



Planning Division · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.4326

NOTICE OF PREPARATION

Date: October 2, 2018
To: Responsible Agencies, Organizations, and Interested Parties
From: City of Vallejo
Contact: Alea Gage
Economic Development Project Manager
City of Vallejo, Economic Development Division
555 Santa Clara Street, Vallejo, CA 94590
Subject: **Fairview at Northgate (Cooke Property) Environmental Impact Report**

In discharging its duties under Section 15020 of the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), the City of Vallejo (City), as lead agency, intends to prepare an Environmental Impact Report (EIR), consistent with the California Environmental Quality Act (CEQA)(Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines, that address the potential physical environmental effects of the Fairview at Northgate Project (proposed project). In accordance with State CEQA Guidelines Section 15082, the City has prepared this Notice of Preparation (NOP) to provide responsible agencies, trustee agencies, involved federal agencies, special districts, Solano County, adjacent cities, neighboring landowners, agencies with jurisdiction by law, public and private utility providers and other interested parties with sufficient information describing the proposed project and its potential environmental effects in order to provide a meaningful response.

As specified by the State CEQA Guidelines, the NOP will be circulated for a 30-day review period. The City requests and welcomes public input and input from other stakeholders and public agencies during this review. If no response or request for additional time is received from any responsible agency by the end of the review period, the lead agency may presume that responsible agencies have no response.

Documents or files relating to the proposed project are available at, and written and/or email comments in response to this NOP should be directed to, the City at the address below. Comments should be provided to the City at the earliest possible date, but no later than 30 calendar days after receipt of this NOP. This NOP, which includes a public notice regarding the Scoping Session, was sent to state agencies and filed with the State Office of Planning and Research on October 2, 2018, posted with the Solano County Clerk's Office and published in the Vallejo Times-Herald on October 2, 2018, and mailed or email to interested parties on or before October 2, 2018 . Please include "Fairview at Northgate EIR NOP Scoping Comments" in the subject line and send or email all comments to:

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The 30 day comment period for this Notice of Preparation closes at 5:00 p.m. on **November 1, 2018**.

Agencies that will need to consider the EIR when deciding whether to issue permits or other approvals for the Fairview at Northgate Project should provide the name of a contact person. Comments provided by email should include “Fairview at Northgate EIR NOP Scoping Comment” in the subject line, and the name and mailing address of the commenter in the body of comment.

Public Scoping Meeting: The City will conduct a scoping meeting during the 30-day public review period of this NOP. The scoping meetings will be held as follows:

October 10 , 2018
6:30 p.m.
John F. Kennedy Library
The Vallejo Room, Basement Level
505 Santa Clara Street,
Vallejo, CA 94590

PROPOSED PROJECT SITE AND ENVIRONMENTAL SETTING

The proposed project site is a vacant, undeveloped parcel (Assessor Parcel Number 0081-490-010) located within the City of Vallejo in Solano County and generally bound by the eastern right-of-way of Admiral Callaghan Lane, the southern right of way of Turner Parkway and to the north of Rotary Way. The proposed project site would be accessed via Admiral Callaghan Lane adjacent to the northwest and Turner Parkway to the north. The I-80 freeway is located immediately adjacent to the west of Admiral Callaghan Lane. Figure 1: *Regional Map*, shows the proposed project site in a regional context. Figure 2: *Vicinity Map*, presents the proposed project site and vicinity in a localized context.

Proposed Project Site Environmental Setting

The proposed project site encompasses approximately 51.3 acres and is currently undeveloped, vacant land. The proposed project site is located southeast of the intersection of Turner Parkway and Admiral Callaghan Lane. The proposed project site is square shaped on the north, east, and southern boundaries, with the western side being angled to the southwest tracing the alignment of the undeveloped City right-of-way adjacent to Admiral Callaghan Lane. The proposed project site is undeveloped land surrounded by areas developed with predominantly commercial and residential uses.

Regional Environmental Setting

Covering an area of approximately 50 square miles, Vallejo is bordered by the City of American Canyon and unincorporated Napa County to the north, the City of Benicia and unincorporated Solano County to the east,

the Carquinez Strait to the south, and the Napa River and San Pablo Bay to the west. Adjacent to the City and to the west is the San Pablo Bay National Wildlife Refuge, and the Solano County Land Trust's Lynch Canyon Open Space is located approximately one mile north of the City. Vallejo lays along the east margin of San Pablo Bay, a northeastern lobe of San Francisco Bay. The topography in Vallejo and its Sphere of Influence (SOI) is varied, ranging from flat-lying areas such as marsh and estuarine. The environment along Mare Island and parts of the east margin of the Napa River includes gently sloping terrain in the central part of the City (especially the area flanking Interstate Highway 80 (I-80) north of Curtola Parkway), hillier terrain that dominates the east-central and northeast parts of the City and include the East Bay Hills and Briones Hills to the southwest, the Vaca Mountains and Napa Valley to the north, and the Diablo Ranges to the southeast. Elevations range from near-sea level on the shores of the Carquinez Strait to nearly 1,000 feet above mean sea level along the crest of Sulphur Springs Mountain in the northeast part of the City.

Regional vehicular access to the City of Vallejo is provided by I-80, Interstate 780 (I-780), State Route (SR)-29, and SR-37. Regional transit access to the City of Vallejo is comprised of passenger ferry service provided by San Francisco Bay Ferry to and from San Francisco; Soltrans bus service to the Bay Area Rapid Transit (BART) District's El Cerrito del Norte and Walnut Creek stations; and Napa County Transportation and Planning Agency's VINE bus service to Napa and the El Cerrito del Norte BART station. Napa County Airport is located approximately six miles to the north.

PROPOSED PROJECT DESCRIPTION

The proposed project is planned to include a mixture of commercial, residential, recreation, and designated open space. The commercial element would be located in the westerly portion of the proposed project site bounded by Admiral Callaghan Lane to the west, Turner Parkway to the north, Avery Green Honda car dealership and a portion of the Quail Ridge Condominiums to the south, and the aforementioned designated open space to the east as a buffer to the planned residential area. The residential element would be located on the easterly portion of the proposed project site bounded by Turner Parkway to the north, the existing Hunter Ranch residential development to the east, the Quail Ridge condominiums to the south and the designated open space to the west as a buffer to the planned commercial area. The proposed project incorporates numerous sidewalks, paseos, and a trail designed to promote a pedestrian and bicycle friendly environment, to encourage alternative transportation between the commercial and residential project elements, and improve access to the proposed open space. All components of the proposed project have been designed and planned with the intent of being responsive to the existing on-site features, topography, and other resources and constraints found on the proposed project site and within the surrounding areas, and to be compliant with pertinent planning documents, regulations, and guidelines. Each component of the proposed project is described in additional detail further below. Please refer to *Table 1: Fairview at Northgate Land Use Table*, below, for a breakdown of the areas of the proposed project uses and refer to *Figure 3: Site Plan*, for a depiction of the proposed project layout and location of proposed project uses. Among other permits, the proposed project would require City approval of a Planned Development Master Plan, and the architectural styles as well as floor plans and elevations of the planned commercial and residential buildings would be reviewed and approved by the City as part of the Unit Plan submittal process.

Table 1 – Fairview at Northgate Land Use Table

Proposed Land Use	Acres	Square Feet (sf)	Number of Units
Commercial	21.8	--	--
Costco	--	152,138	--
Pad for Building #1	--	3,000	--
Pad for Building #2	--	9,400	--
Pad for Building #3	--	7,140	--
Pad for Building #4	--	7,960	--
Gasoline Station Kiosk	--	50	--
Total		179,688	--
Residential	23.8	--	178
Single Family	8.1	--	86
Single Family (with Alleys)	7.1	--	92
Basins/Greenspace	5.5	--	--
Public Roads	3.1	--	--
Open Space	5.7	--	--
Central Corridor (Preservation Area)	5.7	--	--
Total	51.3	179,688	178

Commercial

The westerly portion of the proposed project site is planned to be used for commercial development. The proposed project uses would accommodate approximately 179,688 square feet (sf) of commercial building area within 21.8 acres. The commercial area is proposed to contain 5 separate buildings plus the gasoline service station accommodating up to 30 fueling dispensers and a related 50 sf kiosk. The Commercial center would feature a total 962 parking spaces including the required number of accessible spaces for disabled persons.

The southern portion of the commercial area is proposed to be built with a Costco store, which would be the largest building occupying 152,138 square feet over a 17.2-acre area. Parking in this area would be accommodated by providing a total of 774 parking stalls, of which 16 would be reserved for disabled accessible parking. The proposed gas station would be located in the southerly portion of the parking lot and the Costco would be setback from the roadway approximately 450 feet, separated from Admiral Callaghan Lane by the parking lot.

The northerly end of the commercial area is proposed to be developed into four buildings ranging in size from 3,000 sf to 9,400 sf on a site approximately 3.6 acres in size. Parking would be accommodated for this portion of the commercial area with a total of 188 parking stalls, of which 8 would be reserved for disabled accessible parking. These commercial uses would be located along the frontage with Turner Parkway and

wrap around the southeast corner of Admiral Callaghan Lane and Turner Parkway and then along roughly 1/3 of the western edge of the commercial area fronting Admiral Callaghan Lane. A drive-thru-restaurant is proposed in one of the four buildings in the northerly end of the commercial area and potential uses for the other three buildings include general neighborhood services such as restaurants, health and fitness clubs, medical clinics, pharmacies, salons, laundry, clothing, convenience stores, and other related services.

Residential

The residential component would be located on the easterly portion of the proposed project site and encompass a total 23.8 acres. The residential component would consist of 187 single family detached units comprised of two building types; those with traditional front-loaded garages and those with a private front courtyard and alley loaded garages. The 92 alley-loaded units, generally located within the interior of the proposed project site, would have courtyards and garage access via north-south oriented alleys. The alleys would be accessed via east-west trending 42-foot-wide interior streets. Between the interior residences landscaped paseos would provide access to the front of the homes. Of the remaining 86 units, 67 would be located around the perimeter of the residential area and one block of 19 homes would be in the southern residential zone. These areas would be developed as traditional single family detached units on lots with a 42-foot minimum width and a minimum depth of 85 feet. The traditional residential units would feature a front driveway and front entry way facing the streets and be generally oriented to the interior of the residential area. The average density for the combined residential uses would be 7.9 units per gross acre.

Open Space

The proposed project has been designed to reduce the development footprint within the central portion of the proposed project site which would be preserved as open space. This area drains the existing residential developments to the south and southeast and contains an area designated as wetland. This open space would separate the proposed project's commercial and residential components, and provide a buffer between the two uses. This area would be subject to protective restrictions that would not allow for public or private use and the open space would be secured by attractively designed perimeter fencing consistent with the appearance of open space. The open space would be accessible via private gates located on the commercial side of the proposed project in order to undertake maintenance activities. The proposed project anticipates that the open space would be owned and managed by a home owners association (HOA) created in connection with the residential component.

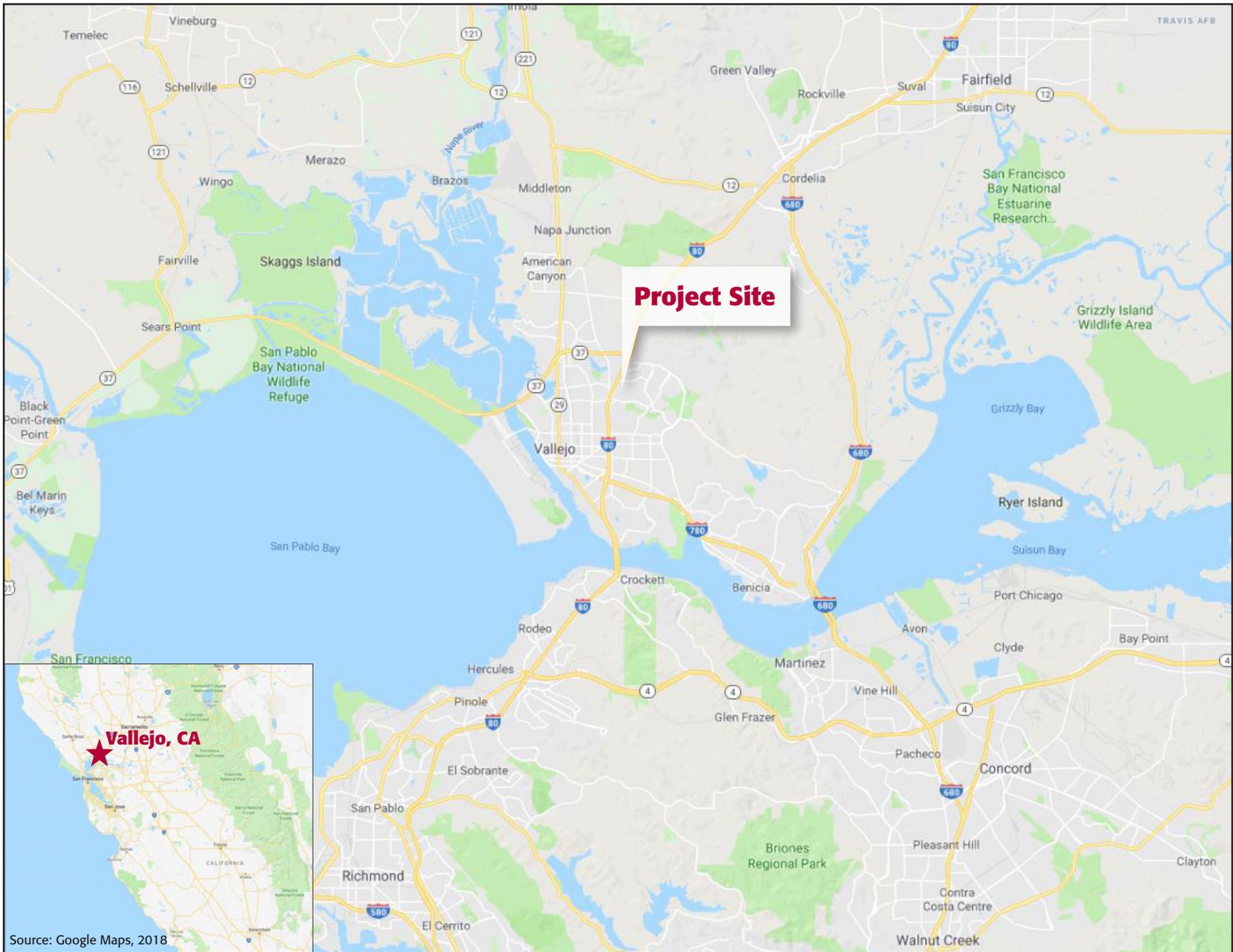
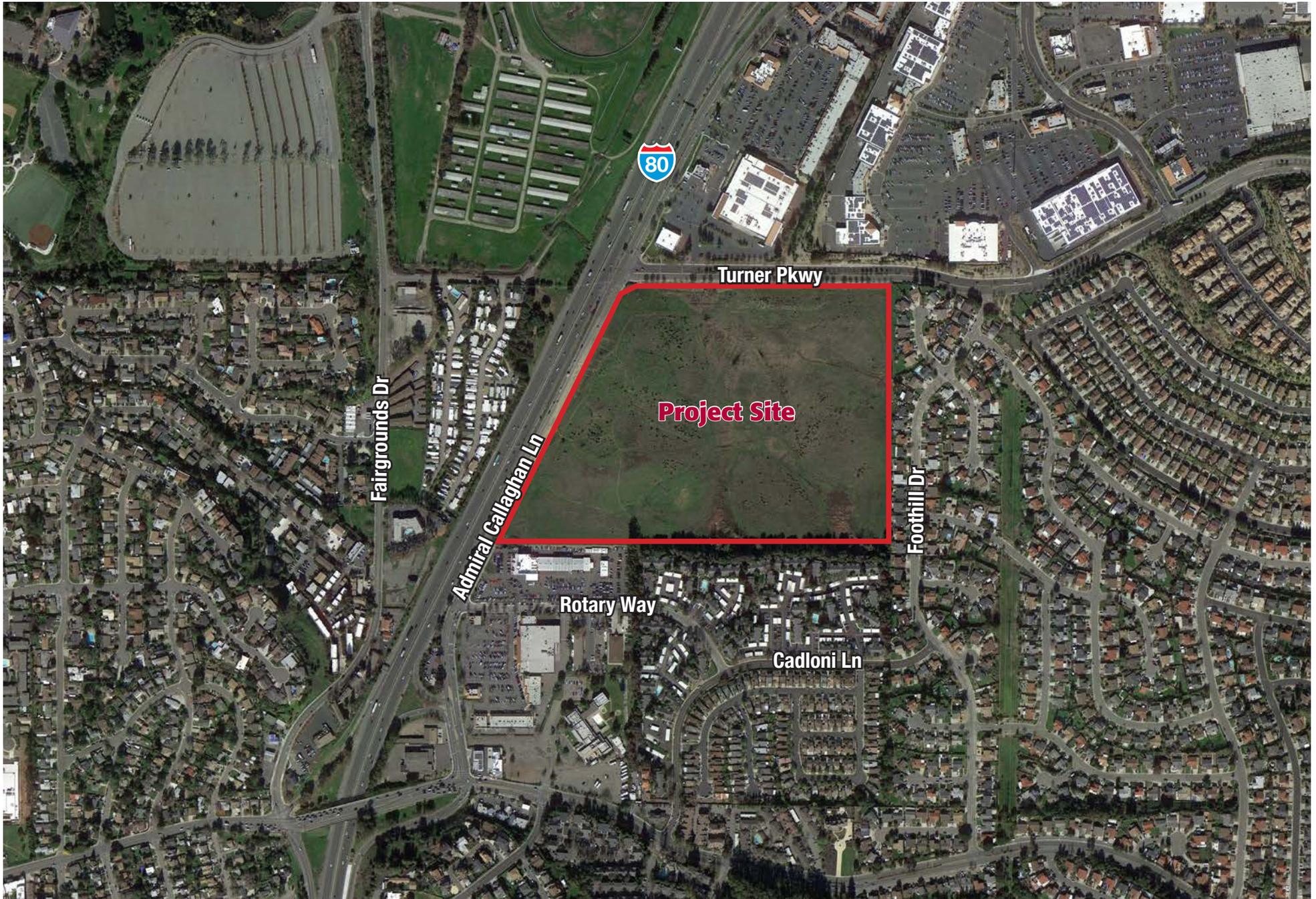
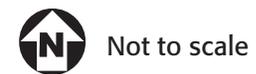


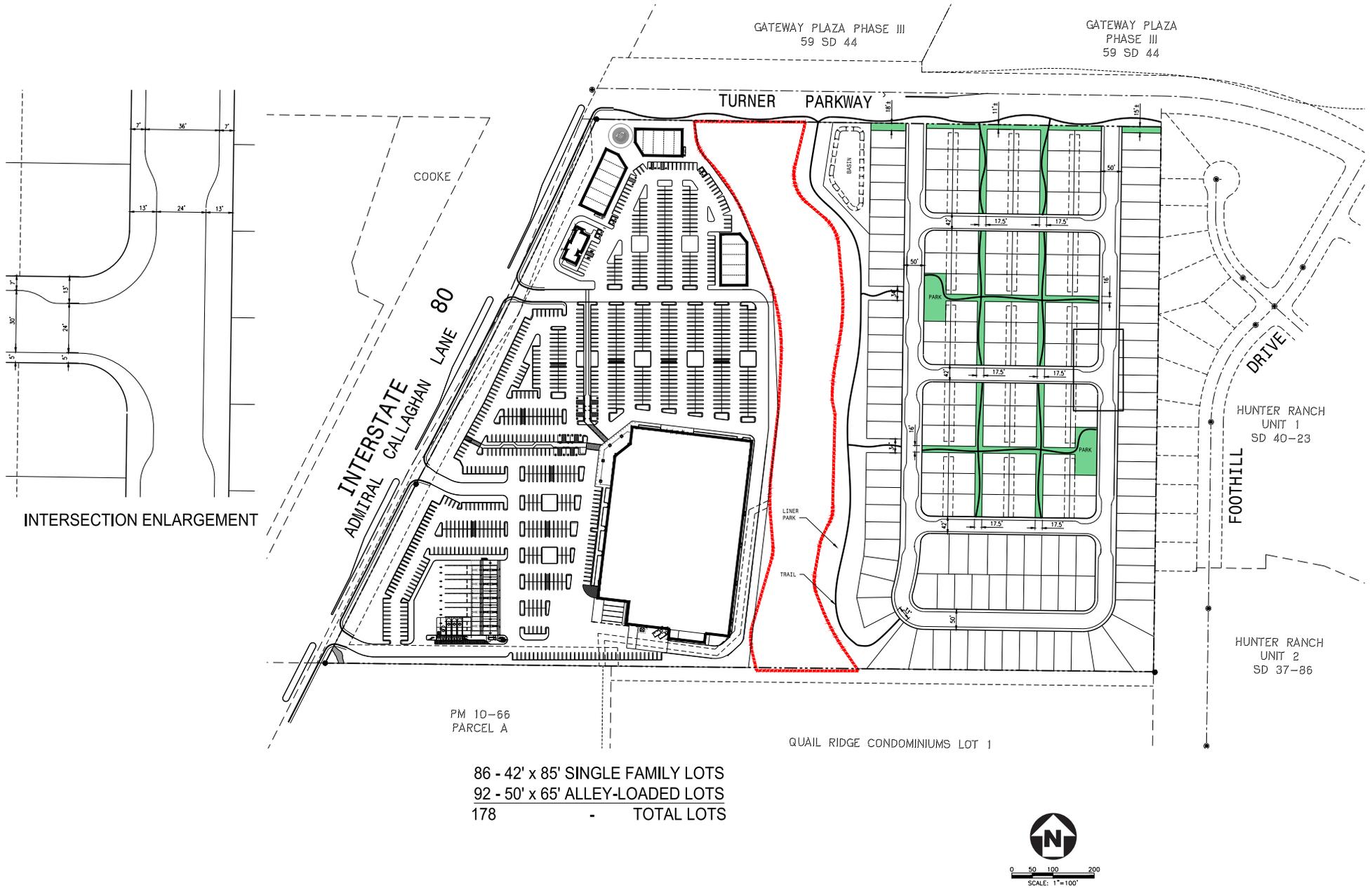
FIGURE 1: Regional Map
Fairview at Northgate Project



Source: Google Earth, 2018

FIGURE 2: Vicinity Map
Fairview at Northgate Project





Source: MacKay and Soms, 2018

FIGURE 3: Site Plan
Fairview at Northgate Project

Parks

The proposed project would provide parks and privately maintained greenspace to fulfill the parkland dedication requirements. The park dedication requirement is calculated to be 2.44 acres. In the event an insufficient amount of parkland is dedicated per the requirements of the Quimby Act, the proposed project would be required to pay an in-lieu fee as mitigation for the amount of parkland acreage not provided. The proposed project would include two 0.28-acre parks which would be for the use of project residents. A 2.0 acre linear park/trail would be located between the residential area and open space. The linear park/trail would connect to a meandering sidewalk along Turner Parkway on the north and extend to the south with connections to the residential area via three pass-thru walkways between home sites bordering the park/trail. Within the interior of the residential area, there would be series of pedestrian paseos connecting to the parks and liner park/trail and new meandering sidewalk on Turner Parkway. The proposed project was designed to include these walkways in order to encourage pedestrian activity within the residential community as well as from the residential community to the service oriented uses at the north end of the commercial area.

REQUIRED APPROVALS

The City of Vallejo is considered the Lead Agency under CEQA, and is responsible for reviewing and certifying the adequacy of the EIR to be prepared for the proposed project. Prior to development of the proposed project, a number of discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. To implement the proposed project, the Project Applicant would need to obtain, at a minimum, the following discretionary permits/approvals.

City of Vallejo

- Certification by the City of Vallejo that the Final EIR has been completed in compliance with CEQA, and has been reviewed and considered by the decision makers.
- Adoption by the City of Vallejo of findings regarding significant impacts and appropriate mitigation.
- Adoption by the City of Vallejo of a statement of overriding considerations for significant and unavoidable impacts, if applicable.
- Adoption by the City of Vallejo of a mitigation monitoring and reporting program (MMRP).
- Approval by the City of Vallejo of Major Conditional Use Permit.
- Approval by the City of Vallejo of a zoning map amendment, if necessary.
- Approval by the City of Vallejo of a tentative subdivision map or vesting tentative map and subsequent final maps.
- Approval by the City of Vallejo of a Planned Development Master Plan.
- Approval by the City of Vallejo of Unit Plan(s) as needed.

- Issuance of encroachment permits by the City of Vallejo for road work or other improvements that may be constructed in local road rights-of way.
- Issuance of a grading permit by the City of Vallejo.

Future required approvals and possible permitting requirements from other public agencies may be required. Upon completion of the environmental review process and prior to construction, the proposed project would be reviewed through standard City plan check procedures to verify that the proposed project conforms to all applicable City design criteria.

State of California

- California Department of Fish and Wildlife (CDFW), Agreements/Permits/Authorizations pursuant to the California and Federal Endangered Species Acts, if necessary.
- California Air Resources Board – Yolo-Solano Air Quality Management District) – Fugitive Dust Control Plan, Authority to Construct, Permit to Operate, any other permits as necessary.
- San Francisco Regional Water Quality Control Board (San Francisco RWQCB):
 - General Construction Stormwater Permit [Preparation of a Storm Water Pollution Prevention Plan (SWPPP).
 - Section 401 Water Quality Certification, Regional Water Quality Control Board.
- Issuance of encroachment permits by the California Department of Transportation (Caltrans) – District 02 for road work or other improvements that may be required to be constructed within State-controlled right-of way (I-80).

Federal Approvals

- United States Army Corps of Engineers (USACE) 404 permit for wetland impacts.

POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will describe the existing environmental conditions on the proposed project site and will identify the significant environmental effects anticipated to result from development of the proposed project as proposed. Mitigation measures will be identified for potentially significant environmental impacts, as warranted. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed project. Additional subjects may be added at a later date, if new information becomes available.

Aesthetics & Visual Resources

The proposed project site is surrounded primarily by mixed-use commercial/retail/office uses and residential neighborhoods including two-story and multi-family residential structures. The EIR will describe the existing visual setting of the proposed project site, the visual changes that are anticipated to occur as a result of the proposed project and whether the changes resulting from the proposed project would adversely affect the existing visual character or quality of its setting, including any changes related to substantial nighttime lighting and glare, or visual corridors as seen from important surrounding vantage

points. If significant impacts related to visual resources and aesthetics are found, mitigation measures will be identified.

Air Quality

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's short term and long term impacts to local and regional air quality based on methodologies established by the Bay Area Air Quality Management District (BAAQMD). The EIR will discuss sensitive receptors and temporary construction impacts to air quality. Mitigation measures, if found to be required, will be discussed.

Biological Resources

The project site is an undeveloped, vacant parcel within an urbanized area of Vallejo. The EIR will discuss potential short term and long term impacts of the proposed project on existing plant and wildlife species and associated habitat, including any tree loss, wetland impacts, and the City's policies and regulations pertaining to biological resources. Mitigation measures, if found to be required, will be discussed.

Cultural and Historic Resources, including Tribal Cultural Resources

A cultural resources evaluation will be prepared for the proposed project in consultation with Native American representatives identified by the California Native American Heritage Commission. The EIR will assess and address the potential for ground disturbing activities associated with the proposed project to damage or destroy archaeological, paleontological, historic, or tribal cultural resources on the proposed project site. If significant archaeological, paleontological, historic, or tribal cultural resources are found to be present on the proposed project site, mitigation measures will be identified.

Geology and Soils

The proposed project site is located in a seismically active region in the United States. The EIR will discuss the possible impacts associated with existing geology and soils, including the risk of geologic hazards associated with seismic events on the proposed project. Mitigation measures, if found to be required, will be discussed.

Greenhouse Gas Emissions and Energy

The EIR will describe the potential for short term and long term contributions to global greenhouse gas (GHG) emissions from the proposed project, as well as impacts related to energy use during construction and operation of the proposed project. The EIR will address the increase in energy usage on-site and proposed design measures to reduce energy consumption. The EIR will also assess the proposed project's alignment with local and regional plans and policies pertaining to GHG emissions and climate change. Mitigation measures, if found to be required, will be discussed.

Hazards and Hazardous Materials

The proposed project site is surrounded by commercial businesses and residential land uses. The EIR will summarize known hazardous materials conditions on and adjacent to the project site, address the potential for hazardous materials from the proposed project, and evaluate the potential for increased risks associated

with potential uses or accidental release of hazardous materials within or near the proposed project site. Mitigation measures, if found to be required, will be discussed.

Hydrology and Water Quality

Based on Flood Insurance Rate Maps the proposed project site is located in Zone X- an area of minimal flooding. The EIR will address the possible flooding issues of the site as well as the effectiveness of the storm drainage system and the project's effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board. The EIR will include the percentage of pervious and impervious surfaces on-site (under existing and project conditions), and a list of proposed stormwater control measures that meet the City's water quality requirements. The EIR will also evaluate potential effects to groundwater conditions and sources, in addition to the potential for inundation and sea level rise and adaptation. Mitigation measures, if found to be required, will be discussed.

Land Use

The proposed project site is located in a developed urbanized area surrounded by commercial and residential land uses. The EIR will describe the existing land uses adjacent to and within the proposed project area. This discussion will evaluate the proposed project's compatibility with existing and proposed land uses in the project area. The EIR will evaluate the proposed project's consistency with existing land use regulations including the City's General Plan 2040, zoning and municipal code. Potential land use impacts as a result of the proposed project will be analyzed and mitigation measures will be identified for significant impacts, if necessary.

Noise and Vibration

The proposed project site is located adjacent to Interstate 80, Admiral Callaghan Lane and Turner Parkway; Interstate 80 and Admiral Callaghan Lane are major roadways with high traffic volumes. The EIR will discuss impacts to the proposed project from existing off-site noise sources. The EIR will also discuss the increase in traffic noise that will result from implementation of the proposed project, and short-term construction noise. Noise levels will be evaluated for consistency with applicable standards and guidelines from the City of Vallejo. If noise and vibration impacts are found to be significant, mitigation measures will be identified.

Population and Housing

The EIR will examine the anticipated effects of the proposed project on existing and projected population and housing characteristics, housing demands, and the local balance between housing and jobs in the City. The EIR will evaluate the applicable regional and City plans, policies and regulations to the proposed project. Mitigation measures, if found to be required, will be discussed.

Public Services

The EIR will assess whether implementation of the proposed project will increase the demand on public services, including police, fire protection, emergency services, schools, and parks. The EIR will assess potential increases in demand for public services and the availability and capacity of public facilities to maintain acceptable levels of services. Mitigation measures, if found to be required, will be discussed.

Recreation

The EIR will assess whether implementation of the proposed project will increase the demand on existing parks, trails, and recreation centers. The EIR will assess potential increases in demand on existing parks, trails, and recreation centers and the availability and capacity of these facilities to maintain acceptable levels of services, while taking into consideration parks, open space areas, and a multi-use trail proposed as part of the residential component of the proposed project. The EIR will examine City policies related to park dedication and maintenance, to ensure the proposed project is consistent with City of Vallejo policies.

Transportation, Circulation and Parking

The EIR will examine the existing traffic and parking conditions in the immediate vicinity of the proposed project site. A traffic impact analysis will be prepared for the proposed project in order to identify the transportation impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. The evaluation will include regional and local roadway system impacts, transit impacts, pedestrian and bicycle impacts and TDM opportunities. Further, the EIR will evaluate impacts to parking in the vicinity. If impacts to transportation or parking facilities are found to be significant, mitigation measures will be identified.

Utilities and Service Systems

The EIR will assess whether implementation of the proposed project will result in an increased demand on utilities compared to existing conditions. The EIR will examine the impacts of the proposed project on gas, electric and telecommunication facilities as well as wastewater systems, storm drains, water supply, and solid waste management. The EIR will analyze applicable state, regional, and City plans and policies for consistency. Mitigation measures, if found to be required, will be discussed.

Significant Unavoidable Impacts

The EIR will identify those significant impacts that cannot be avoided, if applicable, if the project is implemented as proposed.

Cumulative Impacts

The EIR will include a cumulative impacts analysis that will address the potentially significant cumulative impacts of the proposed project when considered with other past, present, and reasonably foreseeable future projects in the development area.

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) areas of known controversy, 5) references, 6) organizations/ persons consulted, 6) EIR author and consultants, and 7) appendices.

ALTERNATIVES

In accordance with Section 15126.6 of the State CEQA Guidelines, an EIR must “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of

the project and evaluate the comparative merits of the alternatives.” As required by CEQA, the EIR will evaluate a No Project Alternative, as well as other potential alternatives that may be capable of reducing or avoiding potential environmental effects. Aside from the No Project Alternative, the City has not yet determined what additional alternatives to the proposed project will be evaluated in the EIR. Once selected, the alternatives will be analyzed at a qualitative level of detail in the Draft EIR for comparison against the impacts identified for the proposed project, consistent with the requirements of CEQA.