3.7 - Hazards and Hazardous Materials

3.7.1 - Introduction

This section describes the existing hazards and hazardous materials setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on the Phase I Environmental Site Assessment (Phase I ESA) prepared by Youngdahl Consulting Group, Inc., (Youngdahl) included in this Draft Environmental Impact Report (Draft EIR) as Appendix F.

3.7.2 - Environmental Setting

Hazardous Materials

Hazardous materials, as defined by the California Code of Regulations (Title 22, Division 4.5), are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic—causes human health effects
- Ignitable—has the ability to burn
- Corrosive—causes severe burns or damage to materials
- Reactive—causes explosions or generates toxic gases

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Division 4.5, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Phase I Environmental Site Assessment

A Phase I ESA is a research investigation by a qualified environmental professional into whether a release of hazardous materials has occurred at a property. Phase I ESAs are guided by protocol established by the American Society for Testing and Materials (ASTM) Practice E 1527, including the standards that an environmental professional must fulfill to be qualified to conduct the Phase I ESA. Under the ASTM standard, a "recognized environmental condition" means "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that

generally would not be the subject of an enforcement action if brought to the attention of appropriate environmental agencies."

The research conducted in a Phase I ESA includes a comprehensive review of the project site's current and prior uses and those of neighboring properties based on reasonably ascertainable local, State, and federal regulatory agency environmental databases, historical aerial photographs, topographic maps, and business directories compiled by Environmental Data Resources, Inc. (EDR) or similar database service; a site reconnaissance for visual signs of the use and storage of hazardous materials or a release of hazardous materials to the environment; a search for aboveground and underground storage tanks (USTs), sumps, or clarifiers; and completion of questionnaires by, and interviews with, the current landowners.

Youngdahl prepared a Phase I ESA in accordance with ASTM Practice E 1527-13. The findings are summarized in this section.

Regulatory Records Review

Youngdahl reviewed available databases from federal and State regulatory agencies to identify use, generation, storage, treatment, or disposal of hazardous materials and chemicals or release incidents of such materials, which may have impacted the project site. The regulatory databases were provided to Youngdahl by EDR. The EDR FirstSearch Report is included in Appendix F of this Draft EIR. The findings are summarized in Table 3.7-1.

Table 3.7-1: Regulatory Records Review Summary

Name	Location	Remarks
Bonfare Market	1500 Walters Road (opposite side of Petersen Road from project site)	Release of petroleum hydrocarbons to groundwater; Case closed as of June 30, 2017
Travis Air Force Base	Immediately east of project site	Release of volatile organic compounds (including petroleum hydrocarbons) to groundwater
Source;: Youngdahl Consulting Group, Inc. (Youngdahl). 2015; California State Water Resources Control Board (State Water Board). 2021.		

Each site is summarized as follows:

Bonfare Market

Bonfare Market consists of a convenience store with fuel pumps under a canopy. In 2008, several hundred gallons of diesel were released following the disabling of an overflow prevention device in a fill tube. The property owner was required to conduct groundwater monitoring, and petroleum hydrocarbons and methyl tertiary butyl ether (MTBE) were detected in 2010. Monitoring wells were installed in 2010 and monitored until 2015. The final groundwater reading indicated that MTBE was below detection levels at the southwestern portion of the plume (closest to the project site). The Solano County Department of Resource Management Environmental Health Division issued a "Case

Closure" letter on June 30, 2017, signifying that soil and groundwater remediation activities were successfully completed. Therefore, the Bonfare Market site does not pose a substantial health or safety risk to the proposed project.

Travis Air Force Base

Travis Air Force Base is a large quantity user of hazardous materials (e.g., aviation fuel) owing to its mission as a military passenger and supply depot. Volatile organic compounds (including total petroleum hydrocarbons) have been released to groundwater via Leaking Underground Storage Tanks (LUSTs). There are multiple groundwater plumes that are monitored by more than 700 monitoring wells. The prevailing groundwater gradient is to the south and southeast, and, thus, the plumes are not migrating toward the project site.

Aerial Photographs

Youngdahl reviewed historical aerial photographs and historical topographic maps provided by EDR/FirstSearch for information pertaining to possible environmental concerns for the project site, adjoining properties, and surrounding properties. Topographical maps and aerial photographs of the project site and vicinity are summarized in Table 3.7-2.

Table 3.7-2: Historic Aerial Photographs

Year	Scale	Description
1937	1" = 1,000'	Project site and surrounding area appears to be grazing land; a cluster of structures is visible in the center of the project site. A road following the alignment of Petersen Road is visible.
1957	1" = 1,000'	Walters Road is visible, and Petersen Road appears to have been improved since prior photograph. The Potrero Hills Landfill appears to be under development.
1968	1" = 1,000'	Row crops are present in the center of the project site. State Route 12 is visible.
1974	1" = 1,000'	Row crops are no longer present on project site.
1984	1" = 1,000'	Residential uses are under development north of the project site along Petersen Road and Walters Road; new development has occurred within Travis Air Force Base.
1993	1" = 1,000'	Structures are no longer visible within the project site. Residential uses are under development west of State Route 12; Lambrecht Sports Park is under development north of the project site. Bonfare Market is visible.
1998	1" = 500'	Walters Road has been extended to connect to State Route 12; residential uses are under development west of State Route 12; further development has occurred at Lambrecht Sports Park.
2006	1" = 500'	New development is visible north of Bonfare Market.
2009	1" = 500'	Storage facility is visible east of Bonfare Market.
2010	1" = 500'	Travis Air Force Base gatehouse visible.
Source: Youngdahl Consulting Group, Inc. (Youngdahl). 2015.		

Site Reconnaissance

Youngdahl conducted site reconnaissance on September 24, 2015, to visually and physically observe the project site and adjoining properties for conditions indicating an existing release, past release, or threatened release of any hazardous substances or petroleum products into structures of the site, or into soil or groundwater beneath the site. This would include any evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage/handling. Based on a site reconnaissance and a review of physiographic, historical, and regulatory information, there is no evidence of Recognized Environmental Conditions (RECs) (as defined by ASTM standards) in connection with the project site. The findings are summarized as follows:

Structures

No standing structures were observed; however, remnants of buildings (e.g., concrete foundations, wood debris, and a possible septic vault) were found to be present. An approximately 25-foot-tall windmill (or windpump) is located near the building remnants that that is used to pump groundwater from a well.

Aboveground Storage Tanks or Underground Storage Tanks

No evidence for the presence of aboveground storage tanks or USTs was observed.

Asbestos-containing Materials

Asbestos refers to a number of naturally occurring, fibrous silicate minerals mined for their useful properties, such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos was commonly used as an acoustic insulator, thermal insulation, fireproofing, and in other building materials. Asbestos is made up of microscopic bundles of fibers that may become airborne when the materials are damaged or disturbed. When these fibers become airborne, they may be inhaled into the lungs, where they can cause significant health problems. Under the Clean Air Act and its regulations, a material is considered “asbestos-containing material” if at least one sample collected from the homogeneous material shows asbestos present in an amount greater than 1 percent by weight.

Youngdahl concluded that there is the potential for asbestos-containing materials (ACM) to be present in soils because the structures that were formerly present on-site were constructed prior to 1980.

Lead-based Paint

Lead is a highly toxic metal that was used in a number of products, most notably in paint, until the late 1970s when lead-based paint (LBP) was prohibited by federal law. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Lead-containing materials generally do not pose a health threat unless the material is disturbed or sufficiently deteriorated to produce dust, which may become airborne and inhaled or ingested. Primary sources of lead exposure are deteriorating LBP on structures, lead-contaminated dust, and lead-contaminated soil. Both federal law and California law define “lead-based paint” as paint containing a minimum of 0.5 percent lead by weight (California Code of Regulations [CCR] Title 17 §

35033). Lead-containing waste materials with a concentration greater than 0.1 percent are treated as hazardous waste under California law (CCR Title 22, § 66261.24(a)(2)).

Youngdahl concluded that there is the potential for LBP to be present in soils because the structures that were formerly present on-site were constructed prior to 1978.

Polychlorinated Biphenyls

Polychlorinated biphenyls (PCBs) are a family of chlorinated compounds that are non-flammable, chemically stable, with a high boiling point and electrical insulating properties. Their qualities as a fire retardant and insulator made them effective in high temperature applications. PCBs are strictly regulated because of their toxicity and persistence in the environment. Prior to the federal ban on the manufacture of PCBs in 1978, PCBs were commonly incorporated in the manufacture of fluorescent light ballasts.

No leaking or stained equipment that would have the potential to contain PCBs (e.g., transformers, capacitors, light ballasts, hydraulic equipment) was observed on or adjacent to the project site during the site reconnaissance.

Agricultural Chemicals

The project site has supported agricultural land uses for at least the last 70 years. Based on this information, there is a potential that residual agricultural chemicals are present within the on-site soils.

Radon

Radon is a carcinogenic radioactive gas resulting from the natural breakdown of uranium in soil, rock, and water. Radon gas enters a building through cracks in foundations and walls. Once inside the building, radon decay products may become attached to dust particles and inhaled, or the decayed radioactive particles alone may be inhaled and cause damage to lung tissue. The United States Environmental Protection Agency (EPA) has established a safe radon exposure threshold of 4.0 picocuries per liter of air (pCi/l). Table 3.7-3 summarizes indoor radon test results for three zip codes in the project vicinity. As shown in the table, no samples exceeding 4.0 pCi/l have been reported in the Suisun City area. Therefore, radon does not pose a risk to the proposed project.

Table 3.7-3: Indoor Radon Testing Summary

Zip Code	Total Indoor Radon Samples	No. Exceeding 4.0 pCi/L	Percent Exceeding 4.0 pCi/L	Maximum Result (pCi/L)
94533 (Fairfield)	38	0	0%	2.1
94534 (Cordelia)	13	0	0%	1.9
94585 (Suisun City)*	10	0	0%	1.0
Total	**51**	**0**	**0%**	**—**

Notes:
pCi/L = picocuries per liter
* Project site located within 94585 zip code
Source: California Department of Public Health. 2016.

Pipelines

Several pipelines are located within or proximate to the project boundaries. These include the (1) JP-8 Underground Transfer Pipeline within Petersen Road, (2) a Pacific Gas and Electric Company (PG&E) natural gas pipeline that crosses the project site in an east–west direction, (3) a PG&E natural gas pipeline within Walters Road, (4) a PG&E natural gas pipeline within Petersen Road, and (5) a PG&E natural gas pipeline that follows the eastern boundary of the project site. Exhibit 3.7-1 depicts the pipelines in the project vicinity.

JP-8 Underground Transfer Pipeline

The JP-8 Underground Transfer Pipeline is located within Petersen Road in the project vicinity. The pipeline is 8 inches in diameter and conveys JP-8 aviation fuel to Travis Air Force Base.

Natural Gas Pipelines

Several PG&E natural gas pipelines are located in the project vicinity. A 16-inch-diameter pipeline crosses through the project site in an east–west direction. Pipelines are also located within Walters Road, Petersen Road, and along the eastern boundary of the project site. These pipelines serve Travis Air Force Base and also convey natural gas from the Rio Vista Gas Field west to the San Francisco Bay Area.

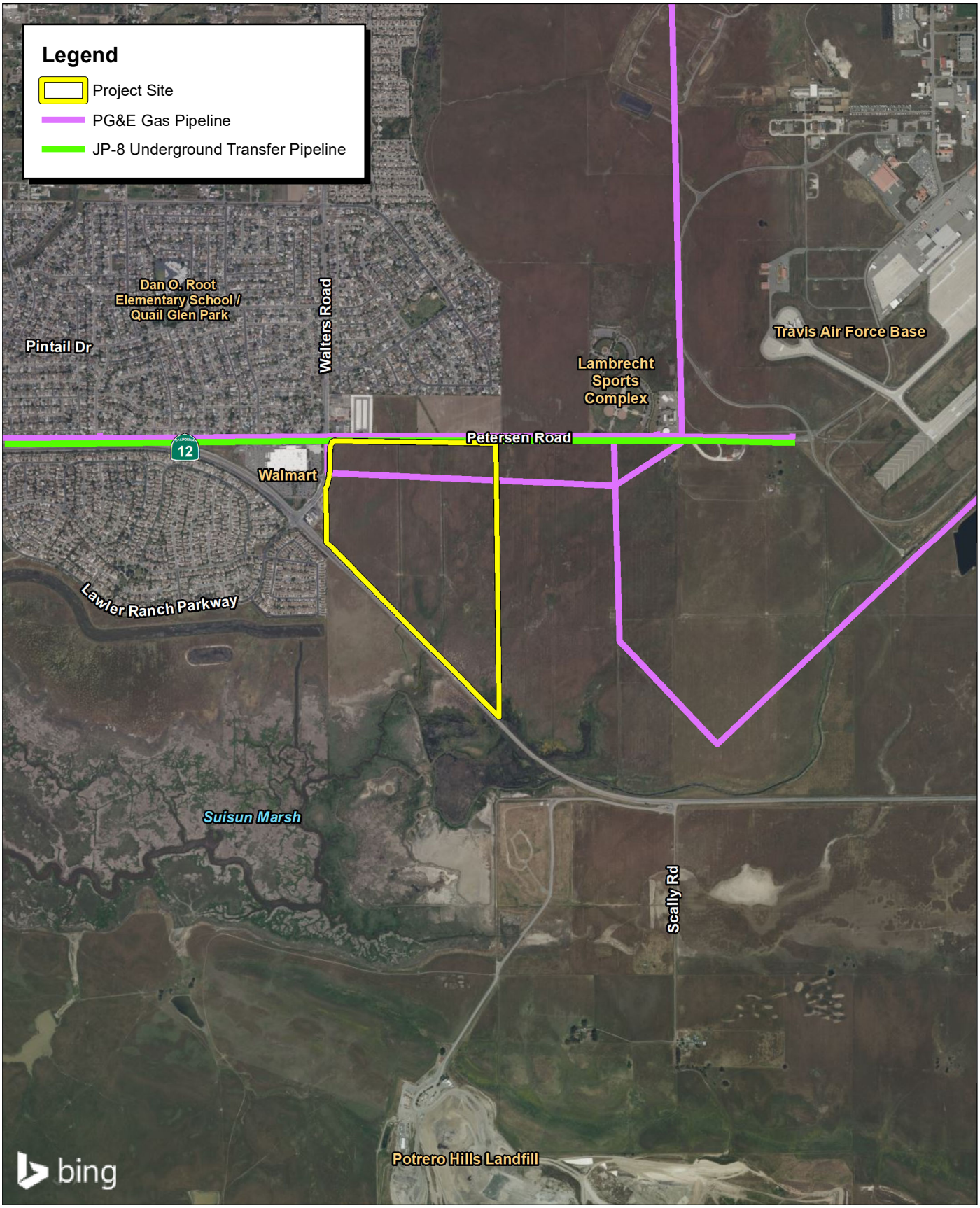
Low-Frequency Electromagnetic Fields

Electrical transmission and distribution lines emit extremely low-frequency electromagnetic fields (EMFs), which have been suspected to be linked to cancer. However, scientific research has never conclusively established a link between EMFs and cancer. In 2007, the World Health Organization issued a report titled “Extremely Low-Frequency Fields, Environmental Health Criteria Monograph No. 238” that concluded that evidence between extremely low-frequency EMFs and childhood leukemia is not strong enough to be considered causal, although it did note that the issue still was of concern. The same report indicated that there is inadequate evidence or no evidence linking low-frequency EMFs and health effects associated with all other diseases.

No major electrical transmission lines (i.e., tower lines) are located within 0.5 mile of the project site. A 220 kilovolt (kV) tower line is located approximately 1 mile to the southeast of the project site.

Travis Air Force Base

Travis Air Force Base is located approximately one-half mile east of the project site. The Air Base encompasses 6,455 acres and operates three runways: 3L/21R (11,001 feet), 3R/21L (10,995 feet), and 32/212 (3,500 feet). The host unit of the Air Base is the 60th Air Mobility Wing, which has a fleet of C-5M Galaxy and C-17 Globemaster III cargo aircraft and KC-10 Extenders refueling aircraft. Travis Air Force Base handles the most cargo and passengers of any military air terminal in the United States.



Source: Bing Aerial Imagery.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Exhibit 3.7-1
Pipeline Map

30040007 • 04/2023 | 3.7-1_pipeline.mxd

CITY OF SUISUN CITY
SUISUN LOGISTICS CENTER PROJECT
ENVIRONMENTAL IMPACT REPORT

THIS PAGE INTENTIONALLY LEFT BLANK

3.7.3 - Regulatory Framework

Federal

United States Environmental Protection Agency

The EPA leads the nation's environmental science, research, education, and assessment efforts. The EPA's mission is to protect human health and to safeguard the natural environment including air, water, and land. The EPA works closely with other federal agencies, State and local governments, and Indian tribes to develop and enforce regulations under existing environmental laws. The EPA is primarily responsible for researching and setting national standards for a variety of environmental programs, and delegates responsibility for issuing permits and monitoring and enforcing compliance to states and tribes. When national standards are not met, the EPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality. The EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts.

EPA Region 9 has jurisdiction over the southwestern United States (Arizona, California, Nevada, and Hawaii), including Suisun City.

Resource Conservation and Recovery Act

The 1976 Federal Resource Conservation and Recovery Act (RCRA) and the 1984 RCRA Amendments regulate the treatment, storage, and disposal of hazardous and non-hazardous wastes. The legislation mandated that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities.

The 1984 RCRA amendments provided the framework for a regulatory program designed to prevent releases from USTs. The program establishes tank and leak detection standards, including spill and overflow protection devices for new tanks. The tanks must also meet performance standards to ensure that the stored material will not corrode the tanks. Owners and operators of USTs had until December 1998 to meet the new tank standards.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 introduced active federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. The act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous substances releases. The act deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

United States Department of Transportation

The Hazardous Materials Transportation Act of 1974, as amended, is the basic statute regulating hazardous materials transportation in the United States. This law gives the United States Department of Transportation and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

State agencies are authorized to designate highways for the transport of hazardous materials. Where highways have not been designated, hazardous materials must be transported on routes that do not go through or near heavily populated areas.

Federal Aviation Administration

The Federal Aviation Administration (FAA) regulates aviation at regional, public, private, and military airports. The FAA regulates objects affecting navigable airspace and structures taller than 200 feet according to Federal Aviation Regulation 49 Code of Federal Regulations 77.13. The United States Department of Transportation (USDOT) and the California Department of Transportation (Caltrans) require the project proponent to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration. According to 49 Code of Federal Regulations 77.17, notification allows the FAA to identify potential aeronautical hazards in advance, thereby preventing or minimizing any adverse impacts on the safe and efficient use of navigable airspace. Any structure that would constitute a hazard to air navigation, as defined in this FAA regulation, would require issuance of a permit from Caltrans' Aeronautics Program. The permit is not required if the FAA aeronautical study determines that the structure would have no impact on air navigation.

State

Cortese List

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). While Government Code Section 65962.5 makes reference to the preparation of a 'list,' many changes have occurred related to web-based information access since 1992 and this information is now largely available on the websites of GeoTracker and EnviroStor. Those requesting a copy of the Cortese "list" are now referred directly to the appropriate information resources contained on the Internet web sites (e.g., GeoTracker and EnviroStor).

California Health and Safety Code

The California Environmental Protection Agency (Cal/EPA) has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Sections 25531, *et seq.* incorporates the requirements of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. Health and Safety Code Section 25534 directs facility owners storing or handling acutely hazardous materials in reportable quantities to develop a Risk Management Plan. The plan must be submitted to the appropriate local authorities, the designated local administering agency, and the EPA for review and approval.

California Environmental Protection Agency

Government Code Section 65962.5 requires Cal/EPA to develop a Cortese List at least annually. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information on the list, and other local and State government agencies are required to provide additional information. Cal/EPA operates the California Air Resources Board (ARB), the Department of Pesticide Regulation, the DTSC, the Integrated Waste Management Board, the California Office of Environmental Health Hazard Assessment (OEHHA), and the California State Water Resources Control Board (State Water Board). The function of each of these six offices is discussed below.

California Air Resources Board

The ARB promotes and protects public health, welfare, and ecological resources through the effective and efficient reduction of air pollutants in recognition and consideration of the effects on the economy of the State.

Department of Pesticide Regulation

The Department of Pesticide Regulation regulates all aspects of pesticide sales and use to protect the public health and the environment for the purpose of evaluating and mitigating impacts of pesticide use, maintaining the safety of the pesticide workplace, ensuring product effectiveness, and encouraging the development and use of reduced-risk pest control practices.

California Department of Toxic Substances Control

The DTSC's mission is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention. The DTSC protects residents from exposure to hazardous wastes. The DTSC operates programs to:

- Deal with the aftermath of improper hazardous waste management by overseeing site cleanups.
- Prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of waste do so properly.
- Take enforcement actions against those who fail to manage hazardous wastes appropriately.
- Explore and promote means of preventing pollution and encourage reuse and recycling.
- Evaluate soil, water, and air samples taken at sites, and develop new analytical methods.

California Department of Resources Recycling and Recovery

The California Department of Resources Recycling and Recovery (CalRecycle) protects the public health and safety and the environment through waste prevention, waste diversion, and safe waste processing and disposal. CalRecycle is responsible for managing California's solid waste stream. CalRecycle is helping California divert its waste from landfills by:

- Developing waste reduction programs.
- Providing public education and outreach.
- Assisting local governments and businesses.
- Fostering market development for recyclable materials.

- Encouraging used oil recycling.
- Regulating waste management facilities.
- Cleaning up abandoned and illegal dumpsites.

Office of Environmental Health Hazard Assessment

The OEHHA is responsible for developing and providing risk managers in state and local government agencies with toxicological and medical information relevant to decisions involving public health. OEHHA also works with federal agencies, the scientific community, industry, and the general public on issues of environmental as well as public health. Specific examples of OEHHA responsibilities include:

- Developing health-protective exposure standards for air, water, and land to recommend to regulatory agencies, including ambient air quality standards for the ARB and drinking water chemical contaminant standards for the Department of Health Services. Assessing health risks to the public from air pollution, pesticide and other chemical contamination of food, seafood, drinking water, and consumer products.
- Providing guidance to local health departments, environmental departments, and other agencies with specific public health problems, including appropriate actions to take in emergencies that may involve chemicals.

California State Water Resources Control Board

The State Water Board preserves and enhances the quality of California's water resources and ensures their proper allocation and efficient use for the benefit of present and future generations. The State Water Board maintains the Leaking Underground Storage Tank Information System (LUTIS) Database, which contains information on registered LUSTs in the State.

California Occupational Safety and Health Agency

The California Occupational Safety and Health Agency (Cal/OSHA) sets and enforces standards that ensure safe and healthy working conditions for California's workers. The Division of Occupational Safety and Health is charged with the jurisdiction and supervision of workplaces in California that are not under federal jurisdiction. Cal/OSHA regulates issues involving unsafe workplace conditions, worker exposure to chemicals, illness due to workplace exposure, or improper training.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, the Cal/EPA adopted regulations implementing the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements: (1) hazardous waste generators and hazardous waste on-site treatment; (2) USTs; (3) aboveground storage tanks; (4) hazardous materials release response plans and inventories; (5) risk management and prevention programs; and (6) Uniform Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level. The local agency that is responsible for the implementation of the Unified Program is the Certified Unified Program Agency (CUPA), and the Solano County Department of Resource Management, Environmental Health Services Division, is the designated CUPA.

The California Hazardous Materials Release Response Plans and Inventory Law of 1985

The Business Plan Act requires that any business that handles hazardous materials prepare a business plan, which must include the following:

- Details, including floor plans, of the facility and business conducted at the site.
- An inventory of hazardous materials that are handled or stored on-site.
- An emergency response plan; and
- A safety and emergency response training program for new employees with annual refresher courses.

Hazardous Materials Transportation Regulations

The State has also adopted United States Department of Transportation Regulations for the intrastate movement of hazardous materials. State regulations are contained in California Code of Regulations, Title 26. In addition, the State regulates the transportation of hazardous waste originating in the State and passing through the State (CCR Title 26). Both regulatory programs apply in California. The two State agencies with primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and Caltrans.

California Vehicle Code Section 32000

Common carriers are licensed by the CHP, pursuant to California Vehicle Code Section 32000. This section requires the licensing of every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (Cal/ARP) regulations became effective January 1, 1997, replacing the California Risk Management and Prevention Program. Cal/ARP was created to prevent the accidental release of regulated substances. It covers businesses that store or handle certain volumes of regulated substances at their facilities. A list of regulated substances is found in Section 2770.5 of the Cal/ARP regulations. If a business has more than the listed threshold quantity of a substance, an accidental release prevention program must be implemented, and a risk management plan may be required. The California Office of Emergency Services (OES) is responsible for implementing the provisions of Cal/ARP.

California Department of Transportation and California Highway Patrol

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. In California, the CHP is authorized to designate and enforce route restrictions for the transportation of hazardous materials. To operate in California, all hazardous waste transporters must be registered with the DTSC. Unless specifically exempted, hazardous waste transporters must comply with the CHP Regulations, the California State Fire Marshal Regulations, and the United States Department of Transportation Regulations. In addition, hazardous waste transporters must comply with Division 20, Chapter 6.5, Article 6 and 13 of the

California Health and Safety Code, and the Title 22, Division 4.5, Chapter 13 of the California Code of Regulations, both of which are administered by the DTSC.

State Aeronautics Act

The State Aeronautics Act requires each county with an airport to establish an Airport Land Use Commission to regulate land use around airports, in order to protect public safety and ensure that land uses near airports do not interfere with aviation operations. The Travis Air Force Base Land Use Compatibility Plan regulates land use around Travis Air Force Base by requiring compliance with the Travis Air Force Base Land Use Compatibility Plan. In certain circumstances, local governments have the ability to override the decisions of the Airport Land Use Commission.

California Department of Toxic Substances Control

The DTSC oversees soil remediation of sites contaminated by organochlorine pesticides. The agency has issued guidance for such activities: "Proven Technologies and Remedies Guidance, Remediation of Organochlorine Pesticides in Soil." The guidance is intended to expedite cleanup of sites with elevated concentrations of organochlorine pesticides in soils by limiting remediation activities to proven methods.

California Environmental Quality Act

When preparing an EIR for a project within airport land use plan boundaries or, in the absence of such a plan, within two nautical miles of a public airport or public use airport, a lead agency must use Caltrans' "Airport Land Use Planning Handbook" as a technical resource for assessing airport safety hazards and noise problems (Public Resources Code § 21096; State CEQA Guidelines § 15154(a)).

Notably, the California Supreme Court, in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, recognized that Section 21096 created an exception to the general principle that "that agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." The Court explained that "[a]lthough CEQA does not generally require an evaluation of the effects of existing hazards on future users of the proposed project, it calls for such an analysis in . . . specific contexts involving certain airport (§ 21096) . . . projects . . . " (62 Cal.4th at p. 391). "Section 21096 requires a lead agency to use certain technical resources when addressing airport-related safety hazards and noise problems in EIRs for projects near airports (§ 21096, subd. (a)) . . . " (62 Cal.4th at p. 391).

Local

City of Suisun City

General Plan

The Suisun City General Plan sets forth the following goals, objective, and policies relevant to:

Goal PHS-10 Reduce Potential Human Injury or Property Damage During the Manufacture, Storage, or Transportation of Hazardous Substances.

Objective PHS-10 Avoid and minimize health risk associated with hazardous materials.

Policy PHS-10.1 The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, State, and federal safety standards.

Goal PHS-16 Reduce the Potential for Human Injury or Property Damage Resulting from Activities at Travis Air Force Base.

Objective PHS-16 Promote the ongoing mission of Travis AFB, while avoiding local risks related to ongoing operations.

Policy PHS-16.1 The City will regularly coordinate closely with Travis AFB to ensure that existing and future land uses do not interfere with existing or planned operations at the Base.

Policy PHS-16.2 Notwithstanding other provisions of the plan, the City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Compatibility Plan.

County of Solano

Travis Air Force Base Land Use Compatibility Plan

The Travis Air Force Base Land Use Compatibility Plan sets forth recommendations to guide development and land use activities in the Airport Influence Area of Travis Air Force Base. The most recent version of the plan was adopted by the Solano County Airport Land Use Commission on October 8, 2015.

The plan identifies aviation noise contours and designates land use zones around the Air Base based on proximity to the runways. Development and land use activities that occur near the Air Base are regulated on the basis of exposure to aviation noise and relationship to aircraft overflight patterns.

A detailed discussion of the Travis Air Force Base Airport Land Use Compatibility Plan is provided in Section 3.8, Land Use.

Travis Reserve Area Zoning Overlay

The Travis Reserve Area Zoning Overlay was added to the Solano County Code in 2023 to implement the Travis Reserve Area and to protect land within the overlay for continued crop production and grazing uses as well as compatible nonavian habitat uses until a military use or other use clearly supporting the mission of the base is proposed for the land.

No new residential uses are permitted within the Travis Reserve Area Zoning Overlay, and new development or expansion of existing nonresidential uses is subject to discretionary review and shall not be approved unless found to be consistent with the purpose of the Travis Reserve Area Zoning Overlay.

Septic Systems and Wells

Solano County Code Chapter 6.4 and Chapter 13.10 govern the construction and destruction of septic systems and wells. Such activities require the issuance of a permit by the Solano County Environmental Health Services Division. County Code sets forth specific standards associated with destroying such systems. Only on-site sewage disposal system work specifically authorized by the construction permit may be performed. A copy of the approved permit and plans shall be kept at the job site while the work is in progress. To ensure installation of a safe, effective sewage disposal system and conformance with the County Code and all terms and conditions of the permit, the Environmental Health Services Division shall perform construction inspections as detailed in County Code Section 6.4-55.

An annual operation permit is required by Section 6.4-56. An alternative system shall be operated, maintained, and monitored pursuant to the requirements of the County Code the operation permit. Under terms of the operation permit, Division personnel shall conduct annual review of the performance and condition of the system. The Environmental Health Services Division may deny, suspend, or revoke a permit.

Additionally, Section 13.10 regulates the (1) construction, (2) reconstruction, (3) destruction, and (4) inactivation of water, cathodic protection, and monitoring wells in such a manner that the ground water of the county will not be contaminated or polluted and that water obtained from wells will be suitable for beneficial use and will not jeopardize the health, safety, or welfare of the county. Section 13.10-14 sets forth specific standards. The Program Manager may suspend or revoke a well permit issued under Chapter 13.10 whenever they determine that a condition resulting from any work performed under such a permit constitutes a nuisance, or when the applicant, his/her agents, employees, or the licensed well drilling contractor performing the work violates any permit or misrepresents any material facts in the application for a permit.

3.7.4 - Methodology

Youngdahl prepared a Phase I ESA in accordance with ASTM Practice E 1527-13. The complete Phase I ESA is provided in Appendix F. The methods of the Phase I ESA are described as follows.

Youngdahl conducted a government records review (via EDR), reviewed historic aerial photographs and topographic maps, performed site reconnaissance on September 24, 2015, and interviewed individuals familiar with past and present uses of the project site. The findings are summarized in the Phase I ESA, with supporting information appended. Although the Phase I ESA was more than 5 years old at the date of Notice of Preparation issuance, its findings are still considered valid because the surface and subsurface conditions of the project site have not substantially changed since the report was prepared.

FCS also reviewed the Caltrans Airport Land Use Planning Handbook and Travis Air Force Base Airport Land Use Compatibility Plan for information about aviation safety.

3.7.5 - Thresholds of Significance

CEQA Guidelines Appendix G is a sample Initial Study checklist that includes a number of factual inquiries related to the subject of hazards and hazardous materials, in addition to a series of other environmental topics. Notably, lead agencies are under no obligation to use these inquiries in fashioning thresholds of significance for these subjects, or on any subject addressed in the checklist. (*Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068). Rather, with few exceptions, "CEQA grants agencies discretion to develop their own thresholds of significance." (*Id*.) Even so, it is a common practice for lead agencies to take the language from the inquiries set forth in Appendix G and to use that language in fashioning thresholds. The City has done so here, though it has also relied on professional judgment. Thus, for purposes of this Draft EIR, a significant impact would occur if implementation of the proposed project would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Refer to Section 7, Effects Found not to be Significant)

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Refer to Section 7, Effects Found not to be Significant)

g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires. (Refer to Section 7, Effects Found not to be Significant)

3.7.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Routine Transport, Use, or Disposal of Hazardous Materials

Impact HAZ-1:	**The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Impact Analysis

The proposed project consists of the development of 2.1 million square feet of high-cube warehouse uses on 120 acres of the project site.

Construction

Construction activities would entail the use of heavy equipment on the project site. Potential hazardous materials transported, used, or disposed of during project construction would be limited to commonly used substances such as gasoline, diesel, oil, grease, mechanical fluids, paints, and cleaning solvents. Construction equipment would be serviced by trained technicians and potentially hazardous materials would be stored in secured facilities. Furthermore, the safe handling of these commonly used substances is governed by occupational health and safety laws and regulations and construction contract requirements. Therefore, the use of this equipment and these substances during construction would not present any undue risks to the public or the environment.

Operations

High-cube warehouse facilities are typically used for distribution, fulfillment, and storage of non-hazardous commodities, goods, and manufactured products. As such, no large quantity hazardous materials users are contemplated as end users. In the unlikely event that a large quantity hazardous materials user were to become an end user, this would trigger permitting requirements with at a minimum the City of Suisun City and the County of Solano. This may include additional environmental review.

Project end users would be expected to handle small quantities of commonly used hazardous substances such as cleaning solvents, diesel, gasoline, grease/degreasers, mechanical fluids, and oil as part of daily operations. Given the small quantities involved and the characteristics of use (e.g., routine maintenance and cleaning), their use would not be considered a potential risk to human health or the environment. The use of acutely hazardous materials of any quantity that have the potential to result in releases that could potentially expose substantial numbers of people or the environment to harm is not anticipated by project end uses.

Conclusion

In summary, the operational activities associated with the proposed project would not create a significant hazard to the public or environment. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Risk of Upset

Impact HAZ-2: **The proposed project may create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.**

Impact Analysis

As discussed in Impact HAZ-1, construction activities would entail the use of heavy equipment on the project site. Potential hazardous materials transported, used, or disposed of during project construction would be limited to commonly used substances such as gasoline, diesel, oil, grease, mechanical fluids, paints, and cleaning solvents. Construction equipment would be serviced by trained technicians and potentially hazardous materials would be stored in secured facilities. Furthermore, the safe handling of these commonly used substances is governed by occupational health and safety laws and contractual requirements. Therefore, the use of this equipment and these substances during construction would not create a significant hazard to the public or environment from reasonably foreseeable upset or accident conditions.

As discussed in Impact HAZ-1, project end users would be expected to handle small quantities of commonly used substances such as cleaning solvents, diesel, gasoline, grease/degreasers, mechanical fluids, and oil as part of daily operations; large quantity use of hazardous materials or use of acutely hazardous materials of any quantity would not occur. In the unlikely event that a large quantity hazardous materials user were to become an end user, this would trigger permitting requirements with at a minimum the City of Suisun City and the County of Solano. This may include additional environmental review.

Pipelines

Several pipelines are located within or proximate to the project boundaries. These include (1) the JP-8 Underground Transfer Pipeline within Petersen Road, (2) a 16-inch-diameter PG&E natural gas pipeline that crosses the project site in an east–west direction, (3) a PG&E natural gas pipeline within Walters Road, (4) a PG&E natural gas pipeline within Petersen Road, and (5) a PG&E natural gas pipeline that follows the eastern boundary of the project site.

All of the pipelines would be left in place and protected during construction activities. Hazardous materials transmission pipelines are regulated by federal and State regulations that include the following:

- **Integrity Management Programs:** Pipeline operators are required to maintain Integrity Management Programs that involve regular inspections of pipelines for structural deficiencies. If structural deficiencies are observed, they must be corrected.
- **Supervisory Control and Data Acquisition (SCADA) System:** Pipeline operators are required to monitor their systems with SCADA systems. A SCADA system allows for remote monitoring of pipeline performance from a control center. If an unexpected parameter is observed (such as a sudden drop in pressure), the SCADA system has the ability automatically close pipeline blocks to isolate the affected segment.

- **Underground Service Alert of Northern California (USA North 811):** The USA North 811 system allows for construction excavators in Northern California and Nevada to request marking of underground utilities. Excavators enter a ticket into the USA North 811 system 2 to 14 days prior to excavation and then affected utility providers (including pipeline operators) will (1) mark or stake the horizontal path of their facility; (2) provide information about the location of their facility; or (3) advise the excavator of clearance for their facilities. A ticket is then issued to the excavator that is valid for 28 days from date of issuance.
- **Excavation Regulations:** State law requires that excavations that occur within 24 inches of a facility employ hand tools to expose it. Once exposed, it must be protected prior to using power equipment.

To summarize, hazardous materials pipelines must be routinely inspected and monitored to determine whether they are structurally sound. Excavations that occur near hazardous materials pipelines are required to first notify the USA North 811 system to identify the location of the facility and then comply with State regulations requiring exposure and protection of the facility during construction. In the unlikely event of a pipeline rupture caused by construction activities, the SCADA system would allow for real-time monitoring and automatic shutdown of the affected pipeline block. Mitigation Measure (MM) HAZ-2 requires that the aforementioned pipeline safety requirements be implemented prior to the first ground-disturbing activities. Implementation of these measures would ensure that construction personnel have properly identified the location of all pipelines and taken appropriate precautions to minimize hazards. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM HAZ-2 Prior to the first ground-disturbing activities, the applicant shall implement the following measures to protect underground pipelines:

- The applicant shall notify the Underground Service Alert of Northern California (USA North 811) system (or successor) to mark the location of all pipelines. Pipelines shall be marked prior to ground-disturbing activities.
- The location of all pipelines shall be shown on all relevant construction plans.
- Notes shall be provided on these plans advising contractors of the presence of the pipelines, safety measures to protect the pipeline (e.g., excavation regulations), and contact information for the pipeline operator.

Level of Significance After Mitigation

Less than significant impact.

Government Code Section 65962.5 Sites/Site Contamination

Impact HAZ-3: **The proposed project may be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.**

Impact Analysis

Cortese List

The Phase I ESA indicated that there were several nearby sites listed on regulatory databases including Bonfare Market, Travis Air Force Base, and the Potrero Hills Landfill. Of these sites, only the Bonfare Market at 1500 Walters Road had the potential to pose a risk to the proposed project. As indicated in Section 3.7.2, Environmental Setting, the results of a groundwater monitoring program show that residual contaminants in groundwater no longer exceed regulatory levels, and Solano County Department of Resource Management Environmental Health Division issued a "Case Closure" letter on June 30, 2017. However, the site is still included in the State Water Board's Geotracker database, but is noted as case closed.

Residual Concentrations of Hazardous Materials

The Phase I ESA noted that the project site has been utilized for agricultural land use activities for more than 70 years and previously supported several buildings that were constructed prior to the federal bans on ACMs and LBP. Thus, there is the potential that residual concentrations of pesticides, organochloride termiticides, ACMs, or LBP may be present on-site. Thus, MM HAZ-3a and MM HAZ-3b require the applicant to conduct further testing and investigations for these materials and abate any hazardous conditions found to be present prior to grading. This would ensure that any residual concentrations of hazardous materials are abated to health and safety standards and do not pose a substantial risk to human health or the environment.

Septic Systems and Wells

The Phase I ESA found evidence that septic systems and wells are currently present or were formerly present on-site. Therefore, MM HAZ-3c requires that the applicant destroy any unused septic system or wells in accordance with Solano County Code Chapter 6.4 and Chapter 13.10 prior to grading. This would ensure that the proposed project does not adversely impact groundwater resources through improperly abandoned wells or septic systems that serve as vectors for contamination.

In summary, with the implementation of MM HAZ-3a through MM HAZ-3d, all impacts would be reduced to a level of less than significant.

Radon

The California Department of Health Services has conducted 51 indoor radon tests in the three zip codes that comprise the Fairfield/Suisun City area and none yielded indoor radon levels above 4 pCi/l.

Moreover, the proposed project proposes slab-on-grade construction, which has a low susceptibility to radon intrusion. In contrast, buildings with subsurface spaces such as basements or parking garages have a much higher susceptibility to radon intrusion.

Electromagnetic Fields

There are no high voltage electrical facilities within 0.5 mile of the project site. The low voltage power lines near the project site would not be significant sources of EMFs. As such, the project site is not exposed to high levels of low-frequency EMFs.

Conclusion

The proposed project may be exposed to hazards or hazardous materials from past uses of the project site. The implementation of MM HAZ-3a through MM HAZ-3c would reduce impacts to a level of less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM HAZ-3a Prior to issuance of the first grading permit, the project applicant shall retain a qualified hazardous materials contractor to conduct soil testing for the presence of residual concentrations of pesticides and organochlorine termiticides. The testing shall occur in accordance with California Department of Toxic Substances Control (DTSC) "Proven Technologies and Remedies Guidance, Remediation of Organochlorine Pesticides in Soil" or equivalent guidance. If residual concentrations exceed applicable standards for nonresidential development, the applicant shall abate or remove impacted soil prior to the first grading activities. As part of the grading permit application, the applicant shall submit documentation to the City confirming that soil testing occurred and that any necessary abatement activities were successfully completed.

MM HAZ-3b Prior to issuance of the first grading permit, the project applicant shall retain a qualified hazardous materials contractor to investigate the presence or absence of asbestos-containing materials (ACM) and lead-based paint (LBP). If ACMs or LBP is found to be present, they should be removed prior to the first grading activities. As part of the grading permit application, the applicant shall submit documentation to the City confirming that an investigation occurred and that any necessary abatement activities were successfully completed.

MM HAZ-3c Prior to issuance of the first grading permit, the project applicant shall retain a qualified hazardous materials contractor to investigate the presence or absence of septic systems or wells. If septic systems or wells are found to be present, they shall be destroyed in accordance with the procedures set forth in Solano County Code Chapter 6.4 (septic systems) and Chapter 13.10 (wells) unless they are proposed to be retained. As part of the grading permit application, the applicant shall submit documentation to the City confirming that an investigation occurred and that any necessary abatement activities were successfully completed.

Level of Significance After Mitigation

Less than significant impact.

Aviation Safety

Impact HAZ-4: The proposed project may result in a safety hazard for people residing or working the project area.

Impact Analysis

The project site is located within Zone B1 and Zone C of the Travis Air Force Base Land Use Compatibility Plan.

As discussed in Section 3.8, Land Use, the proposed industrial uses are consistent with the noise compatibility, density standards, and safety requirements for Zone C. The Caltrans Airport Land Use Planning Handbook was used as a technical resource in this evaluation.

Travis Air Force Base Land Use Compatibility Plan identifies hazards to aviation as land uses that emit glint, glare, or distracting lights that could be mistaken for airport lights; sources of dust, steam, high-velocity exhaust plumes; or smoke that may impair pilot vision. The proposed project consists of high-cube warehouses and would not emit sources of dust, steam, high-velocity exhaust plumes, or smoke. As indicated in Impact AES-3 in Section 3.3, Aesthetics, Light, and Glare, the proposed project would result in new sources of light and glare via exterior lighting and potentially solar panels. Exterior lighting would consist of illuminated signage, building-mounted lights, and freestanding lights that would be distributed throughout the developed portion of the project site. They would not be arranged in a manner that would resemble airport runway lighting and, thus, not create aviation hazards. MM AES-3, which requires the proposed project be designed to reduce light and glare hazards, would reduce the impact to a level of less than significant.

A detailed evaluation of project consistency with the Travis Air Force Base Land Use Compatibility Plan is provided in Section 3.8, Land Use.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM AES-3.

Level of Significance After Mitigation

Less than significant impact.

THIS PAGE INTENTIONALLY LEFT BLANK