

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2018102050

Project Title: LDK Warehouse Project

Lead Agency: City of Vacaville

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Phone Number: (707) 449-5332

Project Location: Vacaville (Midway Road and Crocker Drive)

Solano County

*City*

*County*

Project Description (Proposed actions, location, and/or consequences).

The LDK Warehouse Project (proposed project) involves the construction and operation of a warehouse distribution center in the City of Vacaville's (City's) Interchange Business Park Policy Plan area. The proposed project would involve the development of three single-story warehouse buildings, Building 1, Building 2a, and Building 2b, with associated parking, access roads, landscaping, and installation of utilities on four parcels. The project site would be 68.90-acres, consisting of assessor's parcel numbers (APNs) 106-240-210, 106-240-340, 106-240-350, and 106-240-360. The proposed project would adjust the north lot line approximately 20 feet south from Midway Road, the south lot line immediately south of Building 1 south approximately 850 feet, at the furthest point, and the west lot line would be adjusted approximately 100 feet east. The existing Parcel B would be subdivided into three separate parcels. Construction of Building 2a and Building 2b would require the re-route of approximately 2,025-feet of the Solano Irrigation District (SID) Canal within a 48-inch pipe. The pipe would be located within a new 25-foot right-of-way (ROW), and generally extend west to east, north of Building 2a and Building 2b and south to connect with the southern bank of the existing SID canal.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Potentially significant impacts were identified and mitigated for the following resources: Aes, AQ, Bio, Cultural, Geo, GHG, Hazards, Hydro, Land Use, Noise, Traffic, Tribal Cultural Resources, and Mandatory Findings of Significance. Potential aesthetic impacts can be mitigated with application of measure to prevent light spillage (Section 3.1). Potential AQ impacts can be mitigated with application of BMPs to control fugitive dust (Section 3.3). Potential bio impacts can be mitigated by conducting pre-construction special-status plant surveys and pre-construction nesting bird and roosting bat surveys to avoid disturbance. Additionally, a qualified biologist will flag for avoidance of all environmentally sensitive habitat, avoid disturbance of riparian habitat, and reduce impacts to aquatic features (Section 3.4). Potential Cultural and Tribal Cultural Resources impacts from construction activities can be mitigated by conducting worker awareness training, and stopping construction work in the event human remains, or subsurface cultural resources are found (Section 3.5 and 3.17). Potential Geo impacts can be mitigated by incorporating the design specifications contained within the Geotechnical Investigation Report prepared for the project (Section 3.6). Potential Hazards impacts related to wildland fires or asbestos and lead-base paint would be less than significant with the implementation of a FMP and identification of asbestos and lead-based paint by a certified hazardous waste contractor (Section 3.8). Potential Hydro impacts can be mitigated with preparation of a SWPPP in compliance with NPDES GCP requirements and implementation of BMPs (Section 3.9). Potential Noise impacts related to construction activities can be mitigated with implementation of standard construction noise reduction measures (Section 3.12). Potential Traffic impacts related to the circulation system can be mitigated with fair share contribution (Section 3.16). The proposed project would not contribute to a cumulatively considerable impact, have an effect on human beings, or degrade the quality of the environment as all project impacts would be reduced to a less than significant level as summarized herein (Section 3.19).

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The City of Vacaville (City) prepared an ISMND for the LDK Warehouse Project and circulated it for public review and comment from October 19, 2018 through November 19, 2018. Since circulation, the City has identified the project vicinity as an area of growth within the City and has identified the future need for a roundabout at Midway Road and the Interstate 505 (I-505) Northbound Ramps, immediately northeast of the project site. The City of Vacaville is currently updating its Capital Improvement Program and associated Traffic Impact Fees (TIF) program. When adopted, this program will include a pair of roundabouts at the Interstate 505 (I-505) / Midway Road interchange. These roundabouts would improve capacity and safety over the existing two-way stop-controlled interchange. The environmental impacts of the implementation of the roundabouts will be subsequently evaluated in the roundabout-project's environmental review, which will take place at a later time. As a result of this new information since circulation of the LDK Warehouse Project ISMND, the City has revised portions of the ISMND to clarify the extent of the proposed project, its potential environmental effects, and mitigation measures.

The Project would involve the construction and operation of a warehouse distribution center in the City's Interchange Business Park Policy Plan area; an area in northwest Vacaville designated for industrial and manufacturing uses by the City's General Plan.

The proposed project includes work within the riparian corridor associated with Gibson Canyon Creek (Section 3.4), this is considered a potentially significant impact. In order to minimize the potential for impacts to the riparian habitat, the Applicant would be required to consult with CDFW and apply for a Section 1600 LSAA (Mitigation Measure BIO-7). Additionally, of the jurisdictional aquatic resources mapped within the study area, a small portion of seasonal wetlands, Gibson Canyon Creek, and the drainage ditch would be affected by the proposed project, with the larger portion of these features being avoided (Section 3.4), this is considered a potentially significant impact. In order to minimize the potential for impacts to jurisdictional aquatic resources, the Applicant would be required to apply for the CWA Section 404 permit from the USACE in addition to the Section 1600 permit required by Mitigation Measure BIO-7 (Mitigation Measure BIO-8).

Provide a list of the responsible or trustee agencies for the project.

- Regional Water Quality Control Board.
- California Department of Fish and Wildlife.
- US Army Corps of Engineers

There are no other responsible or trustee agencies for the Project.