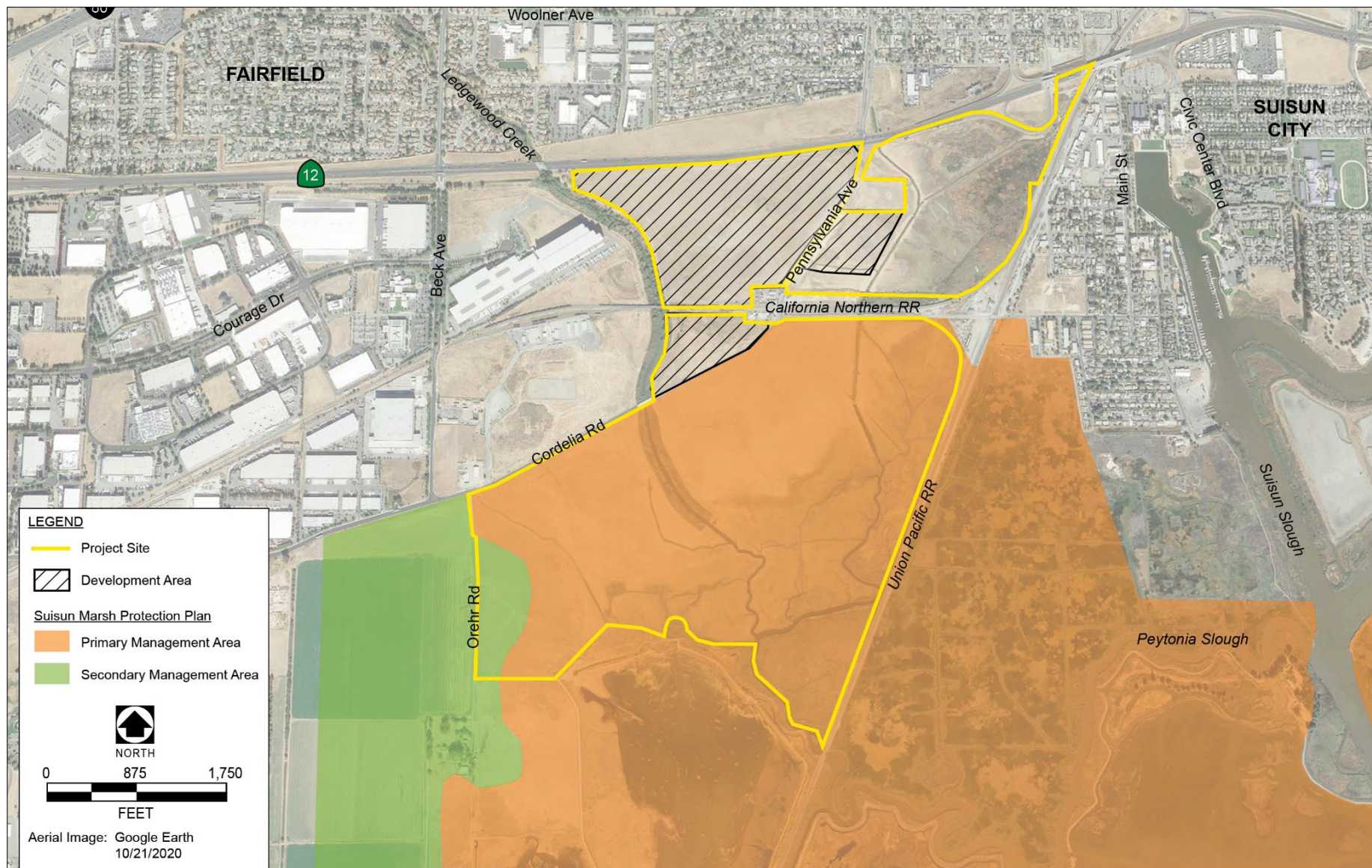
The Project Site is currently agricultural grazing land and undeveloped open space. Cattle graze throughout the northern portion of the Project Site. Various utilities (e.g., telephone, power, natural gas lines) exist along Pennsylvania Avenue and Cordelia Road, but there are no known utility improvements or irrigation within the Project Site other than a raw water line bisecting the northern portion of the Project Site that is owned by the City of Vallejo. However, there are two jet fuel pipelines that traverse the project site: one fuel pipeline traverses the Project Site in a southwest to northeasterly direction along Cordelia Road, turning east along the California Northern Railroad and the northwest following the Union Pacific Railroad. A second jet fuel pipeline also parallels the Union Pacific Railroad adjacent to the eastern perimeter of the Project Site.

Located near the center of the project parcels, but not within the Project Site, are two commercial businesses operating near the intersection of Pennsylvania Avenue and the California Northern Railroad: (1) Kings of Auto/U-Haul, located at 1001 South Pennsylvania Avenue, consists of an auto repair shop and a U-Haul rental shop, and (2) Nor Cal Concrete, a concrete contractor, is immediately south of Kings of Auto.

An approximately 5-acre parcel (APN 0032-020-040) is east of Pennsylvania Avenue and adjacent to the Project Site. This is not a part of the Project Site and the Project does not propose any change of use or any physical change of any kind to this property.

The city of Fairfield southern city limit is on the opposite side of SR 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 that are adjacent to the eastern perimeter of the Project Site 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 ALUCP provisions related to any proposed commercial scale solar facilities and bird strike hazards. The EIR summarizes how the project proposes consistency with the ALUCP (see Exhibit 3-10).



Source: Huffman-Broadway Group 2023

**Exhibit 3-3. Project Site and Suisun Marsh Primary and Secondary Management Areas**

## 3.2 PROPOSED PROJECT CHARACTERISTICS

### 3.2.1 PROPOSED LAND USE

#### ANNEXATION AND GENERAL PLAN AMENDMENT

The Project proposes to pre-zone and annex approximately 161 acres of land (referred to as the ‘Annexation Area’) into the City of Suisun City, as shown in Proposed Annexation Area.<sup>2</sup> Annexation will be required to be consistent with policies and standards of the Local Agency Formation Commission (LAFCO) and this EIR is structured to address all direct and reasonably foreseeable indirect effects of the Project, including information and analysis of interest to LAFCO. As a responsible agency, LAFCO will rely on this EIR when considering the boundary changes required to implement the proposed Project.

The project proposes an amendment to the City’s General Plan Land Use Diagram so that the General Plan’s Commercial Mixed Use and Open Space land use designations are consistent with the proposed development and conservation areas. The project also proposes a change to the Vehicular Circulation Diagram in the Transportation Element of the General Plan to show Cordelia Road and Pennsylvania Avenue in areas adjacent to the Project Site as two-lane Arterials rather than four-lane Arterials, as currently shown.

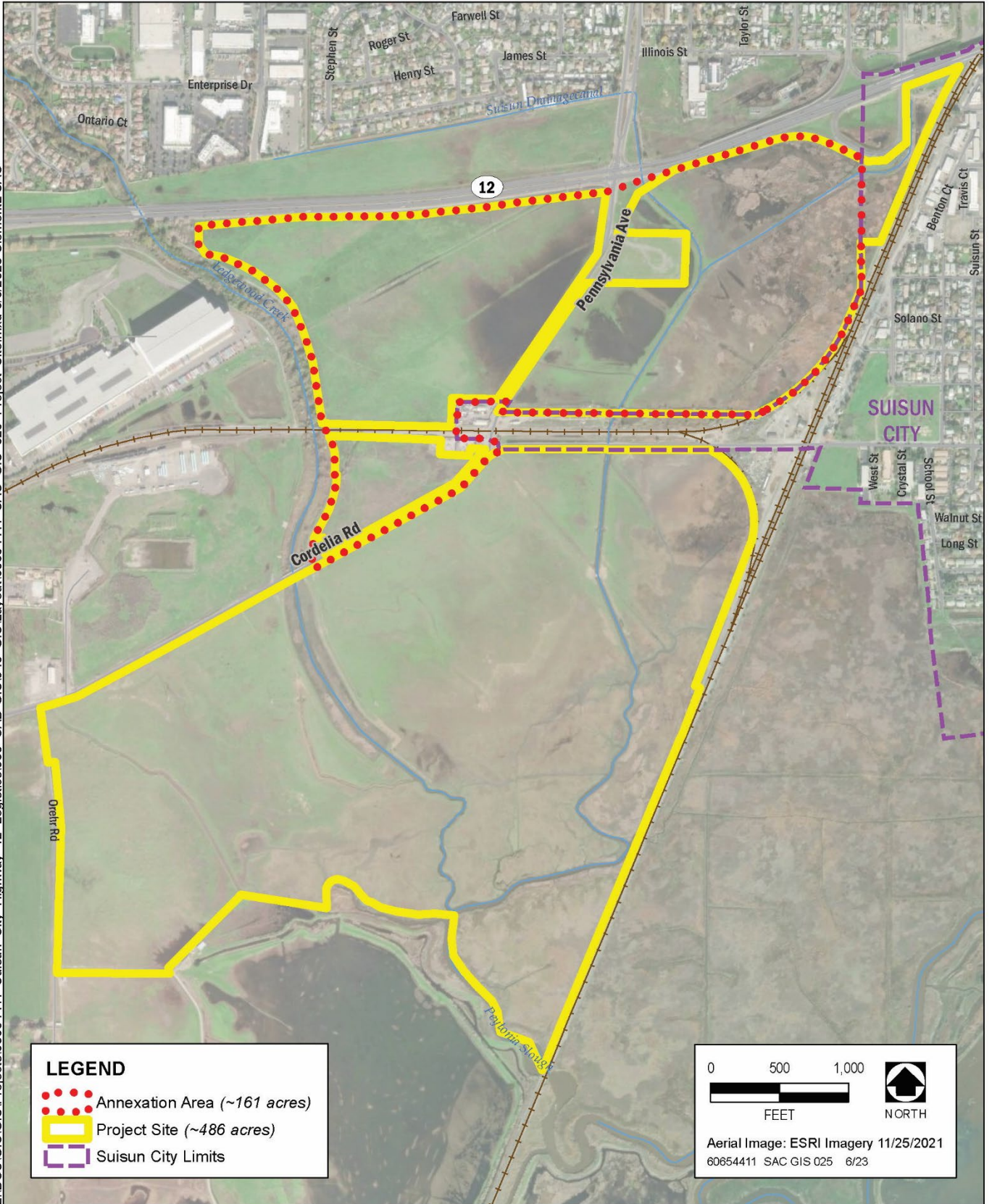
Approximately 93.4 acres of the Annexation Area would be pre-zoned as Commercial Services & Fabricating (CSF), as described below under “Proposed Development,” and the remaining Annexation Area would be pre-zoned as Open Space (OS) or within roadway rights-of-way, as further described below under “Managed Open Space.” The CSF zoning would accommodate light manufacturing, research and development, warehousing, and accessory office space. The OS zoning would allow agriculture, resource protection and restoration, and resource-related recreation. The Project Site also includes a 4.5-acre parcel northeast of the proposed Annexation Area, southeast of the intersection of SR 12 and the Union Pacific Railroad line; this parcel is within the City’s current municipal boundary and therefore not proposed for annexation but is included in the overall Project Site. The area is proposed as Managed Open Space. The approximately 331.7 acres of the Project Site that is south and southeast of the California Northern Railroad line and Cordelia Road is outside the City’s SOI, is not proposed for any SOI change or annexation, and would remain within unincorporated Solano County.

Exhibit 3-5 depicts the current and 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 portion of the Project Site. The area of the Project Site proposed for development, shown in Exhibit 3-5 as proposed for the Commercial Mixed Use General Plan land use designation, would be pre-zoned as CSF as part of the annexation process.

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2 The land area within the Annexation Area – 161 acres – includes a 5-acre property east of Pennsylvania Avenue that is not a part of the Project Site, but that is surrounded by the Project Site. The Project does not propose any physical changes, General Plan changes, rezoning, or any other change to this property, but the acreage is included in the total Annexation Area since annexation of this property would be required to avoid an unincorporated “island.”

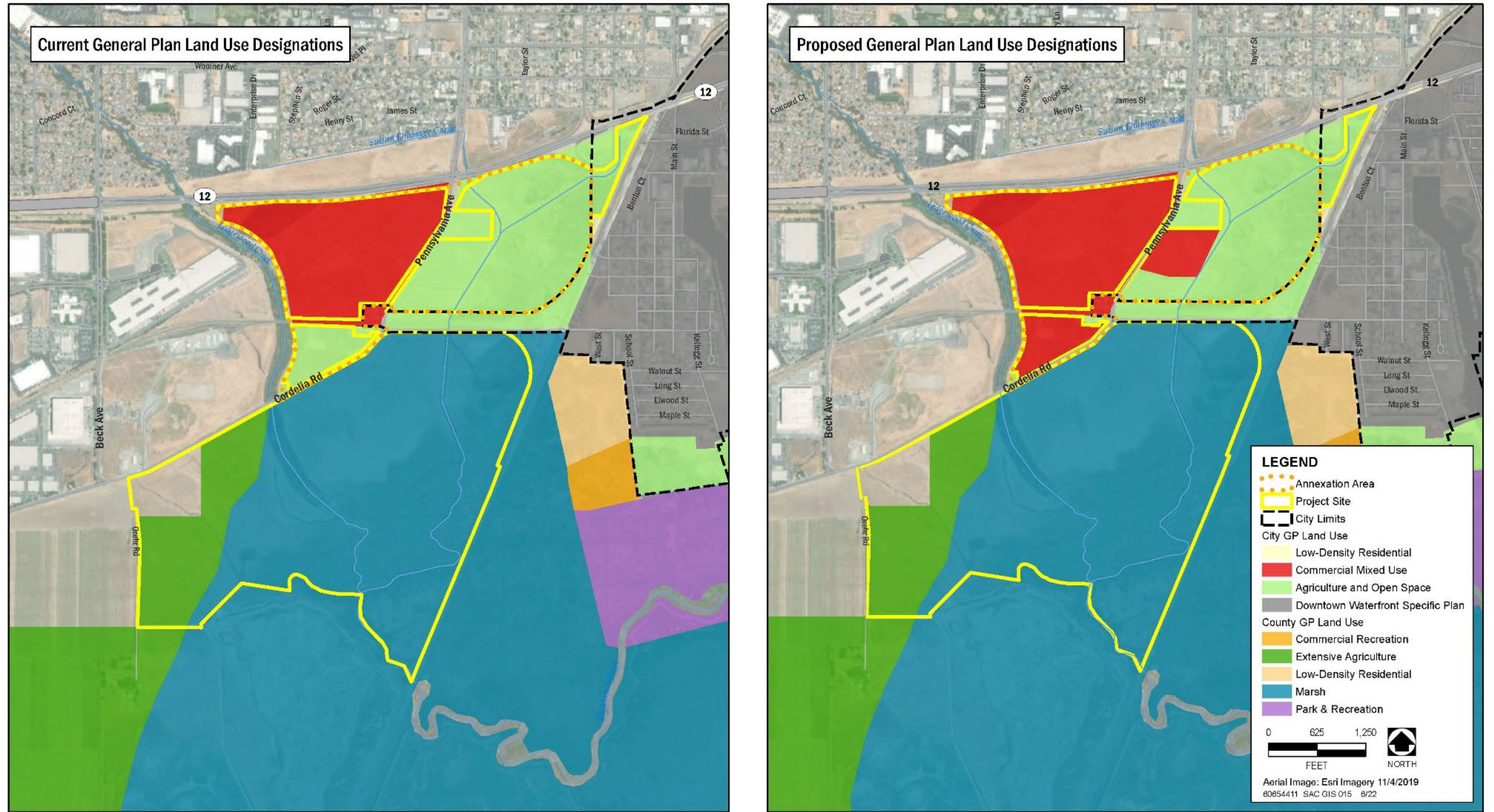
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Sources: AECOM 2022, Morton & Pitalo 2022

**Exhibit 3-4. Proposed Annexation Area**

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Source: AECOM 2015, Solano County 2008

**Exhibit 3-5. Current County General Plan Land Use Designations and Current and Proposed City General Plan Land Use Designations**



## PROPOSED DEVELOPMENT

The Project proposes development of approximately 1.28 million square feet of building space on approximately 93.4 acres of land area (referred to throughout this EIR as the ‘Development Area’).<sup>3</sup> The Development Area has within it three Planning Areas that have a total of six buildings, as summarized in Table 3-1 and Table 3-2 and shown in Exhibit 3-6.

**Table 3-1. Proposed Project Site Planning Areas**

| Planning Area                 | Acreage <sup>1</sup> | Associated Buildings | Paved Area <sup>1</sup> (square feet) |
|-------------------------------|----------------------|----------------------|---------------------------------------|
| 1                             | 69.6                 | A, B/C, D, E         | 1,260,894                             |
| 2                             | 13.1                 | F                    | 169,606                               |
| 3                             | 10.7                 | G                    | 176,362                               |
| <b>Total Development Area</b> | <b>93.4</b>          | <b>A through G</b>   | <b>1,606,862</b>                      |

Notes:

<sup>1</sup> Paved area listed is inclusive of parking, hardscaped areas, and associated roadway improvements.

**Table 3-2. Proposed Project Buildings and Parking**

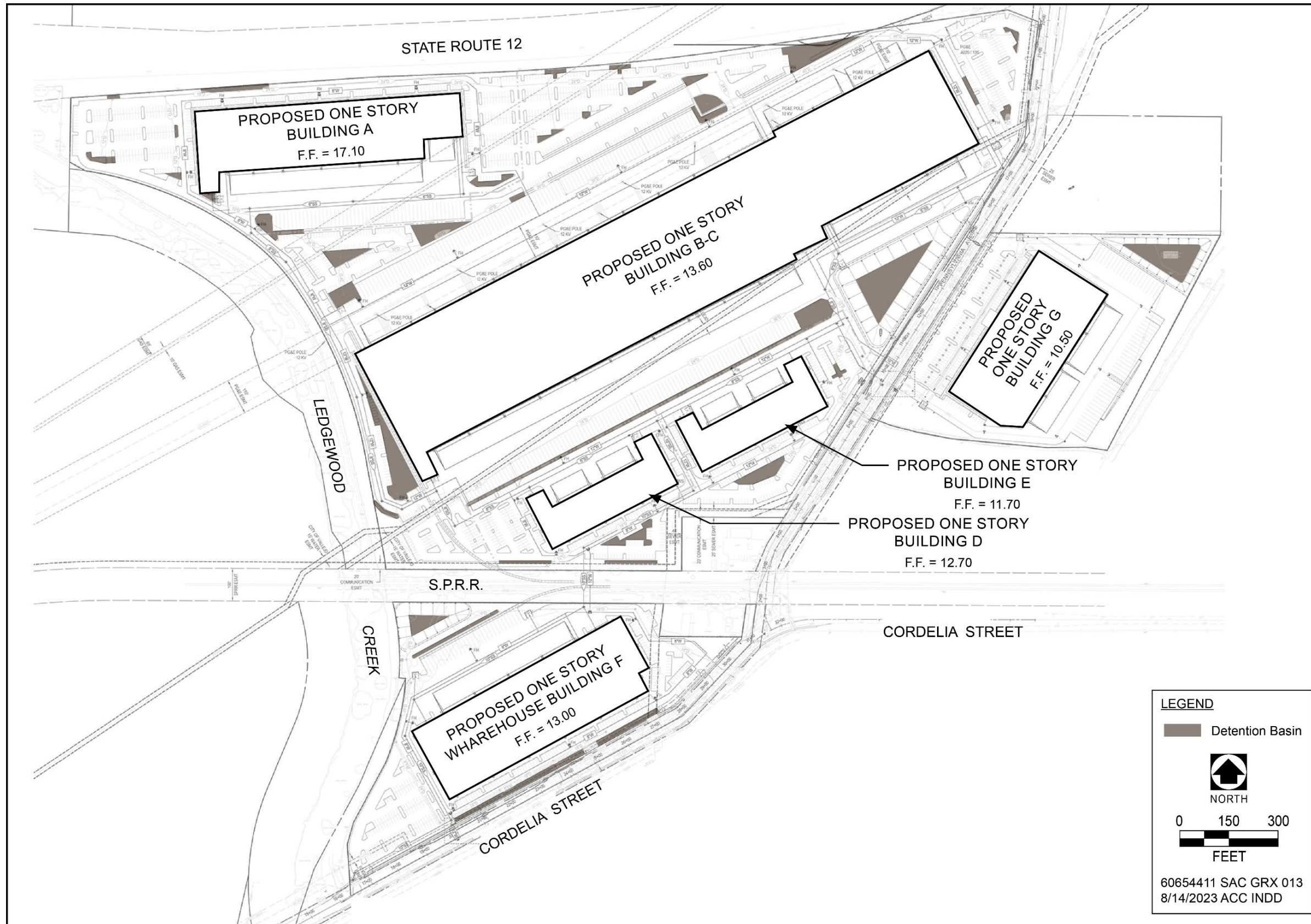
| Proposed Buildings            | Building Square Footage | Parking Stalls |
|-------------------------------|-------------------------|----------------|
| A                             | 152,305                 | 416            |
| B/C                           | 710,489                 | 771            |
| D                             | 56,880                  | 183            |
| E                             | 56,880                  | 197            |
| F                             | 172,380                 | 269            |
| G                             | 127,303                 | 188            |
| <b>All Proposed Buildings</b> | <b>1,276,237</b>        | <b>2,024</b>   |

Planning Area 1 comprises the portion of the Project Site bounded by the California Northern Railroad line to the south and Pennsylvania Avenue to the east. Planning Area 2 comprises the portion of the Project Site bounded by Cordelia Road to the south and southeast and by the California Northern Railroad line to the north. Planning Area 3, comprises the portion of the Project Site east of Pennsylvania Avenue, somewhat centrally located along the eastern perimeter of Planning Area 1, with the former landfill parcel fenced along the northern boundary and undeveloped land to the east and south. Pennsylvania Avenue Creek runs along the eastern perimeter of Planning Area 3 (see Exhibit 3-8 for the location of Pennsylvania Creek). As shown in Exhibit 3-6, four buildings would be within Planning Area 1, and one building within each of Planning Areas 2 and 3, along with supporting parking, circulation, and other improvements such as stormwater detention basins, landscaping, signage, and utility connections.

The Project Site is situated at the gateway entry to the west side of Suisun City when approaching Suisun City along Highway 12 from the west and on Pennsylvania Avenue at Highway 12 from the north. In consideration of this important gateway location, the proposed Project includes guidelines to preserve native vegetation and add new landscaping with the intent to enhance aesthetics and provide an attractive streetscape environment. In

<sup>3</sup> The Development Area acreage of 93.4 includes an approximately 0.8-acre right-of-way easement.

addition, signage, building facades and surface parking would be designed consistent with the City's Design Guidelines for Key Community Gateways (City of Suisun City General Plan 2015, pages 2-9 through 2-11).



Source: Morton & Pitalo, Inc. 2021, adapted by AECOM 2022

**Exhibit 3-6. Proposed Project Development Area Plan**

The project applicant has prepared a Planned Unit Development (PUD), for City approval, to establish the land use, zoning, development standards, and regulations for development of the Project Site (David Babcock & Associates et al. 2023). Chapter 5 of the PUD includes design guidelines for the Project Site, which are intended to guide development of the Project by establishing criteria for development character, site planning, architecture, detailing, and landscape themes for the CSF and OS zoning districts. The design guidelines are to be used in conjunction with the Development Standards in PUD Chapter 4, which provide the standards for setbacks, building height, intensity of development, and the permitted and conditionally permitted uses. The PUD focuses on three design elements to create a framework for development: On-Site Landscape Theme and Design, Freeway and Street Frontage Corridors, and Building Architecture Theme and Design, as described below.

- a. On-Site Landscape Theme and Design.** Landscaping will be a key element that will tie the Project together. Consistent use of landscape design concepts and planting palette throughout the Project will create a visual appearance that will complement the building design.
- b. Freeway and Street Frontage Corridors.** The State Route 12 frontage has no site access but is an important gateway to the city and as such, shall receive special attention as a Project design feature. An opportunity exists to create a gateway to the City at State Route 12 that is consistent with the City General Plan...State Route 12 and Pennsylvania Avenue are the main points of access to the Project [site]. The building architecture facing the street frontages and landscape design establish the visual appearance for the perimeter of the Project.
- c. Building Architecture Theme and Design.** Building architectural design, detailing, and materials will be important in creating a cohesive warehouse and distribution development and sense of place...Materials and colors are to be consistent between all ... buildings to provide a consistent design theme for the Project.

Design guidelines for the Project as established in the PUD address site planning and building orientation, pedestrian circulation, screening and utilities, parking and circulation, walls and fences for screening and security, and lighting. Building design guidelines for CSF zoning district include the following elements, among others:

- ▶ Buildings should be designed with a consistent use of materials, design elements and detailing, and architectural design theme to create a unified look for the project.
- ▶ Building facades shall be articulated to add visual variety and distinctiveness by adding breaks in long building facades in the form of score lines, varying roof heights, and/or color variations.
- ▶ Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office uses.
- ▶ Decorative features, textural changes, or relief techniques should be used to break up large building elevations. Glass, or other surface and design treatments should be incorporated into the office portions of each building.
- ▶ Include landscape planting areas to reduce the visibility of the loading docks, truck trailer parking, and service doors from public streets.

- ▶ Vehicle parking located adjacent to streets shall be screened from view by the siting of buildings and through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- ▶ Parking areas for truck trailer parking are allowed to face public streets with the use of screening to include landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- ▶ Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.
- ▶ All buildings shall be designed to screen any roof-mounted equipment, including, but not limited to, heating, ventilation and air conditioning (HVAC) units, vents, fans, antennas, sky lights and satellite dishes from view from public rights-of-way only.

A Community Gateway sign is proposed along SR 12 and four monument signs are proposed within the Project Site along Pennsylvania Avenue. The PUD specifies that structures which accommodate several tenants must use a single monument sign that identifies the overall project name and individual tenants. Color palettes must match the materials and colors shown in the PUD for the various signage types to achieve project consistency. The proposed Community Gateway sign would be 45 feet tall with a 12-foot-wide base. Monument signage may not exceed 10 feet in height and width (excluding the base).

The PUD design guidelines also include landscape guidelines, and a preliminary landscape plan (see Exhibit 4.1-6) with a suggested plant list, with the goal of creating a framework that visually unifies signage, hardscape, and the landscape planting palette. Native and climate-adapted plantings are proposed, along with natural materials in simple designs to create a modern character. The landscape design guidelines include the following elements, among others:

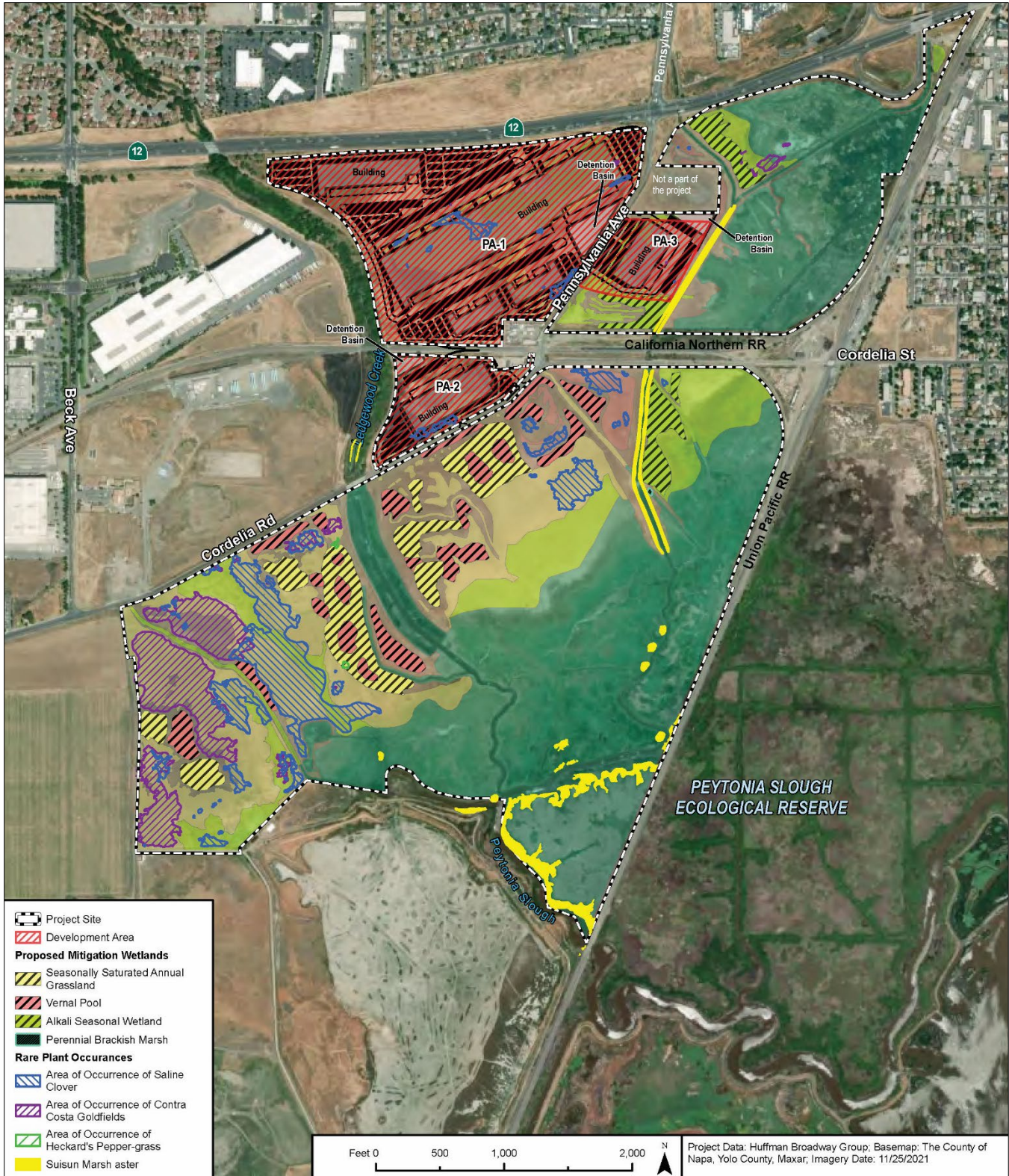
- ▶ Vehicle parking and loading docks, when fronting public streets shall be screened by landscaping, walls and berming, or any combination of these methods.
- ▶ Fast-growing trees closely spaced in groupings to create visual mass are encouraged in the developed area frontage along SR 12.
- ▶ Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.
- ▶ Landscape Design should include simple plant palettes, masses of native and climate adapted grasses and clustered tree plantings. There should be a consistency of landscape design throughout the project area.
- ▶ Portions of the Project not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- ▶ Trees shall be installed at a minimum size of 15 gallon, with larger 24-inch box trees at key design features.
- ▶ Shrub planting shall consist of 1- and 5-gallon container sizes.

- ▶ Trees may be clustered to define circulation routes, frame site views, and reinforce State Highway 12 edge planting. Large scale, high branching shade trees should be used in all visitor/employee parking areas.
- ▶ Enhanced building entries and other special landscape features are encouraged and should feature bold foliage, spreading shade trees and seating elements. Accent lighting is also encouraged.
- ▶ Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- ▶ Property owners are responsible for installing and maintaining the landscape within each of their properties. Covenants, Conditions & Restrictions (CC&Rs) and landscape maintenance agreements will ensure for proper maintenance and planting replacement.
- ▶ Landscaping will be designed to minimize required irrigation and runoff, to promote surface infiltration, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution.
- ▶ Plantings for bioretention areas will be selected to be appropriate to anticipated soil and moisture conditions.
- ▶ Plants will be selected appropriate to site soils, slopes, climates, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.
- ▶ Turf should be minimized. The use of turf for solely decorative purposes is strongly discouraged.
- ▶ Stormwater Best Management Practices such as bioswales should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.
- ▶ Site furnishings [such as benches] should be high quality and contemporary in design and compatible with the overall building and landscape design.

Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.

## **MANAGED OPEN SPACE**

The proposed Project would bring additional funding and management oversight to 393 acres of the Suisun Marsh and adjacent uplands; this area of the proposed Project Site is referred to as Managed Open Space. As part of the proposed Project, approximately 393 acres of the Project Site, east of Pennsylvania Avenue and south of Cordelia Road would be proposed as Managed Open Space and protected in perpetuity with a deed restriction or conservation easement. *The Permittee Responsible Preliminary Mitigation and Monitoring Plan and Long-Term Management Plan for the Highway 12 Logistics Center, Solano County, California* (Mitigation and Monitoring Plan), (Attachment 7 in Appendix C, the *Biological Resources Report, Highway 12 Logistics Center, Suisun City*,



Sources: Huffman-Broadway Group, Inc. 2022

### Exhibit 3-7. Proposed Wetland Establishment Locations

*Solano County, California* [Huffman-Broadway Group 2022]) describes the proposed Managed Open Space portion of the Project Site for environmental mitigation and conservation purposes. The proposed Annexation Area would include approximately 57 acres of total Managed Open Space east of Pennsylvania Avenue and North of the California Northern Railroad line, respectively. The 4.5-acre parcel of the Project Site that is currently within the city limits of the City of Suisun City would also be Managed Open Space. The proposed Project also proposes approximately 331.7 acres of Managed Open Space southeast of Cordelia Road and south of the California Northern Railroad to be maintained within unincorporated Solano County. These open space areas will serve to protect the existing habitat and to also provide for any mitigation of development impacts. Wetlands are proposed to be constructed within the Managed Open Space area both within the Managed Open Space in the eastern portion of the Annexation Area and within the Managed Open Space area located south of Cordelia Road in the vicinity of Suisun Marsh. Any on-site mitigation proposed by the Project would be subject to approval of the appropriate resource agencies having jurisdiction with the mitigation measure. The Managed Open Space portion of the Project Site would be managed consistent with the Suisun Marsh Protection Plan and in accordance with any required permit conditions imposed by applicable regulatory agencies such as the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and San Francisco Bay Conservation and Development Commission. As described in Appendix C, Attachment 7, a site protection instrument and a long-term endowment fund is proposed to provide additional resources to support wildlife habitat enhancements and management of the proposed Managed Open Space portion of the Project Site.

The proposed Project will include ongoing land management requirements for the Managed 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.

### **3.2.2 SUPPORTING INFRASTRUCTURE (ON- AND OFF-SITE)**

This EIR includes analysis and mitigation, as needed, to comprehensively address potential impacts related to construction and operation of on- and off-site infrastructure improvements.

#### **ROADWAY AND CIRCULATION IMPROVEMENTS**

Access to the Project Site would be provided in four locations along Pennsylvania Avenue to both Planning Area 1 and Planning Area 3, and at three occurrences along Cordelia Road to Planning Area 2. Approximately 2,024 parking stalls are anticipated to serve all six buildings, as detailed in Table 3-2, above.

Regional access to the Project Site is primarily provided by SR 12 via Pennsylvania Avenue. Local access is provided by Pennsylvania Avenue and Cordelia Road. The proposed Project will also improve Pennsylvania Avenue and Cordelia Road within and along the Project frontages. The improvements include adding one continuous acceleration/deceleration lane in each direction for project driveway access and one center two-way left-turn lane Pennsylvania Avenue south of SR 12. On Cordelia Road, along the Project frontage only, the proposed Project would also add an acceleration/deceleration lane for project driveway access and one center two-way left-turn lane. The two-way left-turn lane would open up to a left-turn pocket for vehicles traveling on Cordelia Road to continue onto Pennsylvania Avenue at the Cordelia Street/Cordelia Road/Pennsylvania Avenue intersection.



The Project will construct a northbound right turn lane on northbound Pennsylvania Avenue and SR 12, constructing a second eastbound left turn lane at the intersection of SR 12 and Pennsylvania Avenue, and installing a traffic signal at the intersection of Cordelia Road and Chadbourne Road.

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 where future tenants identify the need for rail access.

## **STORM DRAINAGE**

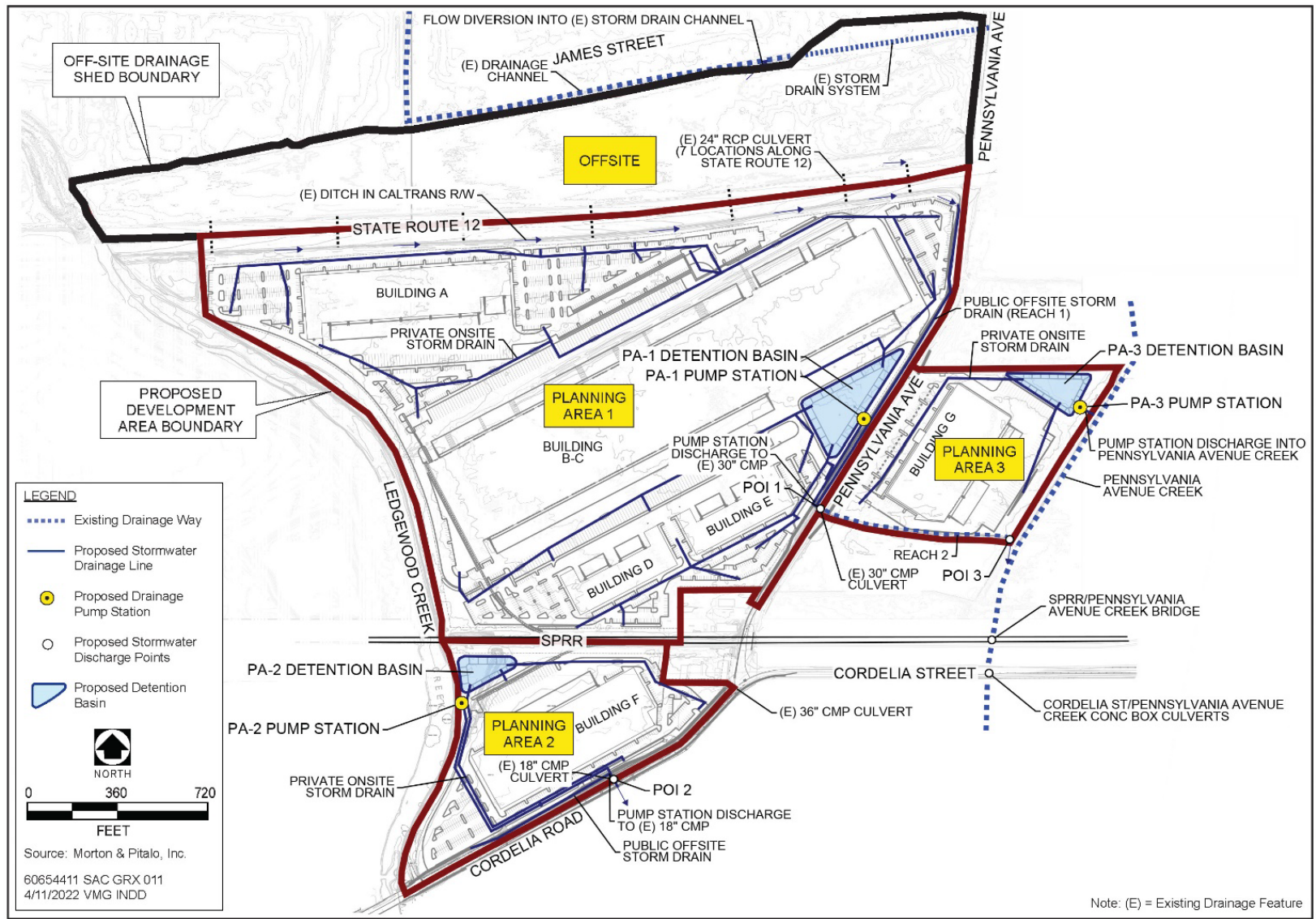
A drainage master plan prepared for the proposed Project describes the required drainage improvements and design standards for storm drain facilities within the Project Site (Morton & Pitalo 2022) (Appendix D). The Drainage Master Plan identifies the improvements necessary for development of the proposed Project to satisfy the City of Suisun City's drainage design requirements, as shown below in Exhibit 3-8.

The objectives of the proposed storm drain facilities are to:

- ▶ attenuate the peak discharge from post-development conditions by pumping discharge at a level equal to or less than pre-development levels (or as required by the City of Suisun City) so that no increase in peak flow from pre-development conditions is discharged downstream; and
- ▶ include additional volume reduction and treatment control measures with the detention basins in order to capture pollutants and heavier suspended solids, as well as additional design features to capture floatable materials prior to their discharge, thereby preventing such materials from entering Ledgewood Creek or the tributary of Peytonia Slough.

Three detention basins are proposed to reduce post-development storm runoff to pre-development levels or less. All stormwater runoff from impervious surfaces (roofs and paving) will be routed into landscape vegetated swales, bioretention planters, and other open areas for infiltration and treatment prior to discharge to the on-site detention basin. Due to topographical constraints (nearly flat ground) of the Project Site, the construction of three new drainage pump stations will be required to service the eastern portion of the Project Site. The drainage pump stations shall be supplied with acceptable backup power and backup pumps. Inlet pipes to the detention basins are anticipated to be below the gravity discharge elevation and, therefore, a storm drain pump station will be installed at each detention basin location, at a depth of 21 to 23 feet, prior to discharge to the public main or existing drainage ditch/channel.

The proposed on-site detention basin volumes shall be based on the 100-year, 24-hour storm event with outflows restricted to 95 percent of pre-development flows or less. The proposed storm drainage system shall comply with the City of Suisun City's Design Standards for Drainage and Stormwater (City of Suisun City 1996). Where needed, the Solano County Water Agency Hydrology Manual may also be used or stormwater modeling requirements.



Source: Morton & Pitalo 2021, adapted by AECOM 2022

**Exhibit 3-8. Proposed Drainage Plan**

Low impact development (LID) stormwater quality treatment control measures and flood control measures will be implemented strategically throughout the Project Site to ensure stormwater runoff is captured, stored, and treated on-site, thereby resulting in cleaner and more controlled discharge to the receiving bodies of water. LID measures, such as disconnected roof drains and pavement, will be considered during the detailed design phase. Treatment control measures, including bioretention facilities, will also be considered during detailed design phase.

## **UTILITIES AND SERVICE SYSTEMS**

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

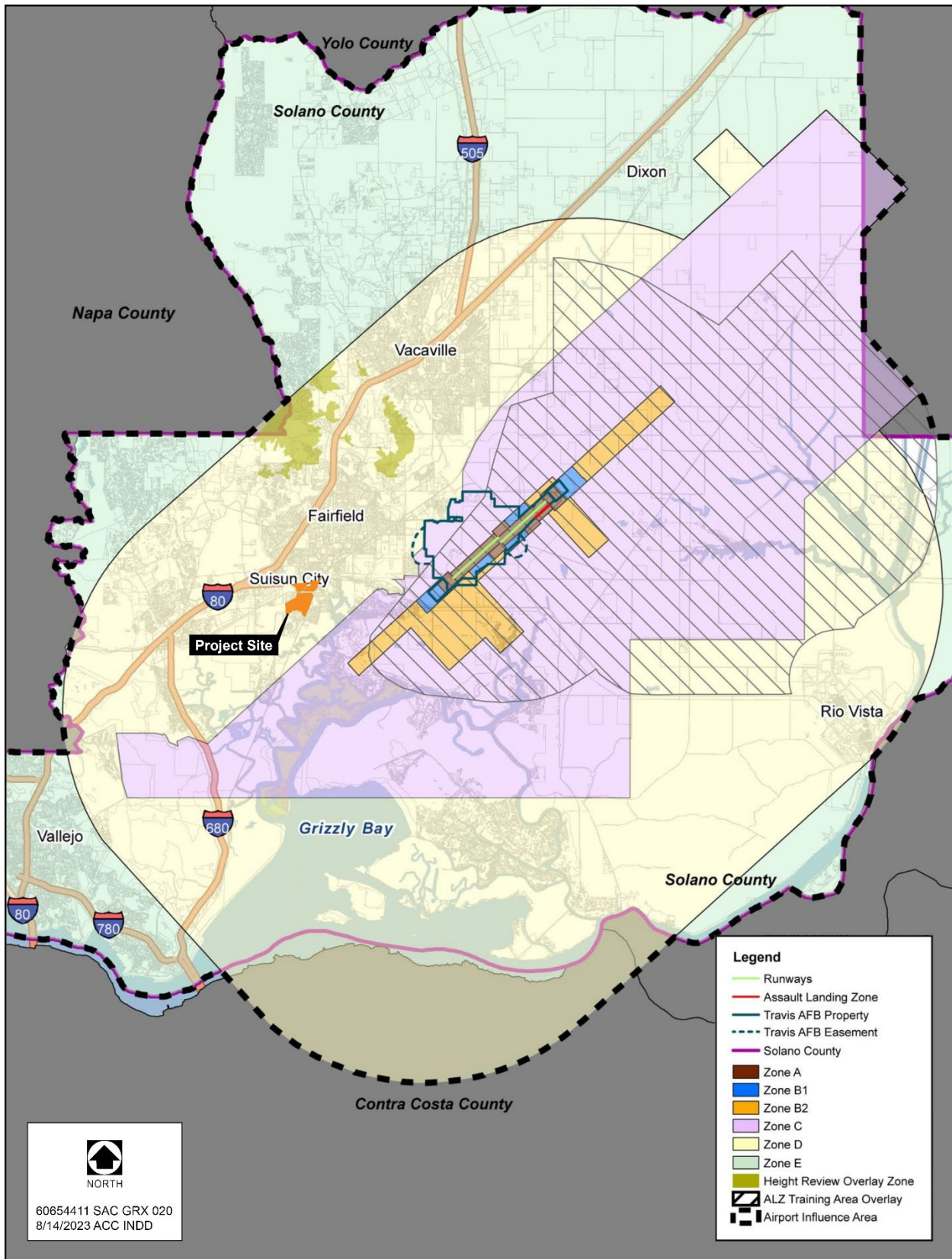
### **Water Supply and Distribution**

Currently, there are no public water supply facilities within the Project Site. While there is an existing 36-inch transmission main in Cordelia Road and Pennsylvania Avenue owned by City of Fairfield, the Project does not propose to connect to this transmission main. The proposed Project will connect to an existing 12-inch distribution water main in Cordelia Street, approximately 2,800 feet east of the intersection of Cordelia Street and Pennsylvania Avenue. A new waterline will be jacked-and-bored at two locations along Cordelia Street under the rail line operated by the California Northern Railroad, at a minimum depth of 3 feet, to connect Planning Areas 1 and 2 (Exhibit 3-9). It may also be necessary to jack-and-bore under the existing box culvert crossing of Pennsylvania Avenue Creek, if the proposed 12-inch waterline cannot be connected to the existing box culvert headwall. The new public 12-inch water line would then be extended north along Pennsylvania Avenue to serve Planning Areas 1 and 3, and approximately 300 feet southwest along Cordelia Road to serve Planning Area 2, at a minimum depth of 3 feet. From the points of connection at each Planning Area, the public 12-inch waterline will become private with new backflow prevention assemblies at each point of connection. Water meters will be set on the public side of the new backflow prevention devices.

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 has coordinated with the City of Vallejo and has required the Project to be designed to avoid adverse effects to the maintenance and operation of this transmission main pursuant to direction from the City of Vallejo.



Exhibit 3-9. Off-Site Improvements



Source: Solano County 2015, adapted by AECOM 2023

**Exhibit 3-10. Travis Air Force Base Airport Land Use Compatibility Plan and the Project Site**

## **Wastewater Collection and Treatment**

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 right-of-way.

The proposed on-site sewer system serving Planning Areas 1 and 2 would be designed using a gravity-fed system. The general pattern of sewer discharge will be from north to south. The sewer service from Planning Area 3 will be brought cross Pennsylvania Avenue, at a depth of 9 to 12 feet, and combine with the Planning Area 1 sewer system via gravity line. The combined Planning Area 1 and 3 on-site sewer mains will then cross under the California Northern Railroad tracks and right-of-way and combine with the Planning Area 3 on-site sewer line until it reaches Cordelia Road at the southwest corner of Planning Area 2 frontage. At this location, an on-site private sewer lift station will be constructed, at a depth of 24 to 30 feet, to pump sewer flows via an off-site force main and gravity sewer line in Cordelia Road, at a depth of 9 to 15 feet, 6 feet south of the centerline within the paved area of the road, to the intersection with Beck Avenue, approximately 2,700 feet west, at which location the 10-inch wastewater line will tie into the Fairfield-Suisun Sewer District facilities at an existing sanitary sewer manhole and 15-inch sewer main owned and operated by the Fairfield-Suisun Sewer District (Exhibit 3-8). A force main would be attached to the side of the existing Ledgewood Creek bridge in order to convey sewer flows from the Project pump station to the west side of Ledgewood Creek; the Project applicant would coordinate with Solano County, as the owner of the bridge.<sup>4</sup>

## **Solid Waste Collection**

The City has an exclusive solid waste handling franchise agreement with a solid waste provider. With annexation, the Development Area of the Project Site would be incorporated within the City's limits, as shown in Exhibit 3-4. The provision of solid waste handling services under the existing service agreement would then apply to the Annexation Area in the same manner it does currently for area within the City's limits.

## **Electricity & Natural Gas**

Three existing natural gas pipelines are present within and adjacent to the Project Site. One traverses the Project Site in a southwest to northeasterly direction, paralleling Cordelia Road and Pennsylvania Avenue. A second traverses the northwest corner of the Project Site from SR 12 and southwest toward and in alignment with Meyer Way west of the Project Site. A third parallels the Union Pacific Railroad.

Electricity and natural gas service for the proposed Project would be provided by Pacific Gas and Electric. Service laterals would be extended to Project buildings from existing facilities along Pennsylvania Avenue and Cordelia Road. On-site electrical transmission infrastructure and natural gas lines would be installed underground, between 18 and 24 inches deep.

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<sup>4</sup> The proposed project Sewer Master Plan (Morton Pitalo, October 2022) originally contemplated a second engineering option for the sewer force main to cross Ledgewood Creek. However, this second option, which was a bore and jack option under Ledgewood Creek, has since been dismissed and is not considered in this EIR.

### **3.3 CONSTRUCTION**

Construction of the Development Area will be phased, subject to market conditions. Construction will typically occur five days per week, Monday through Friday, between the hours of 7 a.m. and 8 p.m. On-site construction activities will include site clearing, excavation and fill, grading, utility trenching, foundation and building construction, paving and architectural coatings. Additional off-site construction activities will include utility trenching and installation and roadway improvements, as detailed above.

Phase 1 of construction will include site preparation, grading, utility trenching for the entire Development Area and off-site improvements, as well as off-site roadway and utility improvements described above; Phase 1 is assumed to last for approximately 9 months. Phase 1 initial site work will be followed by Phase 2 development that will include construction of Buildings A and B/C and the related on-site parking and circulation and stormwater improvements (Phase 3 will include the balance of the proposed Project). Each of Phase 2 and Phase 3 is assumed to last for approximately 10 months.

Proposed Managed Open Space will also require construction (i.e., grading) of approximately 38 acres of perennial brackish marsh, alkali seasonal wetland, vernal pool, seasonally saturated annual grassland, and rare plant habitats; and construction of enhanced upland refugia within existing upland annual grasslands. A detailed construction plan with topographic contours at 0.5 foot minimum will be prepared during the permitting process and after input from the agencies has been received. The detailed plan will include plan and section view drawings and construction notes prepared by a professional engineer. The temporary site access route to the construction site and temporary construction area will be designated together with the location of wetland and sensitive plant species habitat exclusion fencing. Habitat construction within the Managed Open Space would require mass excavation followed by fine excavation with a rubber-tired backhoe and front-end loader to shape the side slopes and bottom microtopography. To prevent sedimentation in existing wetlands during construction activities, appropriate erosion control measures will be implemented. Excavation depths would range from 1 to 4 feet. Excavated soils would be removed from the location in a rubber-tired dump truck and may be placed in upland areas or used as fill in the Development Area. Construction would begin at or around the time of ground disturbing activities for the Development Area and last approximately 45 days.

A stormwater pollution prevention plan (SWPPP) will be prepared in conformance with the State Water Resources Control Board's latest General Construction Permit Guidelines and implemented during construction.

### **3.4 REQUIRED PROJECT APPROVALS**

The proposed Project construction and operations would require various permits and other types of approvals from the City of Suisun City and other agencies with a purview over air quality, biological resources, water quality, public services and utilities, and other topics.

The proposed Project would require the following approvals by the City of Suisun City:

- ▶ General Plan Amendment
- ▶ Grading Permit
- ▶ Rezoning
- ▶ Planned Unit Development

- ▶ Site Plan / Architectural Review
- ▶ Tentative Parcel Map
- ▶ Use Permit
- ▶ Development Agreement

The following parties may act as responsible agencies for the proposed Project:

- ▶ Bay Area Air Quality Management District – Authority to Construction Permit
- ▶ California Department of Fish and Wildlife – Section 1602 Lake and Streambed Alteration Agreement
- ▶ California Department of Transportation – Improvements along SR 12 within Caltrans Right-of-Way
- ▶ Fairfield-Suisun Sewer District – Annexation into the District
- ▶ San Francisco Bay Regional Water Quality Control Board – Section 401 Water Quality Certification
- ▶ Solano County Airport Land Use Commission – Land Use Compatibility Review
- ▶ Solano Irrigation District – Negotiated Agreement for Water
- ▶ Solano LAFCo – Annexation
- ▶ United States Army Corps of Engineers – Section 404 Permit

Other agencies that may require permissions or approvals may include, but are not limited to:

- ▶ Central Valley Regional Water Quality Control Board
- ▶ City of Vallejo
- ▶ Solano County
- ▶ Solano County Water Agency
- ▶ San Francisco Bay Conservation and Development Commission (BCDC)
- ▶ Suisun-Solano Water Authority
- ▶ U.S. Fish and Wildlife Service

The City anticipates that Solano LAFCo will rely on this EIR as it considers changes in public agency organization, including concurrent annexation of the Annexation Area of the Project Site into the City of Suisun City, along with annexation into Fairfield-Suisun Sewer District and Solano Irrigation District (SID), and detachments from the Suisun Fire Protection District (SFPD) and the County Service Area.

### **3.5 PROJECT OBJECTIVES**

The following project objectives have guided planning for the Project Site, as well as the analysis included within the EIR:

- ▶ Further the goals and policies of the City of Suisun City General Plan by developing land contemplated to support urban development.
- ▶ Promote economic growth through new capital investment, expansion of the tax base, and creation of new employment opportunities.
- ▶ 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.



- ▶ 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.
- ▶ 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.
- ▶ 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.
- ▶ 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.
- ▶ 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.
- ▶ Implement a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing air and water pollution.
- ▶ 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.
- ▶ Design internal circulation to provide efficient ingress and egress while ensuring facilities operate at acceptable levels.
- ▶ 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.

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