Solano Local Agency Formation Commission
675 Texas St. Ste. 6700 • Fairfield, California 94533
(707) 439-3897 • FAX: (707) 438-1788

Staff Report

DATE: June 14, 2021

TO: Local Agency Formation Commission

FROM: Michelle McIntyre

SUBJECT: **2021-05 Cement Hill Detachment from the Solano Irrigation District (SID)**

Staff Recommendation:

LAFCO staff recommends the Commission approve the proposed change of organization via the adoption of the attached draft LAFCO Resolution 21-05. The proposed resolution includes the following actions:

1) Approve the detachment of Cement Hill (APNs 0166-110-150, -190, -280) from SID.
2) Review and consider the Environmental Impact Report (EIR) and adopt the Mitigation and Monitoring Program (MMRP) and Statement of Overriding Considerations as a Responsible Agency per the California Environmental Quality Act (CEQA).
3) Waive the conducting authority proceedings per Government Code (GC) Section 56662.

Executive Summary:

The SID has submitted a detachment request to comply with an existing agreement between the District and the City of Fairfield (City). The City will provide water services to the proposed site upon development. The proposal site is within the Train Station Specific Plan, which the LAFCO Commission previously approved for annexation to the City of Fairfield in 2013. The City of Fairfield has land-use jurisdiction and has pre-zoned the proposal area as Train Station Specific Plan Planned Development Overlay Zone District (TS-PD), Residential. (See Attachment C of this report for Figure 3-2 Zoning Map Amendments for the Train Station Specific Plan.) The proposal site will receive the full range of urban services from the City, including but not limited to water services.

The proposal before the Commission is to consider the detachment from the SID's boundary and service area only. Staff believes this is a standard SID proposal, and the following staff report identifies no issues.

Project Description:

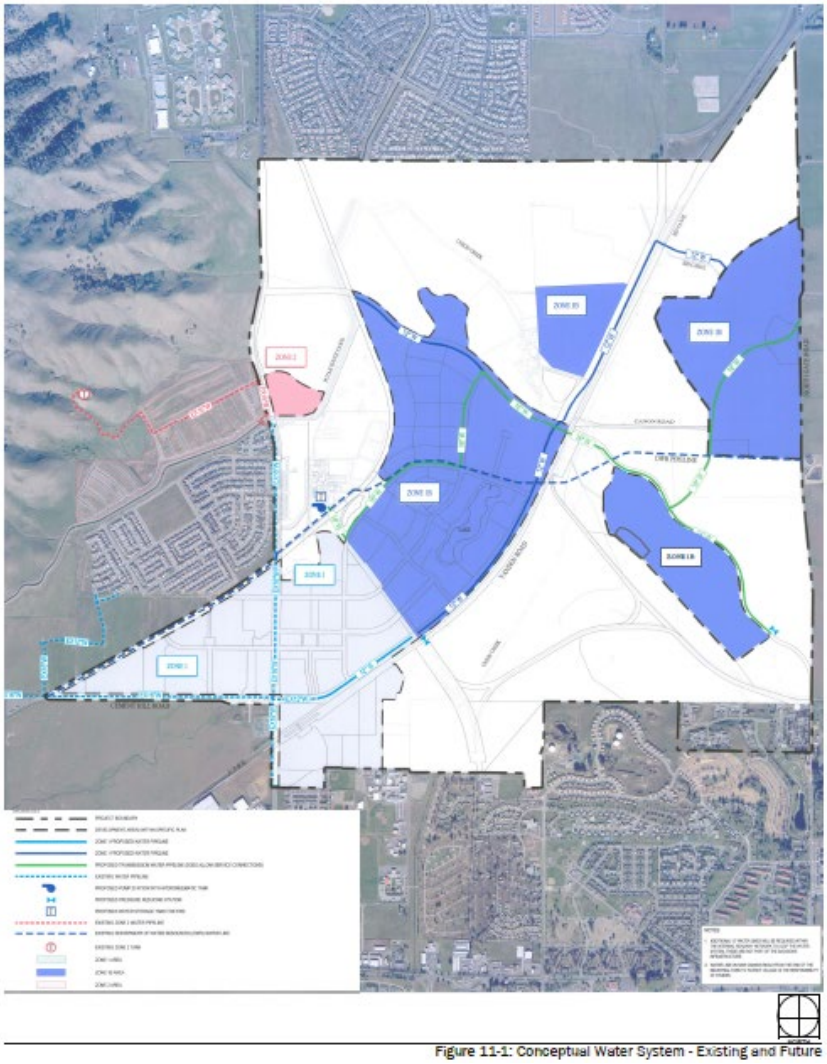


Figure 11-1: Conceptual Water System - Existing and Future

The Solano Irrigation District (SID) proposes to detach from their service area three parcels totaling approximately 22.84 acres within the City of Fairfield (City) city limits north of Cement Hill Road APNs 0166-110-150, -190, and -280. The proposal area is identified as Zone 1 in the provided Figure 11-1: Conceptual Water System exhibit, south of the existing Department of Water Resources (DWR) water line and north of an existing water pipeline on Cement Hill Road.

A map and geographical description are attached to the proposed LAFCO Resolution as Exhibit A, which more specifically identifies the location.

Application for this change of organization is made subject to GC §56650 *et seq*. by SID Resolution 20-25 (Attachment B) adopted on November 17, 2020. The project has 100% consent of the landowner, consists only of a detachment, and is uninhabited per GC §54046; therefore, the proposal is exempt from notice and public hearing requirements. Furthermore, LAFCO may waive the Conducting Authority Proceedings (protest hearing) per GC §56662.

Background:

In 2013 the Core Area Annexation, a portion of the Train Station Specific Plan, was approved for reorganization by the LAFCO Commission. Per an existing agreement between the City of Fairfield (City) and SID, the Train Station Specific Plan area would remain in SID's service area before development and require LAFCO approval for detachment. The agreement further states that the landowners would be responsible for the District's detachment fees.

The proposal before the LAFCO Commission allows the City and District to comply with the said agreement and eliminate the potential for duplication of two service providers to the proposal site. As noted, the Train Station Specific Plan area has previously received approval from the Commission for all City services.

PROJECT ANALYSIS:

Statutory and Policy Considerations:

Per the Cortese-Knox-Hertzberg (CKH) Act, the Commission is required to consider seventeen factors (a-q) according to GC Section 56668. Additionally, the Commission must measure a proposal's consistency with its adopted policies (Standards 1-11 per Section 56375(g)) when reviewing an application for a change of organization or reorganization. The following subsections first provide staff analysis for the factors per CKH followed by analysis and consistency statements concerning the Commission's adopted Standards:

GC §56668(a-q) – Factors to be Considered in Review of a Proposal:

CKH requires the Commission to consider seventeen factors when reviewing proposals for a change of organization. The purpose is to ensure the Commission has considered these factors during its decision-making process.

CKH Section 56668 Factors	Analysis
a. Population and population density; land area and land use; assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; and the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.	Population and population density were analyzed and considered part of the Train Station Specific Plan (TSSP) annexations. As part of the TSSP, there is significant growth in the area anticipated in the next ten years. Per the Assessor, the assessed valuation was $859,851 at the last assessment tax roll.
b. The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; and probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.	The Commission approved the TSSP areas for annexation to the City in 2012 and 2013. The Canon Station area was approved in 2012, while the Core Area, including parcels north of Cement Hill Road, was approved in 2013. The City provides community services including but not limited to police, fire, sewer, roads, parks, and other utilities to the proposal area.
c. The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.	Detachment of the proposal area from SID's boundary will have no effect on SID's ability to serve adjacent areas within their boundary. There are no effects on the local governmental structure of Solano County.
d. The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities in Section 56377.	This factor is not applicable as the site is within the Fairfield city limits.
e. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.	This factor is not applicable as the site is within the Fairfield city limits.
f. The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.	The map and geographic description have been reviewed and corrected by the County Surveyor per Commission policy. These two documents provide certainty of the proposed boundary of the territory.
g. A regional transportation plan adopted pursuant to Section 65080.	This factor is not applicable as the site is within the Fairfield city limits.

h. The proposal's consistency with city or county general and specific plans.	This factor is not applicable as the site is within the Fairfield city limits.
j. The comments of any affected local agency or other public agency.	As of the writing of this report, staff has not received comments from any of the affected agencies or other public agencies.
k. The ability of the newly formed or receiving entity to provide the services that are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.	Per the County Auditor, the master property tax sharing agreement applies. The proposed detachment will result in an annual loss of $281.45 from SID and an increase in the same amount to Fairfield. Per SID, all District detachment fees have been paid by the landowner.
l. Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.	The City will provide water to the proposal site upon development which is eminent.
m. The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.	This factor is not applicable as the site is within the City limits. Housing needs were considered at the time of the reorganization.
n. Any information or comments from the landowner or landowners, voters, or residents of the affected territory.	The Commission has received a letter of support for the proposed change of organization from the landowner.
o. Any information relating to existing land use designations.	The City has pre-zoned the proposal site as TSSP, Residential (see Attachment C to this staff report).
p. The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the location of public facilities and the provision of public services, to ensure a healthy environment for all people such that the effects of pollution are not disproportionately borne by any particular populations or communities.	There are no environmental justice issues identified.
q. Information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone pursuant to Section 51178 or maps that identify land determined to be in a state responsibility area pursuant to Section 4102 of the Public Resources Code, if it is determined that such information is relevant to the area that is the subject of the proposal.	This factor is not applicable as the site is located within the City limits, and these factors were considered at the time of the reorganization.

Project analysis continues to the next page

GC §56375(g) – Solano LAFCO Adopted Standards:

LAFCOs are required to adopt written procedures for the evaluation of proposals, known as Standards, including written definitions consistent with existing State law. The following is an analysis of the proposal's consistency with the Commission's adopted Standards 1-11.

Standard	Policy Consistency	Analysis
1. Consistency with Sphere of Influence (SOI) Boundaries	Consistent	The proposal is consistent with SID's SOI; the proposal area will be removed from SID's SOI as part of the Commission's action.
2. Change of Organization and Reorganization to the Limits of the SOI Boundaries	N/A	Located within City limits.
3. Consistency with Appropriate City General Plan, Specific Plan, Area-Wide Plan, and Zoning Ordinance	Consistent	Located within City limits consistent with the City's General Plan and the Train Station Specific Plan.
4. Consistency with the County General Plan of Proposed Change of Organization or Reorganization Outside of a City's SOI Boundary	N/A	Located within City limits.
5. Requirement for Pre-Approval	Consistent	Request for detachment initiated by District Resolution 20-25 (Attachment B)
6. Effect on Natural Resources (California Environmental Quality Act – CEQA)	Consistent	The City approved the Train Station EIR and has made determinations, added conditions, adopted a mitigation monitoring program, and adopted a statement of overriding considerations. The complete DEIR, FEIR, and related City documents in their entirety are provided electronically and made part of this report via this link: http://www.fairfield.ca.gov/gov/cd/planning_division/train_station_specific_plan.asp
7. Proposal Boundaries, Map and Geographic Description Requirements, Other Exhibits	Consistent	The map and geographic description are attached as Exhibit A to the proposed LAFCO Resolution.
8. Likelihood of Significant Growth and Effect on Other Incorporated or Unincorporated Territory	Consistent	As part of the Train Station Specific Plan, significant urban growth is expected in the proposal and adjacent areas.
9. Protection of Prime Agricultural Land	N/A	Proposal is located within the City; effects on prime ag lands were considered during reorganization.
10. Provision and Cost of Community Services	N/A	Proposal is to consider detachment from SID only; proposal site is within the City's jurisdiction.
11. The Effect of the Proposed Action on Adjacent Areas, Mutual Social and Economic Interests, and on Local Governmental Structure	Consistent	Per SID staff, all fees have been paid consistent with the City and SID's existing joint powers agreement.

Conducting Authority (Protest Hearing) Proceeding:

The proposal area is undeveloped considered legally uninhabited per GC Section 56079.5 (there are fewer than 12 registered voters in the proposal area). Furthermore, the property owner has submitted a letter to the Commission consenting to the annexation. Therefore, staff recommends the Commission waive the conducting authority proceeding pursuant to GC Section 56662(d).

Summary of Findings and Determinations:

Staff recommends the following findings and determinations based on project research and analysis included in prior sections of this document, State law, and the Commission's adopted policies:

1. The subject detachment is consistent with the District's SOI; the proposal area will be removed from the District's SOI as part of the Commission's action.

2. The subject detachment allows the City of Fairfield and the Solano Irrigation District to comply with a joint powers agreement and understanding that the subject property shall be detached from the District's boundary and service area and that City will provide water services prior to development.

3. Approval of the subject detachment eliminates the potential for duplication of two service providers to the subject property.

4. The subject proposal area is "uninhabited" as defined by Government Code (GC) §54046. Application for the subject detachment is made subject to GC §56650 et seq. by Resolution 20-25 of the Solano Irrigation District.

5. All landowners have consented to the proposal, therefore; the Commission waives the conducting authority proceedings/protest hearing.

6. The boundaries have been reviewed and corrected by the County Surveyor and are definite and certain and conform to lines of ownership and parcel lines. The detachment will provide a logical and orderly boundary for the Solano Irrigation District.

7. The environmental documents were approved by the City of Fairfield as the lead agency on July 26, 2011 (SCH #2010042093) and are found to satisfy the requirements of the California Environmental Quality Act (CEQA). The City of Fairfield has fulfilled its obligations under CEQA, and the environmental impact report and associated environmental documents for the Train Station Specific Plan adequately disclose and describe the subject change of organization project.

8. The subject detachment is in the best interests of the citizens within the affected area.

9. The subject detachment will not result in negative impacts to the cost and adequacy of services otherwise provided by SID to adjacent areas within their service boundaries.

10. The subject detachment will result in a loss of $281.45 tax base from SID and a gain of

the same amount for the City of Fairfield.

11. The District has collected all applicable detachment fees per the agreement between the City and the District.

Terms and Conditions of Approval per GC Sections: 56885, 56885.5, and 56886:

Staff recommends the Commission approve the proposed change of organization with the following terms and conditions of approval:

1. The Commission orders the change of organization without a conducting authority proceeding and without an election as provided by GC Section 56885.5.

2. Immediately following LAFCO approval and prior to issuance of the Certificate of Completion, the applicant shall submit a warrant to LAFCO for the CA State Board of Equalization for $1,200.

3. The effective date of the change of organization shall be the date of the recordation made with the County Recorder of the Certificate of Completion per GC Section 57202.

Attachments:

Attachment A – Draft LAFCO Resolution 21-05
Exhibit A – Map and Geographical Description
Exhibit B – CEQA MMRP and Statement of Overriding Considerations
Attachment B – SID Resolution 20-25 Initiating the subject change of organization
Attachment C- Pre-zoning map from the Approved Train Station Specific Plan

Attachment A

LAFCO RESOLUTION NO. 21-05

RESOLUTION MAKING DETERMINATIONS, ADDING CONDITIONS AND APPROVING CEMENT HILL DETACHMENT FROM SOLANO IRRIGATION DISTRICT

(LAFCO PROJECT 2021-05)

WHEREAS, a resolution making application for the proposed detachment of certain territory from the Solano Irrigation District in Solano County was filed with the Executive Officer of this Local Agency Formation Commission pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), commencing with Section §56000, et seq. of the Government Code by the Solano Irrigation District; and,

WHEREAS, the Executive Officer has examined the proposal and certified that it is complete and has accepted the proposal for filing as of June 2, 2021; and,

WHEREAS, the proposal is exempt from the requirements for notice and hearing pursuant to Government Code §56663, because it consists of detachment only, and 100% of landowners have given their written consent to the proposal; and,

WHEREAS, the Executive Officer, according to Government Code §56665, has reviewed this proposal and prepared a report including his recommendations, and has furnished a copy of this report to each person entitled to a copy; and,

WHEREAS, the City of Fairfield, as the lead agency for the Train Station Specific Plan, has certified an environmental impact report (EIR) (State Clearing House #2010042093) on July 26, 2011, the Commission, as the responsible agency, has reviewed and considered the environmental documents prepared and approved by the City of Fairfield including the EIR, findings, overriding considerations, mitigations, mitigation monitoring plans, and related documents; and,

WHEREAS, the Commission has received, heard, discussed, and considered all oral and written testimony related to the proposal, including but not limited to comments and objections, the staff report and recommendation, the environmental document and determination, plans for providing service, spheres of influence, applicable municipal service reviews, the specific plan, and the City's general plan; and,

WHEREAS, the Commission has considered and made findings concerning the reorganization's compliance with Solano LAFCO's "Standards for Evaluation of Annexation Proposals"; and,

WHEREAS, the Commission does hereby make the following findings and determinations regarding the proposal:

1. The subject detachment is consistent with the District's SOI; the proposal area will be removed from the District's SOI as part of the Commission's action.

2. The subject detachment allows the City of Fairfield and the Solano Irrigation District to

comply with a joint powers agreement and understanding that the subject property shall be detached from the District's boundary and service area and that City will provide water services before development.

3. Approval of the subject detachment eliminates the potential for duplication of two service providers to the subject property.

4. The subject proposal area is "uninhabited" as defined by Government Code (GC) §54046. Application for the subject detachment is made subject to GC §56650 et seq. by Resolution 20-25 of the Solano Irrigation District.

5. All landowners have consented to the proposal; therefore, the Commission waives the conducting authority proceedings/protest hearing.

6. The boundaries have been reviewed and corrected by the County Surveyor and are definite and certain and conform to lines of ownership and parcel lines. The detachment will provide a logical and orderly boundary for the Solano Irrigation District.

7. The environmental documents were approved by the City of Fairfield as the lead agency on July 26, 2011 (SCH #2010042093) and are found to satisfy the requirements of the California Environmental Quality Act (CEQA). The City of Fairfield has fulfilled its obligations under CEQA, and the environmental impact report and associated environmental documents for the Train Station Specific Plan adequately disclose and describe the subject change of organization project.

8. The subject detachment is in the best interests of the citizens within the affected area.

9. The subject detachment will not result in negative impacts to the cost and adequacy of services otherwise provided by SID to adjacent areas within their service boundaries.

10. The subject detachment will result in a loss of $281.45 tax base from SID and a gain of the same amount for the City of Fairfield.

11. The District has collected all applicable detachment fees per the agreement between the City and the District.

NOW, THEREFORE, BE IT HEREBY RESOLVED, DETERMINED, AND ORDERED as follows:

1. The Cement Hill detachment from SID is approved, subject to conditions listed below.

2. Said territory is detached as proposed and as set forth and described in the attached descriptive map and geographical description marked "Exhibit A" and by this reference incorporated herein.

3. Pursuant to Section 15096 of the CEQA Guidelines, LAFCO has considered the Environmental Impact Report and related environmental documents adopted by the Lead Agency. LAFCO hereby adopts the Statement of Overriding Considerations and

Mitigation Monitoring and Reporting Program prepared and adopted by the Lead Agency marked “Exhibit B” and by this reference incorporated herein.

4. Said territory includes approximately 22.84 acres and is found to be uninhabited, and the territory is assigned the following short form designation:

   Cement Hill Detachment from the Solano Irrigation District

5. The proposal area shall be removed from the sphere of influence of the Solano Irrigation District concurrent with the subject detachment.

6. The following changes of organization or reorganization are approved:

   Detachment from Solano Irrigation District

7. All subsequent proceedings in connection with this detachment shall be conducted only in compliance with the approved boundaries and conditions set forth in the attachments and any terms and conditions specified in this resolution.

8. The Conducting Authority Proceeding is waived.

9. The Executive Officer is hereby directed to file a Notice of Determination in compliance with the California Environmental Quality Act and local ordinances implementing the same.

Terms and Conditions of Approval per GC Sections: 56885, 56885.5, and 56886:

1. The Commission orders the change of organization without a conducting authority proceeding and without an election as provided by GC Section 56885.5.

2. Immediately following LAFCO approval and before issuance of the Certificate of Completion, the applicant shall submit a warrant to LAFCO for the CA State Board of Equalization for $1,200.

3. The effective date of the change of organization shall be the date of the recordation made with the County Recorder of the Certificate of Completion per GC Section 57202.

The foregoing resolution was duly passed and adopted by the Local Agency Formation Commission of Solano County at a regular meeting, held on the 14th day of June 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Ronald Rowlett II, Chair
Presiding Officer Solano LAFCO

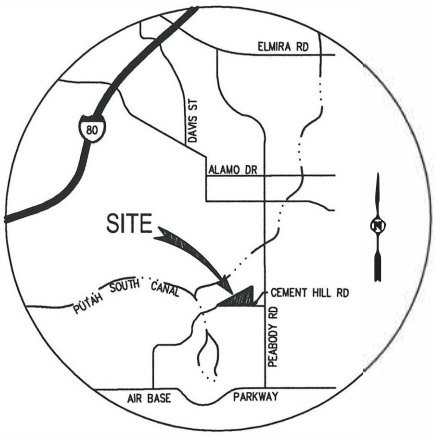
ATTEST:

_____
Jeffrey Lum, Clerk to the Commission

Exhibit A

LAFCO Project No.___
Detachment No. 2020-313
Detachment from Solano Irrigation District

Located in Section 9, Township 5 North, Range 1 West, Mount Diablo Baseline & Meridian
City of Fairfield, County of Solano, State of California



VICINITY MAP
NOT TO SCALE

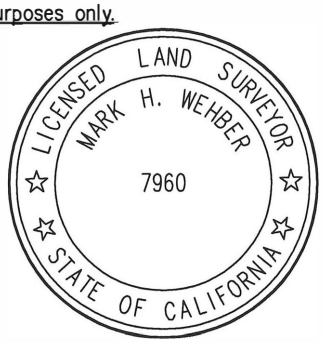
Description consists of 2 pages
Plat map consists of 2 pages

Engineer's Statement:

This description and exhibit of the Solano Irrigation District's boundary is not a legal property description as defined in the subdivision map act and may not be used as a basis for an offer for sale of the land described. it is for assessment purposes only.

Prepared on May 11, 2021 by or under the direction of:

Mark H. Wehber, LS 7960
Carlson, Barbee & Gibson, Inc.



Solano Irrigation District Statement:

This description and exhibit have been reviewed and the information provided has been verified to tie to approved existing district boundaries, prior annexations and/or detachments.

Dated _____, 2021

Frank Weber, Real Property Administrator
Solano Irrigation District

County Surveyor's Statement:

This description and exhibit meets the requirements of the State Board of Equalization, the Solano County Assessor/Recorder's office and conforms to the lines of assessment.

Dated _____, 2021

Danielle L. Goshert, PLS 8491
Deputy Solano County Surveyor

Approved by Local Agency Formation Commission:

Dated _____, 2021

Rich Seithel, Executive Officer
Solano LAFCO

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May 11, 2021
Job No. 2946-000

Exhibit A
Description
Detachment from the Solano Irrigation District
Detachment No. 2020-313

Real property situate in the City of Fairfield, County of Solano, State of California, located in Section 9, Township 5 North, Range 1 West, Mount Diablo Baseline and Meridian, described as follows:

All that portion of lots 80, 81, 82, 83, 84, 85, 86, and 87 of Subdivision A lying South of the southeasterly line of the land of the former Vallejo and Northern Railway and then Sacramento Northern Railway, now abandoned, as said lots are shown and so designated on the map of Golden West Colony, Solano County, California, recorded August 31, 1911 and filed in book 3 of maps, at page 39, in the office of the county recorder of Solano County, together with a portion of said abandoned railway, now lands of the City of Fairfield as granted in that director's deed recorded June 30, 1988 and filed in book 1988, at page 78701, of official records in said office of the county recorder, more particularly described as follows:

Beginning at a point on the northwest line of said lands of the City of Fairfield, said point also being on the northwest boundary line of the Solano Irrigation District (SID) as established by the Goldridge Annexation to the City of Fairfield, and detached from but not approved by SID by LAFCO resolution no. 96-15 dated August 29, 1996, certificate of completion dated november 11, 1996, and recorded November 20, 1996 as document no. 96-79027 in said office of the county recorder, said point also being the southwest corner of SID detachment no. 07-282, Discovery II and III detachment from Solano Irrigation District, LAFCO resolution no. 07-02 dated January 8, 2007, SID resolution no. 07-57 dated October 15, 2007, certificate of completion dated December 4, 2007, and recorded December 17 as document number 200700127662, and having a California state plane coordinate value of N= 1,867,450.27 and E=6,567,791.52;

(L1) thence, from said point of beginning, leaving said northwest line of said SID boundary line and the lands of the City of Fairfield, southerly along the northerly projection of the east line of said lot 87, South 00°14'48" West, 114.56 feet to a point on the southeast line of said lands of the City of Fairfield;

(L2) thence, along said east line of lot 87, South 00°14'48" West, 955.93 feet to an intersection with the north right of way line of Cement Hill Road;

(L3) thence, along said north right of way line, North 89°35'26" West, 1701.39 feet to a point on said southeast line of the lands of the City of Fairfield;

(L4) thence, continuing along said north right of way line of Cement Hill Road, North 89°35'26" West, 203.90 feet to a point on said northwest line of said SID boundary line and the lands of the City of Fairfield;

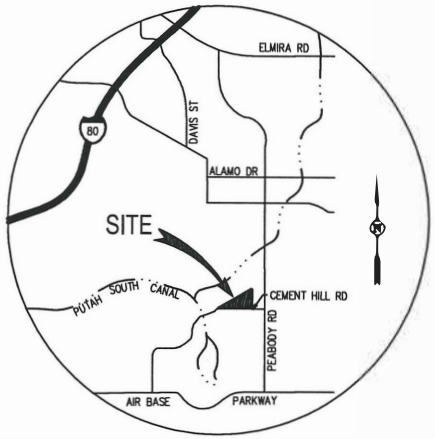
(L5) thence, along said SID boundary line and said northwest line of the lands of the City of Fairfield, North 61°02'27" East, 2182.77 feet to the **Point of Beginning.**

APN 0166-110-190	17.80 acres
APN 0166-110-280	00.87 acres
APN 0166-110-150	04.74 acres
Totaling	23.41 acres, more or less.

End Description

This description was done by or under the direction of:

Mark H. Wehber, P.L.S.
L.S. No. 7960



VICINITY MAP
NOT TO SCALE

LINE TABLE		
NO	BEARING	LENGTH
L1	S00°14'48"W	114.56'
L2	S00°14'48"W	955.93'
L3	N89°35'26"W	1701.39'

LINE TABLE		
NO	BEARING	LENGTH
L4	N89°35'26"W	203.90'
L5	N61°02'27"E	2182.77'

DISCOVERY II AND III SUBDIVISIONS SEE NOTE 2, SHEET 2

POINT OF BEGINNING
N=1,867,450.27
E=6,567,791.52

GOLD RIDGE DEVELOPMENT AREA
SEE NOTE 1, SHEET 2

EXISTING SOLANO IRRIGATION DISTRICT BOUNDARY

DETACHMENT BOUNDARY

LICENSED LAND SURVEYOR
MARK H. WEBER
7960
STATE OF CALIFORNIA

SID DETACHMENT
TOTAL AREA=23.41 ACRES±

0166-110-140
0166-110-430
0166-110-150
0166-110-190
0166-110-200
0166-110+280
0166-110-840
20100003459

CITY OF FAIRFIELD (1988 OR 7870)
(FORMERLY SACRAMENTO NORTHERN RAILWAY)

SID'S BREEN LATERAL 3 QUITCLAIM TO FAIRFIELD CEMENT HILL, LP RECORDED MARCH 1, 2021 AS DOC. NO. 202100023459

GOLDEN WEST COLONY SUBDIVISION
3 SD 39

80 81 82 83 84 85 86 87

L1 L2 L3 L4 L5

CEMENT HILL ROAD
0170-020-130
0170-020-120

N
SCALE: 1"=250'

EXHIBIT B

SHEET 1 OF 2

PLAT TO ACCOMPANY DESCRIPTION

SOLANO IRRIGATION DISTRICT DETACHMENT NO. 2020-313
SECTION 9, T. 5 N., R. 1 W. M.D.B.&M.
CITY OF FAIRFIELD, SOLANO COUNTY, CALIFORNIA
MAY 11, 2021

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON (925) 866-0322
ROSEVILLE (916)788-4456
WWW.CBANDG.COM

JOB NO. 2946-000

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NOTE 1 - GOLD RIDGE DEVELOPMENT:

1996 LAFCO DETACHMENT FROM SID WITH ANNEXATION OF GOLD RIDGE DEVELOPMENT TO CITY OF FAIRFIELD – NOT APPROVED BY SID, LAFCO RESOLUTION NO. 96–15 DATED AUGUST 29, 1996, CERTIFICATE OF COMPLETION DATED NOVEMBER 11, 1996, RECORDED NOVEMBER 20, 1996 AS DOC. NO. 96–79027

NOTE 2 - DISCOVERY II AND III SUBDIVISIONS:

DETACHMENT NO. 07–282
LAFCO RESOLUTION NO. 07–02 DATED JANUARY 8, 2007,
S.I.D. RESOLUTION NO. 07–57 DATED OCTOBER 15, 2007,
CERTIFICATE OF COMPLETION DATED DECEMBER 4, 2007
RECORDED DECEMBER 17, 2007 AS DOC. NO. 200700127662,
BOE NO. 2009–001

EXHIBIT B

SHEET 2 OF 2

PLAT TO ACCOMPANY DESCRIPTION

SOLANO IRRIGATION DISTRICT DETACHMENT NO. 2020-313
SECTION 9, T. 5 N., R. 1 W. M.D.B.&M.
CITY OF FAIRFIELD, SOLANO COUNTY, CALIFORNIA

cbg
SAN RAMON (925) 866-0322
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CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

JOB NO. 2946-000

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APPENDIX A

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA REQUIREMENT

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment."

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the Fairfield Train Station Specific Plan (the project), as set forth in the Final Environmental Impact Report (FEIR).

The City of Fairfield (City) is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the City of Fairfield Community Development Department, 1000 Webster Street, Fairfield, CA 94533.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), "each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise." This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by City staff and others responsible for project implementation. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

This document identifies the individual mitigation measures, timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and space to confirm implementation of the mitigation measures.

ROLES AND RESPONSIBILITIES

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Fairfield. Applicants of projects proposed under the Specific Plan will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP.

The table attached to this report identifies the mitigation measure, the responsible agency for the monitoring action, and timing of the monitoring action. The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP shall be reported in writing. Modifications to the mitigation measures may be made by the City subject to one of the following findings, documented by evidence included in the public record:

- The mitigation measure included in the FEIR and the MMRP is no longer required because the significant environmental impact identified in the FEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the FEIR and the MMRP; and,
- The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the FEIR and the proposed project; and,
- The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can ensure implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Aesthetics				
4.1-3: Enforce Design Guidelines for Projects within the Specific Plan Area The City will require in Specific Plan policy, and will review and condition development accommodated under the Specific Plan to be consistent with the following performance standards: 1. Grading shall be integrated with adjacent areas and designed to create a natural topographical appearance and avoid abrupt changes in slope, to the greatest extent feasible. 2. Slopes created by cut and fill shall be vegetated with low mounding shrubs or native grasses to soften the appearance of these slopes and visually blend with the existing natural vegetative environment. 3. Landscape materials should consist of drought tolerant resistant plant varieties complementary to the natural environment of the Specific Plan Area. 4. To the extent feasible, incorporate into new development views of rolling hills, prominent ridges and mountains, including the Cement Hill Range; marshes; agricultural areas; and other vistas surrounding Fairfield. 5. New structures shall use a variety of complementary colors, textures, forms, styles, structures, and/or materials. 6. Large projects, as defined by the City, should consider the use of water features, sculptures, or other elements to help define the entrances. 7. Negative views, as defined by the City, should be screened with site planning, architectural, and landscape devices. 8. New development should provide continuity with features of the surrounding area. 9. New projects should provide extensive landscaping to beautify urban areas. 10. New development shall preserve existing trees and extensively plant new trees, where appropriate.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of grading permits, subdivision improvement plans	
4.1-4a: Require Lighting and Building Materials that Minimize Light Spillage, Glare, and Reflectance. 1. Light fixtures shall be installed that have light sources aimed downward and shielded to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property. 2. Lighting shall be located and designed specifically to reduce light spillage and nighttime glare, as experienced by existing residences north of the Specific Plan Area in the city of Vacaville, existing residences south in Solano County, within	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative subdivision map	

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existing developed residential areas in the city of Fairfield, and as experienced by future residents of the Specific Plan Area, to the maximum extent feasible. 3. Glare shall be avoided through the use of extensive landscaping, using low-reflectance, non-polished finishes, or other equally effective mechanisms. 4. Bare metallic surfaces (e.g., pipes, vents, light fixtures) shall be painted to minimize reflectance.				
4.1-4b: Lighting and Signage Standards. 1. The City will enforce policies and design guidance from the Specific Plan, reviewing and conditioning proposed development projects, where necessary. 2. The City will review and condition projects developed under the Specific Plan, as necessary, to use lighting that is designed to avoid spillage beyond project property boundaries, as feasible, balanced with the need to provide for safety of residents and visitors to the Specific Plan. 3. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting or residential neighborhoods. 4. Sports lighting shall be located and designed to direct lighting to playfields and avoid light spillage outside of the park property. 5. Lighting in office and/or commercial areas shall be designed to prevent light and glare from adversely affecting motorists and adjacent land uses, to the greatest extent feasible. 6. Buildings and other structures shall use materials to avoid reflective glare that would be visible to residents or motorists in the vicinity of the Specific Plan Area.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of tentative subdivision map	
Air Quality				
4.3-1: BAAQMD's Basic Construction Mitigation Measures. 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transported soil, sand, and other loose material off-site shall be covered. 3. All visible mud or dirt rack-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speed on unpaved roads shall be limited to 15 mph.	Project applicant(s) and/or contractor(s).	City of Fairfield	During all construction activities	

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5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measures Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.				
4.3-2: Operational Criteria Air Pollutant and Precursor Emissions. The following mitigation measures would help mitigate the long-term operational emissions associated with the day-to-day activities of projects developed under the Specific Plan. At the time projects under the Specific Plan are proposed, the City will evaluate measures below, determine which measures are feasible, and include those feasible measures as conditions of approval. 1. Provide secure, covered bicycle parking for employees. This may consist of a separate secure, covered bicycle parking area at each employment venue or one or more large shared bicycle parking areas to be used by workers employed at multiple stores. 2. Shower and locker facilities shall be provided for employees. This may be achieved by incorporating a shower and locker facility into the design of each proposed use, or one single facility that can be used by employees from more than one proposed employment generating use. 3. Bicycle/pedestrian route maps and transit maps and schedules should be posted at each worksite by employers. 4. Incorporate pedestrian access points on all sides of commercial uses. 5. Post signs at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site design and operation	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by OAL in January 2005. 6. To the extent feasible, retail uses shall schedule delivery trucks during daytime off-peak traffic hours to reduce congestion and vehicle idling. 7. Specific Plan development shall allow for shared parking in retail and mixed-use areas.				
4.3-4: Reduce Exposure of Sensitive Uses to Substantial Pollutant Concentrations. ▸ **Rail Line Mitigation:** Prior to approval of any residential development within 1,500 feet of the edge of the planned train station, 1,200 feet north of the Union Pacific railroad line, and/or 1,100 feet south of the Union Pacific railroad line, the City will require project applicant/s to perform a site-specific health risk assessment to determine whether health risks from rail diesel exhaust exceed the BAAQMD-recommended threshold, and to fix the area within which this threshold will be exceeded. Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from BAAQMD. Analyses shall take into account regulatory requirements for diesel locomotive engines and the appropriate fleet mix of diesel locomotive engines as it relates to emissions rates. For the area within which this threshold will be exceeded, the City shall require the applicant to identify and incorporate feasible mitigation measures to lessen this impact. The applicant shall communicate with the Bay Area Air Quality Management District to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the Bay Area Air Quality Management District applicable at the time the project is proposed. Such measures could include, but are not limited to: including tiered plantings of trees such as redwood, deodar cedar, live oak and oleander designed to reduce particulate matter concentrations as experienced at the proposed sensitive use, as feasible and as consistent with the Specific Plan landscaping requirements; installing air filtration systems of fresh air supply to reduce ambient particulate matter concentrations with air intake located away from the railroad and train station, as feasible; where appropriate, installing passive electrostatic filtering systems; and locating air intakes and design windows to reduce particulate matter exposure by, for example, not allowing windows facing the railroad and train station to open.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to conditional use permit or approval of tentative subdivision map, as applicable	

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▸ **BAAQMD-Permitted Stationary Source Mitigation:** No further mitigation is required for development of sensitive receptors (residential uses, for example) near the Bubbling Well Pet Memorial Park or Syar Industries if these facilities are not operational at the time such development is proposed. However, if sensitive receptors are proposed within 500 feet of either of these facilities and BAAQMD-provided information suggests that cancer risk, noncancer health index, or $PM_{2.5}$ concentrations could have a significant impact on such proposed sensitive receptors, the City will require site-specific analysis and mitigation. Site-specific analysis and mitigation will be required to demonstrate consistency with the applicable BAAQMD standards (increased cancer risk of <10.0 in a million, increased non-cancer risk of < 1.0 Hazard Index [Chronic or Acute], ambient $PM_{2.5}$ increase of < 0.3 $\mu g/m^3$ annual average) or those applicable at the time the project is proposed. The City will require mitigation, as necessary, to reduce impacts to a less-than-significant level. Mitigation measures could include setbacks designed to avoid exposure of proposed sensitive receptors to substantial pollutant concentrations. Other mitigation options include the installation of air filtration systems of fresh air supply certified to reduce ambient $PM_{2.5}$ concentrations from indoor areas. Air intake for these units would be located away from areas producing the air pollution. If necessary, the project shall install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). Air intakes and windows shall be designed to reduce PM exposure (e.g., windows nearest the source do not open). Projects will be reviewed and conditioned, if necessary, to avoid exposure of proposed sensitive uses to pollutant concentrations in excess of BAAQMD significance thresholds. ▸ **Non-Permitted Activities:** If a proposed project could expose existing or planned sensitive receptors to substantial pollutant concentrations in excess of BAAQMD significance thresholds, the City will require that the TAC-generating activity (e.g., loading docks) be located away from existing and proposed on-site sensitive receptors or shall incorporate other controls on emissions concentrations and/or rates such that the proposed use would not expose sensitive receptors to TAC emissions that would create a significant impact, using BAAQMD significance thresholds applicable at the time such uses are proposed. At this time, the relevant standards are an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0 or $PM_{2.5}$ concentration of 0.3 $\mu g/m^3$ or more. If necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for				

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the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. Signs shall be posted in loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling. ► **TAC Sources:** Any new or modified source of toxic air contaminants proposed under the Specific Plan, including gas stations and other uses for which no Authority to Construct or Permit to Operate has been issued by the BAAQMD shall comply with BAAQMD Regulation 2, Rule 5, New Source Review of Toxic Air Contaminants. Rule 5 applies to any source or group of sources at a facility that: (a) is/are part of a proposed construction or modification, (b) is/are subject to the requirements of Regulation 2-1-301 or 302, and (c) emit/s one or more toxic air contaminants. BAAQMD new source review trigger limits include projects that could emit benzene in excess of 3.8 lbs/year (chronic) and 2.9 lbs/hour (acute). BAAQMD Best Available Control Technology for Toxics (TBACT) Requirement shall apply to proposed sources of TACs. In addition to, or instead of TBACT, projects may elect to demonstrate that buffers between sensitive receptors and sources of TACs is sufficient to avoid a significant impact. The APCO will deny an Authority to Construct or Permit to Operate for any new or modified source of TACs if the project risk exceeds any of the following project risk limits for existing or planned receptors within the Specific Plan or adjacent to the Specific Plan Area: a cancer risk of 10.0 in one million (10-5); a chronic hazard index of 1.0; or an acute hazard index of 1.0; or those standards applicable at the time subject projects are proposed. ► **Health Risk Screening Analysis:** An application for an Authority to Construct or Permit to Operate for any project subject to Rule 5 shall contain a Health Risk Screening Analysis (HRSA). To determine the requirements of Rule 5, the project applicant shall be given the opportunity to perform a more refined HRSA, modify the project, or submit any required plans or information, as necessary to comply with the requirements of Rule 5. ► **Dry Cleaners:** The City will not approve the development of dry-cleaning				

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operation using perc within 300 feet of any existing or planned sensitive land use. The City will not approve the development of new sensitive uses within 300 feet of any existing dry-cleaning operation using perc. For operations with two or more machines, sensitive uses and dry-cleaning operation using perc. shall be separated by at least 500 feet.				
Biological Resources				
4.4-1: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the United States, and Waters of the State. 1. The City shall require future development to avoid fill of wetlands and other waters of the United States to the maximum extent feasible. 2. Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project, the project applicant(s) of all projects requiring fill of wetlands or other waters of the United States or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. In order to apply for a CWA permits, and as a condition of project approval, a delineation of waters of the United States conducted according to methods approved by USACE shall be completed for each project site, including off-site improvement areas. The delineation shall map and quantify the acreage of all aquatic habitats on the project site and shall be submitted to USACE for verification. For each respective phase, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of aquatic resources including both waters of the United and waters of the state, that potentially support Federally listed species, consistent with USFWS guidelines (i.e., the USFWS generally considers wetland habitats suitable for listed species to be subject to indirect impacts if development would occur within 250 feet) . 3. Project applicant(s) shall to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the RWQCB policies) the acreage of all wetlands and other waters of the United States, and waters of the state, that would be removed, lost, and/or degraded with implementation of project plans for that phase. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the RWQCB, and	Project applicant(s) and/or contractor(s) of all project phases requiring fill of wetlands or other waters of the United States or waters of the state.	City of Fairfield, U.S. Army Corps of Engineers, Regional Water Quality Control Board, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.	Before approval of grading or improvement plans or any ground-disturbing activities for any project development phase containing wetland features or other waters of the United States. The MMP must be approved by the City and USACE before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after	

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the City, as determined during the Section 401 and Section 404 permitting processes. 4. It is proposed by the City that impacts on wetlands regulated under Section 404 be mitigated at ratios consistent with those proposed in the current draft SMHCP. a) If the current draft SMHCP is adopted, compensation for wetland habitat within high value conservation areas shall be provided as follows: i) For direct impacts on wetlands: 9 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed. ii) For indirect impacts on wetlands: 3 acres of vernal pool habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification. b) If the current draft SMHCP is adopted, compensation for habitat within medium value conservation areas shall be provided as follows: i) For direct impacts on wetlands: 2 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed. ii) For indirect impacts on wetlands: 1 acre of vernal pool habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification. 5. If the SMHCP is not adopted, unavoidable impacts on wetlands would be mitigated through the following processes and measures: 6. As part of the Section 404 permitting process, draft wetland mitigation and monitoring plans (MMP) shall be developed for the project by a qualified restoration ecologist on behalf of the project applicant(s). Before any ground-disturbing activities that would adversely affect wetlands and before engaging in mitigation activities associated with each phase of development, the project applicant(s) shall submit the draft wetland MMP to USACE, the RWQCB, and the City for review and approval of those portions of the plan over which they have jurisdiction. Once the MMPs are approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. Project applicant(s) may purchase mitigation credits at an			construction, as required.	

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agency-approved mitigation bank within Solano County or may provide compensatory mitigation through creation permittee-responsible mitigation sites according to the MMP specifications outlined below. If credits are available for all wetland impacts, and the project applicant(s) commit to buy credits in an approved mitigation bank, many of the following MMP measures may not be required. Exhibit 4.4-10 shows lands in the Specific Plan Area and vicinity that are proposed options for compensatory wetland mitigation. These lands include both established mitigation banks and potential mitigation sites. (Mitigation sites can simultaneously provide compensatory habitat for more than one impact. For example, wetland habitat can simultaneously mitigate an impact on waters of the United States and an impact on vernal pool branchiopod habitat and an impact on California tiger salamander breeding habitat, as long as the mitigation habitat is suitable for all these habitats (i.e., provides similar habitat values as the waters of the United States lost, provides suitable habitat for vernal pool branchiopods, and provides suitable breeding habitat for California tiger salamander). 7. The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230). According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. This also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites. However, the Final Rule also establishes a preference for compensating losses of aquatic resources within the same watershed as the impact site. Because of the large amount of on-site conservation, opportunities for on-site compensatory mitigation may exist through restoration and enhancement of existing and historic wetland habitats and creation of new wetlands. For example, many of the wetlands in the Specific Plan Area are historic vernal pools that have been subjected to agricultural disturbances (e.g., grading, draining, and planting) that have resulted in varying levels of degradation of the vernal pool habitat. Opportunities for restoration or recreation of the historic vernal pools exist and may be preferable to creating compensatory wetlands off site or to purchasing mitigation credits at an				

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established bank if those credits are in a different watershed and, therefore, would not compensate for the loss of function in the respective watershed (i.e., Union Creek, McCoy Creek, Denverton Creek, or Barker Slough watersheds). 8. Compensatory mitigation for losses of perennial and seasonal drainage channels shall be achieved through in-kind preservation, restoration, or enhancement, as specified in the Final Rule guidelines. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal wetland, swale, marsh, and pond habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following: 9. Compensatory mitigation sites and criteria for selecting these mitigation sites. In general, compensatory mitigation sites should meet the following criteria, based on the Final Rule; a) located within the same watershed as the wetland or other waters that would be lost, or within the same vernal pool recovery area; b) located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses; 10. A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other wetland functional assessment method approved by USACE, to establish baseline conditions; 11. Specific creation and restoration plans for each mitigation site; 12. In kind reference wetland habitats for comparison with compensatory wetland habitats (using performance and success criteria) to document success; 13. Description of methodology used to select reference wetlands for comparison; 14. Monitoring protocol, including schedule and annual report requirements, and the following elements: a) ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable; 15. CRAM, or other USACE-approved wetland assessment method, conducted				

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annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. Assessment scores for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year; a) Wetland assessment (e.g., CRAM) conducted annually for 5 years after any construction adjacent to wetlands preserved in the Specific Plan Area to determine whether these areas are retaining wetland functions and values. CRAM scores for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year; b) analysis of wetland assessment data, including assessment of potential stressors, to determine whether any remedial activities may be necessary; c) corrective measures if performance standards are not met. Remedial actions may be implemented on an annual basis, if necessary, or at the end of the 5-year monitoring period An analysis to determine the reasons criteria were not met shall be a performed by qualified a qualified restoration ecologist and remedial actions shall be developed in coordination with USACE; remedial actions may include reseeding native vegetation, regrading wetland features; managing invasive plants, restricting access by humans and domestic animals, or other measures depending on the type and severity of performance failures. Monitoring performance standards shall resume following implementation of remedial actions until performance standards are met. If compensatory wetlands do not meet success criteria by the end of 10 years after creation, they will be mitigated through purchase of credits at an agency-approved mitigation bank. d) monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time; e) GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat; f) adaptive management measures to be applied if performance standards and acreage requirements are not being met; g) responsible parties for monitoring and preparing reports; and h) responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.				

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16. An operations and management plan (OMP) for all on- and off-site wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review and approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). 17. The wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the United States, including jurisdictional wetlands, and waters of the state regulated by the RWQCB, on a no-net-loss basis. In addition to USACE approval, approval by the City and the RWQCB will also be required. To satisfy the requirements of the City and the RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. 18. Water quality certification pursuant to Section 401 of the CWA, or waste discharge requirements (for waters of the state), will be required before issuance of the record of decision and before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification and/or waste discharge requirements, shall be implemented. Project applicant(s) shall obtain a General Construction Stormwater Permit from the San Francisco Bay or Central Valley RWQCB, depending on location within the Specific Plan Area , prepare a stormwater pollution prevention plan (SWPPP), and implement best management practices (BMPs) to reduce water quality effects during construction. Detailed information about the SWPP and BMPs are provided in Section 4.9, “Hydrology and Water Quality.”				

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.4-2a: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions; Preserve and Restore Wetland and Adjacent Upland Habitat Consistent with the SMHCP Conservation Strategy. 1) No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until take authorization has been obtained from the USFWS and the project applicant(s) of all projects, including off-site improvement projects, have abided by conditions specified in the take authorization, including all conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements. 2) It is the City's desire that mitigation for project impacts on biological resources be mitigated through participation in the SMHCP, by implementing all measures described for the respective species in the SMHCP. 3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS. 4) As described under Mitigation Measure 4.4-1a, an MMP shall be developed that describes in detail how loss of vernal pool and other wetland habitats shall be avoided or offset, including details on creation of habitat, compensation for the temporal loss of habitat, performance standards to ensure success, and remedial actions if performance standards are not met. 5) The project applicant(s) of each project shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be acceptable to the City, USACE, and USFWS and accomplish no net loss of habitat acreage, function, and value. a) The SMHCP identifies the vernal pool grassland habitat in the eastern portion of the Specific Plan Area (east of Vanden Road) as a high value	Project applicant(s) and/or contractor(s) of all project phases.	USACE, USFWS, and the City of Fairfield	Before approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and BMPs.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
conservation area (Solano County Water Agency 2009, Figure 4-9). Portions of the Specific Plan Area located west of Vanden Road are identified as medium value conservation areas. 6) If the current draft SMHCP is adopted and available as an avenue for take authorization, compensation for suitable habitat within high value conservation areas shall be provided as follows: a) For direct impacts on wetlands: 9 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed. b) For indirect impacts on wetlands: 3 acres of vernal pool habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification. c) For direct impacts on valley floor grassland (upland) habitat: 3 acres of upland habitat shall be preserved for every acre removed. d) For indirect impacts on upland habitat: 1 acre of upland habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification. 7) For consistency with the SMHCP, compensation for habitat within medium value conservation areas shall be provided as follows: a) For direct impacts on wetlands: 2 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed. b) For indirect impacts on wetlands: 1 acre of vernal pool habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification. c) For direct impacts on upland habitat: 3 acres of upland habitat shall be preserved for every acre removed. d) For indirect impacts on upland habitat: 1 acre of upland habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification. 8) If the SMHCP is not adopted before project implementation, adequate mitigation ratios for take authorization shall be determined through the ESA Section 7 consultation process. 9) Mitigation shall occur before the approval of any grading or improvement plans				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat. 10) The project applicant(s) of all project phases shall identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. 11) All vernal pool habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.				
4.4-2b: Implement Mitigation Measure 4.4-2a; Secure Take Authorization for California Tiger Salamander and Implement All Permit Conditions; Preserve and Enhance Upland Habitat; Preserve and Create Breeding Habitat. 1) No project construction shall proceed in areas supporting potential habitat for California tiger salamander (known or potential breeding pools/ponds plus surrounding Specific Plan Area grasslands within 1.3 miles), until take authorization has been obtained from the USFWS and DFG, and the project applicant(s) of all project phases have abided by all conditions in the take authorization, including conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements. DFG may issue a Consistency Determination under Section 2080.1 of CESA if the applicant(s) obtains take authorization from USFWS and submits the federal opinion take statement to the Director of Fish and Game. DFG must determine that conditions specified in the Federal take authorization are consistent with CESA. If a Consistency Determination is not obtained, the applicants shall obtain a separate incidental take permit under Section 2081(b) of CESA. 2) It is the City's desire that mitigation for project impacts on biological resources be mitigated through participation in the SMHCP, by implementing all measures described for the respective species in the SMHCP. 3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and with DFG pursuant to Fish and	Project applicant(s) and/or contractor(s) of all project phases.	USACE, USFWS, and the City of Fairfield	Before approval of any grading or improvement plans and on an ongoing basis throughout construction, as applicable for all project phases as required by the mitigation plan, any consistency determination, BO, and/or BMPs.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Game Code Sections 2080.1 or 2081(b), and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS and in the take authorization or consistency determination issued by DFG. 4) If the current draft SMHCP is adopted and available as an avenue for take authorization under CESA and ESA, in addition to the preservation and restoration specifications presented under Mitigation Measure 4.4-2a, the following mitigation shall be implemented for impacts on known occupied and suitable breeding habitat for California tiger salamander (i.e., seasonal wetlands and ponds that remain inundated in most years for a minimum of 10 weeks), which are consistent with the mitigation requirements proposed in the draft SMHCP: a) Preserve 3 acres of known breeding habitat for every acre of suitable breeding habitat removed. b) Create suitable breeding habitat at a 2:1 ratio, or 0.35 acre, whichever is greater. Created breeding habitat must be within at least 300 contiguous acres of preserved upland habitat and within 2,100 feet of known breeding habitat. 5) The following measures shall be implemented to mitigate impacts on upland habitat and movement corridors (i.e., seasonal wetland swales, meadows) within the known or potential range of California tiger salamander: a) For impacts within medium and high value conservation, preserve upland habitat at a 3:1 ratio, consistent with Mitigation Measure 4.4-2a, and create 0.01 acre of breeding habitat per each acre of upland habitat removed. 6) Known breeding habitat shall include all sites where California tiger salamander breeding has been documented at least once in the last 10 years. Multiple compensatory breeding sites can be created within 1,300 feet of each other, but shall be within 2,100 feet of known breeding habitat and within 300 acres of contiguous suitable upland habitat. Each wetland created as breeding habitat shall be a minimum of 0.02 acre (Solano County Water Agency 2009, pages 6-19 through 6-20). 7) All California tiger salamander habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.				
4.4-2c: Avoid Direct Loss of Swainson's Hawk and Other Raptors. 1) To avoid, minimize, and mitigate potential impacts on Swainson's hawk and	Project	California	Before the	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
other raptors (not including burrowing owl), the project applicant(s) of each project shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Specific Plan Area and off-site improvement areas. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. 2) Impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined in coordination with DFG the young have fledged, the nest is no longer active, or until that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. 3) To mitigate impacts on Swainson's hawk foraging habitat consistent with the SMHCP, implement Mitigation Measure 4.4-2a, which requires that 3 acres of valley floor grassland habitat be preserved for every 1 acre lost to development, and retain active and suitable nest trees within and adjacent to foraging habitat. This mitigation can be concurrent with mitigation for California tiger salamander habitat provided the valley floor grassland habitat preserved is suitable for both species. 4) To avoid, minimize, and mitigate potential impacts on burrowing owl, the project applicant(s) of each project, including off-site improvements projects, shall retain a qualified biologist to conduct preconstruction surveys within 30 days prior to the start of construction activities to ensure that burrowing owls will not be affected by project activities. 5) If an active burrow is found during the non breeding season (September 1 through January 31), then western burrowing owls occupying burrows that	applicant(s) and/or contractor(s) of all project phases.	Department of Fish & Game and the City of Fairfield	approval of grading and improvement plans, before any ground-disturbing activities, and during project construction, as applicable for all project phases.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
cannot be avoided or adequately protected may be evicted from the area using passive relocation as described in DFG's Staff Report on Burrowing Owls (1995). 6) If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 250-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed. 7) Project applicants shall mitigate for the permanent loss or conversion of burrowing owl habitat (i.e., valley floor or vernal pool grassland, grain and hay crops, pasture, irrigated agriculture, fallow fields) by preserving suitable habitat at a 3:1 ratio. Implementing Mitigation Measure 4.4-2a, which requires that 3 acres of valley floor grassland habitat be preserved for every 1 acre lost to development, would provide adequate mitigation for loss of burrowing owl habitat. As discussed previously, the Specific Plan Area is identified in the SMHCP as being within the Valley Floor Grassland Conservation Area. 8) If active burrowing owl nests are found on the Specific Plan Area during preconstruction surveys and these nest sites are lost as a result of implementing the project, then the project applicants for those project phases that would result in the loss of nest burrows shall mitigate the loss through preservation of other known nest sites at a ratio of 1:1, according to the guidelines outlined in the SMHCP. 9) All Swainson's hawk and burrowing owl habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.				
4.4-2d: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies. 1) To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity	Project applicant(s) and/or contractor(s) of all project phases.	California Department of Fish & Game and the City of Fairfield	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
begins. 2) If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with DFG.			habitat as applicable for all project phases.	
4.4-2e: Avoid and Minimize Impacts to Nesting Loggerhead Shrikes. 1) To avoid and minimize impacts to loggerhead shrike and other nesting birds, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the loggerhead shrike nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat. The survey shall be conducted within 14 days before project activity begins. 2) If no active loggerhead shrike nests are found, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with DFG.	Project applicant(s) and/or contractor(s) of all project phases.	California Department of Fish & Game and the City of Fairfield	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	
4.4-3a: Secure Take Authorization for Federally Listed Contra Costa Goldfields and Implement All Permit Conditions, Implement Contra Costa Goldfields Core Population Development Criteria Consistent with the SMHCP, Establish New Populations of Contra Costa Goldfields. 1) To avoid and minimize direct and indirect impacts on Contra Costa goldfields in the Specific Plan Area and off-site improvement areas, the following performance criteria/design guidelines provided in the Conservation Strategy of the draft SMHCP shall be implemented: a) New roads and expansion of existing roads shall incorporate design measures to maintain hydrological connectivity, such as culverts and	Project applicant(s) and/or contractor(s) of all project phases.	US Fish and Wildlife Service and the City of Fairfield	Before the approval of any ground-disturbing activity within 250 feet of	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
underpasses. b) Individual projects shall not directly impact more than 10% of suitable Contra Costa goldfield habitat in the Specific Plan Area. c) The project shall not directly impact more than 50% of current or historically occupied habitat in the Specific Plan Area. d) The extent of occupied habitat shall be based on a minimum of two years of surveys. Occupied habitat shall be based on the total area of occupied wetland habitat, not just Contra Costa goldfield cover. e) Preserve areas shall encompass at least 100 acres of suitable vernal pool grassland habitat. 2) To compensate for the direct loss of occupied Contra Costa goldfield habitat within core population areas (portions of Specific Plan Area east of Vanden Road) and potential habitat, watershed, and corridor areas (portions of Specific Plan Area west of Vanden Road); new, self-reproducing populations of Contra Costa goldfields shall be established at a ratio of 4:1, or other ratio as required in the final adopted SMHCP, according to the following criteria outlined in the SMHCP (Solano County Water Agency 2009): a) Establishment of new populations shall take place in constructed, restored, and enhanced wetlands within the known range of Contra Costa goldfields in Solano County. To the extent possible, habitat restoration and establishment of new populations shall occur within the open space areas of the Specific Plan Area in the same core area as the affected habitat. For on-site restoration and establishment to be feasible, unoccupied habitat that can be restored must be identified in the Specific Plan Area. It is likely that currently unoccupied habitat on the Noonan North and South sites could be restored for establishing new populations of Contra Costa goldfields. Additional potential mitigation sites are shown in Exhibit 4.4-10. b) New populations shall be established from seed of plants that would be removed as a result of project development and if needed, additional seed from the affected population may be collected if necessary to establish new populations (affected populations are within core areas identified in the SMHCP). Seed and topsoil shall be salvaged from the occupied wetlands that would be removed by project development. Seed shall be collected from affected populations for at least one season prior to loss, but no more than 10% of the seed produced can be removed from the overall population in a given growing season. All of the seed from plants in occupied habitat to			Contra Costa goldfield habitat.	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
be removed shall be harvested in the final harvest season. Collected seeds shall be stored at two different seed repositories, including the National Center for Genetic Resources Preservation in Fort Collins, Colorado, and a repository certified by the Center for Plant Conservation, such as the Rancho Santa Ana Botanic Garden, until reestablishment habitat is ready for planting. c) The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat. d) Reestablished populations shall be considered self producing when: (1) plants reestablish annually for a minimum of 5 years with no human intervention such as supplemental seeding; and (2) reestablished habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar pool types and core areas (e.g., the Noonan Ranch Conservation Bank). e) If success criteria are not met within 10 years of project implementation, the project applicant shall increase the preserved wetland restoration acreage by 50%. The project applicant shall provide bonds or other financial assurances to ensure implementation of the mitigation measures. 3) If the SMHCP is not adopted prior to implementing the project, project applicant(s) shall develop a mitigation and monitoring plan for Contra Costa goldfields in consultation with USFWS. The MMP shall include detailed plans to compensate for the direct loss of occupied Contra Costa goldfield habitat at a ratio agreeable to USFWS and the City. At a minimum, the MMP shall include all of the measures listed above from the Draft SMHCP and shall include monitoring of preserved and compensatory reestablished populations annually for a minimum of 5 years to ensure plants are regenerating on a yearly basis without human intervention. If plants are not regenerating, reseeding and other measures (e.g., recontouring wetland habitat, hydrological remediation, weed management), as appropriate based on assessment by a qualified ecologist shall be implemented and monitoring continued until populations are self sustaining. 4) All Contra Costa goldfields habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.4-3b: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures and Compensatory Mitigation for Special-status Plants Other Than Contra Costa Goldfields.				
1) To mitigate for the loss of dwarf downingia and legenere, and the potential loss or degradation of other special-status plant species and habitat, the project applicant(s) of each project, including off-site improvement projects, shall adhere to the requirements described below: a) The project applicant(s) of each proposed project, including off-site improvement projects, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. The surveys shall be conducted no more than 5 years prior and no later than the blooming period before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to the City of Fairfield and no further mitigation shall be required. If a protocol level survey targeting all potentially occurring special-status plant species has been conducted on the specific project site in the previous 5 years, a preconstruction survey shall not be required because surveys conducted according to established guidelines are generally considered valid by the resource agencies for a period of 5 years. If the SMHCP is approved at the time of project implementation and the applicant participates in the SMHCP, special-status plant surveys shall not be required in conservation areas designated as low to medium value. b) Because Parry's red tarplant is abundant in the Specific Plan Area and the majority of occupied habitat would be retained in the open space areas, no further mitigation would be needed for this species. Likewise, the majority of wetlands occupied by hogwallow starfish would be preserved in the Specific Plan Area and no further mitigation is needed for this species. c) If special-status plant populations are present, the project applicant(s) of affected project phases shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation	Project applicant(s) and/or contractor(s) of all project phases.	City of Fairfield, US Fish and Wildlife Service and California Department of Fish & Game; as appropriate depending on species status.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements.	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. d) If impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Fairfield for review and approval. It shall be submitted concurrently to DFG or USFWS, as appropriate depending on species status, for review and comment. The City shall consult with these entities before approval of the plan. The plan shall require maintaining viable plant populations in the Specific Plan Area and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Consistent with City of Fairfield General Plan policy, special-status plant populations shall be avoided to the maximum extent feasible. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. Mitigation could include purchase of an existing off-site area known to support the special-status species to be affected, as well as preserving the site in perpetuity. Transplanting and/or reseeding of special-status plants is not proven to be an effective compensation method for most species; therefore, project proponents should avoid special-status plants for which transplanting techniques have not been proven or compensate for impacts by preserving other populations. 1) If transplantation is a proven method for a species and relocation efforts are part of the mitigation plan, the plan shall include a description and map of mitigation sites, details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements, and sources of funding to purchase, manage, and preserve the sites. The following performance standards shall be applied: • The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat and shall be self-producing.				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
• Reestablished populations shall be considered self producing when: – plants reestablish annually for a minimum of 5 years with no human intervention such as supplemental seeding; and – reestablished habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar pool types and core areas (e.g., the Noonan Ranch Conservation Bank). 2) Whenever possible, transplantation shall take place in Specific Plan Area conservation areas that support suitable but currently unoccupied habitat for the affected species. 3) If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.				
4.4-4: Map Riparian Habitat and Other Sensitive Natural Communities; Implement Avoidance and Mitigation Measures, Secure and Implement Section 1602 Streambed Alteration Agreement. 1) The project applicant(s) of all proposed projects shall retain a qualified botanist to identify, map, and quantify riparian habitat and other sensitive natural communities, such as rye grass tufts, on the project site before final project design is completed. 2) The project applicant(s) of affected projects shall design project development to avoid riparian habitat and other sensitive natural communities to the extent feasible. Since the majority of riparian vegetation in the Specific Plan Area is located in an area that is part of the railroad museum open space, it would be feasible to design museum and trail features to be constructed outside of the depressions containing wetland and riparian habitat. The depressions supporting riparian vegetation are located at the base of an old railroad berm. Museum attractions, trails, and other amenities shall be constructed atop the berm or in other areas outside of the depressions supporting riparian vegetation. 3) If impacts on riparian habitat or rye grass tufts cannot be avoided as part of	Project applicant(s) and/or contractor(s) of all project phases.	City of Fairfield and California Department of Fish & Game	Before approval of grading or improvement plans or any ground disturbing activities in any areas that could affect riparian or stream habitats.	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
future project construction, the project applicant shall consult with DFG to determine whether a Section 1602 streambed alteration agreement may be required for alteration of these habitats. 4) The acreage of riparian habitat that would be removed shall be replaced or restored/enhanced on a "no net loss" basis in accordance with DFG regulations, subject to limitations on its authority set forth in California Fish and Game Code Section 1600 et seq., and City policies. 5) Compensatory mitigation for loss of riparian vegetation and rye grass tufts shall be accomplished through restoration and creation of native riparian vegetation and rye grass tufts along Union Creek within the Specific Plan Area, to the extent feasible. To avoid potential adverse effects to vernal pools and other wetland habitats and associated special-status species, riparian habitat restoration shall be restricted to the northern portions of Union Creek on Parcels 4 and 5 (the Solano Irrigation District and North Kelley properties). If habitat restoration/creation cannot be accommodated within the project site because of conflicts with SID management of the Union Creek channel, then an appropriate site elsewhere in the Union Creek watershed shall be identified for riparian habitat restoration/creation to offset losses of riparian habitat on the project site, as agreeable to DFG and the City. If an alternative site acceptable to the City and DFG is not available, compensatory mitigation shall be accomplished through purchase of in-kind mitigation credits from an approved mitigation bank within eastern Solano County.				
4.4-6a: Identify and map noxious weed infestations, avoid infested areas to the extent feasible. 1) The following measures shall be implemented to reduce the risk of spreading noxious weeds: a) Prior to construction commencement, project applicants of all project phases shall hire a qualified botanist to identify and map all noxious weed infestations within project construction sites. The botanist shall contact the Solano County Agricultural Commissioner to obtain a current list of noxious weeds of concern. b) Areas infested by noxious weeds shall be fenced and avoided during construction if feasible. If these areas are to be developed and cannot be avoided, noxious weeds shall be removed at the onset of construction and disposed of properly. Proper disposal methods depend on the species, removal method, and the timing of removal. Appropriate methods of	Project applicant(s) and/or contractor(s) of all project phases.	City of Fairfield	Before approval of grading or improvement plans	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
disposal shall be determined by a qualified botanist or land manager experienced in weed eradication methods. c) Where it is not possible to keep equipment out of sites infested with noxious weeds, the equipment shall be cleaned so that it is free of soil, seeds, vegetative matter or other debris prior to being moved from infested sites to un-infested sites and prior to being transported out of the project area.				
4.4-6b: Assess riparian, marsh, and stream habitat, develop and implement an enhancement or restoration plan for riparian and marsh habitat, implement Mitigation Measures 4.4-1 and 4.4-4. 1) City General Plan Policy OS 9.9 requires project proponents to assess important freshwater marsh, riparian, and open water habitats, such as habitats within and along Union Creek. Based on the habitat assessment, project proponents shall hire a qualified restoration ecologist to prepare a restoration or enhancement plan. 2) Because alteration of streams and associated riparian and marsh habitat is regulated by DFG under Section 1602 of the California Game Code, a streambed alteration agreement would have to be developed and implemented for the Specific Plan, if impacts on these habitats would occur, as discussed in Mitigation Measure 4.4-4. Furthermore, all waters of the United States, including any wetlands supporting riparian or marsh habitat, are regulated by USACE under the Section 404 of the Clean Water Act, as discussed under Impact 4.4-1. Both the Section 1602 streambed alteration agreement and the Section 404 permit would require mitigation resulting in no net loss of habitats under their jurisdiction. Therefore, Mitigation Measures 4.4-1 and 4.4-4 shall be implemented as mitigation for impacts on riparian, marsh, and open water habitats protected under City General Plan Policy.	Project applicant(s) and/or contractor(s) of all project phases affecting Union Creek.	California Department of Fish & Game and the City of Fairfield	Before issuance of grading permit or approval of improvement plans for any project phases that would affect Union Creek.	
Cultural Resources				
4.5-1: Follow Fairfield General Plan and EIR Guidelines for Off-Site Improvements. 1) Prior to final design of required infrastructure improvements required to support Specific Plan development, the City will require research, survey work, and other documentation of cultural resources, consistent with the Fairfield General Plan policies OS 10.3–10.5, OS 10.7, and OS 10.8 and Fairfield General Plan	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site preparation and construction activities for any	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
EIR mitigation measures CR-1, as modified for this Specific Plan and provided in the material that follows: a) Consult with the California Archaeological Inventory Northwest Information Center at Sonoma State University any off-site improvements needed to support Specific Plan buildout that could have an impact on cultural resources. b) Avoid impacts on cultural resources when archeological studies reveal the presence of cultural resources. If avoidance is infeasible, require site testing by a qualified archeologist to determine the significance of the resources, and implement recommended mitigation measures. c) Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archeologist to determine the significance of the resources. d) Require archeological studies by a "qualified archaeologists" meeting Secretary of the Interior's standards in areas of archeological significance prior to approval of improvements needed to support Specific Plan buildout. e) Prepare an inventory of historic structures within any areas that could be affected by construction of off-site infrastructure and CRHR evaluation if necessary. f) If any significant historic resources would be adversely affected by off-site improvements, the improvements shall be redesigned, if feasible, to avoid impacts. g) If avoidance of a significant architectural resource is not feasible, the City will ensure that Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation is completed.			required off-site traffic improvements needed to support Specific Plan buildout.	
4.5-2: Impacts to Presently-Undocumented Cultural Resources. 1) If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, animal bone, glass, ceramics, structure/building remains, etc.) is made during project-related construction activities or off-site infrastructure improvements needed to support Specific Plan buildout, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist will be notified regarding the discovery. 2) The archaeologist shall determine whether the resource is potentially significant per the CRHR and develop appropriate mitigation to protect the integrity of the resource and ensure that no additional resources are impacted.	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site preparation and construction activities	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
3) Mitigation could include, but not necessarily be limited to preservation in-place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.				
4.5-3: Implement the Requirements of State Laws Pertaining to the Discovery of Human Remains. 1) If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials, which falls within the jurisdiction of the California Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). If human remains are discovered or recognized in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) the Solano County coroner has been informed and has determined that no investigation of the cause of death is required and b) if the remains are of Native American origin, c) the descendants from the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code, Section 5097.98, or d) the California NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC. 2) According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site preparation and construction activities for on- and off-site improvements.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Geology, Soils, and Paleontological Resources				
4.6-1a: Prepare Site-Specific Design-Level Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. 1) Before approval of subdivision improvement plans within the Specific Plan and off-site infrastructure required to support Specific Plan buildout, each subdivider shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report at a design level, which shall be submitted for review and approval to the City. The final design level geotechnical engineering report shall address and make recommendations on the following: a) site preparation; b) soil bearing capacity; c) appropriate sources and types of fill; d) potential need for soil amendments; e) road, pavement, and parking areas; f) structural foundations, including retaining-wall design; g) grading practices; h) soil corrosion of concrete, steel, ductile iron, and copper; i) erosion/winterization; j) fault rupture and associated hazards along the Vaca Fault; k) seismic ground shaking; l) liquefaction; and m) expansive/unstable soils. 2) Prior to approval of grading permits, in addition to the recommendations for the conditions listed above, the geotechnical investigation shall include on-site subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the applicable version of the CBC. Design and construction of all new project development shall be in accordance with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) within the Specific Plan Area and for off-site improvements required to support the Specific Plan. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. 3) For grading proposed near the Vaca Fault, the geotechnical report shall include a fault investigation. If the fault investigation confirms that the segment of the Vaca Fault through the project site is not active, then the risk of ground surface	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of improvement plans and grading permits	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
rupture due to faulting would be considered low. Conversely, in the event a fault investigation was to conclude this segment is active (Holocene), potentially active, or the investigation is inconclusive, then it may be necessary to establish a structural setback zone (to be determined by the geotechnical engineer in accordance with CBC requirements). 4) The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.				
4.6-1b: Monitor Earthwork during Earthmoving Activities. 1) Earthwork for projects within the Specific Plan and off-site infrastructure improvements required to support the Specific Plan at buildout shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s). The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.	Project applicant(s) and/or contractor(s).	City of Fairfield	During site preparation/ grading activities	
4.6-2. Liquefaction. Implement Mitigation Measure 4.6-1a and 4.6-1b.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of improvement plans and grading permits During site preparation/ grading activities	
4.6-3: Prepare and Implement a Grading and Erosion Control Plan. 1) The construction contractor employed by the project applicant(s) of all project phases shall retain a copy of the Grading and Erosion Control Plan on-site and shall implement the plan during all earth-moving activities. 2) Before grading permits are issued, the project applicant(s) for projects within the Specific Plan and off-site infrastructure improvements needed to support Specific Plan buildout shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance	Project applicant(s) and/or contractor(s).	City of Fairfield	The Grading and Erosion Control Plan shall be prepared by applicant and approved by the City before grading permits are issued.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. 3) The grading and erosion control plan shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. 4) Implementation of Mitigation Measure 4.9-1 (discussed in Section 4.9, "Hydrology and Water Quality - Land") would also help reduce erosion-related impacts.			Implementation of the construction practices and protocols detailed in the Grading and Erosion Control Plan shall be implemented during project-related ground disturbing activities.	
4.6-4: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits. 1) Mitigation Measure: Implement Mitigation Measure 4.6-1a. 2) A rock outcropping area is located in the southeastern corner of property within APN 167-250-020, just south of the proposed roadway corridor leading from the southern "Employment" area to North Gate Road. If roadway or other construction activities occur in the rock outcropping area, before the start of any grading activities within the rock outcropping, a licensed geotechnical engineer shall be retained to perform a seismic refraction survey. Specific Plan Area-related excavation activities in the area of rock outcropping shall be carried out as recommended by the geotechnical engineer. Excavation may include the use of heavy-duty equipment, such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the City prior to the start of any blasting activities.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before the start of any grading activities.	
4.6-5. Expansive Soils. Implement Mitigation Measures 4.6-1a and 4.6-1b.	Project applicant(s)	City of Fairfield	Before approval of improvement	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
	and/or contractor(s).		plans and grading permits During site preparation/ grading activities	
4.6-6. Corrosive Soils. Implement Mitigation Measure 4.6-1a.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of improvement plans and grading permits	
4.6-8: Conduct Construction Personnel Education, Monitor Earthwork, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. 1) To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources during earthmoving activities within the Pleistocene ("Older") alluvium, project applicant(s) for projects within the Specific Plan and infrastructure improvements required to support Specific Plan buildout shall do the following: a) Before the start of any earthmoving activities within the Pleistocene (older) alluvium shown as "Qoal" in Exhibit 4.6-1, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities (including the project superintendent), regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. b) If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be	Project applicant(s) and/or contractor(s) of all project sites within the Pleistocene ("Older") alluvium.	City of Fairfield	During earthmoving activities in the Pleistocene ("Older") alluvium	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.				
Greenhouse Gases and Climate Change				
4.7-1: Construction-Related GHG Mitigation 1) The following mitigation measures would help reduce construction-related GHG emissions. At the time projects under the Specific Plan are proposed, the City will require construction contractors to implement best management practices recommended by BAAQMD, including the following, as feasible: a) The construction contractor shall investigate the potential of using electrified equipment or equipment using other than diesel or gasoline to perform construction activities, with the objective of using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15% of the fleet. b) The construction contractor shall demonstrate that locally extracted or manufactured building materials would be used for project construction and associated infrastructure when appropriate materials are available and economically feasible, with the goal of using building materials extracted or manufactured within the region. c) The construction contractor shall recycle or reuse at least 50% of construction waste or demolition materials. d) The construction contractor shall limit the amount of idling time for construction equipment to five minutes. Clear signs indicating this requirement shall be posted at all entrances to the construction site.	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site design and construction activities	
Hazards and Hazardous Materials				
4.8-2a: Complete Phase I and/or II ESAs and Implement Recommended Measures. 1) Before the start of construction activities, the project applicant shall ensure that Phase I ESAs are completed for all sites subject to ground disturbance, and that additional site evaluations recommended in the Phase I ESAs are conducted. As described in Hazardous Materials Assessment Report Northeast Fairfield Station Area (Appendix G to this EIR) (ENGEO 2009), where Phase I ESAs have been completed, the following shall be implemented: a) complete a regulatory file review for the sites that may contain	Project applicant(s) and/or contractor(s).	City of Fairfield	Before the start of construction activities.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
contaminated soils and/or groundwater; b) complete a detailed review of building records for parcels with existing or historic structure, where appropriate; c) complete a visual reconnaissance of each parcel that contains a potential REC; d) complete a broad soil and groundwater investigation to assess the potential for contaminated soil and groundwater for project sites with existing development.				
4.8-2b: Require Applicants for Future Development Entitlements to Retain a Licensed Professional to Investigate the Extent to Which Soil and/or Groundwater May Have Been Contaminated, Specifically on Parcels Not Covered by the Hazardous Materials Assessment Report Northeast Fairfield Station Area, and as Necessary Require Implementation of Required Measures.				
1) To reduce health hazards associated with potential exposure to hazardous substances, the City shall require that project applicants for projects developed under the Specific Plan Area implement the following measures. a) Project applicant shall prepare a Phase I ESA investigation for projects that were not addressed as a part of the Hazardous Materials Assessment Report Northeast Fairfield Station Area (Appendix G to this EIR) (ENGEO 2009). Project applicants shall implement recommendations from the Hazardous Materials Assessment Report, including those outlined in Table 1 appended to Hazardous Materials Assessment Report Northeast Fairfield Station Area (Appendix G to this EIR) (ENGEO 2009). If recommended by the Phase I, then the project applicant shall prepare a Phase II ESA investigation. These investigations shall follow Phase I and/or II ESA and/or other appropriate testing guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near the potential contamination sites. Recommendations in the Phase I and/or II ESA(s) to address any contamination that is found shall be implemented by the project applicant before ground-disturbing activities are initiated in these areas. The City will require the same site investigation, as necessary, to avoid impacts associated with any off-site improvements that support the Specific Plan. b) Project applicant shall prepare a new Phase I ESA of sites that are proposed for dedication for school use. The Phase I ESA shall be submitted to DTSC for review and approval before CDE will approve dedication of or purchase	Project applicant(s) and/or contractor(s).	City of Fairfield will document applicants' compliance with Solano County Environmental Health Division; DOGGR; and other regulatory agencies, such as DTSC, CDE, or RWQCB, recommendations and requirements, as warranted.	Before approval of any overall improvement plans and Subdivision Improvement Agreements; before issuing any grading permit for a Residential Subdivision (if the project applicant requests a permit prior to overall improvement plans and Subdivision Improvement Agreement); or before the	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
of the site. If toxic or hazardous substances, including pesticides, naturally occurring asbestos, or other regulated hazardous materials, are found to be present, subsequent studies (i.e., a Phase II Preliminary Endangerment Assessment, Phase III remedial action) shall be performed by the project applicant, as required by DTSC and CDE. c) If Phase I and/or Phase II ESAs indicate the presence of soil and/or groundwater contamination on a subject project site, the project applicant shall prepare a site remediation plan pursuant to California Health and Safety Code Section 25401.05(a)(1) that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material on the project site, and remediation of contaminated groundwater (e.g., installation of groundwater extraction and treatment [GET] facilities). The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site (e.g., compliance with Division of Traffic Operations (DTO) and Caltrans transport regulations, and disposal at facilities permitted by EPA and/or DTSC to accept hazardous wastes). If contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the County, DTSC, and other appropriate regulatory agencies as required (e.g., the RWQCB), and shall follow required actions specified by the regulatory agencies (e.g., dewater the excavated area, properly dispose of contaminated groundwater, or set up GET facilities as required). The contractors of any proposed project in the Specific Plan Area shall be required to comply with the site remediation plan, which shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriately permitted off-site disposal facility. The site remediation plan shall remain at the contamination site during remediation activities. d) The project applicant shall retain a licensed contractor to remove any existing USTs, leaking USTs, and ASTs within the subject project site. Additionally, any stained soils associated with the debris piles, USTs, and/or ASTs shall also be removed by the licensed contractor, in accordance with Solano County Environmental Management Department and RWQCB regulations, including Division 7 of the California Water Code (Porter Cologne Water Quality Control Act) and the State Water			issuance of any grading permit for any single-family residence or commercial development.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Resources Control Board regulations (Underground Tank Regulations, CCR 23 Division 3, Chapter 16). e) The project applicant shall retain a licensed contractor to remove and dispose of any transite (a hard, fireproof composite material that, prior to the 1980's contained cement and asbestos) pipe found within the subject project site, in accordance with Section 39658(b)(1) of the Health and Safety Code and EPA's National Emission Standards for Hazardous Air Pollutants for Asbestos. f) The project applicant shall retain a licensed contractor to remove any existing on-site septic systems in accordance with applicable local, state, and federal regulations. g) The project applicant shall retain a California-Occupational Safety and Health Act (Cal-OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor before demolition of any on-site buildings to investigate whether any asbestos-containing materials or lead-based paints are present. If any materials containing asbestos or lead are found, they shall be removed by an accredited contractor in accordance with CCR 17 Section 36000 and 36100 (lead based paint) and Section 39658(b)(1) of the Health and Safety Code (asbestos). In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing asbestos and lead shall be disposed of in accordance with applicable laws and regulations, at an appropriately permitted off-site disposal facility. h) The project applicant shall obtain an assessment conducted by PG&E pertaining to the contents of any existing pole-mounted transformers located on the subject project site. The assessment shall determine whether existing on-site electrical transformers contain polychlorinated biphenyls (PCBs) and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer by the project applicant shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Solano County Environmental Health Division.				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.8-5: Consult with Travis Air Force Base. 1) Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base shall consult with representatives of Travis Air Force Base and incorporate conditions, as necessary, to avoid substantial increase in the potential for bird-strike incidents. Implementation: Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of tentative maps, conditional use permits, improvements plans, or area plans where the plans for which project applicant(s) propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base to mitigate impacts.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.8-6: Prepare and Implement a Vector Control Plan. 1) The City will require that project applicant(s) of project phases that include the proposed lake shall prepare and implement a vector control plan. This plan shall be prepared in coordination with SCMAD and shall be submitted to the City for approval before issuance of the grading permit for the lake. The plan shall incorporate measures deemed sufficient by SCMAD to minimize public health risks from mosquitoes. The plan shall include the following: a) description of the project; b) description of the lake and all facilities that would control on-site water levels; c) goals of the plan; d) description of the water management elements and features that would be implemented: i) best management practices (BMPs) that would be implemented on-site, ii) public education and awareness, iii) sanitary methods used (e.g., disposal of garbage), iv) mosquito-control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water), and v) storm water management (consistent with the storm water management plan). 2) long-term maintenance of the lake and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association, community facilities district, landscaping and lighting district, or similar mechanism). 3) To reduce the potential for mosquitoes to reproduce in the lake and detention basins, the project applicant(s) shall coordinate with the SCMAD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the project applicant(s) implement shall include, but are not limited to, the following practices: a) Stock the lake and detention basins with mosquito, fish, guppies, backswimmers, flatworms, and/or other invertebrate predators. b) Maintain a stable water level in the lakes/detention basins to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage.	Project applicant(s) and/or contractor(s) of all project phases that propose the lake.	City of Fairfield	Before issuance of the grading permit for the project water feature and during long-term project operation.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.8-7 Prohibit Construction of Housing Units within 200 Feet of 230-kV Transmission Line. 1) Prior to approval for residential projects proposed under the Specific Plan located adjacent to the 230-kV powerline, the City will require that project applicant(s) demonstrate that no housing unit would be constructed within 200 feet of the transmission line. Uninhabited improvements, such as landscaping, garages, sheds, parking areas are permissible within the 200-foot transmission line buffer.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of subdivision map/s	
Hydrology and Water Resources				
4.9-1: Acquire Appropriate Regulatory Permits and Implement SWPPP and BMPs. 1) Before the approval of grading permits and improvement plans, project applicants within the Specific Plan Area shall consult with the City of Fairfield, the San Francisco Bay RWQCB, and the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain a SWRCB statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific Waste Discharge Requirements (WDRs) or waivers under the Porter-Cologne Act. The project applicant shall either obtain an individual permit or apply for coverage under the statewide general permit. 2) The project applicant shall prepare and submit the appropriate Notice of Intent (NOI) and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control and to minimize and control runoff and erosion. After completion of construction and issuance of a Notice of Completion by the City, the project applicant shall prepare and submit the appropriate Notice of Termination (NOT) of the NOI. 3) The SWPPP and BMPs therein shall identify and specify: a) the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for runoff as well as other measures to be implemented during construction. These may include but not be limited to sedimentation ponds, inlet protection, perforated riser pipes, check dams and silt fences; b) the means of waste disposal; c) the implementation of approved local plans, nonstormwater-management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities;	Project applicant(s) and/or contractor(s).	City of Fairfield and, as appropriate, San Francisco Bay RWQCB and/or the Central Valley RWQCB	Before the approval of grading permits and improvement plans (1) and (2). After completion of construction and issuance of a Notice of Completion by the City, the project applicant shall prepare and submit the appropriate Notice of Termination (NOT) of the NOI (2). During construction and site development activities (4).	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
d) the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, and other types of materials used for equipment operation; e) spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; f) personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and g) the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. 4) Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction and shall be used in all subsequent site development activities. BMPs shall include the following measures: a) Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. b) Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. c) Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. 5) All construction contractors shall retain a copy of the approved SWPPP on the construction site.				
4.9-2. Prepare and Submit Final Drainage Plans to the City and Implement Requirements. 1) Before the approval of grading plans and final maps, the project applicant(s) for developments within the Specific Plan Area shall submit final drainage plans to the City of Fairfield and Fairfield-Suisun Sewer District (FSSD) demonstrating that off-site upstream runoff would be appropriately conveyed through the	Project applicant(s) and/or contractor(s).	City of Fairfield and Fairfield-Suisun Sewer District	Before the approval of grading plans and final maps	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
subject project site, and that project-related on-site runoff would be appropriately contained in detention basins to reduce flooding impacts. 2) The drainage plan shall include, but not be limited to, the following items: a) an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods approved by the City, that accurately evaluates potential changes to runoff, including increased surface runoff ; b) projects near DWR's North Bay Aqueduct (NBA) shall demonstrate that any project road and utility crossings of the NBA easement shall accommodate, and not adversely affect the drainage system that the NBA drainage alignment utilizes to transport runoff to the McCoy Basin. c) if necessary, a DWR encroachment permit shall be obtained by the developer, and permit conditions incorporated into project design and implementation (Potential conflicts may occur where the NBA alignment crosses Peabody Road and Cement Hill Road. The road improvements will be required to accommodate, and not adversely affect, the drainage system that NBA utilizes to transport water discharge to the McCoy Basin); d) establishment of ongoing maintenance plans for a self-perpetuating drainage system maintenance program for each grading and drainage plan, pursuant to the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074, that includes annual inspections of detention basins, sedimentation basins, drainage ditches, and drainage inlets. e) any accumulation of sediment or other debris shall be promptly removed pursuant to Mitigation Measure 4.9-1. 3) The final drainage plan shall demonstrate to the satisfaction of the City of Fairfield and FSSD that 100-year flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the project site would not increase as a result of the Specific Plan. The final drainage plan shall demonstrate that stormwater facilities would appropriately convey off-site runoff and would appropriately contain project-related runoff so as not to adversely affect McCoy Basin operations. 4) Detailed hydraulics analysis shall be performed prior to road and rail spur construction over Union Creek and other crossings in the 100-year floodplain to determine and include the appropriate culvert sizes and locations such that adequate hydraulic conveyances for the 100-year flood are maintained.				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.9-3. Prepare and Submit a Stormwater Quality Control Plan to the City and Implement Requirements. 1) Before the approval of grading plans and final maps, a detailed water quality control plan shall be required and prepared by a qualified engineer retained by the project applicant(s). Drafts of this plan shall be submitted to the City for review and approval concurrently with development of tentative subdivision maps. 2) This water quality control plan shall be in compliance with the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074and shall finalize the water quality improvements and further detail the structural and nonstructural BMPs and LID features proposed for the project and will include a quantitative analysis of proposed conditions incorporating these features. 3) Because the Specific Plan is anticipated to have its discretionary approvals prior to December 2011 it would not be subject to the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074and passive, low-maintenance BMPs (e.g., grassy swales, vegetated filter strips, porous pavements) would be the preferred stormwater treatment approach. 4) The water quality study shall demonstrate, based on accepted engineering methodology, that the proposed water quality BMPs meet or exceed requirements established by the San Francisco Bay RWQCB and Central Valley RWQCB, as applicable. 5) The project drainage features shall be designed to reduce the potential adverse impacts from urban stormwater runoff in conformance with City development standards. This would be accomplished by way of water-quality BMPs and stormwater basins. As shown in Exhibit 4.9-3 and discussed in Impact 4.9-1, 10 detention basins are proposed, which would serve to detain peak flows. In addition to these basins, LID features would also be built into the Specific Plan Area. The drainage patterns of the developed watershed after development of the project will remain as close as possible to the existing drainage patterns. The proposed LID features may include, but not be limited to, bioswales, on-site bioretention, and porous pavement.	Project applicant(s) and/or contractor(s).	City of Fairfield and, as appropriate, San Francisco Bay RWQCB and/or the Central Valley RWQCB	Before the approval of grading plans and final maps.	
4.9-4. Implement Mitigation Measure 4.9-2. Prepare and Submit Final Drainage Plans to the City and Implement Requirements.	Project applicant(s) and/or	City of Fairfield and Fairfield-Suisun Sewer	Before the approval of grading plans	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
	contractor(s).	District	and final maps	
Land Use				
4.10-3: Reduce Conflicts with the Greenbelt. 1) Land proposed as open space, including Greenbelt lands and habitat conservation, shall have a conservation easement or some other long-term mechanism for permanent open space preservation. 2) The Specific Plan shall provide for a financing district or some other mechanism approved by the City to pay for long-term maintenance of open space lands, as designated under the Specific Plan. 3) New development under the Specific Plan shall pay, on a fair-share basis, for the cost of acquisition of open space lands proposed to be added to the Greenbelt. 4) The City shall review and condition projects proposed under the Specific Plan to be consistent with the Specific Plan's landscaping and design guidance and to avoid conflicts with Greenbelt Agreement criteria. 5) The City will use the following benchmarks of performance to preserve important aspects of Greenbelt: a) The Specific Plan shall avoid a net loss of Greenbelt land; b) The landscape design for areas visible from existing roads within the Greenbelt shall incorporate elements of the existing landscape, including rural and agricultural features, hillside grasslands, native trees, native grasses, and other vegetation; c) The design approach shall set back development, use vegetative or other screening techniques, or through other mechanisms ensure that "Employment" development areas under the Specific Plan do not decrease the effective travel distance along existing roads within the Greenbelt area along which viewers experience views of open space; and d) The Specific Plan shall incorporate design elements that preserve the Greenbelt's visual integrity, as defined in the Greenbelt Agreement and exhibits to this Agreement.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects accommodated under the Specific Plan within the existing or proposed Greenbelt.	
Noise				
4.11-1: Construction Noise Mitigation. Projects proposed under the Specific Plan involving construction within 1,200 feet of any noise-sensitive land use shall incorporate the following measures.	Project applicant(s)	City of Fairfield	Throughout site preparation and	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
1) Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools will be shrouded or shielded and all intake and exhaust ports on power equipment will be muffled or shielded. 2) Construction equipment will not be idled for extended periods of time. 3) Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from noise-sensitive receptors. 4) Noise-generating portable equipment shall be located as far as possible from noise-sensitive receptors. 5) Equipment shall be stored and maintained as far as possible from noise-sensitive receptors. 6) Acoustic barriers shall be installed around construction noise sources if required to meet City construction noise standards as experienced at adjacent noise-sensitive land uses. 7) An on-site coordinator shall be employed by the project applicant/contractor, and his or her telephone number along with instructions on how to file a noise complaint shall be posted conspicuously around the project site during construction. The coordinator's duties shall include fielding and documenting noise complaints, determining the source of the complaint (e.g., piece of construction equipment), determining whether noise levels are within acceptable limits, according to City standards, implementing any feasible mitigation measures to alleviate noise levels, and reporting complaints to the City. The coordinator will contact nearby noise-sensitive receptors prior to the start of construction activities, advising them of the construction schedule. 8) Outdoor construction and related activities shall be limited to daytime hours (7 a.m. to 10 p.m.). 9) Construction activities shall comply with all requirements of the City of Fairfield's Noise Ordinance.	and/or contractor(s).		construction activities	
4.11-4: Stationary Noise Source Reduction Measures and Design Criteria. **HVAC Systems** 1) Implement best available design considerations and shielding when installing stationary noise sources associated with HVAC systems to ensure that requirements of the City of Fairfield Noise Ordinance are met. 2) For commercial uses located within 200 feet of existing or planned noise-sensitive land uses, prior to the issuance of a building permit, the applicant, or	Project applicant(s) and/or contractor(s) of all projects involving HVAC	City of Fairfield	Prior to design and implementation of on-site stationary noise sources, such as	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
its designee, shall demonstrate that any proposed on-site mechanical equipment will be located, enclosed, shielded with barriers, or otherwise designed to comply with the City Noise Ordinance. This demonstration may require an acoustical study based on site plans to identify all noise-generating equipment, predict noise levels at the property line from all identified equipment, and recommend mitigation to be implemented (e.g., enclosures, barriers, site orientation, or other measures).	installation.		HVAC systems.	
Commercial Developments 1) Implement best available design considerations and shielding when developing site plans for commercial land uses containing loading docks, delivery areas, and parking lots to ensure that requirements of the City of Fairfield Noise Ordinance are met. 2) For commercial uses involving parking or loading areas within 500 feet of existing or planned noise-sensitive uses, prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed parking and loading areas are located and designed to comply with the City's noise ordinance. The City may require an acoustical study(s) of proposed commercial land use site plans to identify all noise-generating areas and associated equipment, predict noise levels property line from all identified areas, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the City Noise Ordinance.	Project applicant(s) and/or contractor(s) of all projects involving commercial development.	City of Fairfield	Prior to design and implementation of development of commercial areas.	
Emergency Generators 1) All emergency generators shall be located within enclosures, behind barriers, or oriented within the site design to eliminate the line of site from noise-sensitive receptors.	Project applicant(s) and/or contractor(s) of all projects involving permanent generators.	City of Fairfield	Prior to design and implementation of development of generator installation.	
Parkland 1) All active park facilities (softball, soccer, team sport facilities) shall be located within the park at a maximum feasible distance from adjacent existing and planned sensitive receptors. Active parks shall have posted hours that indicate the park is closed between 10 p.m. and 7 a.m., in order to ensure compliance	Project applicant(s) and/or contractor(s) and park	City of Fairfield	During design and implementation of park site design and	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
with Fairfield noise standards and minimize disturbances.	management during planning and operational phases of Specific Plan parks.		management policies.	
Pumping Stations 1) Implement best design considerations and shielding when installing stationary noise sources associated with pump and lift stations to ensure that requirements of the City of Fairfield Noise Ordinance are met. 2) All Pump and Lift Stations constructed within the Specific Plan Area (including those in non-sensitive land use areas), prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed on-site mechanical equipment will be located, enclosed, shielded with barriers, or otherwise designed to comply with the City Noise Ordinance at the nearest sensitive receptors. This demonstration may require an acoustical study based on site plans to identify all noise-generating equipment, predict noise levels at the property line from all identified equipment, and recommend mitigation to be implemented (e.g., enclosures, barriers, site orientation, ventilation requirements, or other measures).	Project applicant(s) and/or contractor(s) of all projects involving pump and lift station installation.	City of Fairfield	Prior to design and permit issuance of on-site sewer and water utilities.	
4.11-5a. Noise Attenuation in Areas Adjacent to Higher-Volume Roadways. 1) For projects proposed under the Specific Plan, the City will require mitigation needed to achieve noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas of residential uses. Where it is not possible to reduce noise in outdoor activity areas to 60 db L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn}/CNEL may be allowed provided that all feasible exterior noise-level reduction measures have been implemented and interior noise levels would be 45 dBA L_{dn} or less. Proposed residential development within ¼ mile of the approved train station shall include mitigation, as feasible, with the goal of providing noise levels of 60 db L_{dn}/CNEL or lower, as experienced at planned outdoor activity areas. However, noise barriers are not permitted along roadways within ¼ mile of the approved train station and the maximum allowable noise level in this area is 70 L_{dn}/CNEL.	Project applicant(s) and/or contractor(s) of projects that propose residential uses.	City of Fairfield	Prior to final site design and construction, and prior to issuance of occupancy permit.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
2) Attenuation can be achieved through site planning, noise attenuation barriers, strategic placement of buildings located between the noise source and outdoor activity areas, or a combination of these techniques, as detailed in Table 4.11-22. Attenuation levels identified in this mitigation measure shall be verified by a certified acoustical consultant. 3) Where noise attenuation barriers are used, they shall extend to or wrap around access points to ensure effectiveness. Barriers shall be made of a material that is solid and of standard wood/plaster or concrete construction design with a minimum absorption coefficient of 0.50 and a demonstrated Sound Transmission Class (STC) rating of 15 or greater as defined by ASTM Test Method E90. 4) Noise attenuation can also occur through structures, such as garages, storage buildings, or other types of buildings and structures with a minimum STC rating of 15. If structures are used instead of a continuous noise barrier, in general, they must cover a minimum of 65% of the exposed lot areas to achieve a noise reduction of approximately 5 dBA and 100% of exposed lot areas to achieve a noise reduction of approximately 10 dBA (Caltrans 2009: 2-40). 5) Project applicants shall demonstrate that interior noise levels attributable to transportation noise would not exceed 45 dBA L_{dn} for proposed residential units affected by roadway noise.				
4.11-5b. Noise Attenuation Adjacent to Vanden Road and the UPRR. 1) The City will require a berm, noise barrier, combination berm/barrier, and/or continuous building coverage between the UPRR and proposed outdoor activity areas associated with residential uses to achieve City noise standards (Table 4.11-23). 2) For projects proposed under the Specific Plan, the City will require mitigation needed to achieve noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas of residential uses. Where it is not possible to reduce noise in outdoor activity areas to 60 db L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn}/CNEL may be allowed provided that all feasible exterior noise-level reduction measures have been implemented and interior noise levels would be 45 dBA L_{dn} or less. Proposed residential development within ¼ mile of the approved train station shall include mitigation, as feasible, with the goal of providing noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas. Feasible mitigation shall be included, but the maximum allowable	Project applicant(s) and/or contractor(s) of projects that propose residential uses.	City of Fairfield	Prior to final site design and construction, and prior to issuance of occupancy permit.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
noise level in this area is 70 L_{dn}/CNEL. Attenuation levels identified in this mitigation measure shall be verified by a certified acoustical consultant. 3) Where noise attenuation barriers are used, they shall extend to or wrap around access points to ensure effectiveness. Barriers shall be made of a material that is solid and of standard wood/plaster or concrete construction design with a minimum absorption coefficient of 0.50 and a demonstrated Sound Transmission Class (STC) rating of 15 or greater as defined by ASTM Test Method E90. 4) Project applicants shall demonstrate that interior noise levels attributable to railroad noise would not exceed 45 dBA L_{dn} for proposed residential units affected by railroad noise. 5) Residential developments within ¼ mile of the train station shall include homebuyer/renter notification of the presence of the railroad and the associated noise, including the presence of train whistles.				
Public Services and Recreation				
4.13-1. Identify a Final Site for Relocation of Station 39. Conduct environmental analysis of relocation of the fire station and operation of a relocated fire station and mitigate as necessary to avoid significant impacts under CEQA. 1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed fire response, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that fire protection services are available, per City standards, prior to operation of new development accommodated under the Specific Plan. 2) Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site, based on the recommendations in the Citygate study, for the relocation of Station 39. The selected site shall be located such that 80% of the service area for the station would be within a 5-minute service range, as required by the City's standard. 3) The City shall direct project-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate	City of Fairfield	City of Fairfield Fire Department	Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site for the relocation of Station 39. Conduct environmental	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
change impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA. 4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term biological resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with, the U.S. Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 5) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 6) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and operate any new fire stations, as required, to mitigate impacts related to short- and long-term			review before acquisition of the site by the City. Apply relevant City standards and mitigation during construction and operation.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 7) The City shall direct environmental analysis and shall locate, design, and construct the new fire station, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 8) The City shall locate, design, and construct the new fire station, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 9) The City shall direct environmental analysis and shall locate, design, construct, and operate any the fire station, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 10) The City shall direct environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.				
4.13-2. Identify a Strategy to Provide Expanded Police Protection Facilities and Services, as Appropriate. Conduct environmental analysis of construct and operation of any expanded police	City of Fairfield	City of Fairfield	Contribute fair-	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
protection facilities and mitigate, as necessary, to avoid significant impacts under CEQA. 1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed law enforcement, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that law enforcement services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout. 2) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA. 3) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term biological resource impacts , and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic			share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify the strategy for providing additional police protection facilities in the vicinity of the Specific Plan Area. Environmental review shall occur prior to site acquisition. Apply relevant City standards and mitigation during construction and operation.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 5) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and any new police protection facilities, as required, to mitigate impacts related to short- and long-term hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 6) The City shall direct environmental analysis and shall locate, design, and construct any new police protection facilities, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 7) The City shall locate, design, and construct any new police protection facilities, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 8) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA. 9) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.				
4.13-3. School Facilities Planning. 1) The City shall continue to work cooperatively with the Travis Unified School District to identify land for elementary schools in appropriate locations in the City's northeast area. In particular, the City will continue to provide updated information, as requested, regarding cumulative development plans and active or proposed development applications. The City will also provide the School District with proposed plans for residential development when submitted to the City by private developers. 2) Following the completion of all necessary CEQA review and documentation by the School District and the subsequent acquisition of land for a new school, the City will promptly process an application by the District to amend the General Plan Land Use Diagram to identify the acquired property with a Public Facility land use designation, in accordance with the requirements of law. The City may bundle the amendment with other amendments pending during the calendar year due to the limitation on the number of amendments that are permitted under state law in a calendar year. 3) If additional land for schools is acquired within the boundary of the Specific Plan, following the completion of all necessary CEQA review and documentation by the School District, the City will promptly process an application by the School District to amend the Specific Plan Land Use exhibit and other pertinent information in the Specific Plan to reflect the planned school, in accordance with the requirements of law. 4) If land for a school site is within the Specific Plan boundary, or otherwise within one half mile of the Fairfield-Vacaville Train Station, the City will strongly encourage the District to consider school site designs that are more land efficient than a single-story plan. In particular, multiple story buildings or joint-use facilities, where feasible, would be encouraged to reflect the higher-density, transit-oriented, pedestrian-friendly character of the Specific Plan and its	City of Fairfield	City of Fairfield	Throughout Specific Plan buildout	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
surroundings.				
4.13-4. Fund Library Services. 1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed library services, per City standards. Among other options, payment of Solano County public facilities impact fee would be considered for funding of needed services. Specific Plan development shall be phased to ensure that library services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur throughout Specific Plan buildout	
4.13-6. Fund Parks and Recreation Facilities. 1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed parks and recreation facilities, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that parks and recreation facilities are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur throughout Specific Plan buildout	
Transportation				
4.14-1: Implement Mitigation Measure 4.14-8.				
4.14-2. Support for Regional Transportation Projects and Payment of Regional Transportation Impact Fees. 1) The City of Fairfield will provide funding for the Jepson Parkway segments within the City based on existing agreements with STA. 2) Projects developed under the Specific Plan shall pay applicable regional transportation impact fees, if and when such fees are developed by the STA, and applicable property assessments for transportation improvements.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	New development within the Specific Plan area shall be	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
			required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit.	
4.14-3. Contribute Toward Funding for Bus Transit. 1) Development within the Specific Plan shall contribute funding toward provision of bus transit service commensurate with bus transit demand as the Specific Plan builds out. This may include contributions to FAST to help extend a bus route to the train station or to extend that route further into the Town Center and Industrial Park areas, or direct funding of a shuttle service connecting these areas. 2) The funding of bus transit or a shuttle will not be required until the Specific Plan is at least 50 percent built out. The level of funding will be determined prior to approval of the Specific Plan.	Project applicant(s).	City of Fairfield	New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit. Contribute fair-share funding to the extension of any applicable bus route that is planned by FAST to provide service to the train station area and Employment designated areas prior to issuance of building permit for projects located in Planning	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
			Areas 2, 3, 5, 6, or 7, as defined in Exhibit 3-12 of the EIR.	
4.14-6 Rail Crossing Safety Measures. If development of the eastern portion of the Specific Plan designated "Employment" proceeds prior to the construction of the New Canon Road railroad grade separation, the City shall assess the following measures and implement them as determined advisable in consultation with, and in accordance with the standards of, the California Public Utilities Commission, to ensure the safety of users accessing the Canon Road at-grade crossing: 1) Provision of and/or improvements to warning devices; 2) Installation of median separation to prevent vehicles from driving around railroad crossing gates; 3) Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains; 4) Installation of pedestrian-specific warning devices and channelization and sidewalks; 5) Construction of pull-out lanes for buses and vehicles transporting hazardous materials; 6) Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way; 7) Increased enforcement of traffic laws at crossings; and/or 8) Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	Prior to final site design and construction, and prior to issuance of occupancy permit.	
4.14-8. New development within the Specific Plan shall participate in the construction and financing of all road improvements identified in the Specific Plan's Transportation Plan. The timing of these road improvements shall be in accordance with the phasing requirements of the Specific Plan. 1) The City shall adopt new or amended traffic impact fees sufficient to fund the construction of these improvements to the following arterial streets: a) widen Peabody Road to 6 travel lanes from Intersection 5 (Airbase Parkway) to Intersection 45 and to 4 travel lanes from Intersection 45	Project applicant(s) and/or contractor(s), City of Fairfield,	City of Fairfield	Fee(s) shall be adopted by City prior to the approval of any Area Plan or	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
northerly to Vacaville city limits b) widen Manuel Campos Parkway to 6 travel lanes from Intersection 1 to Intersection 33 c) widen Jepson Parkway (Vanden Road) to 4 travel lanes from Intersection 1 northerly to future Fairfield city limits d) construct Walters Road extension from Intersection 15 to Intersection 11 with 4 travel lanes e) construct those portions of New Canon Road from Intersection 46 to Travis North Gate deemed by City as being of city-wide significance f) construct the Linear Park, including the link to Center Elementary School and its pedestrian/bicycle bridge over Vanden Road and railroad. These arterial street improvements include the intersection improvements identified in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b. The City may develop an alternative mitigated lane geometry for the westbound approach at intersection #1 (Peabody Road/Cement Hill Road (Manuel Campos Parkway)/Vanden Road), if the westbound triple left turn lane identified in Table 4.14-10 and Exhibit 4.14-12 is determined to be incompatible with the roadway alignment requirements or intersection geometry and adjacent uses. 2) These new or amended fees may include any combination of the following: a) amend City's AB 1600 Traffic Impact Fee to include some or all of the street improvements which are not part of the existing fee program; b) amend Northeast Fee to include some or all of the street improvements which are not part of the existing fee program; and/or c) adopt a new FTSSP Impact Fee for those street and intersection improvements which are not part of either the AB 1600 Traffic Impact Fee or Northeast Fee Programs The new or amended fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development. The Fairfield City Council may choose to allocate a portion of its Construction License Tax revenue paid by new development within the Specific Plan Area, to finance the construction of arterial street construction within the Specific Plan Area. The portion of Construction License Tax allocated would be similar to the same	and Solano Transportation Authority		tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development. Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
portion allocated to the Northeast Fee program. The amendment of an existing fee or adoption of a new fee shall be done in the manner required by State law and shall include a financial nexus study, which could be performed using the EIR traffic analysis as the basis or a traffic analysis done in conjunction with the pending update to the City's AB 1600 traffic impact fee. The financial nexus study shall be prepared to ensure there is an equitable traffic impact fee for each land use category, such that all future development projects will contribute their fair share of the unfunded cost of planned road improvements and mitigation measures. 3) All road improvements identified in the Specific Plan which are not included in a new or amended fee program, including those portions of New Canon Road which City deems not to be of citywide significance, shall be constructed by new development in accordance with the policies of the Specific Plan. 4) Any off-site road or intersection improvements which are not included in a new or amended fee program but which are identified as mitigation measures in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b, shall be constructed by new development within the Specific Plan as determined by the Road Improvement Phasing Plan described in (5) below. 5) City shall adopt a Road Improvement Phasing Plan concurrently with adoption of the Specific Plan. The Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan. 6) Solano Transportation Authority is responsible to pay for 50% of the cost of construction of the Jepson Parkway road improvements, as identified in the Jepson Parkway Concept Plan. In the vicinity of the Project, the Jepson Parkway consists of the following road segments: a) Vanden Road from Peabody Road to Leisure Town Road b) Cement Hill Road from Peabody Road to the Walters Road extension intersection c) Walters Road extension from Air Base Parkway to Cement Hill Road City of Fairfield is responsible to pay 50% of the cost of those road improvements within its city limits as its local share. The new or amended traffic impact fees identified in item #1 above shall include the City's 50% share of these costs. Jepson Parkway improvements may be constructed by STA, City of Fairfield or by				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
private developers. 7) The design of these road improvements shall incorporate accommodations for pedestrians and bicyclists, according to City of Fairfield design standards.				
4.14-9. Implement Mitigation Measure 4.14-2.	Project applicant(s) and/or contractors and City of Fairfield.	City of Fairfield	New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.	
Utilities and Energy				
4.15-2a: Require Construction of Infrastructure Prior to Occupancy. 1) Water infrastructure shall be designed consistent with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide water infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	
4.15-2b: Require Developer to Provide Funding for Infrastructure. 1) Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all water conveyance infrastructure needed to serve subject development. Fair share funding shall be provided for the expansion and/or improvement of existing water treatment and conveyance facilities as needed to accommodate the increase in demand for water supplies resulting from development of the proposed Specific Plan.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.15-3a: Require Construction of Infrastructure Prior to Occupancy. 1) New development under the Specific Plan shall provide for all wastewater conveyance infrastructure depicted in utility plans drafted in compliance with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide wastewater infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure. Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all wastewater conveyance and treatment infrastructure needed to serve subject development.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	
4.15-3b: FSSD Review of Planned Land Uses. 1) Prior to the approval of each development phase of the Specific Plan, the project applicant shall submit to the FSSD for review the finalized land use plan for each development phase. The FSSD shall submit feedback on the planned land uses and may require pretreatment facilities for land uses that may accommodate uses that could result in wastewater discharges with additional chemicals or corrosive materials not originally accounted for in the Specific Plan. 2) The FSSD may also require additional individual treatment facilities for land uses expected to result in excessive wastewater discharges that could potentially impede the FSSD from providing adequate service for existing or other planned development.	Project applicant(s) and/or contractor(s).	City of Fairfield and Fairfield-Suisun Sewer District`	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	
4.15-3c: Obtain Will-Serve Letters from FSSD. 1) Prior to the approval of tentative maps for projects proposed under the Specific Plan, project applicants shall receive a commitment from the FSSD in the form of a will-serve letter confirming that adequate capacity is available at the WWTP. The will-serve letter shall do the following: a) confirm that adequate service capacity exists at the time project permits are issued; b) confirm that the NPDES permits for the additional treated effluent discharge from the development are in place; c) confirm that the development timing will not impede other development for which entitlements have been issued; and	Project applicant(s) and/or contractor(s).	City of Fairfield and Fairfield-Suisun Sewer District`	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
d) identify required fees due and any special conditions to be established for the project.				
4.15-3d: Ensure Adequate Financing. 1) A Financial Plan shall be prepared and adopted by the City as part of or concurrently with the Specific Plan. The Financial Plan will address the financing of Backbone Infrastructure construction and ongoing Municipal Services which are needed to serve new development within the Specific Plan Area. 2) The Financial Plan shall establish fees to be paid along with new development under the Specific Plan, set at a level that will ensure adequate funding for infrastructure components necessary to serve new development. The Financial Plan shall require that the developer provide fair share funding for the expansion and/or improvement of existing wastewater treatment and conveyance facilities as needed to accommodate the increase in demand resulting from development of the Specific Plan. 3) The Financial Plan shall require that sufficient backbone infrastructure shall be phased in coordination with buildout of the Specific Plan so that the City may provide services and facilities for residents and businesses within the Specific Plan Area that meet or exceed adopted standards and policies.	Project applicant(s).	City of Fairfield	Prior to approval of the Specific Plan	
4.15-3e: Require Implementation of FSSD 2005 Master Plan Mitigation. 1) The City shall require that all mitigation measures applicable to each development phase of the proposed Specific Plan from the Fairfield-Suisun Sewer District Master Plan Draft Environmental Impact Report be implemented, as appropriate. The City shall ensure that each mitigation measure required for each development phases of the proposed Specific Plan be implemented before development activities associated with that phase may commence (See Appendix O).	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout operation of projects accommodated under the Specific Plan	
4.15-4a: Require Compliance with the Solid Waste and Recyclables Collection Services Ordinance. 1) The City shall require that the proposed Specific Plan comply with all applicable requirements of the City's Solid Waste and Recyclables Collection Services Ordinance (Ord. No. 2009-14, § 1).	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout operation of projects accommodated under the	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
			Specific Plan	
4.15-4b: Require Recycling Opportunities. 1) All new development within the Specific Plan Area shall provide recycling containers and services to assist the City in meeting its solid waste diversion requirement.	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout operation of projects accommodated under the Specific Plan	
4.15-4c: Recycle or Reuse Construction and Demolition Materials. 1) Throughout construction, the construction contractor shall recycle or reuse at least 50% of construction waste or demolition materials to reduce the amount of solid waste delivered to the landfill	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout construction and operation of projects accommodated under the Specific Plan	
4.15-6: Coordination with Utility Providers to Create Utility Service Plans for Electrical, Natural Gas, and Telecommunications Services. 1) Applicants of projects in the Specific Plan Area and the City shall continue the ongoing coordination process with the applicable utilities providers (PG&E, AT&T, Comcast, etc.). 2) The Specific Plan applicant shall create, in cooperation with the utility provider(s) a plan. The plan will include the projected demands for that utility, as well as appropriate infrastructure sizing and locations to serve Specific Plan Area development. 3) The utility provider shall provide feedback on the need for new or expanded infrastructure, as well as verify their ability to provide service and develop needed infrastructure prior to construction activities.	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout construction and operation of projects accommodated under the Specific Plan	

CEQA Findings of Fact and Statement of Overriding Considerations of the Fairfield Train Station Specific Plan

1 PROJECT DESCRIPTION

The following describes the Fairfield Train Station Specific Plan (Specific Plan), including the location, history, and objectives of the proposed project and the relationship of the proposed project to related plans and regulations.

Please refer to Section 3.0 of the EIR, "Project Description" for more information.

1.1 PROJECT LOCATION

The Specific Plan Area is located in the northeastern portion of the City of Fairfield's Planning Area, just south of the city of Vacaville in the central portion of Solano County. Fairfield is in the northeastern portion of the San Francisco Bay Area, approximately 35 miles northeast of the city of San Francisco.

The portion of the Specific Plan Area designated for development is within Fairfield's Sphere of Influence. Most of the Specific Plan is currently outside City limits. The Specific Plan anticipates annexation to the City of Fairfield.

The Specific Plan Area is west of North Gate Road, south of Vacaville's City limits, and north of Travis Air Force Base. A variety of land uses exist on-site. Areas in the southern portion of the Specific Plan Area have a small number of rural residences. Southwestern portions of the Specific Plan Area are developed with industrial and related uses. The southeastern extremity of the Specific Plan Area is developed with approximately 300 dwelling units formerly associated with Travis Air Force Base; these units are currently vacant. Western portions of the Specific Plan Area house the North Bay Regional Water Treatment Plant and a site planned for a potential City of Vacaville water treatment facility. Single-family homes were recently constructed just west of the North Bay Regional Water Treatment Plant within the Specific Plan Area. With the exception of the above-mentioned land uses, the remainder of the Specific Plan Area is generally used for grazing or natural open space today. Union Pacific Railroad (UPRR) operates the Overland Route, which is oriented from northeast to southwest and traverses the central portion of the Specific Plan Area, carrying both freight and Amtrak passenger trains.

Vacaville City limits are located adjacent to, and north of the Specific Plan Area. Portions of the city of Vacaville north of the Specific Plan Area are either developed with residential uses or are planned for development. Lands to the east of the Specific Plan Area are used for agricultural purposes. Travis Air Force Base abuts the southern boundary of the Specific Plan Area. Lands to the west of the Specific Plan have wetlands and other natural open space, as well as existing and planned residential development. There are a variety of light industrial and industrial uses southwest of the Specific Plan Area.

The Specific Plan Area contains Pacific Gas & Electric Company (PG&E) overhead utility easements that generally run along the UPRR tracks. Minor overhead distribution powerlines also run along the railroad tracks, as well as along the major existing roadways within the Specific Plan Area. A PG&E substation is located adjacent to the train station site, immediately west of Peabody Road and south of Vanden Road.

A Union Pacific mainline railroad is located within the Specific Plan Area. In addition to freight traffic, this railroad line is also used for Amtrak passenger travel along a route known as the "Capitol Corridor." Union Pacific controls an approximately 110-foot-wide right of way, which is oriented southwest to northeast and located toward the center of the Specific Plan Area. There is one Kinder Morgan petroleum pipeline that traverses the Specific Plan Area, entering from the east through one of the proposed "Employment" areas and across to the north side of Vanden Road, then to the southwest along the north side of Vanden Road until it reaches the abandoned railroad spur, where it jogs over to the south side of Vanden Road. The petroleum line then continues southwest along the old Vanden Road alignment across Peabody Road and out of the Specific Plan Area.

1.2 PROJECT HISTORY

In the early 1990s, passenger rail service began on the Capitol Corridor, a commuter rail line between Sacramento and the Bay Area. Offering a convenient alternative to driving on increasingly congested freeways, the Capitol Corridor currently stops in downtown Suisun City, the only stop in Solano County. During the 1990s, the City of Fairfield began to work with the Solano Transportation Authority and other communities in Solano County to develop a plan for additional Capitol Corridor stations in the County. Through this effort, the cities of Fairfield and Vacaville agreed to jointly develop a new station at the southeast corner of Peabody Road and Vanden Road in northeast Fairfield. The station would serve commuters in eastern Fairfield, Vacaville, and other nearby areas. The City anticipates opening of the station around 2014. The Capitol Corridor has authorized its trains to use the station upon its opening.

Most land around the train station, including the station site itself, is outside the unincorporated boundaries of the City of Fairfield. Much of the land is undeveloped, and developed property is primarily used for industrial uses, such as rock crushing, vehicle dismantling, and warehousing. All land around the train station site is within the City's urban limit line and is anticipated for future annexation and urbanized uses by the City's General Plan. As part of the most recent General Plan update in 2002, the City designated some land near the station for transit-supportive uses, including medium- and high-density housing to the south, and office uses to the southeast and north.

Following the 2002 General Plan update, City staff concluded that a more thorough planning effort was needed to ensure that the City maximized opportunities created by the new train station. In 2005, the City Council directed preparation of a Specific Plan for land within approximately one-half mile of the station site. This included land within about a 10-minute walk to the train station. In 2008, the City Council expanded the area to be planned eastward to North Gate Road. The City has been preparing the Specific Plan since that time.

1.3 PROJECT OBJECTIVES

The Specific Plan has been formulated to achieve the objectives of the project, as defined below, and approved by the Fairfield City Council through adoption of Resolution 2010-91. The objectives defined below provide a policy foundation for the Specific Plan.

1. **Transit Oriented Development:** The Project shall create a strong sense of place that is unique and comparable to the best "Greenfield" communities in the United States.

2. **Train Station:** The land use and circulation plans will be designated to support and enhance use of the planned train station. The density and intensity of development shall be greater in close proximity to the station.[1]

3. **Land Use:** The land plan will take advantage of the Project area and location in providing a mix of land uses, including a broad range of housing types and densities, public, commercial, office, and industrial uses.

4. **Circulation:** Circulation system shall include vehicular, transit, pedestrian and bicycle components, including extension of the Linear Park.

5. **Travis Air Force Base:** Development shall be compatible with the continued operations of Travis AFB and shall protect its viability to accommodate future expansions and changes in mission.

[1] Additional detailed information on the establishment of the Capitol Corridor train station is provided in the agenda for the meeting of the Capitol Corridor Joint Powers Authority on Wednesday November 16, 2005, 10:00 a.m., at City Council Chambers, 701 Civic Center Blvd., City of Suisun City. Minutes from this meeting are included as a part of the agenda for the meeting of the Capitol Corridor Joint Powers Authority on Wednesday February 15, 2006, 10:00 a.m., at Sacramento City Hall, City Council Chambers, 915 I Street, Sacramento.

6. **Municipal Services:** A Community Facilities District will be established so that new development will pay all costs associated with increased demand for municipal services within the Specific Plan area. This municipal service demand includes public safety (police protection and fire protection), park maintenance, street maintenance, and recreational programs. This may include staffing for a new fire station, if needed.

7. **Municipal Improvements and Facilities:** New development will be required to provide all municipal facilities and improvements needed to achieve and maintain adequate levels of service. Types of improvements include road, water and sewer infrastructure, drainage improvements, parks, and may include a new fire station. New development will pay for these improvements through a combination of impact fees, exactions, and one or more area-wide financing districts.

8. **Public Amenities:** Public amenities will be included which benefit the planned community, as well as the City as a whole. Examples of such amenities include but are not limited to a community park, community/youth center(s), lake(s), and a library.

9. **Economic Development**: The Project shall provide opportunities for new jobs with industrial development east of the railroad and retail and office employment west of the railroad.

10. **Sustainable Development**: Sustainability will be promoted through such design features as compact development, mixed land uses, higher densities, transit and non-motor transportation modes, energy conservation and water conservation.

11. **Redevelopment**: The Project will facilitate the redevelopment of existing industrial uses along Peabody Road to residential, commercial and mixed-use development. The proposed industrial land east of the railroad will be designed to provide opportunities for possible relocation of existing industrial uses.

12. **Open Space**: A robust open space system will be established to preserve key habitat areas and to provide public access and public recreational amenities in the portion of the Greenbelt within the Specific Plan Area.

13. **Inter-agency Coordination and Cooperation**: The City commits to work in coordination and cooperation with other public agencies to balance project objectives with those of other agencies. These agencies include Travis Air Force Base, Solano Transportation Authority, Solano Water Authority, Solano County, Local Agency Formation Commission, City of Vacaville, Solano Irrigation District, and Travis Unified School District.

1.4 ALTERNATIVES

CEQA requires that an EIR describe and analyze the relative environmental effects of alternatives to the proposed project and evaluate their comparative impacts and merits. The EIR must consider a range of reasonable alternatives that can feasibly attain most of the basic project objectives and avoid or substantially lessen one or more significant effects. The alternatives analysis must identify the potential alternatives, and include sufficient information about each to allow meaningful evaluation, analysis, and comparison with the proposed project.

Please refer to Section 5.0 of the EIR for more information on the alternatives analyzed as a part of the EIR.

1.4.1 ALTERNATIVES CONSIDERED BUT REJECTED FROM DETAILED ANALYSIS

In many EIRs, an off-site alternative is evaluated to consider the possibility of avoiding significant location-related impacts and provide a greater range of possible alternatives to consider in the decision-making process. The key question is whether an off-site alternative is available that would feasibly attain most of the basic objectives of the project, and would also avoid or substantially lessen any of the environmental effects of the project (CEQA Guidelines Section 15126.6[a]).

Objectives of the proposed Specific Plan, as they apply to this alternative, include the following:

- Creating a transit-oriented community (Objective 1);
- Land use and circulation plans supporting the future train station (Objective 2); and
- Facilitating the redevelopment of industrial properties along Peabody Road (Objective 3).

The project site is the only location in Fairfield suitable for a transit-oriented community supporting the future train station. The City of Fairfield began working with the Solano Transportation Authority and other communities in Solano County to develop a plan for additional stations in the 1990s. Through this effort, the cities of Fairfield and Vacaville agreed to jointly develop a new station at the southeast corner of Peabody Road and Vanden Road in northeast Fairfield. The City anticipates opening of the station in 2014, and the Capitol Corridor has authorized its trains to use the station upon its opening. Practically speaking, the redevelopment of existing industrial properties along Peabody Road requires that these properties be part of the project site.

Because it would fail to meet these objectives, an off-site alternative would not be a feasible project. This alternative has been rejected from further consideration.

In October 2009, the City of Fairfield released three alternative concept maps during the preparation of the Specific Plan. These concept alternatives generally occupy the same developed footprint within the project site, but differ in the number of dwelling units (ranging from approximately 6,000 units to 6,500 units), and differ in the mix of industrial, office, and retail uses. These alternatives were developed to evaluate planning concepts for the project site, rather than to reduce the impacts of the project, and the proposed project was selected from among these concept alternatives. The other two concept alternatives were not carried forward for analysis in the EIR because they would not likely reduce significant and unavoidable aesthetics, agricultural resources, air quality, biological resources, land use, or traffic impacts of the proposed project.

Based on discussions with the U.S. Fish and Wildlife Service, the City considered an alternative which shifted and combined the Employment-designated area located to the east of Vanden Road from two blocks into a single block. This single block was intended to potentially improve wildlife movement possibilities and reduce potential adverse wetland impacts from adjacent urban development on preserved habitats (commonly referred to as edge effects). Upon closer examination, this single-block alternative was found to have greater wetland impacts. More wetlands would be filled, more preserved wetland acreage would be within 250 feet of development and therefore subject to indirect impacts than the proposed project, and this alternative would not substantially improve the possibilities for wildlife movement. The single block alternative would also result in greater impacts to Contra Costa goldfields resulting in a loss of 22% of the suitable habitat within the Upper Union Creek core area identified in the SMHCP, as opposed to 7.4% loss under the proposed project, and the loss of the only wetland habitat occupied by that species in the core area. This additional loss of Contra Costa goldfields habitat would be within designated critical habitat for the species. Because this alternative would not reduce any significant impacts of the proposed project and would result in greater impacts to wetlands and Contra Costa goldfields, it was eliminated from detailed study in the EIR.

As discussed in detail in Section 4.10 the EIR, the Vacaville-Fairfield-Solano Greenbelt Authority met on December 14, 2009 and August 9, 2010 to consider issues related to the Specific Plan. The City of Fairfield prepared four Greenbelt alternatives, for consideration by Greenbelt Authority, including keeping the existing Greenbelt boundary. These Greenbelt alternatives are not alternatives in the EIR. The Greenbelt Authority and staff evaluated each of the four Greenbelt Alternatives relative to the five criteria that are considered in the context to adjustments to the Greenbelt boundary. These criteria include:

- environmental factors;
- economic factors;

- Greenbelt integrity (i.e., contiguous open space);
- no net loss of Greenbelt land; and that
- width of Greenbelt adjacent to existing roads shall not be reduced so as to reduce effective travel distance along those roads.

See Section 4.10 of the EIR, which discusses these criteria in detail. All four Greenbelt alternatives were evaluated with respect to the criteria cited above. The evaluation focused on that portion of the Greenbelt that is within the boundaries of the Specific Plan Area. The consensus from the Greenbelt Authority was to direct staff to study Greenbelt Alternative #4 and to prepare a recommendation to the Greenbelt Authority after the City of Fairfield certified an Environmental Impact Report and adopted the Specific Plan. This alternative proposed reconfiguration of two industrial areas, providing a setback from Vanden Road and greater Greenbelt width between the cities of Vacaville and Fairfield. It was determined that Greenbelt alternative #4 (now embodied in the Specific Plan) would be consistent with the Greenbelt integrity criteria, the no net loss of Greenbelt land criteria, and the no loss in effective width of Greenbelt adjacent to existing roads criteria. Since the other Greenbelt alternatives were not considered to fulfill the Greenbelt criteria, they were not included as a part of the Specific Plan design and are not included as alternatives in the EIR.

1.4.2 ALTERNATIVES CONSIDERED IN DETAIL

This section provides a comparative analysis of the three alternatives to the proposed Specific Plan that were selected for detailed analysis: the No Project Alternative (Existing General Plan); the Lower Density Alternative; and the Expanded Greenbelt Alternative. The three alternatives to the proposed Specific Plan were selected based on their potential to reduce one or more of the significant and unavoidable impacts of the proposed project.

ALTERNATIVE 1: NO PROJECT/EXISTING GENERAL PLAN

CEQA Guidelines Section 15126.6(e)(2) states that a discussion of the "No Project" alternative must consider "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans." This alternative considers potential impacts if the proposed Specific Plan was not approved, and development within the Specific Plan Area instead proceeded based on the adopted City of Fairfield General Plan. This alternative would accommodate the development of an additional 562 single-family dwelling units, 427 multi-family dwelling units, and a range of nonresidential uses that would provide approximately 11,800,000 square feet of building space and 15,285 jobs. Unlike the proposed project, no lake would be constructed on the Specific Plan Area in this alternative.

This alternative could meet several of the project objectives, including a mix of land uses (Object 3), circulation (Objective 4), compatibility with Travis Air Force Base (Objective 5), and economic development (Objective 9).

However, other objectives, including transit oriented development (Objective 1), support of the planned train station (Objective 2), sustainable development (Objective 10), and open space (Objective 12), would not be met.

An analysis by issue area of the potential environmental impacts of the No Project Alternative, as compared to the proposed Specific Plan, is provided in the EIR. Implementation of Alternative 1 would avoid significant and unavoidable land use and public services impacts of the proposed project.

ALTERNATIVE 2: LOWER DENSITY

Alternative 2, the Lower Density Alternative, would place fewer residential units and less non-residential development on a larger footprint than the proposed Specific Plan. This alternative is designed to reduce the level of development within the Specific Plan Area, thereby reducing impacts, including significant and unavoidable

impacts of the proposed project related to transportation level of service and mass air pollutant emissions. Traffic noise impacts would also be reduced in this alternative.

Alternative 2 would have fewer residential units than the proposed Specific Plan, with more of the residential units at much lower densities (4 units per acre or less, compared to the proposed Specific Plan, which has more units in higher-density designations, and a maximum density of 10 units per acre in its lowest-density designation). The population of Alternative 2 at buildout would be approximately 11,650. Alternative 2 would also have more non-residential square footage than the proposed Specific Plan, including a larger area of office use, making it relatively job-rich compared to the proposed Specific Plan. The "service population" (population + jobs) of the Specific Plan would be higher than under Alternative 2.

Despite its much smaller number of residential units, Alternative 2 would have about 723 acres designated for residential uses, compared to 469 acres for the proposed Specific Plan. Overall, the developed footprint of Alternative 2 would be larger than that of the proposed Specific Plan. Unlike the proposed Specific Plan, Alternative 2 would not include construction of a lake.

Alternative 2 would potentially meet several objectives, including higher-density uses near the train station, compatibility with Travis AFB, municipal services provision, municipal improvements and facilities, public amenities, economic development, and inter-agency coordination (Objectives 2, 5, 6, 7, 8, 9, and 13).

However, Alternative 2 would not meet Objective 1 (Transit-Oriented Development), Objective 3 (Land Use), Objective 4 (Circulation), Objective 10 (Sustainable Development), Objective 11 (Redevelopment), or Objective 12 (Open Space).

ALTERNATIVE 3: EXPANDED GREENBELT

Alternative 3, the Expanded Greenbelt Alternative, would place fewer residential units and substantially fewer employees within the Specific Plan Area. A portion of the Vacaville-Fairfield-Solano Greenbelt is located in the northern portion of the Specific Plan Area. This area is intended as a community separator between Vacaville and Fairfield, providing a setting for recreational activities, a buffer between agricultural and urban areas, and as an ultimate limit for urban growth. In this alternative, instead of proposing changes to the Greenbelt area (as described in detail in Section 3 and Section 4.10 of the EIR), the existing Greenbelt area would not be changed. In addition to existing Greenbelt areas, the Specific Plan would designate additional open space in areas adjacent to the Greenbelt, effectively increasing the greenbelt area.

Alternative 3 would have a similar mix of land uses, overall, compared to the Specific Plan, but would have approximately 1,300 fewer residential units and would provide the opportunity for approximately 2,500 fewer employees. Except for areas within the existing Greenbelt, Alternative 3 would be the same as the Specific Plan.

This alternative would avoid conflict with the Greenbelt boundary, a significant and unavoidable impact of the proposed project. Alternative 3 would potentially meet several objectives, including higher-density uses near the train station, compatibility with Travis AFB, municipal services provision, municipal improvements and facilities, public amenities, economic development, open space, and inter-agency coordination (Objectives 1, 2, 4, 5, 6, 7, 8, 10, 11, 12, and 13).

However, Alternative 3 would not meet Objective 9 (Economic Development) to the extent that the Specific Plan would, since this alternative would provide less than half of the industrial jobs east of the railroad that would be provided under the Specific Plan. Alternative 3 would not generate sufficient revenue to pay for the maintenance of public parks (in conflict with Objective 7), would create the need to increase homeowner association/lighting and landscaping maintenance district assessments, would not support development of the "Village Club," and may be financially infeasible.

2 FINDINGS REQUIRED UNDER CEQA

2.1 PROCEDURAL FINDINGS

The City Council of the City of Fairfield finds as follows:

Based on the nature and scope of the Fairfield Train Station Specific Plan Project, SCH #2010042093, (Specific Plan), the City of Fairfield Community Development Department determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared a program environmental impact report (EIR) for the project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code Sections 2100 et seq. (CEQA) and the CEQA Guidelines (14 California Code of Regulations Sections 1500 et. seq.), as follows:

A. A Notice of Preparation (NOP) of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from April 29, 2010 through May 28, 2010.

B. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on December 24, 2010, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought. The City sought input on the Draft EIR between December 24, 2010 and February 7, 2011.

C. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on December 24, 2010 and ended on February 7, 2011.

D. A Notice of Availability (NOA) of the Draft EIR was mailed on December 24, 2010 to all interested groups, organizations, and individuals who had previously requested notice in writing. The NOA stated that the City has completed the Draft EIR and that copies were available at www.fairfield.ca.gov, the City of Fairfield Department of Community Development, 1000 Webster Street, Fairfield, or at the Fairfield Civic Center Library, 1150 Kentucky Street, Fairfield.

E. A public notice was placed in the Daily Republic on December 24, 2010, which stated that the Draft EIR was available for public review and comment.

F. A public notice was posted in the office of the City of Fairfield Community Development Department on December 24, 2010.

G. The City elected to revise the transportation and related sections with revised transportation analysis and clarifying information and revised air quality analysis. A Notice of Completion (NOC) and copies of the partially recirculated Draft EIR were distributed to the Office of Planning and Research on February 15, 2011, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought. The City sought input on the Draft EIR between February 15 and March 31, 2011.

H. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on February 15, 2011 and ended on March 31, 2011.

I. A Notice of Availability (NOA) of the Draft EIR was mailed on February 15, 2011 to all interested groups, organizations, and individuals who had previously requested notice in writing. The NOA stated that the City has completed the partially recirculated Draft EIR and that copies were available at www.fairfield.ca.gov, the

City of Fairfield Department of Community Development, 1000 Webster Street, Fairfield, or at the Fairfield Civic Center Library, 1150 Kentucky Street, Fairfield.

J. A public notice was placed in the Daily Republic on February 15, 2011, which stated that the Draft EIR was available for public review and comment.

K. A public notice was posted in the office of the City of Fairfield Community Development Department on February 15, 2011.

L. On July 7, 2011, the City published the Final EIR for the Project. The Final EIR included copies of all comments submitted on the Draft EIR and the Partially Recirculated Draft EIR, responses to those comments in accordance with CEQA Guidelines section 15088, and the information set forth in CEQA Guidelines sections 15089 and 15132. The City sent copies by certified mail to all those who submitted comments.

2.2 RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the Project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the Project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft EIR and Partially Recirculated Draft EIR for the Project and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR and Partially Recirculated Draft EIR;
- The Final EIR for the Project, including comments received on the Draft EIR and Partially Recirculated Draft EIR, and responses to those comments and appendices;
- Documents cited or referenced in the Draft, Partially Recirculated Draft, and Final EIRs;
- The mitigation monitoring and reporting program for the Project;
- All findings and resolutions adopted by the City Council in connection with the Project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, up through the close of the City Council's public hearing on July 26, 2011;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- Any and all resolutions adopted by the City regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Fairfield Department of Community Development, 1000 Webster Street, Fairfield, California, 94533-4883. The custodian of these documents is Mr. Erin Beavers, Director of the Department of Community Development.

The Final EIR is incorporated into these findings in its entirety, unless and only to the extent these findings expressly do not incorporate by reference the Final EIR. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the Specific Plan in spite of the potential for associated significant and unavoidable adverse impacts.

2.3 MITIGATION MEASURES PROPOSED BY COMMENTERS

In several comments on the EIR, commenters suggested additional mitigation measures and/or modifications to the measures recommended in the EIR. In considering specific recommendations from commenters, the City has been cognizant of its legal obligation under CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, while still accomplishing the basic objectives of the Project. The City recognizes, moreover, that comments frequently offer thoughtful suggestions regarding how a commenter believes that a particular mitigation measure can be modified, or perhaps changed significantly, in order to more effectively, in the commenter's eyes, reduce the severity of environmental effects. The City is also cognizant, however, that the mitigation measures recommended in the Draft EIR represent the professional judgment and long experience of the City's expert staff and environmental consultants. The City therefore believes that these recommendations should not be lightly altered. Thus, in considering commenters' suggested changes or additions to the mitigation measures as set forth in the Draft EIR, the City, in determining whether to accept such suggestions, either in whole or in part, has considered the following factors, among others: (i) whether the suggestion relates to a significant and unavoidable environmental effect of the Project, or instead relates to an effect that can already be mitigated to less than significant levels by proposed mitigation measures in the Draft EIR; (ii) whether the proposed language represents a clear improvement, from an environmental standpoint, over the draft language that a commenter seeks to replace; (iii) whether the proposed language is sufficiently clear as to be easily understood by those who will implement the mitigation as finally adopted; (iv) whether the language might be too inflexible to allow for pragmatic implementation; (v) whether the suggestions are feasible from an economic, technical, legal, or other standpoint; and (vi) whether the proposed language is consistent with the Project objectives.

As is often evident from the specific responses given to specific suggestions, City staff and consultants spent large amounts of time carefully considering and weighing proposed mitigation language. In no instance, did the City fail to take seriously a suggestion made by a commenter or fail to appreciate the sincere effort that went into the formulation of suggestions.

With respect to mitigation measures or alternatives proposed by commenters, the City adopts the following findings:

1. Karen Shaffer of Gibson & Skordall, LLC, on behalf of the Biggs Family Trust, made the following comment relating to changes or additions to mitigation measures:

   a. The commenter suggested that the City add additional language to Mitigation Measures 4.4-1a (vernal pool habitat) and Mitigation Measure 4.4-3a (Contra Costa goldfields).

   The commenter, in this case, is not suggesting additional mitigation that would be necessary to further reduce or avoid any potentially significant impact of the Project. In response to this comment, the City has elected not to revise the language of the referenced mitigation measure, but rather to add the underlined text to the biological resources section: Implementing the terms and conditions contained in the biological opinion would reduce the Markeley Lane Subdivision project impacts on California tiger salamander and Contra Costa goldfields to a less-than-significant level and no additional mitigation measures for impacts on federally listed species would be required for a project on this site.

2. Becky Frank of the Department of Transportation made the following comment relating to changes or additions to mitigation measures:

   a. The commenter recommends mitigation measures at the Walters Road/Route 12 intersection (Intersection #25) and Manual Campos Parkway/I-80 westbound ramps intersection (Intersection #34). According to the commenter, examples of mitigation measures include adding a left turn lane and changing the signal phasing at Intersection #25, and addition a right turn lane at Intersection #34.

   The referenced mitigation is identified in the EIR. Please refer to Table 4.14-10.

3. Chris Lee of the Solano County Water Agency made the following comment relating to changes or additions to a mitigation measure:

   a. The commenter requested that final designs and specifications of the drainage plan required for the project pursuant to Mitigation Measure 4.9-2 should be designed so that McCoy Basin operations are not directly affected.

      Per the commenter's suggestion, Mitigation Measure 4.9-2 has been revised for additional clarity. Under subsection 3 of the measure, the following underlined text has been added:

      The final drainage plan shall demonstrate to the satisfaction of the City of Fairfield and FSSD that 100-year flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the project site would not increase as a result of the Specific Plan. The final drainage plan shall demonstrate that stormwater facilities would appropriately convey off-site runoff and would appropriately contain project-related runoff so as not to adversely affect McCoy Basin operations. (EIR, p. 4.9-22)

4. Howard F. Wood of the Vacaville Fire Protection District made the following comment relating to changes or additions to mitigation measures:

   a. The commenter stated that prior correspondence from Solano LAFCo noted the City must provide mitigation before the annexation proposed as part of the Specific Plan project goes forward.

      See Section 3.0 of the Draft EIR, which discusses the various annexation and detachment actions that the City anticipates will be necessary to fully implement the Specific Plan, as proposed. The environmental impacts of adoption, construction, and operation of the Specific Plan are comprehensively addressed at a programmatic level in the environmental topic sections of this EIR,

including direct and reasonably foreseeable indirect impacts associated with providing public services and facilities needed to serve land use change anticipated under the Specific Plan.

The commenter refers to a letter from March of 2010 wherein LAFCo notifies the City of a change to Standard 11, which discusses "mitigation" of impacts to special districts prior to annexation. Standard 11 addresses economic and social effects.

Section 4.10 of the EIR describes the responsibilities of the Solano Local Agency Formation Commission (LAFCo). Impact 4.10-1 is a detailed examination of the proposed Project and Solano LAFCo standards. As discussed in relation to Standard 11, LAFCo evaluates change of organization and reorganization according to social and economic effects on adjacent areas and other service providers. While, the EIR is not required to provide social or economic analysis unless related to a reasonably foreseeable adverse physical impact, the City has analyzed and described public facilities, services, and utilities that will be required to serve the Specific Plan at buildout. This information is presented in the EIR and Specific Plan. The Specific Plan has been prepared with City standards for utilities and levels of service for public services. As noted, the City will require the Specific Plan to provide for public facilities and utilities according to City standards. Please refer to various mitigation measures identified throughout the EIR, included, but not limited to Mitigation Measure 4.10-3, which requires long-term financing for maintenance of open space lands; Mitigation Measure 4.13-1, which requires fair-share contributions toward the cost of fire response; Mitigation Measure 4.13-2, which requires fair-share contributions toward the cost of law enforcement; Mitigation Measure 4.13-4, which requires fair-share contributions toward the cost of library services; Mitigation Measure 4.13-6, which requires fair-share contributions toward the cost of parks and recreation facilities; Mitigation Measure 4.14-2, which requires fair-share contributions toward transportation facilities; Mitigation Measure 4.14-3, which requires fair-share contributions toward transit needs; Mitigation Measure 4.14-8, which outlines the approach to planning and financing of roadway improvements; and mitigation measures in Section 4.15 of the EIR, which outline planning and financing of water and wastewater infrastructure.

The commenter also notes that the discussion of Standard 11 in the LAFCo Standards and Procedures document indicates that project applicants "should work with the Executive Director to identify the affected agencies and work with those agencies to identify and mitigate the impacts prior to the LAFCo hearing." The City has identified in Section 3.0 the other approvals that may be sought from other public agencies for the Specific Plan, including LAFCo, and is aware of the most recent Solano LAFCo Standards and Procedures document. The commenter does not provide any suggestion of specific environmental mitigation that should be included in the EIR to avoid or reduce any adverse physical environmental impact.

5. Blair E. Aas of SCI Consulting Group, on behalf of Travis Unified School District, made the following comment relating to changes or additions to mitigation measures:

   a. The commenter stated that development fees authorized by Senate Bill 50, in conjunction with State funding, will be insufficient to fully and completely mitigate the project's impact on school facilities.

      According to Government Code Section 65995 (h): "The payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code in the amount specified in Section 65995 and, if applicable, any amounts specified in Section 65995.5 or 65995.7 are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." This provision is commonly

understood to mean that, with the payment of school impact fees, development projects are deemed to mitigate school-related impacts to less than significant levels, as the Draft EIR concludes on page 4.13-24. Under the law, it is legally infeasible to require developers to do more to mitigate school-related impacts than pay the fees that are required by State law, as implemented by the local school district. In some instances, developers agree to pay fees to school districts in excess of the amounts established by State law. In this case, if the project applicants agree to carry out additional options for funding after coordination with Travis Unified School District, they would be doing so on a voluntary basis. The payment of such additional fees would not properly be characterized as CEQA mitigation, however, as payment of the required fees sufficiently mitigates the school-related impacts to less than significant levels.

Please refer also to the City's response to Comment 8 of the Letter from Blair E. Aas, dated February 8, 2011.

6. Paul Wiese of Solano County Department of Resource Management made the following comments relating to changes or additions to mitigation measures:

   a. The commenter suggested that development occurring in the Specific Plan Area should mitigate its impact on the County portion of Vanden Road by paying for the 50 percent local match on the County's segment of Vanden Road.

      The City will continue to work with the STA and other partners in the Jepson Parkway project to ensure that the improvements to the Parkway corridor through the Specific Plan area are consistent with the Jepson Parkway design. The funding agreement for Jepson Parkway obligates the County to fund 50% of work from the former railroad crossing of Vanden Road, just east of the train station, eastward towards Vacaville.[2] The City agrees to take over the County's obligation from the overcrossing to the northeastern edge of the proposed Great Park, eliminating the County's obligation on more than 1.5 miles of Vanden Road. In addition, the City will be taking full responsibility to improve unincorporated portions of Peabody Road between the City limits and Vanden Road. Together, this substantially reduces County obligations to improve unincorporated roads in the vicinity of the Specific Plan Area, beyond the obligations of the City identified in funding agreements for Jepson Parkway. The City will not, however, be responsible for additional portions of Vanden Road that will be permanently outside of the City limits. (See Response to Letter from Paul Wiese, Response 5). The County has not established a traffic impact fee or other funding mechanism for the improvement of that portion of Jepson Parkway that will remain in its jurisdiction following annexation. For this reason, there is no traffic impact fee in place to which development can contribute. If the County adopts such a fee, Mitigation Measure 4.14-12 requires the project to pay it.

   b. The commenter suggested the City participate in a traffic impact fee to implement appropriate mitigation improvements for Solano County's road system.

      Mitigation Measure 4.14-12 states: "Projects developed under the Specific Plan shall pay applicable regional transportation impact fees, if and when such fees are developed by the STA, and applicable property assessments for transportation improvements."

   c. The commenter states the Solano Transportation Authority's preferred alternative is for a four-lane extension of Walters Road.

[2] For more detail, please refer to the "Memorandum of Understanding by and among the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the County of Solano for the Implementation of the Jepson Parkway Project."

As noted in the response to this comment, Mitigation Measure 4.14-8(d) requires widening Walters Road to a width of four lanes. (See Recirculated Draft EIR, p. 4.14-124.) Thus, this proposal has already been incorporated into the project.

7. Maureen Carson and Rod Moresco of the City of Vacaville made the following comment relating to changes or additions to mitigation measures:

   a. The commenters stated that no impacts or any mitigation measures have been identified for the future Vacaville Water Treatment Plant due to the bisection of the future plant property by a Zone 1B water pipeline.

      The City has revised the exhibit that illustrates these zones. Please see Exhibit 3-9, which is included in Section 3.0 of the Final EIR.

If there are any other mitigation measures or alternatives suggested by commenters that are not discussed above, or are not adopted by these findings or in the adopted Mitigation Monitoring and Reporting Program, the City hereby rejects these proposals for the reasons set forth in the Final EIR or elsewhere in the record.

2.4 FINDINGS

2.4.1 IMPACTS FOUND LESS THAN SIGNIFICANT

Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, Section 21002; CEQA Guidelines, Section 15126.4, subd. (a)(3), 15091.) Impacts of the project found to be less than significant or having no impact, and which require no mitigation, are identified in the bulleted list below. The City has reviewed the record and agrees with the conclusion that the following impacts would not be significant adverse impacts under the project, and therefore no additional findings are needed.

AESTHETICS

- Impact 4.1-1: Adverse Impacts on Scenic Vistas
- Impact 4.1-2: Damage to Scenic Resources within a State Scenic Highway

AGRICULTURAL RESOURCES

- Impact 4.2-1 Conversion of Important Farmland to Nonagricultural Use
- Impact 4.2-3: Land Use Conflicts with Existing On-Site and Off-Site Agricultural Uses

AIR QUALITY

- Impact 4.3-1: Generation of Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors
- Impact 4.3-3: Generation of Long-Term, Operational, Local Mobile-Source Emissions of CO
- Impact 4.3-5: Exposure of Sensitive Receptors to Emissions of Odors

As demonstrated in the EIR, the Specific Plan's construction-related emissions would not conflict with, or obstruct implementation of the applicable air quality plan and would not contribute substantially to an existing or projected air quality violation. This impact is considered less than significant. Nonetheless, the City will require the following mitigation measure for projects developed under the Specific Plan and off-site improvements needed to support Specific Plan implementation, as applicable. Please see the EIR for more detailed information.

Mitigation Measure 4.3-1: BAAQMD's Basic Construction Mitigation Measures

1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2) All haul trucks transported soil, sand, and other loose material off-site shall be covered.

3) All visible mud or dirt rack-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4) All vehicle speed on unpaved roads shall be limited to 15 mph.

5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measures Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

8) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation: Project applicant(s) and primary contractor(s).

Timing: During all construction activities.

Enforcement: City of Fairfield

BIOLOGICAL RESOURCES

- Impact 4.4-5: Potential Interference with Wildlife Movement or Nursery Sites
- Impact 4.4-7: Conflict with an Adopted Habitat Conservation Plan

GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

- Impact 4.6-7: Potential Loss of Mineral Resources

GREENHOUSE GASES AND CLIMATE CHANGE

- Impact 4.7-2: Generation of Long-Term Operational GHG Emissions
- Impact 4.7-3: Consistency with an Applicable Plan, Policy, or Regulation Adopted to Reduce Greenhouse Gases

HAZARDS AND HAZARDOUS MATERIALS

- Impact 4.8-1: Possible Accident Conditions Involving the Release of Hazardous Materials into the Environment or Through the Routine Transport, Use, or Disposal of Hazardous Materials.
- Impact 4.8-3: Public Health Hazards from Exposure of Individuals to Known Hazardous Materials Sites Pursuant to Government Code Section 65962.5.
- Impact 4.8-4: Safety Hazard for People Residing or Working Near a Public or Private Airstrip
- Impact 4.8-5: Potential for Airspace Safety Hazards Associated with Project Water Features

LAND USE

- Impact 4.10-1: Sphere of Influence Changes, Annexation, and Consistency with Solano County LAFCO Standards
- Impact 4.10-2: Compatibility with the Travis AFB Land Use Compatibility Plan
- Impact 4.10-4: General Plan Amendment

NOISE

- Impact 4.11-2: Exposure of Noise Sensitive Receptors to Off-Site Construction Generated Traffic Noise in Excess of Applicable Standards
- Impact 4.11-3: Increase in Traffic Noise Levels at Existing Noise-Sensitive Receptors
- Impact 4.11-5: Compatibility of Land Uses with Mobile Source Noise (less than significant for impacts related to aircraft and other noise)
- Impact 4.11-6: Exposure of Vibration Sensitive Receptors to Vibration/Groundborne Noise in Excess of Applicable Standards.

POPULATION, HOUSING, AND EMPLOYMENT

- Impact 4.12-1: Temporary Increase in Employment and Subsequent Housing Demand during Construction
- Impact 4.12-3: Displace Existing Housing and People
- Impact 4.12-4: Jobs-Housing Balance

PUBLIC SERVICES AND RECREATION

- Impact 4.13-3: Increased Demand for School Facilities and Services
- Impact 4.13-4: Increased Demand for Library Services
- Impact 4.13-5: Increased Demand for Other Public Services
- Impact 4.13-6: Increased Demand for Parks and Recreation Facilities

As demonstrated in the EIR, the Specific Plan has a less-than significant impact in relation to Impact 4.13-3. However, the City wishes to ensure that the School District has all the information needed to effectively plan for new school facilities. To assist with this effort, the City will adopt a mitigation measure as shown below. Please see the EIR for more information.

Mitigation Measure 4.13-3. School Facilities Planning.

1) The City shall continue to work cooperatively with the Travis Unified School District to identify land for elementary schools in appropriate locations in the City's northeast area. In particular, the

City will continue to provide updated information, as requested, regarding cumulative development plans and active or proposed development applications. The City will also provide the School District with proposed plans for residential development when submitted to the City by private developers.

2) Following the completion of all necessary CEQA review and documentation by the School District and the subsequent acquisition of land for a new school, the City will promptly process an application by the District to amend the General Plan Land Use Diagram to identify the acquired property with a Public Facility land use designation, in accordance with the requirements of law. The City may bundle the amendment with other amendments pending during the calendar year due to the limitation on the number of amendments that are permitted under state law in a calendar year.

3) If additional land for schools is acquired within the boundary of the Specific Plan, following the completion of all necessary CEQA review and documentation by the School District, the City will promptly process an application by the School District to amend the Specific Plan Land Use exhibit and other pertinent information in the Specific Plan to reflect the planned school, in accordance with the requirements of law.

4) If land for a school site is within the Specific Plan boundary, or otherwise within one half mile of the Fairfield-Vacaville Train Station, the City will strongly encourage the District to consider school site designs that are more land efficient than a single-story plan. In particular, multiple story buildings or joint-use facilities, where feasible, would be encouraged to reflect the higher-density, transit-oriented, pedestrian-friendly character of the Specific Plan and its surroundings.

Implementation**:** City of Fairfield.

Timing**:** Throughout Specific Plan buildout.

Enforcement**:** City of Fairfield.

As demonstrated in the EIR, the Specific Plan has a less-than significant impact in relation to Impact 4.13-4. However, the City will adopt mitigation intended to assist with funding for library facilities. Text of this mitigation is included below for reference.

Mitigation Measure 4.13-4. Fund Library Services.

1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed library services, per City standards. Among other options, payment of Solano County public facilities impact fee would be considered for funding of needed services. Specific Plan development shall be phased to ensure that library services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.

Implementation**:** City of Fairfield.

Timing**:** Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur throughout Specific Plan buildout.

Enforcement**:** City of Fairfield.

As demonstrated in the EIR, the Specific Plan has a less-than significant impact in relation to Impact 4.13-6. However, the City will adopt mitigation intended to assist with funding for parks and recreation facilities. Text of this mitigation is included below for reference.

Mitigation Measure 4.13-6. Fund Parks and Recreation Facilities.

1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed parks and recreation facilities, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that parks and recreation facilities are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.

Implementation**:** City of Fairfield.

Timing**:** Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur throughout Specific Plan buildout.

Enforcement**:** City of Fairfield.

TRANSPORTATION

- Impact 4.14-4: Pedestrian and Bicycle Circulation
- Impact 4.14-5: Air Traffic Patterns
- Impact 4.14-6: Hazards Due to Design Features or Incompatible Uses
- Impact 4.14-7: Emergency Access

While Impact 4.14-6 is demonstrated in the EIR to be less than significant, Mitigation Measure 4.14-6 is being adopted by the City to further minimize the impact. The mitigation text is presented below for reference. Please refer to the EIR for more detailed information.

Mitigation Measure 4.14-6 Rail Crossing Safety Measures

If development of the eastern portion of the Specific Plan designated "Employment" proceeds prior to the construction of the New Canon Road railroad grade separation, the City shall assess the following measures and implement them as determined advisable in consultation with, and in accordance with the standards of, the California Public Utilities Commission, to ensure the safety of users accessing the Canon Road at-grade crossing:

1) Provision of and/or improvements to warning devices;

2) Installation of median separation to prevent vehicles from driving around railroad crossing gates;

3) Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains;

4) Installation of pedestrian-specific warning devices and channelization and sidewalks;

5) Construction of pull-out lanes for buses and vehicles transporting hazardous materials;

6) Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way;

7) Increased enforcement of traffic laws at crossings; and/or

8) Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings.

UTILITIES AND ENERGY

- Impact 4.15-1: Sufficient Water Supplies Available to Serve the Proposed Specific Plan at Buildout
- Impact 4.15-5: Increased Energy Demand

2.4.2 SIGNIFICANT OR POTENTIALLY SIGNIFICANT IMPACTS MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The following significant and potentially significant environmental impacts of the project are being mitigated to a less-than-significant level and are set out below. Pursuant to California Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), as to each impact, the City of Fairfield City Council, based on the evidence in the record before it, and exercising its independent judgment, finds that changes or alterations incorporated into the project by means of conditions or otherwise, mitigate, avoid, or substantially lessen to a level of insignificance these significant and potentially significant environmental impacts of the project. The basis for the finding for each impact is set forth below.

BIOLOGICAL RESOURCES

IMPACT 4.4-1 Loss and Degradation of Jurisdictional Wetlands and Other Waters of the United States, and Waters of the State. *Implementation of the Specific Plan would result in the placement of fill material into jurisdictional waters of the United States, including wetlands subject to USACE jurisdiction under the federal Clean Water Act. The impact is* ***potentially significant****.*

Mitigation

Mitigation Measure 4.4-1a: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the United States, and Waters of the State.

1) The City shall require future development to avoid fill of wetlands and other waters of the United States to the maximum extent feasible.

2) Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project, the project applicant(s) of all projects requiring fill of wetlands or other waters of the United States or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. In order to apply for CWA permits, and as a condition of project approval, a delineation of waters of the United States conducted according to methods approved by USACE shall be completed for each project site, including off-site improvement areas. The delineation shall map and quantify the acreage of all aquatic habitats on the project site and shall be submitted to USACE for verification. For each respective phase, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of aquatic resources, including both waters of the United States and waters of the state, that potentially support Federally listed species, consistent with USFWS guidelines (i.e., the USFWS generally considers wetland habitats suitable for listed species to be subject to indirect impacts if development would occur within 250 feet) .

3) Project applicant(s) shall replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the RWQCB policies) the acreage of all wetlands and other waters of the United States, and waters of the state, that would be removed, lost, and/or degraded with implementation of project plans for that phase. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods

agreeable to USACE, the RWQCB, and the City, as determined during the Section 401 and Section 404 permitting processes.

4) It is proposed by the City that impacts on wetlands regulated under Section 404 be mitigated at ratios consistent with those proposed in the current draft SMHCP.

   a) If the current draft SMHCP is adopted, compensation for wetland habitat within high value conservation areas shall be provided as follows:

      i) For direct impacts on wetlands: 9 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.

      ii) For indirect impacts on wetlands: 3 acres of vernal pool habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification.

   b) If the current draft SMHCP is adopted, compensation for habitat within medium value conservation areas shall be provided as follows:

      i) For direct impacts on wetlands: 2 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.

      ii) For indirect impacts on wetlands: 1 acre of vernal pool habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification.

5) If the SMHCP is not adopted, unavoidable impacts on wetlands would be mitigated through the following processes and measures:

6) As part of the Section 404 permitting process, draft wetland mitigation and monitoring plans (MMP) shall be developed for the project by a qualified restoration ecologist on behalf of the project applicant(s). Before any ground-disturbing activities that would adversely affect wetlands and before engaging in mitigation activities associated with each phase of development, the project applicant(s) shall submit the draft wetland MMP to USACE, the RWQCB, and the City for review and approval of those portions of the plan over which they have jurisdiction. Once the MMPs are approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. Project applicant(s) may purchase mitigation credits at an agency-approved mitigation bank within Solano County or may provide compensatory mitigation through creation of permittee-responsible mitigation sites according to the MMP specifications outlined below. If credits are available for all wetland impacts, and the project applicant(s) commit to buy credits in an approved mitigation bank, many of the following MMP measures may not be required. Exhibit 4.4-10 of the EIR shows lands in the Specific Plan Area and vicinity that are proposed options for compensatory wetland mitigation. These lands include both established mitigation banks and potential mitigation sites. Mitigation sites can simultaneously provide compensatory habitat for more than one impact. For example, wetland habitat can simultaneously mitigate an impact on waters of the United States and an impact on vernal pool branchiopod habitat and an impact on California tiger salamander breeding habitat, as long as the mitigation habitat is suitable for all these habitats (i.e., provides similar habitat values as the waters of the United States lost, provides suitable habitat for vernal pool branchiopods, and provides suitable breeding habitat for California tiger salamander).

7) The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 *Final Rule for Compensatory Mitigation for Losses of Aquatic Resources* (33 CFR Parts 325 and 332 and 40 CFR Part 230). According to the Final Rule, mitigation banks should be given preference over other

types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. This also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites. However, the Final Rule also establishes a preference for compensating losses of aquatic resources within the same watershed as the impact site. Because of the large amount of on-site conservation, opportunities for on-site compensatory mitigation may exist through restoration and enhancement of existing and historic wetland habitats and creation of new wetlands. For example, many of the wetlands in the Specific Plan Area are historic vernal pools that have been subjected to agricultural disturbances (e.g., grading, draining, and planting) that have resulted in varying levels of degradation of the vernal pool habitat. Opportunities for restoration or recreation of the historic vernal pools exist and may be preferable to creating compensatory wetlands off site or to purchasing mitigation credits at an established bank if those credits are in a different watershed and, therefore, would not compensate for the loss of function in the respective watershed (i.e., Union Creek, McCoy Creek, Denverton Creek, or Barker Slough watersheds).

8) Compensatory mitigation for losses of perennial and seasonal drainage channels shall be achieved through in-kind preservation, restoration, or enhancement, as specified in the Final Rule guidelines. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal wetland, swale, marsh, and pond habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:

9) Compensatory mitigation sites and criteria for selecting these mitigation sites. In general, compensatory mitigation sites should meet the following criteria, based on the Final Rule;

    a) located within the same watershed as the wetland or other waters that would be lost, or within the same vernal pool recovery area;

    b) located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses;

10) A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other wetland functional assessment method approved by USACE, to establish baseline conditions;

11) Specific creation and restoration plans for each mitigation site;

12) In kind reference wetland habitats for comparison with compensatory wetland habitats (using performance and success criteria) to document success;

13) Description of methodology used to select reference wetlands for comparison;

14) Monitoring protocol, including schedule and annual report requirements, and the following elements:

    a) ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable;

15) CRAM, or other USACE-approved wetland assessment method, conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. Assessment scores for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year;

    a) Wetland assessment (e.g., CRAM) conducted annually for 5 years after any construction adjacent to wetlands preserved in the Specific Plan Area to determine whether these areas are retaining wetland functions and values. CRAM scores for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year;

    b) analysis of wetland assessment data, including assessment of potential stressors, to determine whether any remedial activities may be necessary;

    c) corrective measures if performance standards are not met. Remedial actions may be implemented on an annual basis, if necessary, or at the end of the 5-year monitoring period An analysis to determine the reasons criteria were not met shall be a performed by a qualified restoration ecologist and remedial actions shall be developed in coordination with USACE; remedial actions may include reseeding native vegetation, regrading wetland features; managing invasive plants, restricting access by humans and domestic animals, or other measures depending on the type and severity of performance failures. Monitoring performance standards shall resume following implementation of remedial actions until performance standards are met. If compensatory wetlands do not meet success criteria by the end of 10 years after creation, they will be mitigated through purchase of credits at an agency-approved mitigation bank.

    d) monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time;

    e) GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat;

    f) adaptive management measures to be applied if performance standards and acreage requirements are not being met;

    g) responsible parties for monitoring and preparing reports; and

    h) responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

16) An operations and management plan (OMP) for all on- and off-site wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review and approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

17) The wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the United States, including jurisdictional wetlands, and waters of the state regulated by the RWQCB, on a no-net-loss basis. In addition to USACE approval, approval by the City and the RWQCB will also be required. To satisfy the requirements of the City and the RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined

through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA.

18) Water quality certification pursuant to Section 401 of the CWA, or waste discharge requirements (for waters of the state), will be required before issuance of the record of decision and before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification and/or waste discharge requirements shall be implemented. Project applicant(s) shall obtain a General Construction Stormwater Permit from the San Francisco Bay or Central Valley RWQCB, depending on location within the Specific Plan Area , prepare a stormwater pollution prevention plan (SWPPP), and implement best management practices (BMPs) to reduce water quality effects during construction. Detailed information about the SWPP and BMPs are provided in Section 4.9, "Hydrology and Water Quality."

Implementation: Project applicants of all project phases requiring fill of wetlands or other waters of the United States or waters of the state.

Timing: Before approval of grading or improvement plans or any ground-disturbing activities for any project development phase containing wetland features or other waters of the United States. The MMP must be approved by the City and USACE before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.

Enforcement: City of Fairfield, U.S. Army Corps of Engineers, Regional Water Quality Control Board, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the significant environmental effect as identified in the FEIR.

The loss and degradation of USACE jurisdictional vernal pools and other wetland habitats and other waters of the United States (e.g., ponds and drainage channels) that would occur with project implementation would result in a substantial adverse effect on federal jurisdictional waters of the United States, including wetlands, as defined by Section 404 of the CWA. Removal of non-USACE jurisdictional wetlands in the Specific Plan Area would still constitute an adverse effect on waters of the state subject to San Francisco Bay RWQCB jurisdiction. Therefore, both direct and indirect significant impacts would occur prior to mitigation.

The majority of the off-site improvements would occur within rights-of-way of existing roads, or within urban areas, and would not involve disturbance of natural habitats or vegetation. However, some improvements would involve adding road lanes and would be likely to require ground disturbance outside of the existing disturbed part of the roadway footprint. Proposed improvements at the intersection of Cement Hill Road and Walters Road, Peabody Road and Air Base Parkway, Air Base Parkway and Walters Road could result in fill of perennial and seasonal drainage channels and seasonal wetlands. This impact is potentially significant absent mitigation.

Mitigation Measure 4.4-1a presented above would ensure no net loss of functions and acreage of wetlands, other waters of the United States, and waters of the state. Therefore, this impact would be considered less than significant with mitigation by avoidance and compensation through mitigation banks, as more fully discussed in the DEIR (DEIR, pp. 4.4-3-7 to 3-8, 4.4-44).

IMPACT 4.4-2 **Loss and Degradation of Habitat for Special-status Wildlife Species and Potential Direct Take of Individuals.** *Implementing the Specific Plan would result in the loss and degradation of habitat for several special-status wildlife species. Take of state and federally listed species could also result. The impact is potentially significant.*

Mitigation

Mitigation Measure 4.4-2a: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions; Preserve and Restore Wetland and Adjacent Upland Habitat Consistent with the SMHCP Conservation Strategy.

1) No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until take authorization has been obtained from the USFWS and the project applicant(s) of all projects, including off-site improvement projects, have abided by conditions specified in the take authorization, including all conservation and minimization measures intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements.

2) It is the City's desire that mitigation for project impacts on biological resources be mitigated through participation in the SMHCP, by implementing all measures described for the respective species in the SMHCP.

3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS.

4) As described under Mitigation Measure 4.4-1a, an MMP shall be developed that describes in detail how loss of vernal pool and other wetland habitats shall be avoided or offset, including details on creation of habitat, compensation for the temporal loss of habitat, performance standards to ensure success, and remedial actions if performance standards are not met.

5) The project applicant(s) of each project shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be acceptable to the City, USACE, and USFWS and accomplish no net loss of habitat acreage, function, and value.

    a) The SMHCP identifies the vernal pool grassland habitat in the eastern portion of the Specific Plan Area (east of Vanden Road) as a high value conservation area (Solano County Water Agency 2009, Figure 4-9). Portions of the Specific Plan Area located west of Vanden Road are identified as medium value conservation areas.

6) If the current draft SMHCP is adopted and available as an avenue for take authorization, compensation for suitable habitat within high value conservation areas shall be provided as follows:

    a) For direct impacts on wetlands: 9 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.

b) For indirect impacts on wetlands: 3 acres of vernal pool habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification.

c) For direct impacts on valley floor grassland (upland) habitat: 3 acres of upland habitat shall be preserved for every acre removed.

d) For indirect impacts on upland habitat: 1 acre of upland habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification.

7) For consistency with the SMHCP, compensation for habitat within medium value conservation areas shall be provided as follows:

a) For direct impacts on wetlands: 2 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.

b) For indirect impacts on wetlands: 1 acre of vernal pool habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification.

c) For direct impacts on upland habitat: 3 acres of upland habitat shall be preserved for every acre removed.

d) For indirect impacts on upland habitat: 1 acre of upland habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification.

8) If the SMHCP is not adopted before project implementation, adequate mitigation ratios for take authorization shall be determined through the ESA Section 7 consultation process.

9) Mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat.

10) The project applicant(s) of all project phases shall identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS.

11) All vernal pool habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Potential mitigation sites are identified in Exhibit 4.4-10 in the Draft EIR.

Implementation: Project applicant(s) of all project phases.

Timing: Before approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and BMPs.

Enforcement: USACE, USFWS, and the City of Fairfield.

Mitigation Measure 4.4-2b: Implement Mitigation Measure 4.4-2a; Secure Take Authorization for California Tiger Salamander and Implement All Permit Conditions; Preserve and Enhance Upland Habitat; Preserve and Create Breeding Habitat.

1) No project construction shall proceed in areas supporting potential habitat for California tiger salamander (known or potential breeding pools/ponds plus surrounding Specific Plan Area grasslands within 1.3 miles), until take authorization has been obtained from the USFWS and DFG and the project applicant(s) of all project phases have abided by all conditions in the take authorization, including conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements. DFG may issue a Consistency Determination under Section 2080.1 of CESA if the applicant(s) obtains take authorization from USFWS and submits the federal opinion take statement to the Director of Fish and Game. DFG must determine that conditions specified in the Federal take authorization are consistent with CESA. If a Consistency Determination is not obtained, the applicants shall obtain a separate incidental take permit under Section 2081(b) of CESA.

2) It is the City's desire that mitigation for project impacts on biological resources be mitigated through participation in the SMHCP, by implementing all measures described for the respective species in the SMHCP.

3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and with DFG pursuant to Fish and Game Code Sections 2080.1 or 2081(b), and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS and in the take authorization or consistency determination issued by DFG.

4) If the current draft SMHCP is adopted and available as an avenue for take authorization under CESA and ESA, in addition to the preservation and restoration specifications presented under Mitigation Measure 4.4-2a, the following mitigation shall be implemented for impacts on known occupied and suitable breeding habitat for California tiger salamander (i.e., seasonal wetlands and ponds that remain inundated in most years for a minimum of 10 weeks), which are consistent with the mitigation requirements proposed in the draft SMHCP:

    a) Preserve 3 acres of known breeding habitat for every acre of suitable breeding habitat removed.

    b) Create suitable breeding habitat at a 2:1 ratio, or 0.35 acre, whichever is greater. Created breeding habitat must be within at least 300 contiguous acres of preserved upland habitat and within 2,100 feet of known breeding habitat.

5) The following measures shall be implemented to mitigate impacts on upland habitat and movement corridors (i.e., seasonal wetland swales, meadows) within the known or potential range of California tiger salamander:

    a) For impacts within medium and high value conservation, preserve upland habitat at a 3:1 ratio, consistent with Mitigation Measure 4.4-2a, and create 0.01 acre of breeding habitat per each acre of upland habitat removed.

6) Known breeding habitat shall include all sites where California tiger salamander breeding has been documented at least once in the last 10 years. Multiple compensatory breeding sites can be created within 1,300 feet of each other, but shall be within 2,100 feet of known breeding habitat and within 300 acres of contiguous suitable upland habitat. Each wetland created as breeding habitat shall be a minimum of 0.02 acre (Solano County Water Agency 2009, pages 6-19 through 6-20).

7) All California tiger salamander habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Potential mitigation sites are shown in Exhibit 4.4-10 in the Draft EIR.

Implementation: Project applicant(s) of all project phases.

Timing: Before approval of any grading or improvement plans and on an ongoing basis throughout construction, as applicable for all project phases as required by the mitigation plan, any consistency determination, BO, and/or BMPs.

Enforcement: USACE, USFWS, and the City of Fairfield.

Mitigation Measure 4.4-2c: Avoid Direct Loss of Swainson's Hawk and Other Raptors.

1) To avoid, minimize, and mitigate potential impacts on Swainson's hawk and other raptors (not including burrowing owl), the project applicant(s) of each project shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Specific Plan Area and off-site improvement areas. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.

2) Impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined in coordination with DFG the young have fledged, the nest is no longer active, or until reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.

3) To mitigate impacts on Swainson's hawk foraging habitat consistent with the SMHCP, implement Mitigation Measure 4.4-2a, which requires that 3 acres of valley floor grassland habitat be preserved for every 1 acre lost to development, and retain active and suitable nest trees within and adjacent to foraging habitat. This mitigation can be concurrent with mitigation for California tiger salamander habitat provided the valley floor grassland habitat preserved is suitable for both species.

4) To avoid, minimize, and mitigate potential impacts on burrowing owl, the project applicant(s) of each project, including off-site improvements projects, shall retain a qualified biologist to conduct preconstruction surveys within 30 days prior to the start of construction activities to ensure that burrowing owls will not be affected by project activities.

5) If an active burrow is found during the non breeding season (September 1 through January 31), then western burrowing owls occupying burrows that cannot be avoided or adequately protected may be evicted from the area using passive relocation as described in DFG's *Staff Report on Burrowing Owls* (1995).

6) If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 250-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from

the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed.

7) Project applicants shall mitigate for the permanent loss or conversion of burrowing owl habitat (i.e., valley floor or vernal pool grassland, grain and hay crops, pasture, irrigated agriculture, fallow fields) by preserving suitable habitat at a 3:1 ratio. Implementing Mitigation Measure 4.4-2a, which requires that 3 acres of valley floor grassland habitat be preserved for every 1 acre lost to development, would provide adequate mitigation for loss of burrowing owl habitat. As discussed previously, the Specific Plan Area is identified in the SMHCP as being within the Valley Floor Grassland Conservation Area.

8) If active burrowing owl nests are found on the Specific Plan Area during preconstruction surveys and these nest sites are lost as a result of implementing the project, then the project applicants for those project phases that would result in the loss of nest burrows shall mitigate the loss through preservation of other known nest sites at a ratio of 1:1, according to the guidelines outlined in the SMHCP.

9) All Swainson's hawk and burrowing owl habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Proposed and potential mitigation sites are shown in Exhibit 4.4-10 of the Draft EIR.

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of grading and improvement plans, before any ground-disturbing activities, and during project construction, as applicable for all project phases.

Enforcement: DFG and the City of Fairfield.

Mitigation Measure 4.4-2d: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.

1) To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.

2) If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with DFG.

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.

Enforcement: DFG and the City of Fairfield.

Mitigation Measure 4.4-2e: Avoid and Minimize Impacts to Nesting Loggerhead Shrikes.

1) To avoid and minimize impacts to loggerhead shrike and other nesting birds, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the

loggerhead shrike nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat. The survey shall be conducted within 14 days before project activity begins.

2) If no active loggerhead shrike nests are found, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with DFG.

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.

Enforcement: DFG and the City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effects as identified in the EIR.

Although most of the suitable habitat for listed vernal pool branchiopods would be preserved within the Specific Plan designated conservation areas, 21.11 acres of potentially suitable habitat would still be filled and another 32.05 acres of suitable habitat would be subject to indirect effects because it is within 250 feet of areas that would be developed. In addition, roads, railroad spur lines, and trails would be constructed through open space areas, including areas identified for habitat conservation east of Vanden Road, and development of the northern employment center would sever connectivity between habitat conservation areas to the south of the employment center and open space areas to the north. Pavement and other impermeable surfaces adjacent to vernal pools may increase the amount of surface runoff received by the wetlands. Other indirect effects include reduced water quality through contaminants present in runoff. The direct removal of habitat and potential degradation of retained habitat could have substantial adverse effects on vernal pool invertebrates. These direct and indirect impacts would be significant.

The large playa-type vernal pools in the Specific Plan Area that provide potentially suitable habitat for Delta green ground beetle, along with a grassland buffer, would be preserved within the Specific Plan designated conservation areas. Very little is known about this species' life history characteristics and microhabitat requirements, but the only known occurrences are from approximately 7,000 acres in the greater Jepson Prairie area which contains very large playa-type vernal pools, or vernal lakes, in a matrix of the best remaining native perennial grassland in the Central Valley. Although the grasslands in the Specific Plan Area bear little resemblance to the Jepson Prairie grasslands, the potential for this species to occur in the Specific Plan Area cannot be ruled out, especially because it is so close to the Jepson Prairie populations and shares some of the same soil associations. Potential impacts on this species would be less than significant, however, because potential direct and indirect impacts would be avoided or minimized by conserving the large playa-type vernal pools that provide potentially suitable wetland habitat within a large contiguous matrix of grassland habitat.

Seasonal wetlands present at the intersection of Cement Hill and Walters Road and the intersection of Walters Road and Air Base Parkway could support federally listed vernal pool branchiopods and Contra Costa goldfields and the latter intersection is within designated critical habitat for these species. Loss of suitable habitat for these species as a result of implementing the off-site improvements would be a significant impact absent mitigation.

Implementing Mitigation Measure 4.4-2a would reduce significant impacts on vernal pool invertebrates to a less-than-significant level because it would ensure that substantial habitat for these species would be preserved in the Specific Plan Area and vicinity consistent with the conservation strategy in the proposed SMHCP and that habitat lost as a result of project implementation would be replaced through restoration of degraded vernal pool and seasonal wetland habitat.

As noted in the City's Draft EIR on page 4.4-46, implementing the Specific Plan would result in the loss of 0.11 acres of potential breeding habitat and 3.89 acres of known breeding habitat for California tiger salamander. The proposed development would result in the loss of approximately 645.30 acres of lands designated as medium value and 315.01 acres of lands designated as high value upland habitat for this species. A total of approximately 0.47 acre of known breeding habitat and 6.86 acres of potentially suitable breeding habitat for California tiger salamander would be indirectly affected by project construction because it is within 250 feet of areas planned for urban development. These impacts on California tiger salamander breeding and upland habitat would be significant absent mitigation.

Implementing Mitigation Measure 4.4-2b would reduce significant impacts on the California tiger salamander to a less-than-significant level because it would ensure that substantial breeding and upland habitat would be preserved in the Specific Plan Area and that breeding habitat lost as a result of project implementation would be replaced.

Approximately 1,021 acres of foraging habitat for Swainson's hawk and other raptors would be removed by Specific Plan development. The preservation of 1,759 acres (63%) of large interconnected tracts of open space in the Specific Plan Area would reduce potential impacts on raptor nesting and foraging habitat but not below the level of significance. The direct loss or injury of raptors or their nests during construction of projects accommodated by the Specific Plan would also be a significant impact absent mitigation.

Proposed off-site improvements could disturb nesting raptors or other nesting birds in suitable nest trees in the vicinity of the intersections of Cement Hill Road and Clay Bank Road, Peabody Road and Air Base Parkway, and Vanden Road and Fry Road. Active burrowing owl nests could be present in underground burrows at these off-site improvement areas and could be removed or disturbed by construction activities causing nest abandonment. Loss of an active raptor nest or other native migratory bird nest would be a significant impact absent mitigation.

Implementing Mitigation Measure 4.4-2c would reduce significant impacts on Swainson's hawk, burrowing owl, and other raptors to a less-than-significant level because it would ensure that these species are not disturbed during nesting so that project construction would not result in nest abandonment and loss of eggs or young. These measures would also ensure that nesting habitat lost as a result of project implementation would be replaced in on-site open space conservation areas and that Swainson's hawk foraging habitat and burrowing owl habitat would be preserved at a 3:1 ratio.

Tricolored blackbirds are not known to nest on the site, and available nesting habitat is limited in the Specific Plan Area consisting of relatively small patches of emergent marsh vegetation. However, there are three previously reported tricolored blackbird colonies within 2 miles of the treatment plant marsh, with the closest located less than 0.5 mile from the edge of the Specific Plan Area (S. Foreman pers. comm.). Suitable nesting habitat for this species is present in the Specific Plan Area. Disturbance of potentially suitable habitat during construction could result in nest abandonment and loss of eggs or young if an active tricolored blackbird nesting colony were to be present during ground-disturbing activities. Loss of an active nesting tricolored blackbird colony would be a potentially significant impact absent mitigation.

Implementing Mitigation Measure 4.4-2d would reduce significant impacts on tricolored blackbird to a less-than-significant level because it would ensure that tricolored blackbird colonies are not disturbed during nesting so that project construction would not result in nest abandonment and loss of eggs or young.

An active loggerhead shrike nest with two fledglings was discovered in a salt cedar in the Specific Plan Area in 2009. Disturbance of potentially suitable habitat during construction could result in nest abandonment and loss of eggs or young if an active loggerhead shrike nest were to be present during ground-disturbing activities. Loss of an active loggerhead shrike nest would be a direct significant impact.

Implementing Mitigation Measure 4.4-2e would reduce significant impacts on loggerhead shrike to a less-than-significant level because it would minimize disturbance to active nests that might otherwise occur during construction.

In sum, Mitigation Measures 4.4-2a through 4.4-2e would reduce the environmental effects related to loss and degradation of habitat for special-status wildlife species and potential for direct take of individuals to a less-than-significant level (DEIR, pp. 4.4-44 to 4.4-55).

Western pond turtles are known to occur in one pond in the Specific Plan Area and have been documented on the Travis Air Force Base and other locations in the Specific Plan Area vicinity (i.e., within 3 miles) (CNDDB 2010). Implementation of the proposed Specific Plan would not directly fill the occupied or suitable aquatic habitat and upland habitats suitable for nesting would be retained in proximity to aquatic habitat. Direct and indirect impacts to western pond turtle are considered less than significant.

The Specific Plan Area provides potential nesting habitat for Modesto song sparrow and wintering habitat for mountain plover. Modesto song sparrow could nest in marsh or riparian habitat in the Specific Plan Area. Mountain plover could winter in the Specific Plan Area, foraging in the grassland habitat; however, documented occurrences of mountain plover in Solano County are generally located east of the Specific Plan Area. Therefore, portions of the grassland habitat that would be removed by project implementation are considered to be of low value to this species. Potential impacts to Modesto song sparrow and mountain plover would be reduced through retention of large areas of grassland habitat, and most of the existing marsh and riparian habitat is expected to be preserved in the open space areas. Sufficient foraging habitat would remain in the Specific Plan Area after project implementation for mountain plovers to continue using the site as wintering habitat. Although there is some potential for nesting Modesto song sparrows to abandon their nests due to project construction activity nearby, it is unlikely that this would occur on a large scale. Therefore, these species would not be displaced from the Specific Plan Area and project construction would not be expected to result in the loss of more than a few individuals. Direct and indirect impacts of project implementation on these species are considered less than significant because potential loss of a few individuals is not likely to result in a substantial effect on their populations.

IMPACT 4.4-3 Loss of Special-status Plants and Loss and Degradation of Special-Status Plant Habitat. *Project implementation would result in direct removal of vernal pools occupied by Contra Costa Goldfields, a species federally listed as endangered, as well as dwarf downingia and legenere, which are listed as rare by CNPS. Other CNPS listed species have been documented in the Specific Plan Area and could also be removed during project development. Other special-status plant species could potentially be present and could be lost through habitat removal or modification. In addition, any special-status plants on the Specific Plan Area that are not directly removed could be adversely affected by loss or degradation of suitable or occupied habitat. The impact is potentially significant.*

Mitigation

Mitigation Measure 4.4-3a: Secure Take Authorization for Federally Listed Contra Costa Goldfields and Implement All Permit Conditions, Implement Contra Costa Goldfields Core Population Development Criteria Consistent with the SMHCP, Establish New Populations of Contra Costa Goldfields.

1) To avoid and minimize direct and indirect impacts on Contra Costa goldfields in the Specific Plan Area and off-site improvement areas, the following performance criteria/design guidelines provided in the Conservation Strategy of the draft SMHCP shall be implemented:

    a) New roads and expansion of existing roads shall incorporate design measures to maintain hydrological connectivity, such as culverts and underpasses.

    b) Individual projects shall not directly impact more than 10% of suitable Contra Costa goldfield habitat in the Specific Plan Area.

    c) The project shall not directly impact more than 50% of current or historically occupied habitat in the Specific Plan Area.

    d) The extent of occupied habitat shall be based on a minimum of two years of surveys. Occupied habitat shall be based on the total area of occupied wetland habitat, not just Contra Costa goldfield cover.

    e) Preserve areas shall encompass at least 100 acres of suitable vernal pool grassland habitat.

2) To compensate for the direct loss of occupied Contra Costa goldfield habitat within core population areas (portions of Specific Plan Area east of Vanden Road) and potential habitat, watershed, and corridor areas (portions of Specific Plan Area west of Vanden Road), new, self-reproducing populations of Contra Costa goldfields shall be established at a ratio of 4:1, or other ratio as required in the final adopted SMHCP, according to the following criteria outlined in the SMHCP (Solano County Water Agency 2009):

    a) Establishment of new populations shall take place in constructed, restored, and enhanced wetlands within the known range of Contra Costa goldfields in Solano County. To the extent possible, habitat restoration and establishment of new populations shall occur within the open space areas of the Specific Plan Area in the same core area as the affected habitat. For on-site restoration and establishment to be feasible, unoccupied habitat that can be restored must be identified in the Specific Plan Area. It is likely that currently unoccupied habitat on the Noonan North and South sites could be restored for establishing new populations of Contra Costa goldfields. Additional potential mitigation sites are shown in Exhibit 4.4-10.

    b) New populations shall be established from seed of plants that would be removed as a result of project development and if needed, additional seed from the affected population may be collected if necessary to establish new populations (affected populations are within core areas identified in the SMHCP). Seed and topsoil shall be salvaged from the occupied wetlands that would be removed by project development. Seed shall be collected from affected populations for at least one season prior to loss, but no more than 10% of the seed produced can be removed from the overall population in a given growing season. All of the seed from plants in occupied habitat to be removed shall be harvested in the final harvest season. Collected seeds shall be stored at two different seed repositories, including the National Center for Genetic Resources Preservation in Fort Collins, Colorado, and a repository certified by the Center for Plant Conservation, such as the Rancho Santa Ana Botanic Garden, until reestablishment habitat is ready for planting.

    c) The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat.

    d) Reestablished populations shall be considered self producing when:

        (1) plants reestablish annually for a minimum of 5 years with no human intervention such as supplemental seeding; and

(2) reestablished habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar pool types and core areas (e.g., the Noonan Ranch Conservation Bank).

e) If success criteria are not met within 10 years of project implementation, the project applicant shall increase the preserved wetland restoration acreage by 50%. The project applicant shall provide bonds or other financial assurances to ensure implementation of the mitigation measures.

3) If the SMHCP is not adopted prior to implementing the project, project applicant(s) shall develop a mitigation and monitoring plan for Contra Costa goldfields in consultation with USFWS. The MMP shall include detailed plans to compensate for the direct loss of occupied Contra Costa goldfield habitat at a ratio agreeable to USFWS and the City. At a minimum, the MMP shall include all of the measures listed above from the Draft SMHCP and shall include monitoring of preserved and compensatory reestablished populations annually for a minimum of 5 years to ensure plants are regenerating on a yearly basis without human intervention. If plants are not regenerating, reseeding and other measures (e.g., recontouring wetland habitat, hydrological remediation, weed management), as appropriate based on assessment by a qualified ecologist shall be implemented and monitoring continued until populations are self sustaining.

4) All Contra Costa goldfields habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of any ground-disturbing activity within 250 feet of Contra Costa goldfield habitat.

Enforcement: USFWS and the City of Fairfield.

Mitigation Measure 4.4-3b: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures and Compensatory Mitigation for Special-status Plants Other Than Contra Costa Goldfields.

1) To mitigate for the loss of dwarf downingia and legenere, and the potential loss or degradation of other special-status plant species and habitat, the project applicant(s) of each project, including off-site improvement projects, shall adhere to the requirements described below:

a) The project applicant(s) of each proposed project, including off-site improvement projects, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. The surveys shall be conducted no more than 5 years prior and no later than the blooming period before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to the City of Fairfield and no further mitigation shall be required. If a protocol level survey targeting all potentially occurring special-status plant species has been conducted on the specific project site in the previous 5 years, a preconstruction survey shall not be required because surveys conducted according to established guidelines are generally considered valid by the resource agencies for a period of 5 years. If the SMHCP is approved at the time of project implementation and the applicant participates in the SMHCP, special-status plant surveys shall not be required in conservation areas designated as low to medium value.

b) Because Parry's red tarplant is abundant in the Specific Plan Area and the majority of occupied habitat would be retained in the open space areas, no further mitigation would be needed for this species. Likewise, the majority of wetlands occupied by hogwallow starfish would be preserved in the Specific Plan Area and no further mitigation is needed for this species.

c) If special-status plant populations are present, the project applicant(s) of affected project phases shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.

d) If impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Fairfield for review and approval. It shall be submitted concurrently to DFG or USFWS, as appropriate depending on species status, for review and comment. The City shall consult with these entities before approval of the plan. The plan shall require maintaining viable plant populations in the Specific Plan Area and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Consistent with City of Fairfield General Plan policy, special-status plant populations shall be avoided to the maximum extent feasible. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. Mitigation could include purchase of an existing off-site area known to support the special-status species to be affected, as well as preserving the site in perpetuity. Transplanting and/or reseeding of special-status plants is not proven to be an effective compensation method for most species; therefore, project proponents should avoid special-status plants for which transplanting techniques have not been proven or compensate for impacts by preserving other populations.

1) If transplantation is a proven method for a species and relocation efforts are part of the mitigation plan, the plan shall include a description and map of mitigation sites, details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements, and sources of funding to purchase, manage, and preserve the sites. The following performance standards shall be applied:

   - The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat and shall be self-producing.

   - Reestablished populations shall be considered self producing when:

     – plants reestablish annually for a minimum of 5 years with no human intervention such as supplemental seeding; and

     – reestablished habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar pool types and core areas (e.g., the Noonan Ranch Conservation Bank).

2) Whenever possible, transplantation shall take place in Specific Plan Area conservation areas that support suitable but currently unoccupied habitat for the affected species.

3) If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.

Implementation: Project applicant(s) of all project phases.

Timing: Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements.

Enforcement: City of Fairfield, USFWS, and DFG; as appropriate depending on species status.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Loss of Contra Costa goldfields, legenere, and dwarf downingia, either through direct removal or through habitat modification, would occur as a result of Specific Plan implementation and would constitute a substantial adverse effect on special-status plant species. Specific Plan development could also result in indirect impacts on Contra Costa goldfields, dwarf downingia, legnere, and other special-status plants if any are present on portions of the Specific Plan Area that have not been specifically surveyed. Indirect effects from fragmentation could also occur, but would be minimized because project design includes preservation of large, interconnected habitat patches on site with connectivity to off-site vernal pool grassland habitat to the east. Direct and indirect impacts on these species would be significant. Project development would result in loss and degradation of habitat that could support other special-status plant species. Direct and indirect impacts on special-status plant species that could be present would be potentially significant unless mitigation is imposed.

Implementing Mitigation Measure 4.4-3b would reduce significant impacts on dwarf downingia, legenere, brittlescale, and saline clover, and other special-status species to a less-than-significant level because each development project would be required to identify and avoid special-status plant populations or provide compensation for the loss of special-status plants through creation of new populations, conservation easements, or other appropriate measures.

Contra Costa goldfields, brittlescale, and saline clover have been documented in seasonal wetlands in the vicinity of the intersections of Walters Road and Cement Hill Road and Walters Road and Air Base Parkway, and the latter intersection is within designated critical habitat for this species. Proposed road improvements at these intersections could result in the loss of Contra Costa goldfields, brittlescale, or saline clover through direct removal or habitat degradation. This would be a significant impact without mitigation. Special-status plant species could be affected by direct removal or habitat degradation at other off-site improvement areas if suitable habitat is present. This impact is potentially significant without mitigation.

Implementing Mitigation Measure 4.4-3a would reduce significant impacts on Contra Costa goldfields to a less-than-significant level because it would ensure that occupied habitat is avoided to the extent feasible, that the majority of occupied habitat present is preserved in perpetuity, and that populations removed as a result of Specific Plan implementation are replaced through establishment of new populations.

Implementation of Mitigation Measures 4.4-3a and 4.4-3b would reduce the significant and potentially significant impacts on special-status plant species to a less-than-significant level because each development project would be required to identify and avoid special-status plant populations or provide compensation for the loss of special-status plants through establishment of new populations, conservation easements, or other appropriate measures (DEIR, pp. 4.4-56 to 4.4-60).

IMPACT 4.4-4 Loss and Degradation of Sensitive Natural Communities. *Implementing the Specific Plan could result in loss or degradation of riparian plant communities and creeping rye grass tufts considered sensitive by state and local resource agencies, protected under Section 1602 of the Fish and Game Code, and requiring consideration under CEQA. The impact is* ***potentially significant****.*

Mitigation

Mitigation Measure 4.4-4: Map Riparian Habitat and Other Sensitive Natural Communities; Implement Avoidance and Mitigation Measures, Secure and Implement Section 1602 Streambed Alteration Agreement.

1) The project applicant(s) of all proposed projects shall retain a qualified botanist to identify, map, and quantify riparian habitat and other sensitive natural communities, such as rye grass tufts, on the project site before final project design is completed.

2) The project applicant(s) of affected projects shall design project development to avoid riparian habitat and other sensitive natural communities to the extent feasible. Since the majority of riparian vegetation in the Specific Plan Area is located in an area that is part of the railroad museum open space, it would be feasible to design museum and trail features to be constructed outside of the depressions containing wetland and riparian habitat. The depressions supporting riparian vegetation are located at the base of an old railroad berm. Museum attractions, trails, and other amenities shall be constructed atop the berm or in other areas outside of the depressions supporting riparian vegetation.

3) If impacts on riparian habitat or rye grass tufts cannot be avoided as part of future project construction, the project applicant shall consult with DFG to determine whether a Section 1602 streambed alteration agreement may be required for alteration of these habitats.

4) The acreage of riparian habitat that would be removed shall be replaced or restored/enhanced on a "no net loss" basis in accordance with DFG regulations, subject to limitations on its authority set forth in California Fish and Game Code Section 1600 et seq., and City policies.

5) Compensatory mitigation for loss of riparian vegetation and rye grass tufts shall be accomplished through restoration and creation of native riparian vegetation and rye grass tufts along Union Creek within the Specific Plan Area, to the extent feasible. To avoid potential adverse effects to vernal pools and other wetland habitats and associated special-status species, riparian habitat restoration shall be restricted to the northern portions of Union Creek on Parcels 4 and 5 (the Solano Irrigation District and North Kelley properties). If habitat restoration/creation cannot be accommodated within the project site because of conflicts with SID management of the Union Creek channel, then an appropriate site elsewhere in the Union Creek watershed shall be identified for riparian habitat restoration/creation to offset losses of riparian habitat on the project site, as agreeable to DFG and the City. If an alternative site acceptable to the City and DFG is not available, compensatory mitigation shall be accomplished through purchase of in-kind mitigation credits from an approved mitigation bank within eastern Solano County.

Implementation: Project applicant(s) of all project phases.

Timing: Before approval of grading or improvement plans or any ground disturbing activities in any areas that could affect riparian or stream habitats.

Enforcement: City of Fairfield and DFG.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

The loss and degradation of riparian habitat or rye grass tufts that could occur with project implementation would constitute an adverse effect on sensitive natural communities regulated by DFG under Section 1602 of the California Fish and Game Code. Much of the area supporting riparian vegetation in the Specific Plan Area is within potentially jurisdictional waters of the United States and would also be subject to USACE regulation under the CWA, as discussed in Impact 4.4-1. Therefore, direct and indirect impacts would be considered potentially significant without mitigation.

Implementing Mitigation Measure 4.4-4 would reduce significant impacts on sensitive natural communities to a less-than-significant level because restoration and creation ensuring adequate compensation for the loss of riparian habitat would be required to be developed and implemented as a condition of any streambed alteration permit (DEIR, pp. 4.4-60 to 4.4-61).

IMPACT 4.4-6 Conflict with Local Policies or Ordinances Protecting Biological Resources. *Project implementation could result in conflicts with policies outlined in the City of Fairfield General Plan, and City ordinances, including noxious weed, and freshwater marsh, riparian, and open water habitat policies. The impact is* ***potentially significant.***

Mitigation

Mitigation Measure 4.4-6a: Identify and map noxious weed infestations, avoid infested areas to the extent feasible.

1) The following measures shall be implemented to reduce the risk of spreading noxious weeds:

   a) Prior to construction commencement, project applicants of all project phases shall hire a qualified botanist to identify and map all noxious weed infestations within project construction sites. The botanist shall contact the Solano County Agricultural Commissioner to obtain a current list of noxious weeds of concern.

   b) Areas infested by noxious weeds shall be fenced and avoided during construction if feasible. If these areas are to be developed and cannot be avoided, noxious weeds shall be removed at the onset of construction and disposed of properly. Proper disposal methods depend on the species, removal method, and the timing of removal. Appropriate methods of disposal shall be determined by a qualified botanist or land manager experienced in weed eradication methods.

   c) Where it is not possible to keep equipment out of sites infested with noxious weeds, the equipment shall be cleaned so that it is free of soil, seeds, vegetative matter or other debris prior to being moved from infested sites to un-infested sites and prior to being transported out of the project area.

Implementation: Project applicant(s) of all project phases.

Timing: Before approval of grading or improvement plans.

Enforcement: City of Fairfield.

Mitigation Measure 4.4-6b: Assess riparian, marsh, and stream habitat, develop and implement an enhancement or restoration plan for riparian and marsh habitat, implement Mitigation Measures 4.4-1 and 4.4-4.

1) City General Plan Policy OS 9.9 requires project proponents to assess important freshwater marsh, riparian, and open water habitats, such as habitats within and along Union Creek. Based on the habitat assessment, project proponents shall hire a qualified restoration ecologist to prepare a restoration or enhancement plan.

2) Because alteration of streams and associated riparian and marsh habitat is regulated by DFG under Section 1602 of the California Game Code, a streambed alteration agreement would have to be developed and implemented for the Specific Plan, if impacts on these habitats would occur, as discussed in Mitigation Measure 4.4-4. Furthermore, all waters of the United States, including any wetlands supporting riparian or marsh habitat, are regulated by USACE under Section 404 of the Clean Water Act, as discussed under Impact 4.4-1. Both the Section 1602 streambed alteration agreement and the Section 404 permit would require mitigation resulting in no net loss of habitats under their jurisdiction. Therefore, Mitigation Measures 4.4-1 and 4.4-4 shall be implemented as mitigation for impacts on riparian, marsh, and open water habitats protected under City General Plan Policy.

Implementation: Project applicant(s) of all project phases affecting Union Creek.

Timing: Before issuance of grading permit or approval of improvement plans for any project phases that would affect Union Creek.

Enforcement: DFG and the City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Project construction could result in conflicts with City policies and ordinances through removal of oak trees, freshwater marsh, riparian, and open water habitats, and the spread of noxious weeds. Specifically, the spreading of noxious weeds would conflict with General Plan Policy OS 7.10, and the removal of riparian, marsh, and open water habitats would conflict with City General Plan Policy OS 9.9. This direct impact is potentially significant absent mitigation.

Implementing Mitigation Measure 4.4-6a would reduce potentially significant impacts from the spread of noxious weeds to less than significant because project applicants of all phases would be required to identify and avoid noxious weed infestations or remove noxious weeds prior to construction and clean weed propagules from equipment.

Implementing Mitigation Measure 4.4-6b would reduce significant impacts on riparian, marsh, and open water habitat to a less-than-significant level because project applicants would be required to restore and enhance these habitats on a no net loss basis (DEIR, pp. 4.4-62 to 4.4-63).

CULTURAL RESOURCES

IMPACT 4.5-1 Construction-Related Impacts to Documented Significant Cultural Resources in the Off-site Improvement Areas. *There are no known significant cultural resources that would be affected by implementation of the Specific Plan within the Specific Plan Area. Off-site improvements needed to support Specific Plan development and other development in the northeastern portion of Fairfield could potentially affect documented cultural resources, depending on the final design and location of off-site improvements. The impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.5-1: Follow Fairfield General Plan and EIR Guidelines for Off-Site Improvements.

1) Prior to final design of required infrastructure improvements required to support Specific Plan development, the City will require research, survey work, and other documentation of cultural resources, consistent with the Fairfield General Plan policies OS 10.3–10.5, OS 10.7, and OS 10.8 and Fairfield General Plan EIR mitigation measures CR-1, as modified for this Specific Plan and provided in the material that follows:

    a) Consult with the California Archaeological Inventory Northwest Information Center at Sonoma State University regarding any off-site improvements needed to support Specific Plan buildout that could have an impact on cultural resources.

    b) Avoid impacts on cultural resources when archeological studies reveal the presence of cultural resources. If avoidance is infeasible, require site testing by a qualified archeologist to determine the significance of the resources, and implement recommended mitigation measures.

    c) Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archeologist to determine the significance of the resources.

    d) Require archeological studies by "qualified archaeologists" meeting Secretary of the Interior's standards in areas of archeological significance prior to approval of improvements needed to support Specific Plan buildout.

    e) Prepare an inventory of historic structures within any areas that could be affected by construction of off-site infrastructure and CRHR evaluation if necessary.

    f) If any significant historic resources would be adversely affected by off-site improvements, the improvements shall be redesigned, if feasible, to avoid impacts.

    g) If avoidance of a significant architectural resource is not feasible, the City will ensure that Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation is completed.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout site preparation and construction activities for any required off-site traffic improvements needed to support Specific Plan buildout.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Off-site improvements include sewer improvements within existing roadways. As these areas have been previously disturbed, these areas would not have existing documented cultural resources. Off-site roadway improvements described in Section 4.14 of the EIR, depending on the final design, may require additional acquisition of right-of-way. Off-site traffic improvements are exclusively at existing roadways and intersections with existing multiple paved lanes and other improvements. Most intersections have existing urban development nearby. The City does not anticipate significant documented cultural resources in areas that would be directly

affected by off-site traffic improvements, since these areas are adjacent to existing roadways and development. Lands directly adjacent to existing paved roadways where additional lanes may be constructed have been subject to earth disturbance and recent development.

Although the City does not anticipate that roadway improvements would involve demolition or other adverse effects to any documented cultural resources, since the final design of needed roadway improvements is not available, the City considers this impact to be potentially significant, requiring mitigation.

Some roadway improvements required to support Specific Plan buildout could be under the control of outside agencies, such as the California Department of Transportation (Caltrans) and the City of Suisun City for improvements to State Route 12 and Walters Road and the City of Vacaville for improvements at Peabody Road and Cliffside Drive. Improvements in the vicinity of I-80 on-ramps would also involve outside agencies. The City cannot require that other agencies incorporate mitigation in the City's EIR. Other agencies involved have policies and standards for investigating and avoiding significant cultural resources that are similar to those of the City of Fairfield and therefore the same level of protection would occur.

With incorporation of the above mitigation for all projects within the Specific Plan, cultural resource studies would be required and mitigation required, as needed, to avoid impacts to significant cultural resources. With the application of these and federal requirements for significant documented cultural resources, application of other agencies' cultural resources policies, and considering that traffic improvements would be in areas with existing earth disturbance and recent development, the impact is considered less than significant (DEIR, pp. 4.5-15 to 4.5-17).

IMPACT 4.5-2 Construction-Related Impacts to Presently Undocumented Significant Cultural Resources. *The Specific Plan is in a region where there are significant cultural resources. It is possible that unknown cultural resources could be adversely affected by the project. The impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.5-2: Impacts to Presently-Undocumented Cultural Resources.

1) If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, animal bone, glass, ceramics, structure/building remains, etc.) is made during project-related construction activities or off-site infrastructure improvements needed to support Specific Plan buildout, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist will be notified regarding the discovery.

2) The archaeologist shall determine whether the resource is potentially significant per the CRHR and develop appropriate mitigation to protect the integrity of the resource and ensure that no additional resources are impacted.

3) Mitigation could include, but not necessarily be limited to, preservation in-place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout site preparation and construction activities.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Although no significant cultural resources were documented within or in the immediate vicinity of the Specific Plan Area, the site is situated in a region where significant prehistoric and historic-era cultural resources have previously been documented. Although no significant cultural resources are known to be present within areas affected by Specific Plan implementation, such resources could be present in sub-surface contexts that were not identifiable during the archaeological investigations. If "unique" or "historical" resources (per CEQA criteria) were encountered during Specific Plan implementation, disturbances of such resources would constitute a significant impact.

Implementation of the above mitigation measures, consistent with Section 21083.2 of the State CEQA Guidelines, would ensure that any discovered cultural resource would be properly identified and preserved as appropriate. This would reduce the impact to a less-than-significant level (DEIR, pp. 4.5-17 to 4.5-18).

IMPACT 4.5-3 Construction-Related Impacts to Presently Undocumented Human Remains. *While no evidence exists that there are buried human remains that could be affected by the Specific Plan, if prehistoric or historic interments, human remains, or associated grave articles are discovered during ground-disturbing activities, this could represent a* ***potentially significant*** *impact.*

Mitigation

Mitigation Measure 4.5-3: Implement the Requirements of State Laws Pertaining to the Discovery of Human Remains.

1) If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials, which falls within the jurisdiction of the California Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). If human remains are discovered or recognized in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

    a) the Solano County coroner has been informed and has determined that no investigation of the cause of death is required and

    b) if the remains are of Native American origin,

    c) the descendants from the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code, Section 5097.98, or

    d) the California NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.

2) According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout site preparation and construction activities for on- and off-site improvements.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Off-site improvements associated with implementation of the Specific Plan are limited to existing rights-of-way and property immediately adjacent to existing rights-of-way, but could potentially affect buried cultural resources. If prehistoric or historic-era human interments, human remains, and/or associated grave-related articles were encountered during project-related ground-disturbing activities, the impact would be considered potentially significant.

Implementation of the above mitigation measure, consistent with Section 21083.2 of the State CEQA Guidelines, would ensure that the appropriate officials are contacted should a human remains discovery be made. Appropriate handling of those remains would also occur, which would reduce the impact to a less-than-significant level (DEIR, pp. 4.5-18 to 4.5-19).

GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

IMPACT 4.6-1 Possible Risks to People and Structures Caused by Surface Fault Rupture and Strong Seismic Ground Shaking. *The Specific Plan Area is not located within an Alquist-Priolo Earthquake Fault Zone. However, the Specific Plan Area could be subject to surface fault rupture from the Vaca Fault and structures in the Specific Plan Area could be subject to strong seismic ground shaking from active faults in the Specific Plan Area vicinity. This impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.6-1a: Prepare Site-Specific Design-Level Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.

1) Before approval of subdivision improvement plans within the Specific Plan and off-site infrastructure required to support Specific Plan buildout, each subdivider shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report at a design level, which shall be submitted for review and approval to the City. The final design level geotechnical engineering report shall address and make recommendations on the following:

    a) site preparation;
    b) soil bearing capacity;
    c) appropriate sources and types of fill;
    d) potential need for soil amendments;
    e) road, pavement, and parking areas;
    f) structural foundations, including retaining-wall design;
    g) grading practices;
    h) soil corrosion of concrete, steel, ductile iron, and copper;
    i) erosion/winterization;
    j) fault rupture and associated hazards along the Vaca Fault;
    k) seismic ground shaking;
    l) liquefaction; and
    m) expansive/unstable soils.

2) Prior to approval of grading permits, in addition to the recommendations for the conditions listed above, the geotechnical investigation shall include on-site subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the applicable version of the CBC. Design and construction of all new project development shall be in accordance with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) within the Specific Plan Area and for off-site improvements required to support the Specific Plan. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins.

3) For grading proposed near the Vaca Fault, the geotechnical report shall include a fault investigation. If the fault investigation confirms that the segment of the Vaca Fault through the project site is not active, then the risk of ground surface rupture due to faulting would be considered low. Conversely, in the event a fault investigation was to conclude this segment is active (Holocene), potentially active, or the investigation is inconclusive, then it may be necessary to establish a structural setback zone (to be determined by the geotechnical engineer in accordance with CBC requirements)).

4) The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.

Implementation: Project applicant(s).

Timing: Before approval of improvement plans and grading permits.

Enforcement: City of Fairfield Community Development Department

Mitigation Measure 4.6-1b: Monitor Earthwork during Earthmoving Activities.

1) Earthwork for projects within the Specific Plan and off-site infrastructure improvements required to support the Specific Plan at buildout shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s). The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.

Implementation: Project applicant(s).

Timing: During site preparation/grading activities.

Enforcement: City of Fairfield Community Development Department

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Although the Specific Plan Area is not located within an Alquist-Priolo Earthquake Fault Zone, the Specific Plan Area is located in a seismically active area. There are numerous active faults in the Specific Plan Area vicinity that could generate large magnitude earthquakes, which would result in strong seismic ground shaking at the Specific Plan Area. Without proper seismic design, people and structures in the Specific Plan Area would be exposed to hazards caused by strong seismic strong shaking and potentially to hazards from surface rupture of the Vaca Fault, which crosses through the northeastern portion of the Specific Plan Area; therefore, this impact is considered potentially significant.

Implementation of Mitigation Measures 4.6-1a and 4.6-1b would reduce the potentially significant impact of possible damage to people and structures from hazards associated with the Vaca Fault and from strong seismic ground shaking to a less-than-significant level by requiring that the design recommendations of a geotechnical engineer to reduce damage from seismic events be incorporated into buildings, structures, and infrastructure as required by the CBC; that a structural setback zone be established if it is determined that the Vaca Fault is active (as recommended by a geotechnical engineer in accordance with CBC requirements); and that a geotechnical or soils engineer provide on-site monitoring to ensure that earthwork is being performed as specified in the plans (DEIR, pp. 4.6-22 to 4.6-24).

IMPACT 4.6-2 Seismically-Induced Risks to People and Structures Caused by Liquefaction. *Construction of Specific Plan components could be subject to hazards from liquefaction. This impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.6-2. Liquefaction. Implement Mitigation Measure 4.6-1a and 4.6-1b.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Liquefaction poses a hazard to engineered structures. The loss of soil strength can result in bearing capacity insufficient to support foundation loads, increased lateral pressure on retaining or basement walls, and slope instability. Liquefaction can also occur in the absence of seismic activity when loose, unconsolidated soils above a hardpan become saturated with water. The scope of ENGEO's *Geotechnical Feasibility Report* (2009) did not include an analysis of the liquefaction hazard in the Specific Plan Area. However, known seismic sources are located in close proximity to the Specific Plan Area, portions of the Specific Plan Area are underlain by younger (Holocene) alluvium and artificial fill, and geotechnical data immediately north and south of the Specific Plan Area indicate that a high groundwater table is likely present at the Specific Plan Area. Therefore, liquefaction may pose a hazard to people and structures within the Specific Plan Area. Furthermore (as noted by ENGEO), lateral spreading, which is most often associated with strength loss due to liquefaction, may also pose a hazard at the Specific Plan Area during a moderate to strong seismic event if the surface soil adjacent to the on-site creeks and ponds become saturated over time. Because a site-specific design level geotechnical evaluation has not yet been performed, and based on a review of geologic maps and published literature, the potential geologic hazards from liquefaction and lateral spreading are considered a potentially significant impact.

Implementation of Mitigation Measures 4.6-1a and 4.6-1b would reduce potential geologic hazards from construction related to liquefaction and lateral spreading to a less-than-significant level because a licensed geotechnical engineer would perform a site-specific design level geotechnical investigation that would include a determination of liquefaction potential as required by the CBC, and all recommendations made by the engineer regarding building and foundation design in accordance with CBC requirements would be required to be implemented. Examples of the types of recommendations that could be made may include, but are not limited to, construction of building foundations on pilings that have been anchored in bedrock, or removal of soil and replacement with compacted, engineered fill. Furthermore, all earthwork would be monitored by a soils or geotechnical engineer to make sure that the project applicant(s) complies with all plans and specifications (DEIR, pp. 4.6-24 to 4.6-25).

IMPACT 4.6-3 Construction-Related Erosion. *Construction activities during Specific Plan implementation would involve grading and movement of earth over a large area in soils subject to wind and water erosion hazard and on slopes. This impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.6-3: Prepare and Implement a Grading and Erosion Control Plan.

1) The construction contractor employed by the project applicant(s) of all project phases shall retain a copy of the Grading and Erosion Control Plan on-site and shall implement the plan during all earth-moving activities.

2) Before grading permits are issued, the project applicant(s) for projects within the Specific Plan and off-site infrastructure improvements needed to support Specific Plan buildout shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.

3) The grading and erosion control plan shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.

4) Implementation of Mitigation Measure 4.9-1 (discussed in Section 4.9, "Hydrology and Water Quality - Land") would also help reduce erosion-related impacts.

Implementation: Project applicant(s).

Timing: The Grading and Erosion Control Plan shall be prepared by applicant and approved by the City before grading permits are issued. Implementation of the construction practices and protocols detailed in the Grading and Erosion Control Plan shall be implemented during project-related ground disturbing activities.

Enforcement: City of Fairfield Community Development Department.

Mitigation Measure 4.9-1: Acquire Appropriate Regulatory Permits and Implement SWPPP and BMPs.

1) Before the approval of grading permits and improvement plans, project applicants within the Specific Plan Area shall consult with the City of Fairfield, the San Francisco Bay RWQCB, and the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain a SWRCB statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific Waste Discharge Requirements (WDRs) or waivers under the Porter-Cologne Act. The project applicant shall either obtain an individual permit or apply for coverage under the statewide general permit.

2) The project applicant shall prepare and submit the appropriate Notice of Intent (NOI) and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control and to

minimize and control runoff and erosion. After completion of construction and issuance of a Notice of Completion by the City, the project applicant shall prepare and submit the appropriate Notice of Termination (NOT) of the NOI.

3) The SWPPP and BMPs therein shall identify and specify:

   a) the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for runoff as well as other measures to be implemented during construction. These may include but not be limited to sedimentation ponds, inlet protection, perforated riser pipes, check dams and silt fences;

   b) the means of waste disposal;

   c) the implementation of approved local plans, nonstormwater-management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities;

   d) the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, and other types of materials used for equipment operation;

   e) spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;

   f) personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and

   g) the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.

4) Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction and shall be used in all subsequent site development activities. BMPs shall include the following measures:

   a) Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.

   b) Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.

   c) Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.

5) All construction contractors shall retain a copy of the approved SWPPP on the construction site.

Implementation: Project applicant(s).

Timing: Before the approval of grading permits and improvement plans, project applicant(s) shall consult with the appropriate regulatory agencies and acquire the appropriate regulatory approvals that may be necessary to obtain a SWRCB statewide NPDES stormwater permit for general construction activity.

Enforcement: City of Fairfield Community Development Department.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Specific Plan implementation would involve intensive grading and construction activities for infrastructure and building and road foundations. Improvements within the Specific Plan Area would occur over approximately 2,972 acres of varied terrain, ranging from relatively flat, to gently rolling, to areas with steeper slopes (on two knolls in the central portion of the Specific Plan Area). While the Specific Plan Area is comprised of 2,972 acres of land, graded portions of the Specific Plan Area would represent roughly 25–30% of this total. Grading activities within the Specific Plan Area would involve approximately 6 million to 6.6 million cubic yards of cut and fill. Construction activities would occur in soils that have moderate wind and water erosion hazard potential. Conducting these activities would result in the temporary disturbance of soil and would expose disturbed areas to winter storm events. Rain of sufficient intensity could dislodge soil particles from the soil surface. If the storm is large enough to generate runoff, localized erosion could occur. On the steeper slopes of the two knolls, the erosion potential is more severe. In addition, soil disturbance during the summer as a result of construction activities could result in soil loss because of wind erosion. Therefore, direct impacts associated with construction-related erosion are potentially significant absent mitigation. Indirect impacts from soil erosion, such as sediment transport and potential loss of aquatic habitat, are evaluated in Section 4.9, "Hydrology and Water Quality" and Section 4.4, "Biological Resources," respectively, of the EIR.

Implementation of Mitigation Measure 4.6-3 and Mitigation Measure 4.9-1 would reduce potentially significant construction-related erosion impacts to a less-than-significant level because grading and erosion control plans with specific erosion and sediment control measures such as those suggested above or listed in Mitigation Measure 4.9-1 would be prepared, approved by the City, and implemented (DEIR, pp. 4.6-24 to 4.6-26).

IMPACT 4.6-4 Potential Geologic Hazards Related to Construction in Bedrock and Rock Outcrops and Unstable Soils. *Specific Plan Area development would occur in rock outcrops and unstable soils that could result in geologic hazards during construction. This impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.6-4: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits.

1) Implement Mitigation Measure 4.6-1a.

2) A rock outcropping area is located in the southeastern corner of property within APN 167-250-020, just south of the proposed roadway corridor leading from the southern "Employment" area to North Gate Road. If roadway or other construction activities occur in the rock outcropping area, before the start of any grading activities within the rock outcropping, a licensed geotechnical engineer shall be retained to perform a seismic refraction survey. Specific Plan Area-related excavation activities in the area of rock outcropping shall be carried out as recommended by the geotechnical engineer. Excavation may include the use of heavy-duty equipment, such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the City prior to the start of any blasting activities.

Mitigation Measure 4.6-1a: Prepare Site-Specific Design-Level Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.

1) Before approval of subdivision improvement plans within the Specific Plan and off-site infrastructure required to support Specific Plan buildout, each subdivider shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report at a design level, which shall be submitted for

review and approval to the City. The final design level geotechnical engineering report shall address and make recommendations on the following:

a) site preparation;
b) soil bearing capacity;
c) appropriate sources and types of fill;
d) potential need for soil amendments;
e) road, pavement, and parking areas;
f) structural foundations, including retaining-wall design;
g) grading practices;
h) soil corrosion of concrete, steel, ductile iron, and copper;
i) erosion/winterization;
j) fault rupture and associated hazards along the Vaca Fault;
k) seismic ground shaking;
l) liquefaction; and
m) expansive/unstable soils.

2) Prior to approval of grading permits, in addition to the recommendations for the conditions listed above, the geotechnical investigation shall include on-site subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the applicable version of the CBC. Design and construction of all new project development shall be in accordance with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) within the Specific Plan Area and for off-site improvements required to support the Specific Plan. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins.

3) For grading proposed near the Vaca Fault, the geotechnical report shall include a fault investigation. If the fault investigation confirms that the segment of the Vaca Fault through the project site is not active, then the risk of ground surface rupture due to faulting would be considered low. Conversely, in the event a fault investigation was to conclude this segment is active (Holocene), potentially active, or the investigation is inconclusive, then it may be necessary to establish a structural setback zone (to be determined by the geotechnical engineer in accordance with CBC requirements)).

4) The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.

Implementation: Project applicant(s).

Timing: Before approval of improvement plans and grading permits.

Enforcement: City of Fairfield Community Development Department.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

ENGEO determined that an area of rock outcropping is present near the southeastern corner of the site. If road construction or other construction activities would occur in this area, a determination as to the feasibility of construction in this area would require a seismic refraction survey by a qualified geotechnical engineer, since construction in rock outcropping could potentially require special excavation techniques or blasting activities. Also, the Specific Plan Area contains areas of artificial fill that ENGEO determined to be as much as two feet deep. Non-engineered fills can undergo excessive settlement, especially underneath new fill or building loads.

Since proper documentation of the existing fill placed on the site is not available, ENGEO recommended complete removal and recompaction of the fill. Finally, ENGEO indicated that the area along the Vaca Fault within the Specific Plan Area should be further investigated during a design-level geotechnical study for potentially unstable or expansive material along the fault trace (shear zone) and shear-zone-related groundwater barriers, which could present hazards to buildings and infrastructure. Therefore, this impact is considered potentially significant.

Implementation of Mitigation Measures 4.6-1a and 4.6-4 would reduce potential geologic hazards from construction in unstable soils and in rock outcroppings to a less-than-significant level because a licensed geotechnical engineer would perform a design-level geotechnical investigation that would include an evaluation of site-specific hazards from unstable soils; all recommendations made by the engineer regarding building and foundation design and construction methods in unstable soils would be in accordance with CBC requirements and would be implemented; a seismic refraction survey would be performed; and any necessary blasting permits for construction in the rock outcroppings would be obtained from the City (DEIR, pp. 4.6-26 to 4.6-27).

IMPACT 4.6-5 Potential Damage to Structures and Infrastructure from Construction in Expansive Soils. *Portions of the Specific Plan Area are underlain by soils that have a moderate to high potential for expansion when wet and may result damage to structures. This impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.6-5. Expansive Soils. Implement Mitigation Measures 4.6-1a and 4.6-1b.

Mitigation Measure 4.6-1a: Prepare Site-Specific Design-Level Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.

1) Before approval of subdivision improvement plans within the Specific Plan and off-site infrastructure required to support Specific Plan buildout, each subdivider shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report at a design level, which shall be submitted for review and approval to the City. The final design level geotechnical engineering report shall address and make recommendations on the following:

    a) site preparation;
    b) soil bearing capacity;
    c) appropriate sources and types of fill;
    d) potential need for soil amendments;
    e) road, pavement, and parking areas;
    f) structural foundations, including retaining-wall design;
    g) grading practices;
    h) soil corrosion of concrete, steel, ductile iron, and copper;
    i) erosion/winterization;
    j) fault rupture and associated hazards along the Vaca Fault;
    k) seismic ground shaking;
    l) liquefaction; and
    m) expansive/unstable soils.

2) Prior to approval of grading permits, in addition to the recommendations for the conditions listed above, the geotechnical investigation shall include on-site subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the applicable version of the CBC. Design and construction of all new project development shall be in accordance with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) within the Specific Plan Area and for off-site improvements required to support the Specific Plan.

Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins.

3) For grading proposed near the Vaca Fault, the geotechnical report shall include a fault investigation. If the fault investigation confirms that the segment of the Vaca Fault through the project site is not active, then the risk of ground surface rupture due to faulting would be considered low. Conversely, in the event a fault investigation was to conclude this segment is active (Holocene), potentially active, or the investigation is inconclusive, then it may be necessary to establish a structural setback zone (to be determined by the geotechnical engineer in accordance with CBC requirements)).

4) The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.

Implementation: Project applicant(s).

Timing: Before approval of improvement plans and grading permits.

Enforcement: City of Fairfield Community Development Department.

Mitigation Measure 4.6-1b: Monitor Earthwork during Earthmoving Activities.

1) Earthwork for projects within the Specific Plan and off-site infrastructure improvements required to support the Specific Plan at buildout shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s). The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.

Implementation: Project applicant(s).

Timing: During site preparation/grading activities.

Enforcement: City of Fairfield Community Development Department.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities and infrastructure if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. Volume changes of expansive soils also can result in the consolidation of soft clays following the lowering of the water table or the placement of fill. Placing buildings or constructing infrastructure on or in unstable soils can result in structural failure. Based on a review of NRCS soil survey data, most of the Specific Plan elements would be constructed in soils with a moderate to high shrink-swell potential, indicating the soils are expansive. Soil expansion, including volume changes during seasonal fluctuations in moisture content, could result in damage to interior slabs-on-grade, landscaping hardscapes, and underground pipelines. Therefore, this impact is considered potentially significant unless mitigation is incorporated.

Implementation of Mitigation Measures 4.6-1a and 4.6-1b would reduce the potentially significant impact of damage to people and structures from construction in expansive soils to a less-than-significant level by requiring that the design recommendations of a geotechnical engineer to reduce damage from expansive soils be incorporated into buildings, structures, and infrastructure as required by the CBC, and that a geotechnical or soils

engineer provide on-site monitoring to make sure that earthwork is being performed as specified in the plans. Examples of the types of recommendations that could be made may include, but are not limited to, foundation design that incorporates the use of a post-tensioned slab, or removal of soil and replacement with compacted engineered fill (DEIR, pp. 4.6-26 to 4.6-27).

IMPACT 4.6-6 Potential Geologic Hazard from Construction in Corrosive Soils. *Most of the soils within which the Specific Plan components would be constructed are moderately to highly corrosive of concrete and steel, which could subject Specific Plan facilities to a shorter useful lifespan. This impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.6-6. Corrosive Soils. Implement Mitigation Measure 4.6-1a.

Mitigation Measure 4.6-1a: Prepare Site-Specific Design-Level Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.

1) Before approval of subdivision improvement plans within the Specific Plan and off-site infrastructure required to support Specific Plan buildout, each subdivider shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report at a design level, which shall be submitted for review and approval to the City. The final design level geotechnical engineering report shall address and make recommendations on the following:

   a) site preparation;
   b) soil bearing capacity;
   c) appropriate sources and types of fill;
   d) potential need for soil amendments;
   e) road, pavement, and parking areas;
   f) structural foundations, including retaining-wall design;
   g) grading practices;
   h) soil corrosion of concrete, steel, ductile iron, and copper;
   i) erosion/winterization;
   j) fault rupture and associated hazards along the Vaca Fault;
   k) seismic ground shaking;
   l) liquefaction; and
   m) expansive/unstable soils.

2) Prior to approval of grading permits, in addition to the recommendations for the conditions listed above, the geotechnical investigation shall include on-site subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the applicable version of the CBC. Design and construction of all new project development shall be in accordance with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) within the Specific Plan Area and for off-site improvements required to support the Specific Plan. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins.

3) For grading proposed near the Vaca Fault, the geotechnical report shall include a fault investigation. If the fault investigation confirms that the segment of the Vaca Fault through the project site is not active, then the risk of ground surface rupture due to faulting would be considered low. Conversely, in the event a fault investigation was to conclude this segment is active (Holocene), potentially active, or the investigation is inconclusive, then it may be necessary to establish a structural setback zone (to be determined by the geotechnical engineer in accordance with CBC requirements)).

4) The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.

Implementation: Project applicant(s).

Timing: Before approval of improvement plans and grading permits.

Enforcement: City of Fairfield Community Development Department.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Soil corrosivity is an electrochemical process that results in corrosion of concrete and/or steel in contact with soil. Excessive corrosion can shorten the usable lifespan of the concrete or steel materials used in construction. NRCS soil survey data indicates that most of the soil types within which Specific Plan components would be constructed have a moderate to high corrosion potential of both concrete and steel. Furthermore, soil corrosivity may also affect ductile iron and copper, both of which are used in the City's water system, and have required cathodic protection to meet the 75-year design life in some areas of the City. Excessive corrosion could shorten the useful lifespan of Specific Plan facilities. Therefore, this impact is considered potentially significant absent mitigation.

Implementation of Mitigation Measure 4.6-1a would reduce the potentially significant impact of damage to structures from construction in corrosive soils to a less-than-significant level by requiring that a licensed geotechnical engineer perform a site-specific corrosivity evaluation, and requiring that the design recommendations of a geotechnical engineer to reduce damage from corrosive soils be incorporated into Specific Plan-related buildings, structures, and infrastructure. Examples of the types of recommendations that could be made may include, but are not limited to, the use of materials that are less subject to corrosion (for example, PVC pipe instead of steel) (DEIR, pp. 4.6-27 to 4.6-28).

IMPACT 4.6-8 Potential Damage of or Destruction to of Previously Unknown Unique Paleontological Resources during Construction-Related Activities. *Portions of the Specific Plan Area are underlain by Pleistocene alluvium, which is a paleontologically sensitive rock formation. Therefore, construction activities along the alignment could damage or destroy previously unknown, unique paleontological resources at the Specific Plan Area. This impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.6-8: Conduct Construction Personnel Education, Monitor Earthwork, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.

1) To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources during earthmoving activities within the Pleistocene ("Older") alluvium, project applicant(s) for projects within the Specific Plan and infrastructure improvements required to support Specific Plan buildout shall do the following:

   a) Before the start of any earthmoving activities within the Pleistocene (older) alluvium shown as "Qoal" in Exhibit 4.6-1 [of the EIR], the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities (including the project superintendent), regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.

b) If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

Implementation: Project applicant(s) of all project sites within the Pleistocene ("Older") alluvium as shown on Exhibit 4.6-1 of the EIR.

Timing: During earthmoving activities in the Pleistocene ("Older") alluvium as shown in Exhibit 4.6-1 of the EIR.

Enforcement: City of Fairfield Community Development Department.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Portions of the Specific Plan Area are underlain by Pleistocene-age alluvium as shown on Exhibit 4.6-1 in the EIR (labeled as "Qoal Older Alluvium"), which is discussed in detail in Section 4.6, "Geology, Soils, and Paleontological Resources," of the EIR in the section entitled "Paleontological Resource Inventory Results." Based on a review of published literature and a database search at UCMP, hundreds of vertebrate fossils have been recovered from the Sacramento and San Joaquin Valleys from Pleistocene-age alluvial deposits. Because of the large number of fossils that have been recovered from this formation, it is considered a paleontologically sensitive rock unit under the Society of Vertebrate Paleontology guidelines (1995), thus suggesting that there is a potential for uncovering additional similar fossil remains during Specific Plan-related earthmoving activities in this formation. Therefore, the potential for damage to previously unknown unique paleontological resources during ground-disturbing activities within the Pleistocene alluvium is considered a potentially significant impact unless mitigation is incorporated.

Implementation of Mitigation Measure 4.6-8 would reduce potentially significant impacts related to damage or destruction of unique paleontological resources to a less-than-significant level because construction workers would be alerted to the possibility of encountering paleontological resources, and in the event that resources were encountered, construction work immediately would cease until such time as the specimens could be recovered and evaluated by a qualified paleontologist. The paleontologist would prepare a plan in accordance with appropriate guidelines, and fossil specimens would undergo appropriate curation (DEIR, pp. 4.6-28 to 4.6-30).

GREENHOUSE GASES AND CLIMATE CHANGE

IMPACT 4.7-1 Generation of Short-Term Construction-Related GHG Emissions. *The Specific Plan would generate GHG exhaust emissions during construction activities. This impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.7-1: Construction-Related GHG Mitigation.

1) The following mitigation measures would help reduce construction-related GHG emissions. At the time projects under the Specific Plan are proposed, the City will require construction contractors to implement best management practices recommended by BAAQMD, including the following, as feasible:

   a) The construction contractor shall investigate the potential of using electrified equipment or equipment using other than diesel or gasoline to perform construction activities, with the objective of using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15% of the fleet.

   b) The construction contractor shall demonstrate that locally extracted or manufactured building materials would be used for project construction and associated infrastructure when appropriate materials are available and economically feasible, with the goal of using building materials extracted or manufactured within the region.

   c) The construction contractor shall recycle or reuse at least 50% of construction waste or demolition materials.

   d) The construction contractor shall limit the amount of idling time for construction equipment to five minutes. Clear signs indicating this requirement shall be posted at all entrances to the construction site.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout site design and construction activities.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Although any amount of GHG emissions would contribute to the impact of global warming, it should be noted that construction-related emissions are temporary and would not continuously occur following buildout of the Specific Plan. However, without implementation of construction-related GHG reduction measures to attempt to reduce construction-related GHG emissions, GHG emissions from construction activities would be considered potentially significant.

It is anticipated that implementation of Mitigation Measure 4.7-1 would help reduce construction-related GHG emissions. However, the full extent to which these emissions would be reduced cannot be determined at this time because of uncertainties in current research, construction activities, and level of feasible implementation.

Considering the temporary nature of construction activities, the fact the average annual construction-related GHG emissions would be less than the levels being considered and/or discussed by other government agencies, and that the project would implement mitigation measures to reduce construction-related GHG emissions, it is anticipated that the project's construction-related GHG emissions would not represent either a project-specific significant impact or a cumulatively considerable contribution to climate change. Therefore, this impact would be less than significant (DEIR, pp. 4.7-12 to 4.7-14).

HAZARDS AND HAZARDOUS MATERIALS

IMPACT 4.8-2 Potential Human Health Hazards from Exposure to Existing On-Site Hazardous Materials. *Construction workers could be exposed to hazardous materials present on-site during construction activities, and hazardous materials on-site could create an environmental or health hazard if left in place. The impact is considered potentially significant.*

Mitigation

Mitigation Measure 4.8-2a: Complete Phase I and/or II ESAs and Implement Recommended Measures.

1) Before the start of construction activities, the project applicant shall ensure that Phase I ESAs are completed for all sites subject to ground disturbance, and that additional site evaluations recommended in the Phase I ESAs are conducted. As described in *Hazardous Materials Assessment Report Northeast Fairfield Station Area* (Appendix G to this EIR) (ENGEO 2009), where Phase I ESAs have been completed, the following shall be implemented:

    a) complete a regulatory file review for the sites that may contain contaminated soils and/or groundwater;

    b) complete a detailed review of building records for parcels with existing or historic structure, where appropriate;

    c) complete a visual reconnaissance of each parcel that contains a potential REC;

    d) complete a broad soil and groundwater investigation to assess the potential for contaminated soil and groundwater for project sites with existing development.

Mitigation Measure: 4.8-2b: Require Applicants for Future Development Entitlements to Retain a Licensed Professional to Investigate the Extent to Which Soil and/or Groundwater May Have Been Contaminated, Specifically on Parcels Not Covered by the *Hazardous Materials Assessment Report Northeast Fairfield Station Area*, and as Necessary Require Implementation of Required Measures.

1) To reduce health hazards associated with potential exposure to hazardous substances, the City shall require that project applicants for projects developed under the Specific Plan Area implement the following measures.

    a) Project applicant shall prepare a Phase I ESA investigation for projects that were not addressed as a part of the *Hazardous Materials Assessment Report Northeast Fairfield Station Area* (Appendix G to this EIR) (ENGEO 2009). Project applicants shall implement recommendations from the Hazardous Materials Assessment Report, including those outlined in Table 1 appended to *Hazardous Materials Assessment Report Northeast Fairfield Station Area* (Appendix G to this EIR) (ENGEO 2009). If recommended by the Phase I, then the project applicant shall prepare a Phase II ESA investigation. These investigations shall follow Phase I and/or II ESA and/or other appropriate testing guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near the potential contamination sites. Recommendations in the Phase I and/or II ESA(s) to address any contamination that is found shall be implemented by the project applicant before ground-disturbing activities are initiated in these areas. The City will require the same site investigation, as necessary, to avoid impacts associated with any off-site improvements that support the Specific Plan.

    b) Project applicant shall prepare a new Phase I ESA of sites that are proposed for dedication for school use. The Phase I ESA shall be submitted to DTSC for review and approval before CDE will approve dedication of or purchase of the site. If toxic or hazardous substances, including pesticides, naturally occurring asbestos, or other regulated hazardous materials, are found to be present, subsequent studies

(i.e., a Phase II Preliminary Endangerment Assessment, Phase III remedial action) shall be performed by the project applicant, as required by DTSC and CDE.

c) If Phase I and/or Phase II ESAs indicate the presence of soil and/or groundwater contamination on a subject project site, the project applicant shall prepare a site remediation plan pursuant to California Health and Safety Code Section 25401.05(a)(1) that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material on the project site, and remediation of contaminated groundwater (e.g., installation of groundwater extraction and treatment [GET] facilities). The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site (e.g., compliance with Division of Traffic Operations (DTO) and Caltrans transport regulations, and disposal at facilities permitted by EPA and/or DTSC to accept hazardous wastes). If contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the County, DTSC, and other appropriate regulatory agencies as required (e.g., the RWQCB), and shall follow required actions specified by the regulatory agencies (e.g., dewater the excavated area, properly dispose of contaminated groundwater, or set up GET facilities as required). The contractors of any proposed project in the Specific Plan Area shall be required to comply with the site remediation plan, which shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriately permitted off-site disposal facility. The site remediation plan shall remain at the contamination site during remediation activities.

d) The project applicant shall retain a licensed contractor to remove any existing USTs, leaking USTs, and ASTs within the subject project site. Additionally, any stained soils associated with the debris piles, USTs, and/or ASTs shall also be removed by the licensed contractor, in accordance with Solano County Environmental Management Department and RWQCB regulations, including Division 7 of the California Water Code (Porter Cologne Water Quality Control Act) and the State Water Resources Control Board regulations (Underground Tank Regulations, CCR 23 Division 3, Chapter 16).

e) The project applicant shall retain a licensed contractor to remove and dispose of any transite (a hard, fireproof composite material that, prior to the 1980's contained cement and asbestos) pipe found within the subject project site, in accordance with Section 39658(b)(1) of the Health and Safety Code and EPA's National Emission Standards for Hazardous Air Pollutants for Asbestos.

f) The project applicant shall retain a licensed contractor to remove any existing on-site septic systems in accordance with applicable local, state, and federal regulations.

g) The project applicant shall retain a California-Occupational Safety and Health Act (Cal-OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor before demolition of any on-site buildings to investigate whether any asbestos-containing materials or lead-based paints are present. If any materials containing asbestos or lead are found, they shall be removed by an accredited contractor in accordance with CCR 17 Section 36000 and 36100 (lead based paint) and Section 39658(b)(1) of the Health and Safety Code (asbestos). In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing asbestos and lead shall be disposed of in accordance with applicable laws and regulations, at an appropriately permitted off-site disposal facility.

h) The project applicant shall obtain an assessment conducted by PG&E pertaining to the contents of any existing pole-mounted transformers located on the subject project site. The assessment shall determine whether existing on-site electrical transformers contain polychlorinated biphenyls (PCBs) and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer by the project applicant shall be subject to the regulations

of the Toxic Substances Control Act under the authority of the Solano County Environmental Health Division.

Implementation: The project applicant(s) for all project phases.

Timing: Before approval of any overall improvement plans and Subdivision Improvement Agreements; before issuing any grading permit for a Residential Subdivision (if the project applicant requests a permit prior to overall improvement plans and Subdivision Improvement Agreement); or before the issuance of any grading permit for any single-family residence or commercial development.

Enforcement: City of Fairfield will document applicants' compliance with Solano County Environmental Health Division; DOGGR; and other regulatory agencies, such as DTSC, CDE, or RWQCB, recommendations and requirements, as warranted.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

During ground preparation, demolition, and construction activities, construction workers could come in contact with, and be exposed to hazardous materials discussed above that could be present in on-site buildings, soils, leaking underground storage tanks (LUSTs), or pole-mounted transformers. Further, the presence of contamination in on-site soils or transformers could create a significant environmental or health hazard to later residents, employees, or other occupants, if left in place. Because construction workers could be exposed to hazardous materials present on-site during construction activities and hazardous materials on-site could create an environmental or health hazard for later residents or occupants, this impact is considered potentially significant absent mitigation.

Implementation of Mitigation Measures 4.8-2a and 4.8-2b would reduce the potentially significant impacts related to exposure to hazardous substances to a less-than-significant level because recommended remedial measures, and a site plan identifying remediation activities and setting forth procedures to appropriately handle hazardous materials would be prepared, and hazardous substances would be removed and properly disposed of by a licensed contractor in accordance with federal, state, and local regulations. ESAs have not been performed for the entire Specific Plan Area. However, based on the findings of the existing *Hazardous Materials Assessment Report Northeast Fairfield Station Area* (ENGEO 2009), the types of environmental concerns that would be expected on subject project sites would be resolvable and reduced to a less-than-significant level by implementation of Mitigation Measures 4.8-2a and 4.8-2b. In addition, for the remaining areas in the Specific Plan Area where ground disturbance will occur, ESAs will be required pursuant to Mitigation Measure 4.8-2a (DEIR, pp. 4.8-24 to 4.8-27).

IMPACT 4.8-5 *Potential for Airspace Safety Hazards Associated with Project Water Features. The Specific Plan would include on-site lakes/detention basins, which could attract birds, thereby potentially creating a flyway near existing aircraft flight routes. Birds are recognized as a potential hazard to aircraft because of the potential for high-speed collisions with birds, as well as the ingestion of birds into aircraft engines. However, because of the distance between proposed on-site water features and Travis AFB, the impact is considered less than significant.*

Mitigation Measures

Neither the Specific Plan nor the EIR propose the creation of wetlands. In the case that the approach to wetlands mitigation, as currently contemplated in the Specific Plan and EIR change, and wetland could be created within 10,000 feet of a runway at Travis Air Force Base, the City will require the following mitigation measure.

Mitigation Measure: 4.8-5: Consult with Travis Air Force Base.

1) Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base shall consult with representatives of Travis Air Force Base and incorporate conditions, as necessary, to avoid substantial increase in the potential for bird-strike incidents.

Implementation**:** Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base.

Timing**:** Before approval of tentative maps, conditional use permits, improvements plans, or area plans where the plans for which project applicant(s) propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base to mitigate impacts.

Monitoring**:** City of Fairfield.

IMPACT 4.8-6 Potential for Public Health Hazards from Mosquitoes Associated with Project Water Features. *The Specific Plan would include on-site lakes/detention basins, which could attract mosquitoes and other water-borne vectors of disease. This impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure: 4.8-6: Prepare and Implement a Vector Control Plan.

1) The City will require that project applicant(s) of project phases that include the proposed lake shall prepare and implement a vector control plan. This plan shall be prepared in coordination with SCMAD and shall be submitted to the City for approval before issuance of the grading permit for the lake. The plan shall incorporate measures deemed sufficient by SCMAD to minimize public health risks from mosquitoes. The plan shall include the following:

    a) description of the project;

    b) description of the lake and all facilities that would control on-site water levels;

    c) goals of the plan;

    d) description of the water management elements and features that would be implemented:

        i) best management practices (BMPs) that would be implemented on-site,

        ii) public education and awareness,

        iii) sanitary methods used (e.g., disposal of garbage),

        iv) mosquito-control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water), and

        v) storm water management (consistent with the storm water management plan).

2) Long-term maintenance of the lake and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association, community facilities district, landscaping and lighting district, or similar mechanism).

3) To reduce the potential for mosquitoes to reproduce in the lake and detention basins, the project applicant(s) shall coordinate with the SCMAD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the project applicant(s) shall implement include, but are not limited to, the following practices:

   a) Stock the lake and detention basins with mosquito, fish, guppies, backswimmers, flatworms, and/or other invertebrate predators.

   b) Maintain a stable water level in the lakes/detention basins to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage.

Implementation: Project applicant(s) of all project phases that propose the lake.

Timing: Before issuance of the grading permit for the project water feature and during long-term project operation.

Monitoring: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

All species of mosquitoes require standing water to complete their growth cycle; therefore, any body of standing water represents a potential mosquito breeding area. Because the potential for exposure of people to mosquito-borne health hazards would increase above existing conditions with development of the lake feature proposed in the Specific Plan, this impact is potentially significant unless sufficient mitigation is imposed.

Implementation of Mitigation Measure 4.8-6 would reduce potential human health hazards associated with increased exposure to mosquito-borne diseases to a less-than-significant level through implementation of a vector control plan that would contain BMPs to reduce mosquitoes, would be prepared in consultation with the SCMAD, and would be reviewed and approved by the City before implementation (DEIR, pp. 4.8-30 to 4.8-31).

IMPACT 4.8-7 Exposure of Project Residents to Electric and Magnetic Fields. *The Specific Plan would accommodate the development of housing near high-voltage powerlines. This impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure: 4.8-7 Prohibit Construction of Housing Units within 200 Feet of 230-kV Transmission Line.

1) Prior to approval for residential projects proposed under the Specific Plan located adjacent to the 230-kV powerline, the City will require that project applicant(s) demonstrate that no housing unit would be constructed within 200 feet of the transmission line. Uninhabited improvements, such as landscaping, garages, sheds, parking areas are permissible within the 200-foot transmission line buffer.

Implementation: Project applicant(s).

Timing: Before approval of subdivision map(s).

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

As part of Specific Plan development, PG&E could require a new substation in addition to the substation located west of the train station site. The strongest EMF around the outside of a substation comes from the power lines entering and leaving the substation. The strength of the EMF from equipment within the substations, such as transformers, reactors, and capacitor banks, decreases rapidly with increasing distance. Beyond the substation fence or wall, the electro-magnetic fields (EMF) produced by the substation equipment is typically indistinguishable from background levels. Because EMF associated with the substation itself would not substantially increase the exposure of people to EMF, this impact is considered less than significant.

Because the Specific Plan could place housing within 200 feet of a 230-kV transmission line, those residents could potentially be exposed to EMFs greater than 2mG (the level to which most residents in the U.S. are exposed). While there are no federal, state, or local public health-based guidelines for EMF exposure, in the interest of reducing possible health risks, the California Department of Education (CDE) standard set-back buffers (200 feet) was used as the standard. The CDE guidance was developed in consultation with international experts on the health effects of EMF, state agencies such as the Department of Health Services (DHS), the Division of the State Architect (DSA), and the California Public Utilities Commission (PUC), electric utilities, school districts, consultants, and private citizens with an interest in the topic. CDE acknowledges the scientific uncertainty of the health effects of EMFs, the lack of any state or nationally established standard for EMF exposure, and the PUC's recently reconfirmed reliance upon no/low-cost measures targeted to only reduce fields from new power transmission lines (California Department of Education 2006). EMFs emitted from the 230-kV transmission line could result in potential health hazards to residents in the Specific Plan Area and the impact is considered potentially significant without mitigation.

Implementation of Mitigation Measure 4.8-7 would reduce the potentially significant impact related to adverse health effects from exposure to 230-Hz EMFs to a less-than-significant level because housing would be required to be constructed at a minimum of 200 feet from 230-kV transmission lines to reduce exposure of Specific Plan Area residents to lower levels of EMFs (DEIR, pp. 4.8-32 to 4.8-33).

HYDROLOGY AND WATER RESOURCES

IMPACT 4.9-1 Construction-Related Water Quality Impacts. *Construction and grading activities to implement the Specific Plan would result in soil erosion and stormwater discharges of suspended solids and increased turbidity to on-site and ultimately to off-site drainage channels. The Specific Plan could cause increased sedimentation and pollutants and potential releases of chemicals that could be transported in stormwater runoff, wash water, and dust control water. Project construction activities that are implemented without mitigation could violate water quality standards or cause direct harm to aquatic organisms. The impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.9-1: Acquire Appropriate Regulatory Permits and Implement SWPPP and BMPs.

1) Before the approval of grading permits and improvement plans, project applicants within the Specific Plan Area shall consult with the City of Fairfield, the San Francisco Bay RWQCB, and the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain a SWRCB statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific Waste

Discharge Requirements (WDRs) or waivers under the Porter-Cologne Act. The project applicant shall either obtain an individual permit or apply for coverage under the statewide general permit.

2) The project applicant shall prepare and submit the appropriate Notice of Intent (NOI) and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control and to minimize and control runoff and erosion. After completion of construction and issuance of a Notice of Completion by the City, the project applicant shall prepare and submit the appropriate Notice of Termination (NOT) of the NOI.

3) The SWPPP and BMPs therein shall identify and specify:

   a) the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for runoff as well as other measures to be implemented during construction. These may include but not be limited to sedimentation ponds, inlet protection, perforated riser pipes, check dams and silt fences;

   b) the means of waste disposal;

   c) the implementation of approved local plans, nonstormwater-management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities;

   d) the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, and other types of materials used for equipment operation;

   e) spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;

   f) personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and

   g) the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.

4) Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction and shall be used in all subsequent site development activities. BMPs shall include the following measures:

   a) Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.

   b) Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.

   c) Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.

5) All construction contractors shall retain a copy of the approved SWPPP on the construction site.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Construction and grading activities to implement the Specific Plan would require temporary disturbance of soils. This could result in soil erosion and stormwater discharges of suspended solids and increased turbidity to on-site and ultimately to off-site drainage channels. During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment in the runoff. Soil stockpiles and excavated areas on the project site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation and pollutants in drains and water courses away from the project site. The potential exists for releases of chemicals typically present at most construction sites, including fuels, oils, paints, and solvents. Once released, these substances could be transported to Putah South Canal, Union Creek, McCoy Creek, and other receiving waterbodies and ultimately Suisun Marsh and Suisun Bay in stormwater runoff, wash water, and dust control water, potentially reducing water quality in these receiving waters. Project construction activities that are implemented without mitigation could violate water quality standards or cause direct harm to aquatic organisms. This impact is considered potentially significant.

Implementation of Mitigation Measure 4.9-1, along with implementation of the City of Fairfield Grading and Erosion Control Ordinance, would reduce the potentially significant temporary, short-term construction-related drainage and water quality effects under the Specific Plan to a less-than-significant level by requiring preparation and implementation of a SWPPP with appropriate BMPs such as source control, detention basins, revegetation and erosion control, to maintain surface water quality conditions in adjacent receiving waters, and compliance with the NPDES Construction Permit standards described.

Several technical studies regarding the impacts of water quality control features on water resources have identified that such features, including revegetation, erosion control measures, and retention and infiltration basins, have successfully avoided water quality impacts. Further, technical studies associated with the Lahontan development demonstrated that the use of a variety of BMPs have been able to maintain surface water quality conditions in adjacent receiving waters (DEIR, pp. 4.9-17 to 4.9-20).

IMPACT 4.9-2 Potential Increased Risk of Flooding from Increased Stormwater Runoff. *Specific Plan implementation could increase the total volume and peak discharge rate of stormwater runoff, and therefore could result in greater potential for on- and off-site flooding. This impact would be* ***potentially significant.***

Mitigation

Mitigation Measure 4.9-2. Prepare and Submit Final Drainage Plans to the City and Implement Requirements.

1) Before the approval of grading plans and final maps, the project applicant(s) for developments within the Specific Plan Area shall submit final drainage plans to the City of Fairfield and Fairfield-Suisun Sewer District (FSSD) demonstrating that off-site upstream runoff would be appropriately conveyed through the subject project site, and that project-related on-site runoff would be appropriately contained in detention basins to reduce flooding impacts.

2) The drainage plan shall include, but not be limited to, the following items:

    a) an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods approved by the City, that accurately evaluates potential changes to runoff, including increased surface runoff ;

b) projects near DWR's North Bay Aqueduct (NBA) shall demonstrate that any project road and utility crossings of the NBA easement shall accommodate, and not adversely affect the drainage system that the NBA drainage alignment utilizes to transport runoff to the McCoy Basin.

c) If necessary, a DWR encroachment permit shall be obtained by the developer, and permit conditions incorporated into project design and implementation (potential conflicts may occur where the NBA alignment crosses Peabody Road and Cement Hill Road. The road improvements will be required to accommodate, and not adversely affect, the drainage system that NBA utilizes to transport water discharge to the McCoy Basin);

d) establishment of ongoing maintenance plans for a self-perpetuating drainage system maintenance program for each grading and drainage plan, pursuant to the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074, that includes annual inspections of detention basins, sedimentation basins, drainage ditches, and drainage inlets.

e) any accumulation of sediment or other debris shall be promptly removed pursuant to Mitigation Measure 4.9-1 .

3) The final drainage plan shall demonstrate to the satisfaction of the City of Fairfield and FSSD that 100-year flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the project site would not increase as a result of the Specific Plan. The final drainage plan shall demonstrate that stormwater facilities would appropriately convey off-site runoff and would appropriately contain project-related runoff so as not to adversely affect McCoy Basin operations.

4) Detailed hydraulics analysis shall be performed prior to road and rail spur construction over Union Creek and other crossings in the 100-year floodplain to determine and include the appropriate culvert sizes and locations such that adequate hydraulic conveyances for the 100-year flood are maintained.

Implementation: Project applicant(s) and contractors(s).

Timing: Before the approval of grading plans and final maps.

Enforcement: City of Fairfield and Fairfield-Suisun Sewer District.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Specific Plan implementation would increase the amount of impervious surfaces on the project site, thereby increasing surface runoff. This increase in surface runoff would result in an increase in the peak discharge rates of stormwater runoff, and therefore could result in greater potential for on- and off-site flooding. This impact would be potentially significant unless mitigation is imposed.

Final designs and specifications have not been submitted or approved by the City showing that the proposed stormwater facilities would appropriately convey off-site runoff and would appropriately detain project-related on-site runoff, including stormwater flow paths based on a finalized project plan and revision of sub-watershed boundaries to reflect project grading and flow paths. Implementation of the Specific Plan could result in potentially significant impacts related to stormwater runoff and the subsequent risk of flooding, requiring mitigation.

The project applicant(s) is required to demonstrate to the appropriate regulatory agency that the project would conform to applicable state and local regulations regulating surface water runoff, including the City of Fairfield

Grading and Erosion Control Ordinance (Municipal Code, Article VI) and the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit. Specific project design standards as required in Mitigation Measure 4.9-2 would, when implemented, provide flood protection to meet FEMA 100-year flood protection criteria, would safely convey on-site and off-site flows through the project site, would reduce the effects of hydromodification on stream channel geomorphology, and would prevent increased flood hazard on downstream areas by limiting peak discharges to below pre-project levels.

Implementation of Mitigation Measure 4.9-2 and compliance with all applicable state and local regulations would reduce the potentially significant impact associated with the potential increased risk of flooding from increased stormwater runoff under the Specific Plan to a less-than-significant level because stormwater detention/retention facilities would be adequately designed to accommodate 100-year flood flows (DEIR, pp. 4.9-19, 4.9-22).

IMPACT 4.9-3 Violation of Water Quality Standards. *Civic, commercial, industrial, and related land use change anticipated under the Specific Plan could result in additional discharges of pollutants to receiving water bodies from nonpoint sources. Such pollutants could result in adverse changes to the water quality of the Specific Plan Area and off-site receiving waters. This impact would be* ***potentially significant****.*

Mitigation

Mitigation Measure 4.9-3. Prepare and Submit a Stormwater Quality Control Plan to the City and Implement Requirements.

1) Before the approval of grading plans and final maps, a detailed water quality control plan shall be required and prepared by a qualified engineer retained by the project applicant(s). Drafts of this plan shall be submitted to the City for review and approval concurrently with development of tentative subdivision maps.

2) This water quality control plan shall be in compliance with the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074 and shall finalize the water quality improvements and further detail the structural and nonstructural BMPs and LID features proposed for the project and will include a quantitative analysis of proposed conditions incorporating these features.

3) Because the Specific Plan is anticipated to have its discretionary approvals prior to December 2011, it would not be subject to the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074 and passive, low-maintenance BMPs (e.g., grassy swales, vegetated filter strips, porous pavements) would be the preferred stormwater treatment approach.

4) The water quality study shall demonstrate, based on accepted engineering methodology, that the proposed water quality BMPs meet or exceed requirements established by the San Francisco Bay RWQCB and Central Valley RWQCB, as applicable.

5) The project drainage features shall be designed to reduce the potential adverse impacts from urban stormwater runoff in conformance with City development standards. This would be accomplished by way of water-quality BMPs and stormwater basins. As shown in Exhibit 4.9-3 and discussed in Impact 4.9-1, 10 detention basins are proposed, which would serve to detain peak flows. In addition to these basins, LID features would also be built into the Specific Plan Area. The drainage patterns of the developed watershed after development of the project will remain as close as possible to the existing drainage patterns. The proposed LID features may include, but not be limited to, bioswales, on-site bioretention, and porous pavement.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Implementation of the Specific Plan would increase the amount of impervious surfaces, which would result in higher rates of runoff during rain events. Runoff can be a source a source of surface water pollution. Runoff from the project site would eventually enter the Suisun Bay, a water body that is listed as impaired by the San Francisco Bay RWQCB, via tributary streams in the Specific Plan Area. New urban industrial and commercial development, schools, parks, and other civic facilities with parking lots can generate urban runoff, along with any areas of hazardous materials storage exposed to rainfall. Sediment sources include roads and parking lots, as well as destabilized landscape areas, streambanks, unprotected slopes, and denuded or disturbed areas. The impact is potentially significant and requires mitigation.

The expected pollutant removal success rates listed in Table 4.9-2 of the EIR suggest that multiple BMPs, when properly installed and maintained, can achieve nearly 100% sediment removal. Multiple temporary construction and permanent BMPs would therefore be used in combination to achieve this result. Although 100% contaminant removal is often infeasible, BMPs would be selected and designed with the objective of achieving maximum contaminant removal, using the best available technology that is economically feasible, and explicitly identifying the expected level of BMP effectiveness in removing contaminants. With incorporation of mitigation, this impact is considered less than significant because the project applicant(s) for developments within the Specific Plan Area would develop and implement a Stormwater Quality and Control Plan that would demonstrate to the City that projects would conform to applicable state and local regulations restricting surface water runoff, including the City of Fairfield Grading and Erosion Control Ordinance (Municipal Code, Article VI) and the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit. The BMPs that would be utilized in the stormwater treatment system have been shown to be effective in reducing contaminant levels in urban runoff (EPA 1999, CASQA 2003) (DEIR, pp. 4.9-22 to 4.9-23).

IMPACT 4.9-4 Placement of Road Corridors in a FEMA 100-year Flood Zone. *No housing, commercial, or industrial uses are proposed within the FEMA 100-year flood zone. However, the Specific Plan proposes road corridors, a park, a railroad spur, and a bike trail in the 100-year flood zone. If not properly designed to convey the 100-year flood, these corridors could impede or redirect flood flows. This impact is considered potentially significant.*

Mitigation

Mitigation Measure 4.9-4. Implement Mitigation Measure 4.9-2. Prepare and Submit Final Drainage Plans to the City and Implement Requirements.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Under the proposed Specific Plan, two road corridors and a rail spur would cross the FEMA 100-year floodplain on the south side of Vanden Road and a bike trail would cross the floodplain on the north side of Vanden Road along Union Creek. These transportation corridors would result in additional impervious surfaces in the floodplain and additional bridges or culverts over surface water conveyances, including Union Creek which could impede floodflows or redirect floodflows within or downstream of the proposed Specific Plan Area. Therefore, this impact is potentially significant and requires mitigation.

Implementation of the required mitigation would reduce the potentially significant impact associated with the potential increased risk of flooding from transportation corridors through the FEMA 100-year flood zone in the Specific Plan area to a less-than-significant level because the project applicant(s) would demonstrate to the appropriate regulatory agency that the project would conform with applicable state and local regulations regulating surface water runoff, including the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit, and City of Fairfield Municipal Code (Chapter 8A “Flood Damage Prevention”). Specific project

design standards as required in this mitigation measure would, when implemented, provide flood protection to meet FEMA 100-year flood protection criteria, would safely convey on-site and off-site flows through the transportation corridor areas, and would prevent increased flood hazard on downstream areas by limiting peak discharges to below pre-project levels (DEIR, pp. 4.9-23 to 4.9-24).

NOISE

IMPACT 4.11-4 Exposure of Noise Sensitive Receptors to Stationary Source Noise in Excess of Applicable Standards. *Specific Plan implementation would result in increases in on-site stationary-source noise levels associated with the proposed residential, commercial, mixed-use, office/industrial, park, and educational land uses. These stationary noise sources could exceed the applicable noise standards (hourly and maximum) and result in a substantial increase in ambient noise levels. This impact would be* ***potentially significant.***

Mitigation

Mitigation Measure 4.11-4: Stationary Noise Source Reduction Measures and Design Criteria.

HVAC Systems

1) Implement best available design considerations and shielding when installing stationary noise sources associated with HVAC systems to ensure that requirements of the City of Fairfield Noise Ordinance are met.

2) For commercial uses located within 200 feet of existing or planned noise-sensitive land uses, prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed on-site mechanical equipment will be located, enclosed, shielded with barriers, or otherwise designed to comply with the City Noise Ordinance. This demonstration may require an acoustical study based on site plans to identify all noise-generating equipment, predict noise levels at the property line from all identified equipment, and recommend mitigation to be implemented (e.g., enclosures, barriers, site orientation, or other measures).

Implementation: Project applicant(s) and primary contractor(s) of all projects involving HVAC installation.

Timing: Prior to design and implementation of on-site stationary noise sources, such as HVAC systems.

Enforcement: City of Fairfield.

Commercial Developments

1) Implement best available design considerations and shielding when developing site plans for commercial land uses containing loading docks, delivery areas, and parking lots to ensure that requirements of the City of Fairfield Noise Ordinance are met.

2) For commercial uses involving parking or loading areas within 500 feet of existing or planned noise-sensitive uses, prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed parking and loading areas are located and designed to comply with the City's noise ordinance. The City may require an acoustical study(s) of proposed commercial land use site plans to identify all noise-generating areas and associated equipment, predict noise levels property line from all identified areas, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the City Noise Ordinance.

Implementation: Project applicant(s) and primary contractor(s) of all projects involving commercial development.

Timing: Prior to design and implementation of development of commercial areas.

Enforcement: City of Fairfield.

Emergency Generators

1) All emergency generators shall be located within enclosures, behind barriers, or oriented within the site design to eliminate the line of site from noise-sensitive receptors.

Implementation: Project applicant(s) and primary contractor(s) of all projects involving permanent generators.

Timing: Prior to design and implementation of development of generator installation.

Enforcement: City of Fairfield.

Parkland

1) All active park facilities (softball, soccer, team sport facilities) shall be located within the park at a maximum feasible distance from adjacent existing and planned sensitive receptors. Active parks shall have posted hours that indicate the park is closed between 10 p.m. and 7 a.m., in order to ensure compliance with Fairfield noise standards and minimize disturbances.

Implementation: Project applicant(s) and park management during planning and operational phases of Specific Plan parks.

Timing: During design and implementation of park site design and management policies.

Enforcement: City of Fairfield.

Pumping Stations

1) Implement best design considerations and shielding when installing stationary noise sources associated with pump and lift stations to ensure that requirements of the City of Fairfield Noise Ordinance are met.

2) All Pump and Lift Stations constructed within the Specific Plan Area (including those in non-sensitive land use areas), prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed on-site mechanical equipment will be located, enclosed, shielded with barriers, or otherwise designed to comply with the City Noise Ordinance at the nearest sensitive receptors. This demonstration may require an acoustical study based on site plans to identify all noise-generating equipment, predict noise levels at the property line from all identified equipment, and recommend mitigation to be implemented (e.g., enclosures, barriers, site orientation, ventilation requirements, or other measures).

Implementation: Project applicant(s) and primary contractor(s) of all projects involving pump and lift station installation.

Timing: Prior to design and permit issuance of on-site sewer and water utilities.

Enforcement: City of Fairfield

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

Specific Plan implementation would create many instances of on-site and off-site residential land uses located adjacent to or sharing a boundary with general commercial, community commercial, and mixed-use land uses. These land uses would introduce new on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and parks, schools, and recreation activities.

Noise from non-residential HVAC systems, maintenance and testing of emergency generators, parking lots, and loading dock delivery areas would generate noise levels adjacent to sensitive receptors. These noises could exceed daytime or nighttime noise level standards. This would be a potentially significant impact. At this stage of project development, the data necessary to evaluate non-exempted sources are unavailable. Implementation of Mitigation Measure 4.11-4 may require the preparation of an acoustical study based on site plans to determine how noise-generating areas and associated equipment would impact surrounding uses and if established noise thresholds would be exceeded.

Mitigation and compliance with existing regulations would avoid exposing noise-sensitive receptors to levels of noise in excess of local standards. Mitigation and compliance with existing noise regulations will ensure that stationary noise sources associated with the Specific Plan would be reduced to a less-than-significant level at the nearest sensitive land uses through requiring planning and design of noise-generating features (Partially Recirculated DEIR, pp. 4.11-36 to 4.11-41).

PUBLIC SERVICES AND RECREATION

IMPACT 4.13-1 *Construction and Operation of Fire Protection Facilities, Systems, Equipment, and Services. Specific Plan development would result in increased demand for fire protection facilities and services, potentially resulting in the need for additional staff members, facilities, and equipment to maintain the City's standard of providing service to 80% of the service area within 5 minutes. The relocation of Station 39 as part of the proposed Specific Plan would meet this increased demand. The City is evaluating proposed sites for such a relocation, but no site has been identified. This impact is considered* ***potentially significant****.*

Mitigation Measure 4.13-1. Identify a Final Site for Relocation of Station 39. Conduct environmental analysis of relocation of the fire station and operation of a relocated fire station and mitigate as necessary to avoid significant impacts under CEQA.

1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed fire response, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that fire protection services are available, per City standards, prior to operation of new development accommodated under the Specific Plan.

2) Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site, based on the recommendations in the Citygate study, for the relocation of Station 39. The selected site shall be located such that 80% of the service area for the station would be within a 5-minute service range, as required by the City's standard.

3) The City shall direct project-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new fire station is subject to all applicable

mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term biological resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with, the U.S. Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

5) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA

6) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and operate any new fire stations, as required, to mitigate impacts related to short- and long-term hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA

7) The City shall direct environmental analysis and shall locate, design, and construct the new fire station, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA

8) The City shall locate, design, and construct the new fire station, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA

9) The City shall direct environmental analysis and shall locate, design, construct, and operate any the fire station, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA

10) The City shall direct environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

Implementation: City of Fairfield.

Timing: Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site for the relocation of Station 39. Conduct environmental review before acquisition of the site by the City. Apply relevant City standards and mitigation during construction and operation.

Enforcement: City of Fairfield Fire Department.

Mitigation Measure 4.13-2. Identify a Strategy to Provide Expanded Police Protection Facilities and Services, as Appropriate. Conduct environmental analysis of construct and operation of any expanded police protection facilities and mitigate, as necessary, to avoid significant impacts under CEQA.

1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed law enforcement, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that law enforcement services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.

2) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

3) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term biological resource impacts , and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

5) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and any new police protection facilities, as required, to mitigate impacts related to short- and long-term hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

6) The City shall direct environmental analysis and shall locate, design, and construct any new police protection facilities, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

7) The City shall locate, design, and construct any new police protection facilities, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

8) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

9) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

Implementation**:** City of Fairfield.

Timing**:** Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify the strategy for providing additional police protection facilities in the vicinity of the Specific Plan Area. Environmental review shall occur prior to site acquisition. Apply relevant City standards and mitigation during construction and operation.

Enforcement**:** City of Fairfield.

TRASNPORTATION

IMPACT 4.14-2 Freeway and State Route Traffic Volumes. *The Specific Plan will add traffic to I-80, I-680, and SR 12, contributing to congestion on these routes. This is a* ***significant*** *impact.*

Mitigation Measure 4.14-2. Support for Regional Transportation Projects and Payment of Regional Transportation Impact Fees.

1) The City of Fairfield will provide funding for the Jepson Parkway segments within the City based on existing agreements with STA.

2) Projects developed under the Specific Plan shall pay applicable regional transportation impact fees, if and when such fees are developed by the STA, and applicable property assessments for transportation improvements.

Implementation: Project applicant(s) and City of Fairfield.

Timing: New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit.

Enforcement: City of Fairfield.

IMPACT 4.14-3 Transit Demand. *The Specific Plan will generate demand for bus transit service that is not currently provided or planned to be provided by Fairfield and Suisun Transit (FAST). This is a* ***significant*** *impact.*

Mitigation Measure 4.14-3. Contribute Toward Funding for Bus Transit.

1) Development within the Specific Plan shall contribute funding toward provision of bus transit service commensurate with bus transit demand as the Specific Plan builds out. This may include contributions to FAST to help extend a bus route to the train station or to extend that route further into the Town Center and Industrial Park areas, or direct funding of a shuttle service connecting these areas.

2) The funding of bus transit or a shuttle will not be required until the Specific Plan is at least 50 percent built out. The level of funding will be determined prior to approval of the Specific Plan.

Implementation: Project applicant(s).

Timing: New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit. Contribute fair-share funding to the extension of any applicable bus route that is planned by FAST to provide service to the train station area and Employment designated areas prior to issuance of building permit for projects located in Planning Areas 2, 3, 5, 6, or 7, as defined in Exhibit 3-12 of the EIR.

Enforcement: City of Fairfield.

IMPACT 4.14-8 Intersection LOS Impacts and Related Roadway Capacity Requirements. *The Specific Plan will contribute to significant impacts at 26 external intersections, including one in Suisun City, 10 in Vacaville, 13 in Fairfield, and two under Caltrans control. In addition, the Specific Plan will contribute substantial traffic volumes to existing and new intersections along arterials in the Specific Plan Area, using some of the capacity that will be provided by already-planned widening projects and necessitating additional widening and intersection improvements. This is a* ***significant*** *impact.*

Mitigation Measure 4.14-8. New development within the Specific Plan shall participate in the construction and financing of all road improvements identified in the Specific Plan's Transportation Plan. The timing of these road improvements shall be in accordance with the phasing requirements of the Specific Plan.

1) The City shall adopt new or amended traffic impact fees sufficient to fund the construction of these improvements to the following arterial streets:

   a) widen Peabody Road to 6 travel lanes from Intersection 5 (Airbase Parkway) to Intersection 45 and to 4 travel lanes from Intersection 45 northerly to Vacaville city limits

   b) widen Manuel Campos Parkway to 6 travel lanes from Intersection 1 to Intersection 33

   c) widen Jepson Parkway (Vanden Road) to 4 travel lanes from Intersection 1 northerly to future Fairfield city limits

   d) construct Walters Road extension from Intersection 15 to Intersection 11 with 4 travel lanes

   e) construct those portions of New Canon Road from Intersection 46 to Travis North Gate deemed by City as being of city-wide significance

   f) construct the Linear Park, including the link to Center Elementary School and its pedestrian/bicycle bridge over Vanden Road and railroad.

These arterial street improvements include the intersection improvements identified in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b. The City may develop an alternative mitigated lane geometry for the westbound approach at intersection #1 (Peabody Road/Cement Hill Road (Manuel Campos Parkway)/Vanden Road), if the westbound triple left turn lane identified in Table 4.14-10 and Exhibit 4.14-12 is determined to be incompatible with the roadway alignment requirements or intersection geometry and adjacent uses.

2) These new or amended fees may include any combination of the following:

   a) amend City's AB 1600 Traffic Impact Fee to include some or all of the street improvements which are not part of the existing fee program;

   b) amend Northeast Fee to include some or all of the street improvements which are not part of the existing fee program; and/or

   c) adopt a new FTSSP Impact Fee for those street and intersection improvements which are not part of either the AB 1600 Traffic Impact Fee or Northeast Fee Programs

The new or amended fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.

The Fairfield City Council may choose to allocate a portion of its Construction License Tax revenue paid by new development within the Specific Plan Area, to finance the construction of arterial street construction within the Specific Plan Area. The portion of Construction License Tax allocated would be similar to the same portion allocated to the Northeast Fee program.

The amendment of an existing fee or adoption of a new fee shall be done in the manner required by State law and shall include a financial nexus study, which could be performed using the EIR traffic analysis as the basis or a traffic analysis done in conjunction with the pending update to the City's AB 1600 traffic impact fee. The financial nexus study shall be prepared to ensure there is an equitable traffic impact fee for each land use

category, such that all future development projects will contribute their fair share of the unfunded cost of planned road improvements and mitigation measures.

3) All road improvements identified in the Specific Plan which are not included in a new or amended fee program, including those portions of New Canon Road which City deems not to be of citywide significance, shall be constructed by new development in accordance with the policies of the Specific Plan.

4) Any off-site road or intersection improvements which are not included in a new or amended fee program but which are identified as mitigation measures in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b, shall be constructed by new development within the Specific Plan as determined by the Road Improvement Phasing Plan described in (5) below.

5) City shall adopt a Road Improvement Phasing Plan concurrently with adoption of the Specific Plan. The Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.

6) Solano Transportation Authority is responsible to pay for 50% of the cost of construction of the Jepson Parkway road improvements, as identified in the Jepson Parkway Concept Plan. In the vicinity of the Project, the Jepson Parkway consists of the following road segments:

    a) Vanden Road from Peabody Road to Leisure Town Road
    b) Cement Hill Road from Peabody Road to the Walters Road extension intersection
    c) Walters Road extension from Air Base Parkway to Cement Hill Road

City of Fairfield is responsible to pay 50% of the cost of those road improvements within its city limits as its local share. The new or amended traffic impact fees identified in item #1 above shall include the City's 50% share of these costs.

Jepson Parkway improvements may be constructed by STA, City of Fairfield or by private developers.

7) The design of these road improvements shall incorporate accommodations for pedestrians and bicyclists, according to City of Fairfield design standards.

The abovementioned mitigation would reduce impacts to less-than-significant levels on most road segments and intersections but for certain road segments and intersections there would be significant and unavoidable impacts. There are two broad categories of levels of significance:

a) The mitigation imposed for roads within the Specific Plan Area would reduce impacts to less-than-significant levels through the requirement for developers to construct road improvements and through the adoption of a traffic impact fee(s), paid by new development, which would provide the funding for the City to construct those road improvements.

b) Certain off-site road segments and intersections would have significant and unavoidable impacts. These include:

    i) intersections 17(Airbase Parkway/Dover Avenue) and 20 (Airbase Parkway/Heath Drive) within the City of Fairfield where the mitigation has been deemed infeasible by City staff, and

    ii) those road segments and intersections which are outside the jurisdiction of the City, i.e., which are located in the unincorporated portion of the County, within the jurisdiction of the City of Suisun City or within the jurisdiction of the City of Vacaville.

Implementation: Project applicant(s), City of Fairfield, and Solano Transportation Authority.

Timing: Fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development. Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.

Enforcement: City of Fairfield.

UTILITIES AND ENERGY

IMPACT 4.15-2 Increased Demand for Water Supply Treatment and Conveyance Facilities. *Implementation of the Specific Plan would increase the demand for water supply treatment and conveyance facilities. Existing water treatment facilities would not need to be expanded to treat water for use within the Specific Plan Area. However, new water conveyance infrastructure would be needed throughout most of the currently undeveloped site to deliver water to Specific Plan Area users. This impact would be considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.15-2a: Require Construction of Infrastructure Prior to Occupancy.

1) Water infrastructure shall be designed consistent with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide water infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure.

Implementation: Project applicant(s) and contractor(s).

Timing: Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.

Enforcement: City of Fairfield.

Mitigation Measure 4.15-2b: Require Developer to Provide Funding for Infrastructure.

1) Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all water conveyance infrastructure needed to serve subject development. Fair share funding shall be provided for the expansion and/or improvement of existing water treatment and conveyance facilities as needed to accommodate the increase in demand for water supplies resulting from development of the proposed Specific Plan.

Implementation: Project applicant(s) and contractor(s).

Timing: Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

With development of the Specific Plan as proposed, the City would have a total water demand of 46,160 afy (approximately 41.2 mgd). The City has adequate capacity between the Waterman WTP and North Bay Regional WTP to accommodate water treatment demand at ultimate buildout of the General Plan plus the Specific Plan, assuming that daily water demands are fairly constant throughout the year. The proposed Specific Plan would, however, require the development of water conveyance infrastructure to deliver treated water supplies to the homes and businesses located within the proposed Specific Plan before occupancy of the Specific Plan Area.

The infrastructure planning for water facilities breaks the Specific Plan Area up into three zones: Zones 1, 1B, and 2, which are related to elevations of proposed development areas. Development in higher elevations would require the development of three hydroneumatic tanks located at the high points within the three Zone 1B areas. There would also be the need for the development of pressure reducing valves and three booster pumps to serve Zone 1B. Portions of the Specific Plan would be served by an existing water tank located offsite in the hills west of the Specific Plan Area. Major pipelines required to serve the project would be located in roadways that would be constructed as part of the Specific Plan, as well as within existing roads.

In most cases, this type of infrastructure is constructed within existing rights-of-way, such as within existing roads, similar to and concurrently with other types of infrastructure like wastewater pipelines and electrical infrastructure, when possible to reduce potential impacts. The proposed locations of all water conveyance infrastructure associated with the proposed Specific Plan are included in Exhibit 4.15-1 of the EIR. The placement of such infrastructure has been considered as components of the proposed project in the other sections of the EIR, such as Air Quality, Biological Resources, and other technical sections, which specifically analyze the potential for project construction and implementation. Where necessary, these sections include mitigation measures that would reduce or avoid the impacts of developing infrastructure on the physical environment. Impact 4.3-1 in Section 4.3, "Air Quality," addresses air quality impacts associated with construction emissions and proposes mitigation. Section 4.5, "Cultural Resources," addresses the potential for construction activities to result in the discovery of previously unknown cultural resources and proposes mitigation. Impacts 4.11-1 and 4.11-2 in Section 4.11, "Noise," address noise impacts associated with construction equipment both on- and off-site.

Although construction impacts associated with water conveyance infrastructure have been considered throughout the City's EIR, if this infrastructure is not constructed prior to new development, this could be a potentially significant impact.

Implementation of Mitigation Measure 4.15-2a would ensure that water conveyance infrastructure is in place prior to occupancy of the uses to be developed under the proposed Specific Plan. Mitigation Measure 4.15-2b would ensure that the project developer provide fair share funding toward the expansion and improvement of existing water treatment and conveyance facilities so that adequate capacity is available. Thus, implementation of Mitigation Measures 4.15-2a and 4.15-2b would reduce the impacts associated with the increased demand for water treatment and conveyance facilities to a less-than-significant level after mitigation (DEIR, p. 4.15-20 to 4.15-21).

IMPACT 4.15-3	Demand for Wastewater Treatment and Conveyance Facilities. *Implementation of the Specific Plan would increase demand for wastewater treatment and conveyance facilities. This impact would be potentially significant.*

Mitigation

Mitigation Measure 4.15-3a: Require Construction of Infrastructure Prior to Occupancy.

1) New development under the Specific Plan shall provide for all wastewater conveyance infrastructure depicted in utility plans drafted in compliance with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide wastewater infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure. Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all wastewater conveyance and treatment infrastructure needed to serve subject development.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Prior to issuance of an occupancy permit.

Enforcement: City of Fairfield and Fairfield-Suisun Sewer District.

Mitigation Measure 4.15-3b: FSSD Review of Planned Land Uses.

1) Prior to the approval of each development phase of the Specific Plan, the project applicant shall submit to the FSSD for review the finalized land use plan for each development phase. The FSSD shall submit feedback on the planned land uses and may require pretreatment facilities for land uses that may accommodate uses that could result in wastewater discharges with additional chemicals or corrosive materials not originally accounted for in the Specific Plan.

2) The FSSD may also require additional individual treatment facilities for land uses expected to result in excessive wastewater discharges that could potentially impede the FSSD from providing adequate service for existing or other planned development.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.

Enforcement: City of Fairfield and Fairfield-Suisun Sewer District.

Mitigation Measure 4.15-3c: Obtain Will-Serve Letters from FSSD.

1) Prior to the approval of tentative maps for projects proposed under the Specific Plan, project applicants shall receive a commitment from the FSSD in the form of a will-serve letter confirming that adequate capacity is available at the WWTP. The will-serve letter shall do the following:

    a) confirm that adequate service capacity exists at the time project permits are issued;

    b) confirm that the NPDES permits for the additional treated effluent discharge from the development are in place;

    c) confirm that the development timing will not impede other development for which entitlements have been issued; and

    d) identify required fees due and any special conditions to be established for the project.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.

Enforcement: City of Fairfield and Fairfield-Suisun Sewer District.

Mitigation Measure 4.15-3d: Ensure Adequate Financing.

1) A Financial Plan shall be prepared and adopted by the City as part of or concurrently with the Specific Plan. The Financial Plan will address the financing of Backbone Infrastructure construction and ongoing Municipal Services which are needed to serve new development within the Specific Plan Area.

2) The Financial Plan shall establish fees to be paid along with new development under the Specific Plan, set at a level that will ensure adequate funding for infrastructure components necessary to serve new development. The Financial Plan shall require that the developer provide fair share funding for the expansion and/or improvement of existing wastewater treatment and conveyance facilities as needed to accommodate the increase in demand resulting from development of the Specific Plan.

3) The Financial Plan shall require that sufficient backbone infrastructure shall be phased in coordination with buildout of the Specific Plan so that the City may provide services and facilities for residents and businesses within the Specific Plan Area that meet or exceed adopted standards and policies.

Implementation: Project applicant.

Timing: Prior to approval of the Specific Plan.

Enforcement: City of Fairfield.

Mitigation Measure 4.15-3e: Require Implementation of FSSD 2005 Master Plan Mitigation

1) The City shall require that all mitigation measures applicable to each development phase of the proposed Specific Plan from the Fairfield-Suisun Sewer District Master Plan Draft Environmental Impact Report be implemented, as appropriate. The City shall ensure that each mitigation measure required for each development phases of the proposed Specific Plan be implemented before development activities associated with that phase may commence (See Appendix O).

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout operation of projects accommodated under the Specific Plan.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR.

The proposed Specific Plan would result in new developments that would require wastewater collection and treatment. Wastewater flows from the Specific Plan Area are estimated to range from approximately 3.65 mgd for average dry weather flows to as high as approximately 5.3 mgd for peak wet weather design flow, as calculated using FSSD design standards. The proposed Specific Plan would also require the development of wastewater collection and conveyance infrastructure to collect wastewater from the uses within the Specific Plan Area and deliver it to the wastewater treatment plant.

A portion of the Specific Plan Area was considered as one of the planned annexation areas that would be served by the WWTP expansion, but since then, the planned annexation area has increased in size and the type of land uses planned within the Specific Plan Area have changed. Therefore, although the expansion accounted for some increased flows from the Specific Plan Area, there is a possibility that implementation of the Specific Plan could result in additional wastewater flows to the WWTP that were not accounted for in either the City's General Plan or in the design of the recent WWTP expansion. The previously assumed land uses within the Specific Plan Area included the annexation of approximately 1,200 acres of industrial, commercial, and residential uses, including a technology oriented industrial park.

The recent expansion of the FSSD WWTP did not take the most recent project design into consideration. Although the WWTP recently added approximately 5 mgd of dry weather flow treatment capacity, this additional capacity is intended to serve other development areas within the City as well. In addition, project average dry weather flow from the Specific Plan Area alone would ultimately be 3.6 mgd, which would be a substantial portion of the increased capacity of the expansion. Therefore, it cannot be guaranteed that the existing WWTP would be able to accommodate all wastewater flows that would be generated within the Specific Plan Area. A future expansion of the WWTP may be required to accommodate project flows. In addition, the existing 12-inch wastewater pipeline that conveys flows from the intersection of Peabody Road and Vanden Road to the intersection of East Tabor Avenue and Walters Road cannot accommodate all of the proposed Specific Plan's projected wastewater flows. This would be a potentially significant impact without mitigation.

Implementation of Mitigation Measure 4.15-3a through 4.15.3e would ensure that sufficient wastewater treatment capacity would be available to all phases of the proposed Specific Plan because capacity would be documented before approval of improvement plans and issuance of permits. More specifically, implementation of Mitigation Measure 4.15-3b would ensure that FSSD is given an opportunity to review plans and require additional treatment facilities, if necessary. Mitigation Measure 4.15-3c would ensure that adequate wastewater treatment and conveyance capacity is available by requiring the receipt of will-serve letters from FSSD. Mitigation Measure 4.15-3d would ensure that proper funding mechanisms are in place to provide for needed improvements. Mitigation Measure 4.15-3e would require that all appropriate mitigation measures identified in the FSSD 2005 Master Plan EIR are implemented before so that development of each phase of the proposed Specific Plan can move forward. Thus, implementation of all of the components of Mitigation Measure 4.15-3 would reduce the direct, significant impacts associated with the increased demand for wastewater treatment and conveyance facilities to a less-than-significant level (DEIR, pp. 4.15-21 to 4.15-25).

IMPACT 4.15-4 Increased Generation of Solid Waste and Compliance with Solid Waste Regulations. *Implementation of the proposed Specific Plan would result in an increase in the amount of solid waste generated within the Specific Plan Area and increase the demand for landfill capacity. This impact is* ***potentially significant****.*

Mitigation

Mitigation Measure 4.15-4a: Require Compliance with the Solid Waste and Recyclables Collection Services Ordinance.

1) The City shall require that the proposed Specific Plan comply with all applicable requirements of the City's Solid Waste and Recyclables Collection Services Ordinance (Ord. No. 2009-14, § 1).

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout operation of projects accommodated under the Specific Plan.

Enforcement: City of Fairfield.

Mitigation Measure 4.15-4b: Require Recycling Opportunities.

All new development within the Specific Plan Area shall provide recycling containers and services to assist the City in meeting its solid waste diversion requirement.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout operation of projects accommodated under the Specific Plan.

Enforcement: City of Fairfield.

Mitigation Measure 4.15-4c: Recycle or Reuse Construction and Demolition Materials.

Throughout construction, the construction contractor shall recycle or reuse at least 50% of construction waste or demolition materials to reduce the amount of solid waste delivered to the landfill.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout construction and operation of projects accommodated under the Specific Plan.

Enforcement: City of Fairfield.

Finding

Solid waste generated in the City of Fairfield is disposed of at the Potrero Hills Landfill near Suisun City. Solano County is in the process of permitting an expansion of the Potrero Hills landfill facility that would double capacity to 80 million cubic yards and extend the life of the landfill for an additional 35 to 43 years following the expansion's completion. The expansion is expected to be in operation prior to the expected ceased operations date of the existing landfill in 2014. The expansion of the Potrero Hills Landfill is expected to be completed prior to the beginning of construction activities within the Specific Plan Area (Padilla 2010, Pers. Comm.).

Since buildout is assumed not occur until roughly 2030, solid waste deliveries from the Specific Plan Area would be smaller initially, and would increase gradually as new projects under the Specific Plan are developed and occupied. Since the expansion will double the landfill's capacity prior to the first solid waste collection services will be needed within the Specific Plan Area, the landfill would be able to accommodate the additional solid waste that would be generated for an additional 35 to 43 years (Padilla 2010, Pers. Comm.).

Although the life of the Potrero Hills Landfill would be extended substantially, it will be necessary to reduce the amount of solid waste generated to comply with solid waste regulations and increase the life of the landfill, since it will continue to collect solid waste from existing development and new projects. Due to the large increased amount of solid waste that would be delivered to the landfill from the Specific Plan Area and to ensure that development of the proposed Specific Plan complies with all applicable solid waste regulations, this impact is considered potentially significant prior to mitigation.

Mitigation Measures 4.15-4a through 4.15-4c would ensure that the proposed Specific Plan takes advantage of recycling programs to divert solid waste and reduce solid waste deliveries to the landfill. Mitigation Measure 4.15-4a requires compliance with the City's Solid Waste and Recyclables Collection Services Ordinance to further ensure that the proposed Specific Plan reduces solid waste generation as much as possible. Implementation of this mitigation makes this impact less than significant (DEIR, pp. 4.15-25 to 4.15-27).

IMPACT 4.15-6 Increased Demand for Electricity, Natural Gas, and Telecommunications Services and Required Extension of Related Infrastructure. *The proposed Specific Plan would result in the need to extend services to these new users. Due to the substantial increase in demand for these utility services and the need for additional infrastructure to deliver these utilities to the Specific Plan Area, this impact would be potentially significant.*

Mitigation

Mitigation Measure 4.15-6: Coordination with Utility Providers to Create Utility Service Plans for Electrical, Natural Gas, and Telecommunications Services.

1) Applicants of projects in the Specific Plan Area and the City shall continue the ongoing coordination process with the applicable utilities providers (PG&E, AT&T, Comcast, etc.).

2) The Specific Plan applicant shall create, in cooperation with the utility provider(s) a plan. The plan will include the projected demands for that utility, as well as appropriate infrastructure sizing and locations to serve Specific Plan Area development.

3) The utility provider shall provide feedback on the need for new or expanded infrastructure, as well as verify their ability to provide service and develop needed infrastructure prior to construction activities.

Implementation: Project applicant(s) and contractor(s).

Timing: Throughout construction and operation of projects accommodated under the Specific Plan.

Enforcement: City of Fairfield.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan which would avoid or substantially lessen the potentially significant environmental effect as identified in the FEIR by addressing the impacts of providing adequate utility services and facilities and reducing the increase in demand for electricity and natural gas through energy efficient buildings and land use.

Implementation of the Specific Plan would require the development of new utility infrastructure to deliver services, including electrical, natural gas, cable and telephone services, to individual buildings and uses within the Specific Plan Area. An adjacent PG&E substation may require upgrading as a result of the project as well as constructing a new substation to serve future demand. The proposed electrical-utility improvements would be required to comply with all existing local and utility requirements, Building Energy Efficiency Standards (Title 24 of the California Code of Regulations), and applicable requirements of the California Building Standards Code.

PG&E, AT&T, and Comcast have not identified any major constraints to providing electricity, natural gas, telephone, or cable services to the Specific Plan Area or to providing the infrastructure necessary to do so. In addition, collaboration between future project applicants within the Specific Plan Area, the City, and these utility providers would continue throughout the remainder of the design process for the project, as well as throughout buildout the Specific Plan. Although no specific constraints have been identified at this time, not enough project-specific details are yet known about all possible components of the Specific Plan. For this reason, this is considered to be a potentially significant impact.

Development of infrastructure needed to support the Specific Plan has been considered in the other sections of this EIR, such as Air Quality, Biological Resources, and other sections, which specifically analyze the potential for project construction and implementation. Where necessary, these sections include mitigation measures that would reduce or avoid the impacts of developing infrastructure on the physical environment. Impact 4.3-1in

Section 4.3, "Air Quality," addresses air quality impacts associated with construction emissions and proposes mitigation. Section 4.5, "Cultural Resources," addresses the potential for construction activities to result in the discovery of previously unknown cultural resources and proposes mitigation. Impact analysis in Section 4.11, "Noise," addresses noise impacts associated with construction equipment both on- and off-site.

Implementation of Mitigation Measure 4.15-6 would ensure that utility providers can accommodate the projected demands. This coordination will also ensure that all needed infrastructure is built and properly sized. Implementation of Mitigation Measure 4.15-6 would ensure that the utility providers are given the opportunity to review plans. Thus, implementation of Mitigation Measure 4.15-6 would reduce the direct, significant impacts associated with the increased demand for these utilities to a less-than-significant level (DEIR, pp. 4.15-29 to 4.15-30).

2.4.3 SIGNIFICANT OR POTENTIALLY SIGNIFICANT IMPACTS FOR WHICH MITIGATION IS OUTSIDE THE CITY'S RESPONSIBILITY OR JURISDICTION

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts from the project are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to California Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2), as to each impact, the Fairfield City Council, based on the evidence in the record before it, finds that implementation of these mitigation measures is hereby approved by the City, to the extent implementation of the measure is within the City's jurisdiction. In those instances in which implementation of the measure is within the jurisdiction of another agency, the City finds that the measure can and should be undertaken by the other public agency. In some cases, one part of a mitigation measure may be under the jurisdictional control of the City, while some other part of the same mitigation measure may be outside of the City's direct control. These situations with a combination of jurisdictional responsibilities are addressed in this subsection. The City will request, but cannot compel, implementation of the identified mitigation measures described below. The impact and mitigation measure and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency, and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the project due to the overriding considerations set forth below in Section 3, the statement of overriding considerations.

TRANSPORTATION

IMPACT 4.14-1 Intersection LOS Impacts and Related Roadway Capacity Requirements. *If the Specific Plan were completely constructed on the current roadway network, the Specific Plan would have significant impacts on 35 intersections, including one in Suisun City, 10 in Vacaville, 23 in Fairfield, and one under Caltrans control in Fairfield. In addition, the Specific Plan would contribute substantial traffic volumes to existing and new intersections along arterials in the Specific Plan Area, requiring widening of key arterial segments within the Specific Plan Area and extending outside the Specific Plan boundary. This is a* ***significant*** *impact.*

Many of the road improvements, phasing planning, and the impact fee program components listed below are within the City of Fairfield's jurisdictional control and the City will adopt these measures. Some of the components of the mitigation measure listed below are outside the City's direct control and these are clearly identified.

Mitigation

Mitigation Measure 4.14-1. Implement Mitigation Measure 4.14-8.

Mitigation Measure 4.14-8. New development within the Specific Plan shall participate in the construction and financing of all road improvements identified in the Specific Plan's Transportation Plan. The timing of these road improvements shall be in accordance with the phasing requirements of the Specific Plan.

1) The City shall adopt new or amended traffic impact fees sufficient to fund the construction of these improvements to the following arterial streets:

   a) widen Peabody Road to 6 travel lanes from Intersection 5 (Airbase Parkway) to Intersection 45 and to 4 travel lanes from Intersection 45 northerly to Vacaville city limits

   b) widen Manuel Campos Parkway to 6 travel lanes from Intersection 1 to Intersection 33

   c) widen Jepson Parkway (Vanden Road) to 4 travel lanes from Intersection 1 northerly to future Fairfield city limits

   d) construct Walters Road extension from Intersection 15 to Intersection 11 with 4 travel lanes

   e) construct those portions of New Canon Road from Intersection 46 to Travis North Gate deemed by City as being of city-wide significance

   f) construct the Linear Park, including the link to Center Elementary School and its pedestrian/bicycle bridge over Vanden Road and railroad.

      These arterial street improvements include the intersection improvements identified in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b. The City may develop an alternative mitigated lane geometry for the westbound approach at intersection #1 (Peabody Road/Cement Hill Road (Manuel Campos Parkway)/Vanden Road), if the westbound triple left turn lane identified in Table 4.14-10 and Exhibit 4.14-12 is determined to be incompatible with the roadway alignment requirements or intersection geometry and adjacent uses.

2) These new or amended fees may include any combination of the following:

   a) amend City's AB 1600 Traffic Impact Fee to include some or all of the street improvements which are not part of the existing fee program;

   b) amend Northeast Fee to include some or all of the street improvements which are not part of the existing fee program; and/or

   c) adopt a new FTSSP Impact Fee for those street and intersection improvements which are not part of either the AB 1600 Traffic Impact Fee or Northeast Fee Programs.

      The new or amended fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.

      The Fairfield City Council may choose to allocate a portion of its Construction License Tax revenue paid by new development within the Specific Plan Area to finance the construction of arterial street construction within the Specific Plan Area. The portion of Construction License Tax allocated would be similar to the same portion allocated to the Northeast Fee program.

The amendment of an existing fee or adoption of a new fee shall be done in the manner required by State law and shall include a financial nexus study, which could be performed using the EIR traffic analysis as the basis or a traffic analysis done in conjunction with the pending update to the City's AB 1600 traffic impact fee. The financial nexus study shall be prepared to ensure there is an equitable traffic impact fee for each land use category, such that all future development projects will contribute their fair share of the unfunded cost of planned road improvements and mitigation measures.

3) All road improvements identified in the Specific Plan which are not included in a new or amended fee program, including those portions of New Canon Road which City deems not to be of citywide significance, shall be constructed by new development in accordance with the policies of the Specific Plan.

4) Any off-site road or intersection improvements which are not included in a new or amended fee program but which are identified as mitigation measures in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b, shall be constructed by new development within the Specific Plan as determined by the Road Improvement Phasing Plan described in (5) below.

5) City shall adopt a Road Improvement Phasing Plan concurrently with adoption of the Specific Plan. The Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.

6) Solano Transportation Authority is responsible to pay for 50% of the cost of construction of the Jepson Parkway road improvements, as identified in the Jepson Parkway Concept Plan. In the vicinity of the Project, the Jepson Parkway consists of the following road segments:

   a) Vanden Road from Peabody Road to Leisure Town Road
   b) Cement Hill Road from Peabody Road to the Walters Road extension intersection
   c) Walters Road extension from Air Base Parkway to Cement Hill Road

   City of Fairfield is responsible to pay 50% of the cost of those road improvements within its city limits as its local share. The new or amended traffic impact fees identified in item #1 above shall include the City's 50% share of these costs.

   Jepson Parkway improvements may be constructed by STA, City of Fairfield or by private developers.

7) The design of these road improvements shall incorporate accommodations for pedestrians and bicyclists, according to City of Fairfield design standards.

The abovementioned mitigation would reduce impacts to less-than-significant levels on most road segments and intersections but for certain road segments and intersections there would be significant and unavoidable impacts. There are two broad categories of levels of significance:

a) The mitigation imposed for roads within the Specific Plan Area would reduce impacts to less-than-significant levels through the requirement for developers to construct road improvements and through the adoption of a traffic impact fee(s), paid by new development, which would provide the funding for the City to construct those road improvements.

b) Certain off-site road segments and intersections would have significant and unavoidable impacts. These include:

   i) intersections 17 (Airbase Parkway/Dover Avenue) and 20 (Airbase Parkway/Heath Drive) within the City of Fairfield where the mitigation has been deemed infeasible by City staff, and

ii) those road segments and intersections which are outside the jurisdiction of the City, i.e., which are located in the unincorporated portion of the County, within the jurisdiction of the City of Suisun City or within the jurisdiction of the City of Vacaville.

Implementation: Project applicant(s), City of Fairfield, and Solano Transportation Authority.

Timing: Fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development. Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.

Enforcement: City of Fairfield.

Finding

The improvements required to provide acceptable LOS are identified in Table 4.14-7 and shown in Exhibit 4.14-11 in the EIR. Because the City of Vacaville is currently updating its General Plan and considering new LOS standards, and because achieving LOS C operation at certain intersections in already-developed areas would be infeasible due to available right-of-way, mitigation measures were developed to achieve at least LOS D conditions or better for impacted intersections in Vacaville. The City of Vacaville's current General Plan standard calls for LOS C. Thus, these mitigations would not achieve the City of Vacaville's LOS standard. However, as described in the Regulatory Setting, the City of Vacaville's policy 6.1-G2 allows that "LOS D may be approved by the City as an allowable standard by City Council or designee for infill areas or situations where existing development or other practical considerations limit improvements." The City of Suisun City is also currently undertaking a General Plan update and, as a part of this effort, the City may consider revised LOS standards.

In most cases, the mitigated lane configuration for the Existing Plus Project scenario is the same as or less than the mitigated lane configuration for the Cumulative Plus Project (2030) scenario. At the five intersections where the Existing Plus Project mitigation results in a more extensive set of intersection improvements than the Cumulative Plus Project mitigation, the reason is the incomplete roadway network, relative to the Cumulative Plus Project scenario, which results in the need for extra turn lanes at intersections to serve trips on lower-capacity routes. With the more complete roadway network that would accompany buildout of the Specific Plan under Cumulative Plus Project conditions, these additional turn lanes are not necessary to provide acceptable LOS. At these intersections, as well as others, the appropriate mitigation to serve traffic growth over the long term are the cumulative mitigation measures discussed in Mitigation Measure 14.4-8. Mitigation Measure 4.14-8 contains mechanisms to ensure that sufficient intersection capacity is provided as the Specific Plan builds out. Thus, the fact that the mitigated lane configurations differ at some intersections, when comparing the direct project mitigations to the cumulative mitigations, will not affect the provision of adequate intersection and roadway capacity as the Specific Plan builds out.

Changes or alterations which avoid or substantially lessen the significant environmental effect as identified in the FEIR are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. While the abovementioned mitigation would reduce impacts, because some of the improvements would occur at non-Fairfield intersections and are therefore under the control of other jurisdictions, and because certain improvements, including those at intersections 17 and 20, are considered potentially infeasible by City staff, this impact remains significant and unavoidable (Partially Recirculated DEIR, pp. 4.14-108, 4.14-113).

IMPACT 4.14-2 Freeway and State Route Traffic Volumes. *The Specific Plan will add traffic to I-80, I-680, and SR 12, contributing to congestion on these routes. This is a* ***significant*** *impact.*

Mitigation

Mitigation Measure 4.14-2. Support for Regional Transportation Projects and Payment of Regional Transportation Impact Fees.

1) The City of Fairfield will provide funding for the Jepson Parkway segments within the City based on existing agreements with STA.

2) Projects developed under the Specific Plan shall pay applicable regional transportation impact fees, if and when such fees are developed by the STA, and applicable property assessments for transportation improvements.

Implementation: Project applicant(s) and City of Fairfield.

Timing: New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.

Enforcement: City of Fairfield.

Finding

The City has provided analysis demonstrating the traffic volumes that could be added to regional roadways with full buildout of projects anticipated under the Specific Plan. There are several capacity-enhancing projects being planned and constructed in phases that significantly increase the capacity of I-80 and SR 12 to serve traffic volumes attributable to Specific Plan developments and other projected development.

The STA is currently planning, and implementing in phases, the I-80/I-680/SR 12 Interchange Project, which is intended to serve current and projected traffic growth to 2035 and resolve congestion in the corridor. Growth described in the 2030 No Specific Plan scenario is already included in the 2035 projections prepared for the I-80/I-680/SR 12 Interchange Project. Additional freeway capacity-enhancing projects for I-80 are either planned or currently being studied, including the extension of High-Occupancy Vehicle (HOV) lanes from Air Base Parkway east to I-505, and the potential conversion of the extended HOV lanes to High Occupancy/Toll (HOT) lanes.

The Specific Plan is specifically designed to make efficient use of the local and regional transportation system by reducing travel demand. This is accomplished by providing a development with higher density, better diversity of land uses in proximity to one another, greater transit accessibility, and design that encourages and facilitates pedestrian and bicycle use. Each of these characteristics reduces potential travel demand from development accommodated under the Specific Plan by increasing the share of trips made using non-vehicular mode and reducing trip length. Without these important characteristics, traffic volumes on the state routes would be substantially higher than described in the Existing Plus Project analysis. The Specific Plan is estimated to generate 77,415 daily trips, with 18,775 (about 24 percent) remaining internal to the Specific Plan Area. This is a substantially higher internalization of trips than could be achieved with a development that was lower in density, had fewer compatible uses (i.e., retail, office and industrial uses providing employment and shopping opportunities), and/or did not have good commuter rail access.

The City has cooperated with STA in the construction of the "North Connector" which provides an alternate route for local traffic along the heavily congested portion of I-80 between Highway 12 and I-680. The City, in conjunction with private development, provided approximately 50% of the $60 million project. The City has partnered with STA on the Jepson Parkway project since the inception of the project in 1999. Jepson Parkway is a

$186 million project, which will provide an alternate route for local traffic between the cities of Suisun City, Fairfield, and Vacaville. The Specific Plan will make a substantial contribution to the Jepson Parkway project. Jepson Parkway will provide an alternate route for local traffic to travel in central Solano County (among the cities of Suisun City, Fairfield, and Vacaville), thereby reducing the volume of local traffic that uses I-80. Approximately four miles of the 12-mile Jepson Parkway is planned within the Specific Plan Area. New development within the Specific Plan will contribute 50% of the cost of the Jepson Parkway, as described in Mitigation Measure 4.14-8. The Specific Plan is designed to provide parallel capacity for regional roadways and to minimize regional VMT, but projects developed under the Specific Plan would still be required to contribute to applicable regional transportation impact fees.

Changes or alterations which avoid or substantially lessen the significant environmental effect as identified in the FEIR are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Because there are no regional transportation fees currently in place, the Specific Plan's contribution to the completion of many of the regional infrastructure improvement projects described in this impact cannot be assured. Because the establishment of such fees is not within the jurisdictional authority of the City of Fairfield, the City cannot enforce mitigation as a part of this EIR that would address this impact (Partially Recirculated DEIR, pp. 4.14.-119 to 4.14-120).

IMPACT 4.14-3 Transit Demand. *The Specific Plan will generate demand for bus transit service that is not currently provided or planned to be provided by Fairfield and Suisun Transit (FAST). This is a* ***significant*** *impact.*

Mitigation

Mitigation Measure 4.14-3. Contribute Toward Funding for Bus Transit.

1) Development within the Specific Plan shall contribute funding toward provision of bus transit service commensurate with bus transit demand as the Specific Plan builds out. This may include contributions to FAST to help extend a bus route to the train station or to extend that route further into the Town Center and Industrial Park areas, or direct funding of a shuttle service connecting these areas.

2) The funding of bus transit or a shuttle will not be required until the Specific Plan is at least 50 percent built out. The level of funding will be determined prior to approval of the Specific Plan.

Implementation: Project applicant(s).

Timing: New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.

Enforcement: City of Fairfield.

Finding

As discussed in the Transit Trip Generation discussion in Section 4.14 of the EIR, "Transportation," the Specific Plan is estimated to generate about 950 daily transit trips at build-out, with 850 generated by the mixed use and residential areas and 100 generated by the industrial areas. Some of these trips would be users of the Amtrak Capitol Corridor service to be provided by the new Fairfield-Vacaville Multi-Modal Train Station, which will be adequate to accommodate the train travel demand. However, the remaining transit demand will require the extension of bus service, at the appropriate point in the phased development of the Specific Plan, and provision of community-funded shuttle service or paratransit service prior to the point at which Specific Plan demand warrants fixed-route bus service.

The Specific Plan would accommodate an expansion of public transit along with buildout, as directed by FAST service plans (see Policy 10-1 of the Specific Plan: Circulation design shall be efficient and safe, accommodate vehicular traffic, and address public safety, security, and public transportation needs). It is likely that FAST will consider extending a bus route to the new train station when it is fully constructed and operating, assuming train ridership develops as predicted and the resulting demand for bus connections to the station develops. The impact is considered significant.

Changes or alterations which avoid or substantially lessen the significant environmental effect as identified in the FEIR are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Because provision of bus service may depend on service and routing decisions made by FAST and would be outside of the City's jurisdiction, the City cannot ensure complete mitigation for this impact (Partially Recirculated DEIR, p. 4.14-120).

2.4.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following significant and potentially significant environmental impacts of the project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact. As indicated below, the City has identified mitigation measures that will reduce these impacts, albeit not to less-than-significant levels. The City hereby adopts these measures. Notwithstanding the disclosure of these significant and unavoidable impacts, the City Council elects to approve the project due to overriding considerations as set forth below in Section 3, the Statement of Overriding Considerations.

AESTHETICS

IMPACT 4.1-3 *Degradation of Visual Character. Project implementation could substantially alter the visual character of the Specific Plan Area through conversion of undeveloped areas to developed urban uses, and by altering the visual character of large portions of the Specific Plan Area from an open rural landscape to an urbanized landscape. The Specific Plan would encroach on public views of agricultural areas, the Cement Hill Range, the Vaca Mountains, views from residential and commercial areas in Vacaville, Fairfield, and unincorporated Solano. This would be a* ***significant*** *impact.*

Mitigation

Mitigation Measure 4.1-3: Enforce Design Guidelines for Projects within the Specific Plan Area.

The City will require in Specific Plan policy, and will review and condition development accommodated under the Specific Plan to be consistent with the following performance standards:

1. Grading shall be integrated with adjacent areas and designed to create a natural topographical appearance and avoid abrupt changes in slope, to the greatest extent feasible.

2. Slopes created by cut and fill shall be vegetated with low mounding shrubs or native grasses to soften the appearance of these slopes and visually blend with the existing natural vegetative environment.

3. Landscape materials should consist of drought tolerant resistant plant varieties complementary to the natural environment of the Specific Plan Area.

4. To the extent feasible, incorporate into new development views of rolling hills, prominent ridges and mountains, including the Cement Hill Range; marshes; agricultural areas; and other vistas surrounding Fairfield.

5. New structures shall use a variety of complementary colors, textures, forms, styles, structures, and/or materials.

6. Large projects, as defined by the City, should consider the use of water features, sculptures, or other elements to help define the entrances.

7. Negative views, as defined by the City, should be screened with site planning, architectural, and landscape devices.

8. New development should provide continuity with features of the surrounding area.

9. New projects should provide extensive landscaping to beautify urban areas.

10. New development shall preserve existing trees and extensively plant new trees, where appropriate.

Implementation: Project applicant(s) and contractors.

Timing: Before approval of grading permits, subdivision improvement plans.

Enforcement: City of Fairfield.

Finding

Implementation of the Specific Plan is required to be consistent with the General Plan regarding urban design and aesthetics. Design policies and guidelines in the Specific Plan will be required for such topics as landscaping, grading, building architecture, façade treatments, lighting fixtures, and related topics. Despite compliance with General Plan policies, the urban development envisioned for the Specific Plan Area would still permanently alter the visual character of large parts of the Specific Plan Area. This impact would be significant.

Implementation of Mitigation Measure 4.1-3 would partially reduce impacts related to the change in visual character. This measure, however, would not reduce impacts to a less-than-significant level.

Although Mitigation Measure 4.1-3 and conformance with design policies of the General Plan would help maintain locally important elements of visual character, it is impossible to allow new development (such as that proposed by the Specific Plan) without changing the visual character of the area. The Specific Plan's objectives include creating a transit-oriented community to support and enhance the planned train station. By necessity, meeting this objective will require an amount, mix, and density of land uses that will appear to be more urbanized and noticeable relative to the natural landscape than would a lower-density development pattern. Complete preservation of the existing visual character of the Specific Plan Area is not possible while still allowing for implementation of the Specific Plan. Thus, because it is impossible to develop open land without some alteration to the visual character of the area, complete mitigation of this impact is infeasible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the Specific Plan outweigh and override the remaining significant adverse impacts related to degradation of the visual character of the Specific Plan Area and vicinity (DEIR 4.1-18 to 4.1-19, 4.1-23, 4.1-25).

IMPACT 4.1-4 Increase in Nighttime Lighting and Daytime Glare. *Development in the Specific Plan Area would require nighttime lighting and could include construction of facilities with reflective surfaces that could inadvertently cast light and glare toward motorists on area roadways under day and nighttime conditions. This impact would be* ***significant****.*

Mitigation

Mitigation Measure 4.1-4a: Require Lighting and Building Materials that Minimize Light Spillage, Glare, and Reflectance.

1) Light fixtures shall be installed that have light sources aimed downward and shielded to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

2) Lighting shall be located and designed to specifically reduce light spillage and nighttime glare, as experienced by existing residences north of the Specific Plan Area in the city of Vacaville, existing residences south in Solano County, within existing developed residential areas in the city of Fairfield, and as experienced by future residents of the Specific Plan Area, to the maximum extent feasible.

3) Glare shall be avoided through the use of extensive landscaping, using low-reflectance, non-polished finishes, or other equally effective mechanisms.

4) Bare metallic surfaces (e.g., pipes, vents, light fixtures) shall be painted to minimize reflectance.

Implementation: Project applicant(s) and contractors.

Timing: Prior to approval of tentative subdivision map.

Enforcement: City of Fairfield.

Mitigation Measure 4.1-4b: Lighting and Signage Standards.

1) The City will enforce policies and design guidance from the Specific Plan, reviewing and conditioning proposed development projects, where necessary.

2) The City will review and condition projects developed under the Specific Plan, as necessary, to use lighting that is designed to avoid spillage beyond project property boundaries, as feasible, balanced with the need to provide for safety of residents and visitors to the Specific Plan.

3) Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting or residential neighborhoods.

4) Sports lighting shall be located and designed to direct lighting to playfields and avoid light spillage outside of the park property.

5) Lighting in office and/or commercial areas shall be designed to prevent light and glare from adversely affecting motorists and adjacent land uses, to the greatest extent feasible.

6) Buildings and other structures shall use materials to avoid reflective glare that would be visible to residents or motorists in the vicinity of the Specific Plan Area.

Implementation: Project applicant(s) and contractors.

Timing: Before approval of tentative subdivision map.

Enforcement: City of Fairfield.

Finding

Without appropriate policies and design guidance, it is possible that the proposed Specific Plan could result in construction of buildings with reflective surfaces that could cast glare toward motorists on local roadways. Reflective structures could cause light trespass into the night sky and create a new source of skyglow. The lighting and potential for reflective surfaces on-site could expand the existing skyglow effect in the general area that obscures views of stars and other features of the night sky.

The increase in lighting and potential for glare represents a potentially significant impact.

With implementation of Specific Plan policies and design guidance, consistent with Mitigation Measures 4.1-4a and 4.1-4b, the light and glare impacts of future development projects within the Specific Plan would be reduced to the maximum extent feasible.

Although implementation of the above mitigation would reduce impacts related to light and glare, urban development would permanently expand the effects of nighttime lighting. No feasible mitigation beyond that included above is available to reduce this impact because it is impossible to allow new development without creating new potential sources of daytime glare and nighttime lighting. The Specific Plan's objectives include creating a transit-oriented community to support and enhance the planned train station. This requires a relatively dense urban environment that will require security lighting of public spaces. Complete mitigation of this impact is not possible while still allowing for implementation of the Specific Plan. Because it is impossible to create new development without creating any impacts from potential daytime glare and nighttime light, complete mitigation of this impact is infeasible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the Specific Plan outweigh and override the remaining significant adverse impacts related to the Specific Plan's introduction of new sources of light and glare and associated nighttime skyglow effects (DEIR, pp. 4.1-25 to 4.1-28).

AGRICULTURAL RESOURCES

IMPACT 4.2-2 Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract. *Implementation of the Specific Plan would conflict with Williamson Act contract lands in areas proposed for residential development and roadway improvements under the Specific Plan. As a result, this impact is considered* ***potentially significant.***

Finding

Approximately 199 acres of land within the Specific Plan Area are under active Williamson Act contracts. Implementation of the Specific Plan would result in the conversion of land under active Williamson Act contracts. Residential land uses are proposed on active Williamson Act contract lands within the eastern-central portion of Contract #508, northeast and east of the North Bay Treatment Facility and active Williamson Act land within the southernmost portion of Contract #56, east of Peabody Road and north of the Putah South Canal. In addition, the New Canon Road alignment would be constructed through the central portion of Contract #56.

Project proponents for development of parcels under Williamson Act contract would need to apply to the City of Fairfield for contract cancellation. The actual determination of consistency with the statutory requirements for cancellation would be made by the Fairfield City Council, as it would succeed to the contracts upon annexation of the Specific Plan Area. The City would be required to make findings supporting the cancellation of Williamson Act contracts pursuant to California Government Code Section 51282 by determining if the cancellation is consistent with the purpose of the California Land Conservation Act or the cancellation is in the public interest.

Lands northwest, north, west, and southeast of the Specific Plan Area are located within unincorporated Solano County and are designated as Agriculture in the County's General Plan, which is intended to provide areas for the practice of agriculture as the primary use. Portions of the Specific Plan Area adjacent to lands northwest, north, and west would be designated as a Greenbelt/Conservation Area, and portions of the Specific Plan Area adjacent to lands southeast and would be designated Greenbelt/Conservation Area or could potentially be used as mitigation lands. Therefore, the proposed Specific Plan would not place urban development adjacent to lands zoned for continued agricultural uses.

Implementation of the proposed Specific Plan would involve urban land uses and supportive infrastructure on lands with active Williamson Act contracts. As part of the mitigation of biological impacts, approximately 1,500 acres will be placed in conservation easements east of North Gate Road and much of this land is anticipated to remain in agricultural use. However, the Specific Plan cannot create new farmland to place under Williamson Act contracts. There is no feasible mitigation available to reduce impacts associated with the cancellation of these Williamson Act contracts to a less-than-significant level while also implementing the Specific Plan. Therefore, this impact remains significant and unavoidable.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts related to conversion of the project site from agricultural uses to urban uses (DEIR, pp. 4.2-13 to 4.2-14).

AIR QUALITY

IMPACT 4.3-2 **Generation of Long-Term Operational, Regional Emissions of Criteria Air Pollutants and Precursors.** *Long-term operational activities associated with implementation of the Specific Plan would result in criteria air pollutant and precursor emissions that exceed BAAQMD's significance thresholds for ROG, NO_X, PM_{10}, and $PM_{2.5}$. Therefore, the Specific Plan's long-term operational emissions could conflict with or obstruct implementation of the applicable air quality plan, violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. As a result, this impact would be* ***potentially significant.***

Mitigation

Mitigation Measure 4.3-2: Operational Criteria Air Pollutant and Precursor Emissions

The following mitigation measures would help mitigate the long-term operational emissions associated with the day-to-day activities of projects developed under the Specific Plan. At the time projects under the Specific Plan are proposed, the City will evaluate measures below, determine which measures are feasible, and include those feasible measures as conditions of approval.

1) Provide secure, covered bicycle parking for employees. This may consist of a separate secure, covered bicycle parking area at each employment venue or one or more large shared bicycle parking areas to be used by workers employed at multiple stores.

2) Shower and locker facilities shall be provided for employees. This may be achieved by incorporating a shower and locker facility into the design of each proposed use, or one single facility that can be used by employees from more than one proposed employment generating use.

3) Bicycle/pedestrian route maps and transit maps and schedules should be posted at each worksite by employers.

4) Incorporate pedestrian access points on all sides of commercial uses.

5) Post signs at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by OAL in January 2005.

6) To the extent feasible, retail uses shall schedule delivery trucks during daytime off-peak traffic hours to reduce congestion and vehicle idling.

7) Specific Plan development shall allow for shared parking in retail and mixed-use areas.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout site design and operation.

Enforcement: City of Fairfield

Finding

With buildout of the Specific Plan, the long-term operational emissions associated with projects developed under the Specific Plan would generate criteria air pollutant and precursor emissions. Air pollutant emissions would also be generated from sources such as natural gas combustion for space and water heating, consumer products, landscape maintenance equipment, periodic architectural coating, and hearth fuel combustion. However, the primary source of operational emissions would occur from motor vehicle emissions traveling to and from the proposed land uses.

The traffic study prepared by Fehr & Peers analyzed the regional VMT of the Specific Plan at full buildout, which was used to quantify emissions shown in Table 4.3-7 of the EIR. However, the traffic analysis also evaluated the regional VMT that would occur if the Specific Plan was not developed and land uses were developed according to the existing General Plan. The daily VMT associated with the Specific Plan Area would be reduced from approximately 330,256 VMT per day if the existing General Plan were to be built out for the Specific Plan Area to approximately 296,000 VMT per day with implementation of the Specific Plan (see the Alternatives chapter of the City's EIR for more detailed comparison). Considering that transportation emissions typically represent a very large proportion of operational criteria air pollutants and precursors emissions from development projects, the Specific Plan would provide a substantial reduction in regional mobile source emissions compared to buildout of the existing General Plan for the Specific Plan Area. Nevertheless, operational emissions would exceed the BAAQMD thresholds of significance. As a result, this impact is considered significant, requiring mitigation.

Although it is not possible to quantify the mitigation measures described above and demonstrate reducing criteria air pollutant emissions to a less-than-significant level, the proposed Specific Plan has been designed with critical features (e.g., compact and mixed-use development, infill development, transit-oriented development, connected pedestrian and bicycle network) needed to reduce long-term VMT, which represent a large portion of total daily operational emissions. Although some of the Specific Plan design approaches are included in the EIR's modeling work, some are not. Some of the long-term benefits and emission reductions of Specific Plan are not fully realized by emissions shown in Table 4.3-7 of the EIR. No feasible mitigation beyond Mitigation Measure 4.3-2 is available to reduce this impact because it is technically infeasible to allow new development without generating some emissions related to operation of the new development. The Specific Plan's objectives include creating a transit-oriented community designed to support and enhance the planned train station. Therefore, complete mitigation is not possible while still allowing for implementation of the Specific Plan. Thus, because it is impossible to allow development in the Specific Plan Area to support the planned train station without generating any operational emissions, complete mitigation is infeasible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating

to long-term operational, regional emissions of criteria air pollutants and precursors (Partially Recirculated DEIR, pp. 4.3-24).

IMPACT 4.3-4 Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants. *Implementation of the Specific Plan could expose sensitive land uses to TAC emissions associated with the existing rail line, local roadway traffic, highway traffic, commercial and industrial operations, and BAAQMD-permitted stationary sources. This impact is potentially significant.*

Mitigation

Mitigation Measure 4.3-4: Reduce Exposure of Sensitive Uses to Substantial Pollutant Concentrations.

- **Rail Line Mitigation:** Prior to approval of any residential development within 1,500 feet of the edge of the planned train station, 1,200 feet north of the Union Pacific railroad line, and/or 1,100 feet south of the Union Pacific railroad line, the City will require project applicant/s to perform a site-specific health risk assessment to determine whether health risks from rail diesel exhaust exceed the BAAQMD-recommended threshold, and to fix the area within which this threshold will be exceeded. Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from BAAQMD. Analyses shall take into account regulatory requirements for diesel locomotive engines and the appropriate fleet mix of diesel locomotive engines as it relates to emissions rates. For the area within which this threshold will be exceeded, the City shall require the applicant to identify and incorporate feasible mitigation measures to lessen this impact. The applicant shall communicate with the Bay Area Air Quality Management District to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the Bay Area Air Quality Management District applicable at the time the project is proposed. Such measures could include, but are not limited to: including tiered plantings of trees such as redwood, deodar cedar, live oak and oleander designed to reduce particulate matter concentrations as experienced at the proposed sensitive use, as feasible and as consistent with the Specific Plan landscaping requirements; installing air filtration systems of fresh air supply to reduce ambient particulate matter concentrations with air intake located away from the railroad and train station, as feasible; where appropriate, installing passive electrostatic filtering systems; and locating air intakes and design windows to reduce particulate matter exposure by, for example, not allowing windows facing the railroad and train station to open.

- **BAAQMD-Permitted Stationary Source Mitigation:** No further mitigation is required for development of sensitive receptors (residential uses, for example) near the Bubbling Well Pet Memorial Park or Syar Industries if these facilities are not operational at the time such development is proposed. However, if sensitive receptors are proposed within 500 feet of either of these facilities and BAAQMD-provided information suggests that cancer risk, noncancer health index, or PM 2.5 concentrations could have a significant impact on such proposed sensitive receptors, the City will require site-specific analysis and mitigation. Site-specific analysis and mitigation will be required to demonstrate consistency with the applicable BAAQMD standards (increased cancer risk of <10.0 in a million, increased non-cancer risk of < 1.0 Hazard Index [Chronic or Acute], ambient PM2.5 increase of < 0.3 µg/m3 annual average) or those applicable at the time the project is proposed. The City will require mitigation, as necessary, to reduce impacts to a less-than-significant level. Mitigation measures could include setbacks designed to avoid exposure of proposed sensitive receptors to substantial pollutant concentrations. Other mitigation options include the installation of air filtration systems of fresh air supply certified to reduce ambient PM2.5 concentrations from indoor areas. Air intake for these units would be located away from areas producing the air pollution. If necessary, the project shall install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). Air intakes and windows shall be designed to reduce PM exposure (e.g., windows nearest the source do not open). Projects will be reviewed and conditioned, if necessary, to avoid exposure of proposed sensitive uses to pollutant concentrations in excess of BAAQMD significance thresholds.

- **Non-Permitted Activities:** If a proposed project could expose existing or planned sensitive receptors to substantial pollutant concentrations in excess of BAAQMD significance thresholds, the City will require that the TAC-generating activity (e.g., loading docks) be located away from existing and proposed on-site sensitive receptors or shall incorporate other controls on emissions concentrations and/or rates such that the proposed use would not expose sensitive receptors to TAC emissions that would create a significant impact, using BAAQMD significance thresholds applicable at the time such uses are proposed. At this time, the relevant standards are an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0 or $PM_{2.5}$ concentration of 0.3 $\mu g/m^3$ or more. If necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. Signs shall be posted in loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

- **TAC Sources:** Any new or modified source of toxic air contaminants proposed under the Specific Plan, including gas stations and other uses for which no Authority to Construct or Permit to Operate has been issued by the BAAQMD shall comply with BAAQMD Regulation 2, Rule 5, New Source Review of Toxic Air Contaminants. Rule 5 applies to any source or group of sources at a facility that: (a) is/are part of a proposed construction or modification, (b) is/are subject to the requirements of Regulation 2-1-301 or 302, and (c) emit/s one or more toxic air contaminants. BAAQMD new source review trigger limits include projects that could emit benzene in excess of 3.8 lbs/year (chronic) and 2.9 lbs/hour (acute). BAAQMD Best Available Control Technology for Toxics (TBACT) Requirement shall apply to proposed sources of TACs. In addition to, or instead of TBACT, projects may elect to demonstrate that buffers between sensitive receptors and sources of TACs is sufficient to avoid a significant impact. The APCO will deny an Authority to Construct or Permit to Operate for any new or modified source of TACs if the project risk exceeds any of the following project risk limits for existing or planned receptors within the Specific Plan or adjacent to the Specific Plan Area: a cancer risk of 10.0 in one million (10-5); a chronic hazard index of 1.0; or an acute hazard index of 1.0; or those standards applicable at the time subject projects are proposed.

- **Health Risk Screening Analysis:** An application for an Authority to Construct or Permit to Operate for any project subject to Rule 5 shall contain a Health Risk Screening Analysis (HRSA). To determine the requirements of Rule 5, the project applicant shall be given the opportunity to perform a more refined HRSA, modify the project, or submit any required plans or information, as necessary to comply with the requirements of Rule 5.

- **Dry Cleaners:** The City will not approve the development of dry-cleaning operations using perc within 300 feet of any existing or planned sensitive land use. The City will not approve the development of new sensitive uses within 300 feet of any existing dry-cleaning operation using perc. For operations with two or more machines, sensitive uses and dry-cleaning operation using perc shall be separated by at least 500 feet.

Implementation**:** Project applicants for projects developed under the Specific Plan.

Timing**:** Prior to conditional use permit or approval of tentative subdivision map, as applicable.

Enforcement**:** City of Fairfield

Finding

Implementation of the above mitigation would reduce exposure of sensitive uses to substantial pollutant concentrations. The above measures would lessen health-related risks associated with sources of TACs/$PM_{2.5}$ both

within the Specific Plan Area and outside the Specific Plan Area, as necessary, to achieve BAAQMD recommended significance thresholds applicable at the time projects are proposed. With respect to commercial and industrial land uses, establishing buffers between sensitive receptors (such as residential uses) and gasoline dispensing facilities and/or implementing all required BAAQMD gasoline dispensing rules and regulations would reduce TAC impacts from large gasoline dispensing facilities to a less-than-significant level. Application of Rule 5 to proposed sources would involve site-specific analysis of risk levels, including preparation of a Health Risk Screening Analysis (HRSA), if necessary. This analytical work would help to determine the specific requirements of Rule 5, which may require review and revisions to plans or modification of projects, as necessary, to comply with the requirements of Rule 5. The recommendation for planting of vegetation between sources of TACs and planned sensitive receptors is based on a laboratory study funded by the Sacramento Metropolitan Air Quality Management District that measured the effectiveness of vegetation in removing particulate matter (CAPCOA 2009, BAAQMD 2010c, SMAQMD 2008)

With respect to the potential for exposing sensitive receptors to substantial pollutant concentrations from railroad emissions (with Vanden Road traffic) in excess of BAAQMD recommended significance thresholds, the City cannot at this time demonstrate that feasible mitigation would reduce impacts to a less-than-significant level. As noted elsewhere, the City's General Plan, the Specific Plan, and the EIR project objectives all indicate the City's intent to provide a higher-density, mixed-use, transit-oriented development focused on the planned train station. The City's General Plan policy, Specific Plan policy, and EIR project objectives all indicate the need with this transit-oriented development to provide residential opportunities near access to regional commuting opportunities along the Amtrak line. The City's basic objectives for the Specific Plan – 1 (Transit-Oriented Development), 2 (Train Station), 3 (Land Use), 10 (Sustainable Development), and 11 (Redevelopment) – could not be achieved by incorporating a substantial buffer into the land plan, such that a large swath of open space is placed between the railroad/train station and residential development or by precluding transit-oriented residential development from areas near the railroad or train station. It is not possible to both provide buffering that would achieve the significance thresholds recommended by BAAQMD and also provide a transit-oriented development, including one that is consistent with the General Plan, Specific Plan, and EIR project objectives. Mitigation measures may substantially lessen this impact, but at this time the City cannot ensure that this impact can be avoided. The impact is considered significant and unavoidable.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to the exposure of sensitive receptors to emissions of toxic air contaminants (Partially Recirculated DEIR, pp. 4.3-35 to 4.3-36).

LAND USE

IMPACT 4.10-3 Impacts Related to Greenbelt Boundary Modifications. *There are two mandatory findings required for Greenbelt boundary adjustments, according to Joint Resolution 94-146 between the City Councils of Fairfield and Vacaville and the Solano Board of Supervisors to provide for the preservation and conservation of viable agricultural and open space land; to provide a permanent separation between the urban areas of Fairfield and Vacaville; to promote the protection and viability of Travis Air Force Base; to provide trail linkage of open space areas of the Greenbelt to other open space areas; and to provide for [an] urban limit line buffer. The Specific Plan proposes development of areas currently within the Greenbelt. The impact is considered* ***significant****.*

Mitigation

Mitigation Measure 4.10-3: Reduce Conflicts with the Greenbelt.

1) Land proposed as open space, including Greenbelt lands and habitat conservation, shall have a conservation easement or some other long-term mechanism for permanent open space preservation.

2) The Specific Plan shall provide for a financing district or some other mechanism approved by the City to pay for long-term maintenance of open space lands, as designated under the Specific Plan.

3) New development under the Specific Plan shall pay, on a fair-share basis, for the cost of acquisition of open space lands proposed to be added to the Greenbelt.

4) The City shall review and condition projects proposed under the Specific Plan to be consistent with the Specific Plan's landscaping and design guidance and to avoid conflicts with Greenbelt Agreement criteria.

5) The City will use the following benchmarks of performance to preserve important aspects of Greenbelt:

   a) The Specific Plan shall avoid a net loss of Greenbelt land;

   b) The landscape design for areas visible from existing roads within the Greenbelt shall incorporate elements of the existing landscape, including rural and agricultural features, hillside grasslands, native trees, native grasses, and other vegetation;

   c) The design approach shall set back development, use vegetative or other screening techniques, or through other mechanisms ensure that "Employment" development areas under the Specific Plan do not decrease the effective travel distance along existing roads within the Greenbelt area along which viewers experience views of open space; and

   d) The Specific Plan shall incorporate design elements that preserve the Greenbelt's visual integrity, as defined in the Greenbelt Agreement and exhibits to this Agreement.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Prior to approval of tentative map and/or conditional use permit for projects accommodated under the Specific Plan within the existing or proposed Greenbelt.

Enforcement: City of Fairfield.

Finding

Compared to the current Greenbelt, the Specific Plan would involve development in areas that would have been assumed to continue in open space use for the long term. The Vacaville-Fairfield-Solano Greenbelt Authority states that a boundary adjustment "shall result in no net loss of greenbelt land." This simply means that the total area of the Greenbelt after a boundary adjustment shall be equal to or greater than the total area prior to the adjustment. The current area of the Greenbelt is approximately 4,530 acres. Between North Gate Road and Peabody Road, the current Greenbelt contains about 1,121 acres. The Specific Plan would remove 263 acres of Greenbelt land and would add 663 acres to the Greenbelt (net increase of 400 acres). The Specific Plan would also propose to add acreage to the Greenbelt outside the Specific Plan Area, including 1,647 acres east of North Gate Road.

The Greenbelt Authority has not taken any formal action with respect to the five criteria to adjust the Greenbelt boundary nor has the Greenbelt Authority taken action to indicate whether it would approve a modification to the Greenbelt boundary. At its August 9, 2010 meeting, the Greenbelt Authority directed its staff to further study Alternative #4 (the Greenbelt configuration proposed by the Specific Plan) and report back to the Authority after City of Fairfield certifies Specific Plan EIR. Specific Plan impacts are evaluated comprehensively in the environmental topic specific sections of the EIR. This analysis includes land use change and utility construction in areas within the current Greenbelt area between Fairfield and Vacaville. Impacts associated with the Specific Plan within the Greenbelt area are considered potentially significant. The Specific Plan requires mitigation to promote consistency with the intent of the Greenbelt agreements.

The Specific Plan will provide an interconnected system of greenways, landscapes, parks and recreation venues and open spaces. The Specific Plan includes planting of native species and incorporation of design elements that are reflective of the surrounding area. Specific Plan landscape design incorporates native grasses into the plant palette. These elements of the Specific Plan are consistent with agreements related to the formation of the Fairfield-Solano Greenbelt Authority Joint Powers Authority (JPA), comprised of the City Councils of the Cities of Fairfield and Vacaville, including language that supports trail linkage of open space areas of the Greenbelt to other open space areas. Please refer to Section 4.10 of the EIR for more detailed information on Greenbelt agreements.

With the above-mentioned mitigation, the Specific Plan will be required to promote consistency with the intent of Greenbelt agreements. While the incorporation of rural, agricultural, natural open space themes in on-site development would reduce impacts and increase the overall amount of land in the greenbelt, the City cannot demonstrate at this time that mitigation would reduce this impact to a less-than-significant level because the Greenbelt Authority has not yet approved modification to the Greenbelt boundary. No feasible mitigation beyond Mitigation Measure 4.10-3 is available to reduce this impact at this time because it is not possible to implement the Specific Plan while preserving the existing Greenbelt boundary configuration. The Specific Plan's objectives include creating a transit-oriented community to support and enhance the planned train station, and to provide public access and public recreational amenities in the portion of the Greenbelt within the Specific Plan Area. Therefore, preservation of the existing Greenbelt boundaries is not possible while still allowing for implementation of the Specific plan. Thus, because it is impossible to implement the Specific Plan while preserving the existing greenbelt boundary configuration, complete mitigation of this impact is facially infeasible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to proposed modifications to the Greenbelt boundary.

NOISE

IMPACT 4.11-1 Expose Noise Sensitive Receptors to Construction Noise Levels. *Short-term construction source noise levels could exceed the applicable City of Fairfield standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours, construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses. Construction activities for projects accommodated under the Specific Plan would create a substantial temporary increase in ambient noise levels. This impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.11-1: Construction Noise Mitigation

Projects proposed under the Specific Plan involving construction within 1,200 feet of any noise-sensitive land use shall incorporate the following measures.

1) Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools will be shrouded or shielded and all intake and exhaust ports on power equipment will be muffled or shielded.

2) Construction equipment will not be idled for extended periods of time.

3) Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from noise-sensitive receptors.

4) Noise-generating portable equipment shall be located as far as possible from noise-sensitive receptors.

5) Equipment shall be stored and maintained as far as possible from noise-sensitive receptors.

6) Acoustic barriers shall be installed around construction noise sources if required to meet City construction noise standards as experienced at adjacent noise-sensitive land uses.

7) An on-site coordinator shall be employed by the project applicant/contractor, and his or her telephone number along with instructions on how to file a noise complaint shall be posted conspicuously around the project site during construction. The coordinator's duties shall include fielding and documenting noise complaints, determining the source of the complaint (e.g., piece of construction equipment), determining whether noise levels are within acceptable limits, according to City standards, implementing any feasible mitigation measures to alleviate noise levels, and reporting complaints to the City. The coordinator will contact nearby noise-sensitive receptors prior to the start of construction activities, advising them of the construction schedule.

8) Outdoor construction and related activities shall be limited to daytime hours (7 a.m. to 10 p.m.).

9) Construction activities shall comply with all requirements of the City of Fairfield's Noise Ordinance.

Implementation: Project applicant(s) and primary contractor(s).

Timing: Throughout site preparation and construction activities.

Enforcement: City of Fairfield.

Finding

Construction activity related to new development may affect newly established noise sensitive uses, as well as any adjacent, existing, off-site noise sensitive land uses in Vacaville or Solano County. The City of Fairfield Municipal Code exempts construction-generated noise that occurs between the hours of 7:00 a.m. to 10:00 p.m. from applicable noise standards. This regulatory exemption reflects the City's acknowledgement that construction noise is a necessary part of new development and does not create an unacceptable public nuisance when conducted within the least noise sensitive hours of the day.

The City directs construction activities to avoid the more noise sensitive hours (e.g., evening, nighttime, early morning) and to ensure construction equipment is equipped with noise control devices. This helps reduce the level of disturbance attributable to construction noise. Regardless, new Specific Plan-generated noise levels from construction sources could cause a substantial temporary increase in the ambient noise environment at nearby noise sensitive receptors. As a result, this impact is considered potentially significant.

Implementation of Mitigation Measure 4.11-1 and attaining consistency with the provisions of the City of Fairfield Municipal Code would reduce construction-generated noise levels at noise-sensitive receptors in the Specific Plan vicinity and eliminate sleep-disturbing nighttime activities. With adherence to and implementation of the proposed Specific Plan policies and regulations, the City of Fairfield Municipal Code, and implementation of the above mitigation, impacts from construction noise would be reduced. Depending on equipment used and frequency of use, incorporation of the identified mitigation could reduce noise levels by roughly 15 dBA.

From a legal perspective, compliance with the City Code requirements is a basis for finding that the impact has been mitigated. Nevertheless, the City finds that this impact remains significant. There are existing residences within the Specific Plan Area. It is possible that site preparation, construction, infrastructure improvements, and other temporary activities could occur within proximity to one or more of these on-site existing residences. The City cannot demonstrate that noise levels during some construction-related activity accommodated under the

Specific Plan would not represent a substantial temporary or periodic increase in ambient noise levels, compared to current noise levels experienced at on-site existing sensitive receptors. The City has included all feasible mitigation to address this impact. The impact is significant and unavoidable.

No feasible mitigation beyond that included as project-specific mitigation, Specific Plan policies and regulation, and City of Fairfield Municipal Code requirements is available to reduce this impact because it is impossible to allow construction of new development without generating any construction-related noise. The Specific Plan's objectives include creating a transit-oriented community to support and enhance the planned train station. As discussed above, the City of Fairfield's noise ordinance exemption for construction activities reflects the City's policy that construction noise is not an unacceptable public nuisance when conducted between the hours of 7:00 a.m. and 10:00 p.m. Thus, City policy does not require complete mitigation for construction noise impacts because the benefits of such noise (new development) outweigh the impacts.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to construction noise (Partially Recirculated DEIR, pp. 4.11-30 to 4.11-33).

IMPACT 4.11-5 Compatibility of Proposed On-Site Land Uses with the Ambient Noise Environment. *The Specific Plan includes development of on-site noise-sensitive land uses that could be exposed to noise levels that exceed City of Fairfield noise standards. This impact would be* ***potentially significant****.*

Mitigation

Mitigation Measure 4.11-5a. Noise Attenuation in Areas Adjacent to Higher-Volume Roadways.

1) For projects proposed under the Specific Plan, the City will require mitigation needed to achieve noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas of residential uses. Where it is not possible to reduce noise in outdoor activity areas to 60 db L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn}/CNEL may be allowed provided that all feasible exterior noise-level reduction measures have been implemented and interior noise levels would be 45 dBA L_{dn} or less. Proposed residential development within ¼ mile of the approved train station shall include mitigation, as feasible, with the goal of providing noise levels of 60 db L_{dn}/CNEL or lower, as experienced at planned outdoor activity areas. However, noise barriers are not permitted along roadways within ¼ mile of the approved train station and the maximum allowable noise level in this area is 70 L_{dn}/CNEL.

2) Attenuation can be achieved through site planning, noise attenuation barriers, strategic placement of buildings located between the noise source and outdoor activity areas, or a combination of these techniques, as detailed in Table 4.11-22. Attenuation levels identified in this mitigation measure shall be verified by a certified acoustical consultant.

3) Where noise attenuation barriers are used, they shall extend to or wrap around access points to ensure effectiveness. Barriers shall be made of a material that is solid and of standard wood/plaster or concrete construction design with a minimum absorption coefficient of 0.50 and a demonstrated Sound Transmission Class (STC) rating of 15 or greater as defined by ASTM Test Method E90.

4) Noise attenuation can also occur through structures, such as garages, storage buildings, or other types of buildings and structures with a minimum STC rating of 15. If structures are used instead of a continuous noise barrier, in general, they must cover a minimum of 65% of the exposed lot areas to achieve a noise reduction of approximately 5 dBA and 100% of exposed lot areas to achieve a noise reduction of approximately 10 dBA (Caltrans 2009: 2-40).

5) Project applicants shall demonstrate that interior noise levels attributable to transportation noise would not exceed 45 dBA L_{dn} for proposed residential units affected by roadway noise.

Implementation: Project applicant(s) and primary contractor(s) of projects that propose residential uses.

Timing: Prior to final site design and construction, and prior to issuance of occupancy permit.

Enforcement: City of Fairfield.

Mitigation Measure 4.11-5b. Noise Attenuation Adjacent to Vanden Road and the UPRR.

1) The City will require a berm, noise barrier, combination berm/barrier, and/or continuous building coverage between the UPRR and proposed outdoor activity areas associated with residential uses to achieve City noise standards (Table 4.11-23).

2) For projects proposed under the Specific Plan, the City will require mitigation needed to achieve noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas of residential uses. Where it is not possible to reduce noise in outdoor activity areas to 60 db L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn}/CNEL may be allowed provided that all feasible exterior noise-level reduction measures have been implemented and interior noise levels would be 45 dBA L_{dn} or less. Proposed residential development within ¼ mile of the approved train station shall include mitigation, as feasible, with the goal of providing noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas. Feasible mitigation shall be included, but the maximum allowable noise level in this area is 70 L_{dn}/CNEL. Attenuation levels identified in this mitigation measure shall be verified by a certified acoustical consultant.

3) Where noise attenuation barriers are used, they shall extend to or wrap around access points to ensure effectiveness. Barriers shall be made of a material that is solid and of standard wood/plaster or concrete construction design with a minimum absorption coefficient of 0.50 and a demonstrated Sound Transmission Class (STC) rating of 15 or greater as defined by ASTM Test Method E90.

4) Project applicants shall demonstrate that interior noise levels attributable to railroad noise would not exceed 45 dBA L_{dn} for proposed residential units affected by railroad noise.

5) Residential developments within ¼ mile of the train station shall include homebuyer/renter notification of the presence of the railroad and the associated noise, including the presence of train whistles.

Implementation: Project applicant(s) and primary contractor(s) of projects that propose residential uses.

Timing: Prior to final site design and construction, and prior to issuance of occupancy permit.

Enforcement: City of Fairfield.

Finding

Implementation of Mitigation Measure 4.11-5a would ensure that mobile source noise would not exceed applicable standards for sensitive receptors within the Specific Plan Area. For sensitive receptors along Peabody Road north of the Specific Plan Area where Specific Plan traffic would contribute to increased noise levels, there are existing barriers between residential uses and Peabody Road that would attenuate noise levels. For Air Base Parkway between Walters Road and Clay Bank Road, there are residential uses to the south. It is not feasible to acquire property and construct noise attenuation berms and / or barriers along the southern side of Air Base Parkway that would ensure local noise standards are not exceeded for each potentially affected residence. This would require the removal of extensive vegetative screening between the residences and the roadway and it is not

the City's policy to require off-site mitigation for potential traffic noise related impacts to existing sensitive receptors throughout the City along major roadways. The Specific Plan does not control the private property that would be involved in such an improvement project. Compared to existing conditions, Specific Plan traffic could increase noise levels on this segment of roadway by approximately 2 dB, which would not generally be considered perceptible. While it is possible for the Specific Plan to mitigate for on-site impacts related to local noise standards, full mitigation for off-site locations is not considered feasible and the impact is considered significant and unavoidable.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to the exposure of on-site land uses to transportation noise (Partially Recirculated DEIR, pp. 4.11-45 to 4.11-46).

IMPACT 4.11-7 *Result in a substantial permanent increase in ambient noise levels in the Specific Plan vicinity above levels existing without the project. As noted throughout this section, stationary and mobile sources of noise could increase ambient noise within the Specific Plan Area compared to conditions that exist today. There are substantial existing source of noise in the vicinity of the Specific Plan Area today, including the railroad, roadways, and Travis AFB. However, in portions of the Specific Plan Area not affected by these existing noise sources, projects developed under the Specific Plan could increase ambient noise levels compared to existing conditions. The impact is* ***potentially significant.***

Mitigation

No mitigation is available.

Finding

Stationary and mobile sources of noise could increase ambient noise within the Specific Plan Area compared to conditions that exist today. The Specific Plan includes a mix of residential, retail, office, civic, and industrial uses that would generate noise. There are substantial existing source of noise in the vicinity of the Specific Plan Area today, including the railroad, roadways, and Travis AFB. Increased noise from Specific Plan projects may not be noticeable in certain portions of the Specific Plan due to existing surrounding substantial sources of noise. However, in portions of the Specific Plan Area not affected by these existing noise sources, projects developed under the Specific Plan could increase ambient noise levels compared to existing conditions. The impact is potentially significant.

Mitigation Measures 4.11-4 and 4.11-5a through 4.11-5b would reduce the amount of noise that affects sensitive receptors during operation of land uses accommodated under the Specific Plan. Mitigation Measure 4.11-1 would reduce the amount of noise that affects sensitive receptors during construction activities anticipated under the Specific Plan. As noted throughout Section 4.11,"Noise," projects developed under the Specific Plan would be required to implement existing noise regulations, which would reduce the increase in ambient noise levels attributable to the Specific Plan. In portions of the Specific Plan Area not affected by these existing noise sources, projects developed under the Specific Plan could increase ambient noise levels compared to existing conditions. No feasible mitigation beyond that included in the EIR is available to reduce this impact because it is impossible to allow new development while maintaining existing ambient noise levels. The Specific Plan's objectives include creating a transit-oriented community to support and enhance the planned train station. Therefore, complete avoidance of increasing ambient noise levels may not be possible, while still allowing implementation of the Specific Plan. Thus, because it is impossible to develop open land without increasing ambient noise levels, complete mitigation of this impact is infeasible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to an increase in ambient noise levels (Partially Recirculated DEIR, pp. 4.11-50 to 4.11-51).

POPULATION, HOUSING, AND EMPLOYMENT

IMPACT 4.12-2 Induce Population Growth. *Implementation of the Specific Plan would result in the development of new dwelling units, which would cause a direct increase in population. Development of new employment opportunities under the Specific Plan could result in indirect population increases as well. The impacts of population growth are considered throughout the chapters of the EIR. The impact is considered* ***potentially significant.***

Mitigation

No mitigation is available.

Finding

Impacts associated with the development needed to accommodate increased population are evaluated in the appropriate sections of the Specific Plan EIR (air quality, biological resources, traffic and transportation, etc.) Potential inconsistencies with local planning documents that may lead to significant environmental impacts are also evaluated in each technical section of the EIR. The Specific Plan could accommodate a population of 19,277 and 4,500 jobs. The Specific Plan includes the potential for up to 6,800 dwelling units. For the Specific Plan Area, Fairfield's existing General Plan anticipated approximately 989 dwelling units and 15,285 jobs. Compared to the existing General Plan, the Specific Plan would accommodate greater levels of population growth and a reduced number of jobs.

See Sections 4.1 through 4.15 of the Specific Plan EIR for an evaluation of the indirect physical impacts on the environment associated with development of the proposed Specific Plan. While the phasing of the proposed Specific Plan would help to reduce environmental impacts associated with substantial population growth, a major purpose of the Specific Plan is to develop a large number of new dwelling units and new jobs. As mentioned above, implementation of the proposed Specific Plan is expected to increase the number of residents of Fairfield by 19% over the 2009 population and increase the number of jobs by nearly 10% over the number of jobs in 2010. This would result in the inducement of a substantial increase in population, both directly and indirectly. Therefore, this impact is considered significant.

No feasible mitigation beyond that included in the Specific Plan EIR is available to reduce this impact because it is impossible to allow new development without increasing population. The purpose of the project itself is to provide housing and employment opportunities in the City of Fairfield, which would result in substantial population growth. Therefore, complete avoidance of increased population may not be possible, while still allowing implementation of the Specific Plan. Thus, because it is impossible to develop open land without inducing population growth, complete mitigation of this potential impact is infeasible

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to an increase in population (DEIR, pp. 4.12-14 to 4.12-16).

PUBLIC SERVICES AND RECREATION

IMPACT 4.13-1 *Construction and Operation of Fire Protection Facilities, Systems, Equipment, and Services. Specific Plan development would result in increased demand for fire protection facilities and services, potentially resulting in the need for additional staff members, facilities, and equipment to maintain the City's standard of providing service to 80% of the service area within 5 minutes. The relocation of Station 39 as part of the proposed Specific Plan would meet this increased demand. The City is evaluating proposed sites for such a relocation, but no site has been identified. This impact is considered* ***potentially significant.***

Mitigation

Mitigation Measure 4.13-1. Identify a Final Site for Relocation of Station 39. Conduct environmental analysis of relocation of the fire station and operation of a relocated fire station and mitigate as necessary to avoid significant impacts under CEQA.

1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed fire response, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that fire protection services are available, per City standards, prior to operation of new development accommodated under the Specific Plan.

2) Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site, based on the recommendations in the Citygate study, for the relocation of Station 39. The selected site shall be located such that 80% of the service area for the station would be within a 5-minute service range, as required by the City's standard.

3) The City shall direct project-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term biological resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with, the U.S. Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

5) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

6) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and operate any new fire stations, as required, to mitigate impacts related to short- and long-term hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental

analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

7) The City shall direct environmental analysis and shall locate, design, and construct the new fire station, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

8) The City shall locate, design, and construct the new fire station, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

9) The City shall direct environmental analysis and shall locate, design, construct, and operate any the fire station, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

10) The City shall direct environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

Implementation: City of Fairfield.

Timing: Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site for the relocation of Station 39. Conduct environmental review before acquisition of the site by the City. Apply relevant City standards and mitigation during construction and operation.

Enforcement: City of Fairfield Fire Department.

Finding

The Specific Plan identifies a proposed site for a fire training center on the eastern edge of the Specific Plan Area, within an area designated for Employment development. Environmental impacts of constructing and operating the fire training center are addressed at a programmatic level in the environmental topic sections of the City's EIR (e.g., traffic associated with the fire training center is evaluated in Section 4.14, Transportation, while impacts to biological resources of constructing and operation of the fire training center are evaluated in Section 4.4, Biological Resources). The City has committed to incorporating all mitigation in the EIR and following all applicable safety and environmental policies and regulations, as needed, to avoid any significant impact related to construction and operation of the Fire Training Center, including policies and regulations administered by the U.S. Environmental Protection Agency, California Environmental Protection Agency, Bay Area Air Quality Management District, Occupational Safety and Health Administration, California Department of Toxic Substances Control, Regional Water Quality Control Board, Solano County Department of Environmental Health, Solano County Office of Emergency Services, City Fire Department, and other local policies and regulations.

After evaluating several potential station locations, there were two best-fit locations identified for relocating an existing fire station to serve the Specific Plan Area and surrounding development areas. The first is a site near the

intersection of Peabody Road and Dobe Lane and the other location identified is along Huntington Drive, east of the intersection of Huntington Drive and Walters Road.

Construction activity and site preparation activities could involve changes to the existing aesthetic environment. Lighting of buildings and glare from fire engine lights could occur during operation of the relocated fire station. Relocating the station would not be expected to have significant operational air quality impacts, but construction activities could potentially cause significant impacts without imposition of appropriate best management practices and mitigation. The identified general site areas are surrounded by existing development, are not near water bodies or dense vegetation and therefore would not be expected to have significant biological impacts. However, sites have not been studied, so it is possible there would be biological resource-related impacts. The general site areas are not known to be near vernal pools, jurisdictional wetlands, or other significant biological resources that are known to occur in the vicinity. However, because sites have not been selected, it is possible that there could be significant biological impacts from site preparation or construction of a relocated fire station.

Significant historic resources impacts would not be expected, but potentially significant impacts related to unknown cultural resources could be significant. Since the general site areas are not in areas with active agriculture, significant impacts are not anticipated. Significant impacts related to geology, soils, and paleontological resources may result from site preparation activities if the appropriate site location, design, and construction related mitigation strategies are not incorporated. Cumulatively considerable greenhouse gas emissions related impacts are not anticipated from site relocation since relocation of a fire station would not generate large amounts of traffic, require very large amounts of new electricity or natural gas, or involve other activities that generate substantial amounts of greenhouse gases. It is possible that site relocation could have significant hazards related impacts if construction occurs on sites with hazardous materials contamination related issues. Site preparation and construction could alter drainages, increase erosion, contribute water pollution, or create other potentially significant hydrological and water quality impacts, if not properly located, designed, and operated.

Land use planning related impacts are not anticipated. Relocation of the fire station would not be anticipated to divide any existing communities, since there is vacant land and nonresidential development in the general site areas identified by the City. However, the construction and operation of a relocated fire station could have impacts that are sometimes generalized as “land use compatibility” impacts (noise, traffic, lighting, etc.).

Construction and operation of a relocated fire station could have significant noise impacts. Construction activities could disturb nearby sensitive receptors (if there are any, based on specific site selection). Operation of emergency response is normally exempted by noise standards, but nonetheless could create temporary disruptions, which could be considered potentially significant noise impacts.

Relocating the fire station would not involve population growth, and would not be expected to have significant population and housing impacts. The fire station would not generate additional demand for services or facilities, including recreational facilities. It is possible that site preparation and construction would temporarily add traffic or interrupt traffic along local roadways. However, long-term significant transportation impacts related to traffic level of service are not anticipated. If not properly located and designed, the relocation of the fire station could create significant traffic hazard impacts. The fire station would not generate substantial utility or energy demand and significant impacts are not anticipated.

At this time, no specific site has been identified for a fire station. Access for the relocated fire station has not been determined, obviously, since the site location has not been determined. Either of the two sites being considered appears to allow adequate service to the Specific Plan Area However, because no site has been definitively identified and another site could be selected, it cannot be determined whether the relocation of the fire station would have significant impacts in any of the areas required for study by CEQA. The City assumes that potentially significant impacts could occur during construction or operational of fire facilities.

Implementation of Mitigation Measure 4.13-1 would reduce the significant impact associated with inadequate fire protection facilities, services, and equipment. This mitigation measure and application of appropriate programmatic mitigation in the General Plan and in the EIR would reduce impacts. Because a site has not yet been selected, it is impossible to analyze and mitigate the potential impacts of the fire station relocation. Any demolition or construction activities associated with a relocated station would be subject to all applicable federal, state, and local requirements including compliance with City of Fairfield General Plan and the proposed Specific Plan. Any project-specific impacts not covered by the EIR may require subsequent CEQA review. At this time, it is impossible to know what additional mitigation, if any, might be required. As such, there is no additional mitigation available to fully mitigate for this impact. Thus, complete mitigation is not possible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant impacts related to construction and operation of fire protection facilities (DEIR, pp. 4.13-15 to 4.13-17, 4.13-19).

IMPACT 4.13-2 Increased Demand for Police Protection Facilities, Services, and Equipment. *Specific Plan development would increase the demand for police protection facilities and services in the Specific Plan Area, resulting in the need for additional staff members and equipment to maintain an adequate level of service. The impact is considered* ***potentially significant****.*

Mitigation

Mitigation Measure 4.13-2. Identify a Strategy to Provide Expanded Police Protection Facilities and Services, as Appropriate. Conduct environmental analysis of construct and operation of any expanded police protection facilities and mitigate, as necessary, to avoid significant impacts under CEQA.

1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed law enforcement, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that law enforcement services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.

2) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

3) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term biological resource impacts , and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures

identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

5) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and any new police protection facilities, as required, to mitigate impacts related to short- and long-term hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

6) The City shall direct environmental analysis and shall locate, design, and construct any new police protection facilities, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

7) The City shall locate, design, and construct any new police protection facilities, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

8) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.

9) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.

Implementation: City of Fairfield.

Timing: Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify the strategy for providing additional police protection facilities in the vicinity of the Specific Plan Area. Environmental review shall occur prior to site acquisition. Apply relevant City standards and mitigation during construction and operation.

Enforcement: City of Fairfield.

Finding

Specific Plan implementation would result in a need for additional police protection facilities and personnel to serve the Specific Plan Area. Additional police facilities and equipment to serve the Specific Plan have not been identified by the City. It is possible that new facilities would be required in the eastern portion of the City in the long-term to serve development in this area and meet City response time standards.

Construction activities could disturb nearby sensitive receptors (if there are any, based on specific site selection, which has not occurred as of the writing of this document). Operation of emergency response is normally exempted by noise standards, but nonetheless could create temporary disruptions, which could be considered potentially significant noise impacts. Expanded police protection facilities would not involve population growth, and would not be expected to have significant population and housing impacts. Expanded police protection facilities would not generate additional demand for services or facilities, including recreational facilities. It is possible that site preparation and construction, if required to provide expanded police protection facilities, would temporarily add traffic or interrupt traffic along local roadways. However, long-term significant transportation impacts related to traffic level of service are not anticipated. If not properly located and designed, expansion of police facilities could create significant traffic hazard impacts. Given the nature of police administrative facilities, which in terms of energy demand would be similar to office buildings, expanded police protection facilities are not anticipated to generate substantial utility or energy demand and significant impacts are not anticipated.

Since the specific strategy to provide any needed police facilities and services has not been identified, and it has not been determined whether a vacant site would be selected or whether an existing building and developed site would be selected, it is not possible for the City to determine whether there would be significant impacts related to additional required police protection. The City assumes that potentially significant impacts could occur during construction and operational of law enforcement facilities.

Implementation of Mitigation Measure 4.13-2 and application of appropriate mitigation in the General Plan and in the Specific Plan EIR would reduce impacts. The City would note that future facilities should be assumed to occur at the Civic Center. However, this is not currently planned and funded. Since any additional needed sites have not been selected, and it has not been determined whether vacant sites would be used or whether existing buildings and developed sites would be selected, it is not possible for the City to determine whether there would be significant impacts after mitigation. Therefore, the impact is considered significant and unavoidable.

Because a site has not yet been selected, it is impossible to analyze and mitigate the potential impacts of possible future police protection facilities. Any demolition or construction activities associated with possible new facilities would be subject to all applicable federal, state, and local requirements including compliance with City of Fairfield General Plan and the proposed Specific Plan. Any project-specific impacts not covered by the Specific Plan EIR may require subsequent CEQA review. At this time, it is impossible to know what additional mitigation, if any, might be required. As such, there is no additional mitigation available to fully mitigate for this impact. Thus, complete mitigation is not possible.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant impacts related to police protection facilities (DEIR, pp. 4.13-19 to 4.13-21, 4.13-23).

2.5 FINDINGS RELATED TO CUMULATIVE IMPACTS

In addition to the direct and indirect significant impacts caused by the proposed project as discussed above, the City Council finds that implementation of the Specific Plan will result in the following significant and unavoidable cumulative impacts.

Please refer to Section 6.0 of the EIR for a comprehensive discussion of cumulative impacts.

AESTHETICS

Today, the Specific Plan Area consists primarily of grazing land and open space, with pockets of residential, rural residential, and industrial uses. Implementation of the Specific Plan would include development of residential, commercial, and industrial land uses, as well as supportive public facilities such as schools and parks. After development of the Specific Plan Area, visual conditions in the Specific Plan Area would be similar to existing views of urban settings found elsewhere in the region. As development of these projects and other development proceeds in the Specific Plan and surrounding areas, such as the Gold Ridge project and the Hawthorne Mills project, substantial changes in visual conditions would continue as open viewsheds are replaced by urban development.

Increased urban development would also lead to increased nighttime light and glare in the region and more limited views of the night sky and sky glow effects, and would disrupt the rural nature of the area. As development of the above-cited projects proceeds along Vanden Road and Peabody Road, under the jurisdiction of the cities of Fairfield and Vacaville respectively, separation between the communities will be reduced and the sense of place will be diminished. The effect of these changes, when considering the related projects, on aesthetic resources from past and planned future projects is a cumulatively significant impact.

Given the large scale of this urban development and the rural nature of its setting, the impacts on visual resources from project implementation are significant. Although Specific Plan design direction is included to ensure that urban development in the plan area and region remains within certain aesthetic guidelines, there is no mechanism to allow implementation of the Specific Plan and the related projects while avoiding the conversion of open space and agricultural use to urban development. Therefore, the change of views in the region to urban land uses and the associated increase in nighttime light and glare are cumulatively significant and unavoidable impacts. In addition, the incremental contribution of the Specific Plan to these impacts is cumulatively considerable (i.e., significant in and of itself). Section 4.1, "Aesthetics," determined that implementation of the Specific Plan would have significant and unavoidable impacts on aesthetics, and that there are no feasible mitigation measures which would reduce such impacts to a less-than-significant level. As such, there are no feasible mitigation measures available to reduce potential cumulative impacts.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to aesthetics (Partially Recirculated DEIR, pp. 6-4 to 6-5).

AGRICULTURAL RESOURCES

The 2008 Solano County General Plan EIR recognized that while policies were in place to protect future agricultural productivity, mitigation to a less-than-significant level would not be possible. Past development in Solano County and other nearby agricultural counties has converted thousands of acres of farmland, including Important Farmland, land with agricultural zoning, and lands protected by Williamson Act contracts. Development in Solano County would convert additional agricultural land to urban and other uses. The conversion of agricultural land to urban use is a significant cumulative impact.

Implementation of the Specific Plan would convert existing grazing land to urban use. The Specific Plan Area is primarily agricultural grazing land, and does not include any Important Farmland. The Specific Plan Area includes land under Williamson Act contracts. The Specific Plan Area is also adjacent land under Williamson Act contract. As discussed in Section 4.2, "Agricultural Resources," of the EIR, the Specific Plan would convert land under Williamson Act contracts to urban use. The conversion of agricultural land to urban uses would contribute to the irreversible conversion of agricultural land in Solano County and the surrounding agricultural region. To minimize conflicts with off-site adjacent agricultural uses, including Williamson Act lands and Important Farmland, the Specific Plan does not propose new urban uses adjacent to such lands. The City considers the conversion of grazing land and Williamson Act lands attributable to implementation of the Specific Plan to be a

cumulatively considerable contribution to agriculture-related cumulative significant impacts. Section 4.2, "Agricultural Resources," of the EIR determined that implementation of the Specific Plan would have significant and unavoidable impacts on agricultural resources, and that there are no feasible mitigation measures which would reduce such impacts to a less-than-significant level. As such, there is no feasible mitigation measure available to reduce potential cumulative impacts.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to agricultural resources.

AIR QUALITY

Construction activities throughout the region would emit criteria air pollutants from earthmoving activities and construction equipment, resulting in a significant cumulative impact. Construction of the Specific Plan would occur for approximately 20 years. During this time, daily construction emissions would contribute criteria air pollutant and precursor emissions to the region that, when added to the other emissions occurring within the San Francisco Bay Area Air Basin (SFBAAB), could cause an exceedance of National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS).

Operations of developments throughout the region would emit criteria air pollutants, resulting in a significant cumulative impact. Operational emissions would have a long-term impact on the region's emission profile and ability to attain and maintain NAAQS and CAAQS.

A project's operational emissions are considered long-term and would occur for the lifetime of the project. Similar to construction emissions, BAAQMD considers a project that would generate operational emissions that exceed the thresholds of significance on a project-level to also have a cumulatively considerable contribution to air pollutants in the region. BAAQMD thresholds for project operations are intended to be used to judge whether or not the subject project would have a cumulatively considerable impact. Ozone precursor thresholds are set at a level that, with compliance, would prevent further deterioration of ambient air quality and a regionally cumulative significant impact (e.g., worsened status of non-attainment). Particulate matter thresholds for use at the project level were designed by BAAQMD to represent the emission levels above which a project's individual emissions would result in a cumulatively considerable contribution to the region's existing air quality conditions.

The Specific Plan's operational emissions would exceed the BAAQMD's threshold of significance for ROG, NO_X, PM_{10}, and $PM_{2.5}$. Therefore, it is anticipated that the Specific Plan would have a cumulatively considerable contribution to air pollutants in the region. It is also important to consider the regional air quality benefits of the Specific Plan that are not illustrated through an assessment of the mass emissions thresholds of significance. The Specific Plan would minimize long-term cumulative mobile-source emissions, which as shown in Table 4.3-4 of the EIR, account for approximately 54% of countywide ROG and 82% of countywide NO_X emissions. The Specific Plan's location around a planned Capitol Corridor train station, along with higher-density residential options, and the mixing of land uses on-site are all characteristics that reduce vehicle miles traveled (VMT) and therefore reduce air pollution compared to a plan that did not accommodate non-vehicular mobility. The Specific Plan would also reduce VMT compared to a scenario where the Specific Plan was not approved and the City's existing General Plan was implemented within the Specific Plan Area (see Section 5, "Alternatives," of the EIR for more detail).

Nevertheless, operational emissions would exceed the BAAQMD thresholds of significance and therefore would have a cumulatively considerable contribution to this significant cumulative impact. Section 4.3, "Air Quality," of the Specific Plan EIR determined that implementation of the Specific Plan would have significant and unavoidable impacts on air quality. Section 4.3 of the Specific Plan EIR identifies operational mitigation to address significant impacts. There are no additional feasible mitigation measures which would reduce such

impacts to a less-than-significant level. As such, there are no feasible mitigation measures available to reduce cumulatively significant impacts.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to air quality.

BIOLOGICAL RESOURCES

Past development in Solano County, ranging from conversion of land to agricultural production more than 100 years ago to recent expansion of urban development, has resulted in a substantial loss of native habitat to other uses. This land conversion has benefited a few species, such as those adapted to agricultural uses, but the overall effect on native plants, animals, and habitat has been decidedly negative. Although many future projects proposed in the vicinity of the Specific Plan Area expected to result in substantial impacts to biological resources would be required to mitigate those impacts, in compliance with the California Environmental Quality Act, Endangered Federal Species Act, California Endangered Species Act, and other state, local, and federal statutes, many types of habitats and species are provided no protection. Therefore, it can be expected that the net loss of native habitat for plants and wildlife, agricultural lands, and open space areas that support important biological resources in Solano County will continue. This is a significant cumulative impact.

Many of the projects located outside of the Specific Plan Area are expected to result in cumulatively significant impacts on special-status species and sensitive habitats. The remaining undeveloped land in this region of Solano County serves as important habitat for a variety of plants and wildlife. The continued development of these lands will result in the incremental decline in the amount of habitat remaining to support special-status species and sensitive natural communities. Because development in the Specific Plan Area would contribute to this ongoing decline, it would result in a cumulatively considerable incremental contribution to this significant cumulative impact.

In addition to the proposed mitigation measures, the Specific Plan includes preservation and protection of habitat for sensitive biological resources that would be affected by future development in the Specific Plan Area. The Specific Plan identifies approximately 1,500 acres of open space that would preserve high-quality habitat, including areas known to support special-status species and sensitive habitats. Although some pedestrian and bike trails may be established in portions of the open space area, no other development would be allowed under the Specific Plan. Additionally, approximately 1,650 acres of off-site land would serve as additional habitat conservation land. Preservation of these high-value conservation lands, in combination with other mitigation recommended for reducing impacts to sensitive biological resources, would serve as the major components of the preservation, conservation, and minimization strategy, which would reduce the severity of the Specific Plan's cumulative biological impacts, but not to a level that is less than cumulatively considerable.

The City anticipates that the Solano Multispecies Habitat Conservation Plan (SMHCP), which is currently in draft form, will be finalized and adopted before the Specific Plan is fully implemented. It is the City's desire that mitigation for project impacts on biological resources, specifically covered species, be mitigated through participation in the SMHCP. Implementation of the proposed SMHCP, if it were to occur as currently envisioned (but not approved) could provide important protection for sensitive biological resources that would be affected by the proposed development in the Specific Plan Area. Implementation of the current draft SMHCP Conservation Strategy would result in the establishment of an estimated 25,000 to 30,000 acres of preserved open space. However, the Plan would also authorize activities that would adversely affect sensitive biological resources. If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage under the Plan, species-specific mitigation would need to be developed. Because the SMHCP has not been approved, it cannot be assumed that the SMHCP Conservation Strategy will be implemented.

Development of the Specific Plan, in the context of related plans and projects, would result in biological resources impacts that the City considers to be cumulatively considerable. Section 4.4, "Biological Resources," of the

Specific Plan EIR determined that implementation of the Specific Plan would have significant and unavoidable impacts on biological resources. This section has identified all feasible mitigation measures that are available to reduce such impacts. There are no additional mitigation measures beyond those already included in the design of the Specific Plan and mitigation identified in Section 4.4 of the EIR to reduce cumulative impacts. This cumulative impact is considered significant and unavoidable.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to biological resources.

NOISE

Implementation of the Specific Plan would allow new development and redevelopment. Such development, primarily along Vanden Road and Peabody Road would generate additional traffic, which would increase ambient noise levels at existing land uses along roadways. Table 6-3 of the Specific Plan EIR summarizes modeled L_{dn} noise levels at 100 feet from the roadway centerline for affected roadway segments in the vicinity of the Specific Plan under future 2030 conditions, with and without Specific Plan implementation. The traffic noise levels presented represent an application of conservative traffic noise modeling methodologies which assume no natural or artificial shielding from existing or proposed structures or topography. Actual traffic noise exposure levels at noise sensitive receptors in the vicinity of the Specific Plan Area would vary depending on a combination of factors such as variations in daily traffic volumes, shielding provided by existing and proposed structures, and meteorological conditions.

Based on the modeling conducted, implementation of the proposed Specific Plan would result in changes in traffic noise levels up to 2.9 dB L_{dn}, relative to noise levels without the Specific Plan. Changes in noise levels less than 3-5 dB are not typically perceived as a substantial change in noise levels by humans. Therefore, changes in traffic noise levels related to the implementation of the Specific Plan are not anticipated to be perceived by noise-sensitive uses in the vicinity of the Specific Plan Area.

Modeled noise levels for roadway segments affected by Specific Plan traffic, when combined with past, present, and future development may exceed the transportation noise level limits established by the City of Fairfield, Vacaville, and Solano County. This is a significant cumulative impact. Since the Specific Plan would be part of an overall exceedance of transportation noise level limits, the City considers this to be cumulatively considerable incremental contribution to cumulatively significant impacts related to traffic noise.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to noise.

POPULATION, EMPLOYMENT, AND HOUSING

Implementation of the Specific Plan would include approximately 19,277 new residents at full buildout. Population growth, by itself, is not considered a significant cumulative effect because it is not an environmental impact. However, the direct and indirect effects, such as housing and infrastructure needs that are related to population growth, can lead to physical environmental effects, the impacts of which are considered throughout Chapter 4 of the EIR. Population growth could result in cumulatively significant impacts if population growth were to exceed projections of the Fairfield General Plan. The Specific Plan includes amendments to the Fairfield General Plan which would ensure compliance of the Specific Plan with the Fairfield General Plan. However, the Specific Plan would accommodate higher levels of residential growth compared to that assumed by the General Plan for the Specific Plan Area. This could lead to the development of employment, public services and facilities, and other improvements that could have significant effects. This is a cumulatively considerable contribution to a significant cumulative impact.

As discussed in Section 4.12, "Population, Employment, and Housing," of the EIR, implementation of the Specific Plan could change the balance of jobs and housing in Fairfield and Solano County. Because the Specific Plan would likely generate more employed residents than jobs, it is likely that the Specific Plan would result in a better balance of jobs and housing in Fairfield. Solano County anticipates a low ratio of jobs and housing overall and implementation of the Specific Plan would impact that ratio by adding more employed residents than jobs to the county. Mitigation for this potential impact to the jobs/housing balance of Solano County is not feasible given the Specific Plan's objectives of creating transit-oriented housing.

While Section 4.12 of the EIR determined that none of the impacts related to population, housing, and employment would be significant and unavoidable, the City considers the level of population growth in excess of that estimated in the adopted General Plan to be cumulatively considerable. Mitigation for this cumulative impact is not feasible because the project objectives involve creating a dense, transit-oriented community in close proximity to the planned Capital Corridor train station. Therefore, mitigation is not proposed for the Specific Plan's cumulatively considerable contribution to this significant cumulative impact.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to population, employment, and housing.

PUBLIC SERVICES AND RECREATION

As indicated in Section 4.13, "Public Services and Recreation," of the EIR, public services would be provided to the Specific Plan Area by the City of Fairfield Fire Department, City of Fairfield Police Department, Travis Unified School District, and other local providers. Many potentially significant impacts of the Specific Plan related to public services would be reduced to less-than-significant levels through implementation of mitigation measures identified in Section 4.13 of the EIR. However, the Section 4.13 concluded that impacts related to fire protection and police protection would remain significant and unavoidable despite implementation of mitigation measures.

Development of the Specific Plan and future development in Solano County would increase the demand for public services. In terms of cumulative impacts, the appropriate service providers are responsible for ensuring adequate provision of public services within their jurisdictional boundaries. At this time, it is unknown whether sufficient police, fire, school facilities and other public services are planned to serve the related projects. While some of the related projects include proposals for the construction of service facilities, including schools, others do not. However, it is clear that sufficient police facilities, fire stations, and schools would need to be constructed to serve the related projects. Generally speaking, state law provides that payment of school impact fees constitutes adequate CEQA mitigation for all project-specific and cumulative effects relating to adequacy of school facilities as a result of residential development.

Although a cumulative shortage of public services and facilities would not represent a significant environmental impact under CEQA because these are not physical impacts on the environment, such a shortage would lead to the need to develop additional public-services facilities, which could in turn lead to significant construction- and operation-related environmental impacts. It is assumed that the development of the related projects, and/or development of the additional public-services facilities required to serve them, would be preceded by the required CEQA review. However, conducting the required CEQA review of the related projects would not necessarily guarantee that significant environmental effects associated with construction of new fire, police, school facilities, and other public services would not occur. Hence, the development of new fire, police, school facilities, and other public services could result in significant cumulative impacts. Mitigation measures considered in Section 4.13 would reduce some but not all of these cumulative impacts. The Specific Plan would result in a cumulatively considerable incremental contribution to this cumulatively significant impact.

As fully explained in the Statement of Overriding Considerations in Section 3, the environmental, economic, social, and other benefits of the project outweigh and override the remaining significant adverse impacts relating to public services and recreation.

TRANSPORTATION

Future travel demand is evaluated for future conditions (2030) with and without development of the Specific Plan, in order to gauge impacts. This future scenario includes the related projects that are a part of the cumulative scenario.

The Specific Plan will contribute to significant impacts at 26 external intersections, including one in Suisun City, 10 in Vacaville, 13 in Fairfield, and two under Caltrans control. In addition, the Specific Plan will contribute substantial traffic volumes to existing and new intersections along arterials in the Specific Plan Area, using some of the capacity that will be provided by already-planned widening projects and necessitating additional widening and intersection improvements. This is a cumulatively considerable contribution to a significant cumulative impact.

Because the City of Vacaville is currently updating its General Plan and considering new LOS standards, and because achieving LOS C operation at certain intersections in already-developed areas would be infeasible due to available right-of-way, mitigation measures were developed to achieve at least LOS D conditions or better for the impact locations in Vacaville. These mitigations would not restore acceptable operations under the City's current General Plan standard. However, as described in the Regulatory Setting, the City of Vacaville's policy 6.1-G2 allows that "LOS D may be approved by the City as an allowable standard by City Council or designee for infill areas or situations where existing development or other practical considerations limit improvements."

In addition to the improvements to the above impact locations, the Specific Plan will be required to fund the construction of the local roadways within the new development areas, and to contribute funding toward the intersection improvements for intersections located on arterial roadways within the Specific Plan Area. Finally, as part of these intersection improvements, three key arterials will require widening. Projects proposed under the Specific Plan may be required to contribute funding, to be pooled with other planned funding sources, to help construct improvements to Peabody Road; Manuel Campos Parkway; and Vanden Road (Jepson Parkway. Specific Plan contributions to the mitigations identified are described in Mitigation Measure 4.14-8 (referenced earlier in this document). However, certain of the improvements are outside of the control of the City of Fairfield and therefore are considered significant and unavoidable.

The Specific Plan will add traffic to I-80, I-680, and SR 12, contributing to congestion on these routes. Traffic is projected to grow on I-80, I-680, and SR 12 with or without implementation of the Specific Plan. The projected traffic growth is higher with the Specific Plan than under the No Specific Plan case, particularly on I-80 between I-680 and Air Base Parkway, where volumes are projected to be approximately 1,000 vehicles per hour higher with the Specific Plan compared to the case without the Specific Plan. Traffic volume growth on SR 12 and on I-680 is approximately the same with or without the Specific Plan, and growth on I-80 in Vacaville is about 240 vehicles higher than the No Specific Plan case.

The STA is currently planning, and implementing in phases, the I-80/I-680/SR 12 Interchange Project, which is intended to serve current and projected traffic growth to 2035, and resolve congestion in the corridor. The No Specific Plan growth in this traffic analysis is already included in the 2035 projections prepared for the Interchange Project. Additional freeway capacity-enhancing projects for I-80 are either planned or currently being studied, including the extension of HOV lanes from Air Base Parkway east to I-505, and the potential conversion of the extended HOV lanes to HOT lanes.

While the traffic increase on state facilities would be higher with the Specific Plan than it would be without the Specific Plan, it is important to note that the Specific Plan makes more efficient use of the local and regional

transportation system. The Specific Plan proposes development with higher densities, a diversity of uses, transit accessibility, and pedestrian-oriented design in order to reduce overall travel demand and internalize trips. The Specific Plan is estimated to generate 77,415 daily trips, with 18,775 (about 24 percent) remaining internal to the Specific Plan site. This is a substantially higher internalization of trips than could be achieved with a development that was lower density, had fewer compatible uses (i.e., retail, office and industrial uses providing employment and shopping opportunities), and did not have good commuter rail access.

The City of Fairfield has cooperated with STA in the construction of the "North Connector" which provides an alternate route for local traffic along the heavily congested portion of I-80 between Highway 12 and I-680. The City, in conjunction with private development, provided approximately 50% of the $60 million project. The City has partnered with STA on the Jepson Parkway project since the inception of the project in 1999. Jepson Parkway is a $186 million project, which will provide alternate route for local traffic between the cities of Suisun City, Fairfield, and Vacaville. The Specific Plan will make a substantial contribution to the Jepson Parkway Project. Jepson Parkway will provide an alternate route for local traffic to travel in central Solano County (among the cities of Suisun City, Fairfield, and Vacaville), thereby reducing the volume of local traffic that uses I-80. Approximately four miles of the 12-mile Jepson Parkway are located within the Specific Plan Area. New development within the Specific Plan will contribute 50% of the cost of the Jepson Parkway, as described in Mitigation Measure 4.14-8. Although the Specific Plan is designed to provide parallel capacity for regional roadways and to minimize regional VMT, projects developed under the Specific Plan would still be required to contribute to applicable regional transportation impact fees. Mitigation Measure 4.14-9 requires the implementation of Mitigation Measure 4.14-2, which addresses the addition of project traffic to freeways and state routes.

Because there are no regional transportation fees currently in place, the Specific Plan's contribution to the completion of many of the regional infrastructure improvement projects described in this impact cannot be assured. Therefore, this impact remains significant and unavoidable after mitigation.

2.6 FINDINGS RELATED TO THE RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short-term uses of the environment and the maintenance of long-term productivity:

1. As the Fairfield Train Station Specific Plan is implemented, certain impacts would occur on a short-term level. Such short-term impacts are discussed above. Where feasible, measures have been incorporated in the Specific Plan to mitigate these potential impacts.

2. The Specific Plan would result in the long-term commitment of resources to implement the Specific Plan including water, natural gas, fossil fuels, and electricity. The long-term implementation of the Specific Plan would provide economic benefits to the City of Fairfield and Solano County. The Specific Plan would accommodate development of a transit-oriented community to support and enhance the planned train station and would not contribute to urban sprawl. Notwithstanding the foregoing, some long-term impacts would result from implementation of the Fairfield Train Station Specific Plan.

Despite short-term and long-term adverse impacts that would result from implementation of the Specific Plan and that would not be reduced to a less-than-significant level even with the implementation of mitigation measures, the short-term and long-term benefits of implementation of the Specific Plan as discussed in the Statement of Overriding Considerations justify implementation.

2.7 PROJECT ALTERNATIVES

Where a lead agency has determined that, even after adoption of all feasible mitigation measures, a project as proposed would still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the lead agency, prior to approving the project as mitigated, must first determine whether, with respect to such effects, whether there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. As noted under the heading "Findings Required Under CEQA" above, an alternative may be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. Thus, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors" of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 401, 417).

2.7.1 SUMMARY OF ALTERNATIVES CONSIDERED

The EIR analyzed in detail three alternatives as part of the Specific Plan CEQA process.

ALTERNATIVE 1: NO PROJECT/EXISTING GENERAL PLAN

Development of this alternative is assumed to occur over the same horizon as the proposed Specific Plan. This compares to an estimated added population of 19,277 and 4,500 new jobs under the proposed Specific Plan. The No Project alternative would accommodate greater levels of employment and fewer residents compared to the Specific Plan.

Implementation of Alternative 1 would avoid significant and unavoidable land use and public services impacts of the project. The Specific Plan proposes to modify the Greenbelt boundary, which would be a significant and unavoidable impact. Alternative 1 represents a buildout of the City's current General Plan and implementation of this alternative would not require modification of the Greenbelt boundary. Alternative 1 would therefore have a lesser impact related to land use compared to the proposed Specific Plan and would avoid a significant and unavoidable project impact.

The Specific Plan would have significant and unavoidable impacts related to increased demand for fire protection and law enforcement services. With the exception of fire protection services, the impacts of Alternative 1 would be similar to those for the Specific Plan. For fire protection services, the relocation of Station 39 to maintain service times of five minutes or less for residential development to 80 percent of the project site would not be necessary under Alternative 1. Therefore, this alternative would avoid a significant and unavoidable impact of the project.

Alternative 1 would result in greater impacts than the Specific Plan in the following issue areas: aesthetics; air quality; biological resources; cultural resources; greenhouse gases and climate change; and population, employment, and housing. This alternative would result in similar impacts in the following issue areas: agricultural resources; geology, soils, mineral resources and paleontological resources; hydrology and water quality; transportation; and utilities and energy. Alternative 1 would have lesser impacts related to noise because this alternative would have lower long-term traffic noise impacts as well as reduced impacts related to new stationary noise sources. No significant noise impacts would be avoided, however. Alternative 1 would also have lesser impacts than the project with respect to hazards and hazardous materials as well as public services (with the exception of fire protection services) and recreation (Partially Recirculated DEIR, pp. 5-5 to 5-11).
Alternative 1 is less desirable than the proposed Specific Plan and the City rejects Alternative 1 for the following reasons:

- On April 20, 2010, the Fairfield City Council adopted the Guiding Principles for development of the train station area. The first guiding principle states that the project shall be a transit-oriented community. Furthermore, Policy HO 1.4 of the City of Fairfield Housing Element of the General Plan states that it is City

policy to "support pedestrian- and transit-oriented housing development." Alternative 1 would not meet the objectives of creating a transit-oriented development (Objective 1) because fewer residences would be placed within close proximity to the train station.

- Alternative 1 would not support the planned train station (Objective 2) because fewer residences would be placed within close proximity to the train station.

- Alternative 1 would not support Objective 10, which indicates that the Specific Plan should be designed to promote sustainability "through such design features as compact development, mixed land uses, higher densities, transit and non-motor transportation modes, energy conservation and water conservation." This alternative would not mix land uses in areas near the train station to the extent required by this objective, would not promote non-motor transportation modes to the extent required, and would not include through design and policy requirements the energy and water conservation measures needed to comport with Objective 10.

- Alternative 1 would not support Objective 12, which indicates that the Specific Plan should provide a "robust open space system…to preserve key habitat areas and to provide public access and public recreational amenities in the portion of the Greenbelt within the Specific Plan Area."

In sum the City rejects Alternative 1 because this alternative does not achieve most of the City's basic objectives for the project.

ALTERNATIVE 2: LOWER DENSITY

Alternative 2, the Lower Density Alternative, would place fewer residential units and less non-residential development on a larger footprint than the proposed Specific Plan. This alternative is designed to reduce the level of development within the Specific Plan Area to reduce impacts including significant and unavoidable impacts of the proposed project related to transportation level of service, and mass air pollutant emissions. Traffic noise impacts would also be reduced in this alternative.

Alternative 2 would have fewer residential units than the proposed Specific Plan, with more of the residential units at much lower densities (4 units per acre or less, compared to the proposed Specific Plan, which has more units in higher-density designations, and a maximum density of 10 units per acre in its lowest-density designation). The population of Alternative 2 at buildout would be approximately 11,650. Alternative 2 would also have more non-residential square footage than the proposed Specific Plan, including a larger area of office use, making it relatively job-rich compared to the proposed Specific Plan. The "service population" (population + jobs) of the Specific Plan would be higher than under Alternative 2.

Despite its much smaller number of residential units, Alternative 2 would have about 723 acres designated for residential uses, compared to 469 acres for the proposed Specific Plan. Overall, the developed footprint of Alternative 2 would be larger than that of the proposed Specific Plan. Unlike the proposed Specific Plan, Alternative 2 would not include construction of a lake.

Alternative 2 would potentially meet several objectives, including higher-density uses near the train station, compatibility with Travis AFB, municipal services provision, municipal improvements and facilities, public amenities, economic development, and inter-agency coordination (Objectives 2, 5, 6, 7, 8, 9, and 13).

However, Alternative 2 would not meet Objective 1 (Transit-Oriented Development), Objective 3 (Land Use), Objective 4 (Circulation), Objective 10 (Sustainable Development), Objective 11 (Redevelopment), or Objective 12 (Open Space). Alternative 2 (Lower Density Alternative) would result in similar impacts to the proposed Specific Plan in the following four issue areas: agricultural resources; geology, soils, and paleontological resources; and public services and recreation. Alternative 1 would result in lesser impacts than the Specific Plan

in the following four issue areas: air quality; hazards and hazardous materials; noise; and transportation. A significant and unavoidable impact of the proposed project related to traffic and transportation (intersection LOS) would be reduced in this alternative, but would remain significant and unavoidable. Alternative 2 would not avoid any significant and unavoidable impacts of the Specific Plan and would result in greater impact in the following seven issue areas: aesthetics; biological resources; cultural resources; greenhouse gases and climate change; hydrology and water quality; land use; population, employment, and housing; and utilities and energy. This alternative would also result in a new significant and unavoidable impact related to greenhouse gas emissions due to an increase in operational emissions and because Alternative 2 would not be consistent with the planning principles in the AB 32 Scoping Plan to achieve greenhouse gas emissions targets. Alternative 2 would also result a new potentially significant impact to bicycle circulation because this alternative would not provide for efficient or effective bicycle circulation. This impact, however, could be reduced below the threshold of significance by mitigation measures requiring provision of bicycle paths or lanes (Partially Recirculated DEIR, pp. 5-13 to 5-23).

Alternative 2 is less desirable than the proposed Specific Plan and the City rejects Alternative 2 for the following reasons:

- The market analysis performed for the Specific Plan found that there would be increased demand for small-lot residential units and multi-family rental units. Alternative 2 is predicated on a lower density of development, including residential development. Based on the findings of the market analysis, Alternative 2 would not meet the predicted housing demand. The proposed Specific Plan, however, provides a variety of small lot and multi-family residential opportunities and would better meet this demand.

- Alternative 2 would not meet the objectives of creating a transit-oriented development (Objective 1) because fewer residences would be placed within close proximity to the train station.

- Alternative 2 would not support the planned train station (Objective 2) because fewer residences would be placed within close proximity to the train station.

In sum, the City rejects Alternative 2 because this alternative does not achieve most of the City's basic objectives for the project. In particular, this alternative does not provide adequate density proximate to the train station.

ALTERNATIVE 3: EXPANDED GREENBELT

Alternative 3, the Expanded Greenbelt Alternative, would place fewer residential units and substantially fewer employees within the Specific Plan Area. A portion of the Vacaville-Fairfield-Solano Greenbelt is located in the northern portion of the Specific Plan Area. This area is intended as a community separator between Vacaville and Fairfield, providing a setting for recreational activities, a buffer between agricultural and urban areas, and as an ultimate limit for urban growth. In this alternative, instead of proposing changes to the Greenbelt area (as described in detail in Section 3 and Section 4.10 of the EIR), the existing Greenbelt area would not be changed. In addition to existing Greenbelt areas, the Specific Plan would designate additional open space in areas adjacent to the Greenbelt, effectively increasing the greenbelt area.

Alternative 3 would have a similar mix of land uses, overall, compared to the Specific Plan, but would have approximately 1,300 fewer residential units and would provide the opportunity for approximately 2,500 fewer employees. Except for areas within the existing Greenbelt, Alternative 3 would be the same as the Specific Plan.

This alternative would avoid conflict with the Greenbelt boundary, a significant and unavoidable impact of the proposed project. Alternative 3 would potentially meet several objectives, including higher-density uses near the train station, compatibility with Travis AFB, municipal services provision, municipal improvements and facilities, public amenities, economic development, open space, and inter-agency coordination (Objectives 1, 2, 4, 5, 6, 7, 8, 10, 11, 12, and 13).

However, Alternative 3 would not meet Objective 9 (Economic Development) to the extent that the Specific Plan would, since this alternative would provide less than half of the industrial jobs east of the railroad that would be provided under the Specific Plan.

Alternative 3 (Expanded Greenbelt Alternative) would result in similar impacts to the proposed Specific Plan in the following three issue areas: agricultural resources; geology, soils, and paleontological resources; and population, employment, and housing. This alternative would have lesser impacts in comparison to the Specific Plan in the following twelve issue areas: aesthetics; air quality; biological resources; cultural resources; greenhouse gases and climate change; hazards and hazardous materials; hydrology and water quality; land use; noise; public services and recreation; transportation; and utilities and energy. A significant and unavoidable impact of the proposed project related to land use (Greenbelt boundary) would be avoided in this alternative, and significant and unavoidable aesthetics, air quality, and traffic impacts would be reduced (though not avoided). No new significant impacts would occur if this alternative were implemented.

The Expanded Greenbelt Alternative would be the Environmentally Superior Alternative as shown in Table 5-2 of the EIR. This alternative provides the greatest opportunity for avoidance and/or substantial reduction in the significant environmental effects of the proposed Specific Plan. This Alternative would potentially meet all of the project objectives, but would not fulfill Objective 9 (economic development) to the same extent as the Specific Plan, because the number of jobs generated in this alternative would be reduced.

Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 for the following reasons:

- While Alternative 3 would be the Environmentally Superior Alternative, having similar or lesser impacts than the proposed Specific Plan, Alternative 3 is less desirable because it does not meet the municipal improvements and facilities objective of the project and because it does not meet the economic development objectives of the project or the Fairfield General Plan to the extent that the Specific Plan meets these objectives.

- The maximum number of dwelling units that could be developed under Alternative 3 is assumed to be 5,500 (6,800 minus 1,300). Consistent with the City's conservative assumptions in fiscal impact analysis of the proposed Specific Plan, the City would assume that 4,500 dwelling units (approximately 80%) would be constructed for purposes of fiscal impact analysis and fee program. The assumption of a somewhat lower development yield is fiscally conservative to address potential uncertainty in long-term development finance and is the percentage used by EPS in their fiscal impact analysis and financing plan for the Specific Plan. Please refer to *Fairfield Train Station Specific Plan Fiscal Impact Analysis*, July 2011, prepared by EPS for City of Fairfield and *Fairfield Train Station Specific Plan Financing Plan*, July 2011, prepared by EPS for City of Fairfield. The reduction in the number of dwelling units, for the purpose of a fiscal analysis would be 1,000, with an assumed housing mix of 800 fewer low-density units and 200 fewer medium-density units.

- Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 because there would be insufficient revenue from the Community Facilities District (CFD) 2006-1 and Open Space CFD to pay for the maintenance of public parks within the Specific Plan Area. The EPS Fiscal Impact Report estimates that Specific Plan residential development within CFD 2006-1 and the proposed Open Space CFD would generate $1,945,250 for park maintenance. With the estimated Homeowner Association (HOA) contribution of $366,000, there is $2,311,250 for park maintenance. This is equal to the estimated cost of park maintenance. Since the cost of park maintenance would remain the same for Alternative 3, but would have approximately 1,000 fewer dwelling units paying assessments, there would be an annual shortfall of about $224,000 per year. This fiscal deficiency is contrary to City's objective regarding the provision of municipal services (see Project Objective #7). While the deficiency could be addressed by reducing the amount of land provided in parks and open space, this would be contrary to the City's stated objective of providing public amenities, such as the Lake Park and Great Park (see Project Objectives #8 and #12).

- Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 because there would need to be increased HOA and Lighting and Landscape Maintenance District (LLMD) assessments on future residents under Alternative 3. The public and quasi-public facilities maintained by the HOA(s) and LLMD(s) would largely be the same as in Alternative 3 as in the proposed Specific Plan. Those facilities include Linear Park Trail, street lighting, and landscaping and private recreational facilities. However, there would be 1,000 fewer dwelling units under Alternative 3 compared to the proposed Specific Plan to pay for the maintenance of those facilities. While a precise figure is not possible at this stage, the City estimates that the combined HOA and LLMD annual assessments would need to be increased by approximately $100 per dwelling unit. This increases the tax burden on future residents and reduces the financial feasibility of the project.

- Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 because the financial feasibility of the "Village Club" would be greatly reduced under Alternative 3. The "Village Club" is a large, private recreational facility located in Planning Area 4, which is intended to serve the residents of Planning Areas 4 and 5. The maximum number of dwelling units in Planning Area 4 and 5 combined is 3,101, under the proposed Specific Plan. Alternative 3 would reduce the maximum dwelling units that could located in Planning Areas 4 and 5 to 1,801. According to AECOM, the City's planning and environmental consultant, who has designed several large master-planned communities of this scale, approximately 3,000 dwelling units are needed to support a recreational facility of this type planned as a part of the "Village Club." Alternative 3 would result in a private recreational facility lacking the amenities the City desires.

- Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 because the reduction in the number of dwelling units may make Specific Plan financially infeasible. Alternative 3 would reduce the maximum number of dwelling units by approximately 1,300, reducing the total from 6,800 to 5,500. For purposes of a conservative fiscal analysis, the City would assume that 80% of the maximum dwelling units are constructed. Under a fiscal impact analysis, Alternative 3 would have 1,000 fewer dwelling units paying impact fees (800 fewer low-density units and 200 fewer medium-density units). The impact fee revenue received by the City under Alternative 3 would be substantially reduced. Alternative 3 would generate about $19 million less for traffic impact fees (AB 1600 Traffic Impact and Northeast Fee transportation component). While the reduction in dwelling units for Alternative 3 may reduce the scope of some transportation improvements, most of the proposed transportation improvements would still be needed to serve travel demand generated by Specific Plan Area uses. The City estimates that the reduction in transportation facilities needed to support Alternative 3 would not balance with the reduction in the level of traffic impact fees resulting from development of Alternative 3 instead of the proposed Specific Plan. No mitigation is identified to mitigate the 2030 with Specific Plan scenario starting on page 4.14-99 of the EIR in Table 4.14-10 for several intersections. Mitigation is identified for intersections 1, 3, 5, 6, 10, 11, 14, 15, 16, 17, 20, 24, 25, 26, 34, 43, 56, 57, and 67. Of these, 63% would require mitigation with or without the Specific Plan. This would include intersections 1, 5, 6, 10, 11, 14, 15, 16, 17, 20, 24, and 57. The infrastructure cost burden analysis in the fiscal impact analysis prepared by EPS indicates that low- and medium-density residential is marginally feasible and high density is not feasible. The reduction in the number of dwelling units proposed by Alternative 3 would make the Specific Plan development financially infeasible for the foreseeable future.

- Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 because the reduction in the amount of industrial land is contrary to the City's economic development objectives and make all industrial development financially infeasible. Alternative 3 would reduce the number of jobs by 2,500, from 4,000 to 1,500. This does not satisfy the economic development objectives of the City's General Plan and Train Station Specific Plan. Alternative 3 would result in a ratio of 0.27 jobs per dwelling unit. The proposed Specific Plan would result in a ratio of 0.59 jobs per dwelling unit. The reduction in the industrial area from approximately 300 to 100 acres would not have a corresponding reduction in the cost of public improvements needed to serve the industrial area. That is, the cost of the improvements for Alternative 3 industrial would remain substantially the same as the proposed Specific Plan but the amount of industrial land

paying for those improvements would be less by two-thirds. Alternative 3 may, in fact, result in the loss of all future industrial jobs (3,600 jobs) and not just a reduction of 2,500 jobs.

- Alternative 3 is less desirable than the proposed Specific Plan and the City rejects Alternative 3 because it would not fulfill Fairfield General Plan objectives and policies that encourage a strong and diverse economic base (Objective ED 1); create large numbers of jobs (Objective ED 1); support development of projects that enhance the City's economic base (Policy ED 1.11); encourage preservation and expansion of existing industrial use areas (Policy ED 2.1); provide sufficient tracts of land of a variety of sizes (Policy ED 2.2); and, encourage economic development activities which provide for employment and/or increased municipal revenues (Policy ED 7.1). As stated above, Alternative 3 would provide approximately 2,500 fewer jobs than the proposed Specific Plan. Thus, Alternative 3 would not satisfy the General Plan policies related to economic development to the extent that these policies would be implemented by the Specific Plan.

2.8 FINDINGS REGARDING EIR ERRATA AND RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification of the Final EIR. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard (CEQA Guidelines, Section 15088.5 [a]):

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com*. (1989) 214 Cal.App.3d 1043).

An original Draft Program EIR was circulated for public review between December 24th, 2010 and February 9th, 2011. After the original Draft EIR was released, the City elected to revise the transportation and related sections, including air quality, noise, cumulative impacts and alternatives, with revised transportation analysis and clarifying information. The City also elected to add to the air quality analysis. The City then elected recirculate for public review these revised sections of the original Draft EIR. The City submitted a Notice of Completion to the State Clearinghouse on February 11, 2011, which identified a 45-day review period between February 15, 2011 and March 31, 2011.

The City has prepared an updated traffic analysis to include an "Existing Plus Project" scenario. This analysis has been prepared as a result of a recent California Court of Appeal decision involving CEQA analysis. In that decision, the Sixth District Court of Appeal held that an EIR for a road extension project was inadequate because it did not include an analysis of the impacts of the project measured against traffic conditions as they existed on or prior to the date of project approval (*Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351).

In some cases, the "Existing Plus Project" analysis does not provide useful results for purposes of assessing the traffic impacts of a project. There may be circumstances in which a project is not expected to become operational for several years. During the period after the environmental analysis is prepared, but before the project becomes operational, traffic conditions will often change. For example, an agency may have reason to believe that additional traffic will be generated in the region, or that planned and funded traffic improvements may be scheduled to become operational. In those instances, there may be reason to believe that an "Existing Plus Project" analysis will be less accurate than an analysis that takes into account these anticipated changes. Analysis of conditions at the time of project buildout would, in some instances, produce more useful analytical results and a better indication of mitigation that would be required to address level of service related impacts. Nevertheless, the City has elected to include the "Existing Plus Project" analysis.

An Errata (Final EIR – Section 3 – Corrections and Revisions to the Draft EIR), identified revisions to text in the Final EIR regarding Specific Plan changes. The changes identified in the Errata do not identify any new impacts or identify any substantial increase in the severity of an environmental impact that would not be reduced to a less-than-significant level through mitigation, nor would the revised mitigation measures result in new significant environmental impacts. Instead, the revisions provide clarifying language. Because no new unmitigated impacts have been identifies or created by the revised mitigation, the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Specific Plan. Therefore, City staff has concluded that none of the information received or generated since the publication of the Draft EIR constitutes "significant new information" within the meaning of Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5. The impact analysis in the Draft and Partially Recirculated Draft EIRs are still valid and none of the situations described above would occur. For these reasons, the City need not recirculate the EIR for additional public comment and the preparation of a final EIR is appropriate.

2.9 GROWTH INDUCEMENT

CEQA requires a discussion of the ways in which a project could be growth inducing. CEQA also requires a discussion of ways in which a project may remove obstacles to growth, as well as ways in which a project may set a precedent for future growth. CEQA Guidelines section 15126.2, subdivision (d), identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Roadways providing access to and within the Specific Plan Area would consist of existing roads, improved roads along existing roadway alignments, and new roads. Canon Road would be realigned and expanded to provide east-west access across the Specific Plan Area from Peabody Road to North Gate Road. While implementation of the Specific Plan would expand existing roadways, there would be no new connections between the Specific Plan Area and adjacent developed or undeveloped areas.

Growth in the Specific Plan Area, and as a result of other projects in the region, would result in the need for capacity improvements to existing off-site roadways, including highways, arterial roadways, and regional intersections. The Metropolitan Transportation Commission (MTC) is responsible for transportation planning, coordinating, and financing for nine counties in the San Francisco Bay area, including Solano County. In 2009, MTC adopted the *Transportation 2035 Plan for the San Francisco Bay Area* ("2035 Plan") identified several projects in Solano County, including improvements to Interstate 80, freeway interchanges, and local roads (MTC 2009). These improvements, which would also serve the Specific Plan, were identified as necessary to support the transportation needs and goals of the Bay Area. Roadways improvements are considered growth-inducing because they would serve the Specific Plan Area, would provide access through the SPA to adjacent properties, and would provide enhanced access to areas planned for future growth. The EIR prepared by the Solano Transportation Authority for the Jepson Parkway project addresses growth inducing impacts of improvements including the widening of Cement Hill Road and Vanden Road through the Specific Plan Area. Growth pressure on these lands could potentially result in the loss of open space and agricultural land, loss of biological habitat, the generation of additional traffic, and the creation of air quality and noise impacts.

A series of stormwater detention basins will be constructed such that the post-development peak flows are 90% of the pre-development peak flows in a 100-year event. The proposed drainage plan has been established to provide drainage and flood protection to the proposed Specific Plan. Storm drains would be incorporated in roadways, parks, and open spaces throughout the Specific Plan site. These stormwater facilities would serve only the Specific Plan Area and would not be sized to handle additional flows from other development projects outside the Specific Plan Area. Therefore, construction of stormwater collection and conveyance facilities would not be growth inducing.

The Water Supply Assessment (WSA) prepared for the Specific Plan determined that the City of Fairfield would have adequate existing water supplies to serve the Specific Plan Area. The Specific Plan is not a water supply project that would be growth inducing by providing additional supply to support additional development activities. The Specific Plan does not extend water supply infrastructure to areas not anticipated for development. Therefore, implementation of the Specific Plan would not be growth inducing where this relates to water supply and delivery.

The Specific Plan would require the development of wastewater collection and conveyance infrastructure, as well as expansion of the Fairfield-Suisun Subregional Wastewater Treatment Plan (WWTP). The proposed on-site and off-site sewer system improvements would be constructed to serve the Specific Plan and would be sized to accommodate sewer flows from the Specific Plan Area and therefore would not be growth inducing. Expansion of the Fairfield-Suisun WWTP was planned in FSSD's *Sewer System and Treatment Plant Master Plan* (2002). As expansion of the WWTP was anticipated in FSSD's master plan and is not solely to accommodate the Specific Plan, implementation of the Specific Plan would not be growth inducing.

The Specific Plan would bring construction workers to the Specific Plan Area for each development phase. The existing number of residents in the City and Solano County who are employed in the construction industry would likely be sufficient to meet the demand for construction workers that would be generated by the Specific Plan. Therefore, no growth inducement associated with these workers would be expected.

The Specific Plan would include the development of approximately 6,800 dwelling units generating an estimated additional population of approximately 19,300 residents. The additional population associated with the Specific Plan would spur an increase in demand for goods and services in the surrounding area and region, which could potentially result in additional development to satisfy this demand. In this respect, the Specific Plan would be growth inducing. However, areas designated for future commercial and industrial land uses are located adjacent to and within the vicinity of the Specific Plan Area. Given that there are currently vacant industrial, commercial, and office spaces in Fairfield and the region, it would be highly speculative to attempt to predict exactly where and when any such new services would be developed, and whether or not existing and future planned commercial development would satisfy additional demand for goods and services created by the project. The most logical assumption, however, is that they would locate where the existing City and County General Plans currently anticipate them. The general plans have already undergone environmental review and any new individual projects requiring discretionary approvals would undergo their own environmental review (provided some discretionary action of the City is required).

Implementation of the Specific Plan would require relocation of fire facilities, as well as additional police facilities. Demand for schools and other public services would be offset by payment of impact fees. Implementation of the Specific Plan would not facilitate additional development regarding public services because the Specific Plan would provide or ensure that additional public services would be available to meet project demands, and it would not create additional public service capacity in Fairfield beyond what would be necessary to serve the Specific Plan.

Overall, it is possible that the Specific Plan could be growth inducing because the increased population associated with the Specific Plan could increase demand for goods and services, thereby fostering population and economic

growth in Fairfield and nearby communities. It is possible that a successful project could place pressure on adjacent areas to the east, west, and north to seek development entitlements. It is possible that with the Specific Plan changes to the Greenbelt, other projects could seek changes to the Greenbelt, reducing the degree to which this area provides for visual separation between the cities of Vacaville and Fairfield. However, growth on these vacant lands would be constrained by conservation easements providing project mitigation which prohibit development, urban limit lines, and Solano County Measure A. It would be speculative, however, to assume that these areas would in fact develop with urban uses, and numerous discretionary actions subject to environmental review and political considerations would have to be granted before any such urban uses could materialize (Partially Recirculated DEIR, pp. 6-19 to 6-21).

2.10 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines section 15126.2, subdivision (c) provides the following direction for the discussion of irreversible changes:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The Specific Plan would use both renewable and nonrenewable natural resources for construction and operation. The Specific Plan would use nonrenewable fossil fuels in the form of oil and gasoline during construction and operation. Other nonrenewable and slowly-renewable resources consumed as a result of Specific Plan development would include, but not necessarily be limited to, lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead, and water.

The change in land use as a result of implementation of the Specific Plan from undeveloped land to urban use would represent a long-term commitment to urbanization, since the potential for developed land to be reverted back to undeveloped land uses is highly unlikely. This would involve the loss of habitat and grazing land (Partially Recirculated DEIR, p. 6-22).

3 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Section 21081 of the California Public Resources Code and Section 15093 of the State CEQA Guidelines, the City of Fairfield City Council adopts and makes the following statement of overriding considerations regarding the remaining significant unavoidable impacts of the project, as discussed above, and the anticipated economic, social, and other benefits of the project.

The City finds and determines that (1) the majority of the significant impacts of the project will be reduced to acceptable levels by implementation of the mitigation measures recommended in these findings; (2) the City's approval of the project as proposed will result in certain significant adverse environmental effects that cannot be avoided or reduced to a less-than-significant level even with the incorporation of all feasible mitigation measures into the project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level the remaining significant environmental effects.

In light of the environmental, social, economic, and other considerations identified in the findings for the Fairfield Train Station Specific Plan, and the considerations set forth below related to this project, the City chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the City's judgment, the benefits of the project outweigh the significant and unavoidable effects. The substantial evidence supporting the enumerated benefits of the project can be found in the preceding findings, which are herein incorporated by reference; in the project itself; and in the record of proceedings as defined above. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

The City finds that the project, as conditionally approved, will have the following economic, social, technological, and environmental benefits:

- The project would further the City's General Plan policies and the goals for new residential land uses by providing a transit-oriented development and accommodating a broad range of housing types and densities, public, commercial, office and industrial uses. Specifically, the project includes development of a wide variety of housing types, including larger lots with large homes at low densities, small homes on smaller lots, multiple family housing, and other densities and housing types. The scale of the community would allow for great variety in the type of neighborhood amenities associated with the various housing types, providing a great deal of choice when choosing to buy, share, or rent a home in the City. Housing prices and rents would vary considerably, allowing increased housing opportunities for a variety of income levels.

- The project would also include a variety of non-residential uses. The project includes development of approximately 180,000 square feet of community commercial, approximately 127,000 square feet of commercial mixed use, approximately 55,000 square feet of neighborhood commercial, and approximately 4,600,000 square feet of employment. These non-residential uses would be expected to result in approximately 4,500 jobs within the City of Fairfield. The provision for such an amount of jobs furthers many of the objectives and policies in City's General Plan. By including planned areas of commercial and employment development to be compatible with residential uses, the Specific Plan also furthers City General Plan policies related to the relationships between planned land uses.

- The project is designed to take advantage of the new Fairfield-Vacaville Multi-Modal Train Station. One of the guiding principles of the Specific Plan is to create a transit oriented development. By fulfilling this objective, the Specific Plan also satisfies Policy HO 1.4 of the Housing Element of the City's General Plan which makes it City policy to support transit oriented development. The Specific Plan focuses residential density and nonresidential intensity in and around the planned train station site. The Specific Plan represents a master planned community that provides a variety of housing choices for Fairfield residents, including hosing near the planned train station. The circulation network provided in the Specific Plan provides multi-modal connectivity with the train station site so that residents can conveniently walk or ride a bicycle to reach the train station. With the Specific Plan's transit orientation, mix and density of land uses, provision of bicycle and pedestrian facilities, and other strategies, the Specific Plan endeavors to capture vehicle trips internally, reduce vehicle trip lengths, and provide practical opportunities for non-automobile trips for future residents and employees within the Specific Plan Area.

- A major component of the Specific Plan is open space. The Specific Plan proposes to designate approximately 1,499 acres as open space (including wetlands, the Greenbelt recreation/open space areas, habitat conservation areas, mitigation banking areas, a vernal pool conservation area, and open space east of Vanden Road). The extensive preservation of natural land furthers many objectives and policies from numerous elements of the City's General Plan. The Specific Plan would create a Lake Park, a citywide

amenity intended to become a gathering place for neighborhood, community and City events, as well as an amenity that residents may use for recreational purposes.

- The Specific Plan would satisfy City General Plan policies requiring establishment and preservation of a buffer between Fairfield and Vacaville by increasing the amount of land in the Greenbelt. The Specific Plan establishes a boundary and funding mechanism for permanently preserving a greenbelt between the two cities. Overall, the Specific Plan would result in a net increase of 400 acres of Greenbelt above the original greenbelt concept. Approximately 148 acres would be removed from the Greenbelt east of Vanden Road and 115 acres of land would be removed from the Greenbelt west of Vanden Road. Within the Vanden Road corridor, about 663 acres would be added to the Greenbelt.

- The creation and development of new, additional job-generating uses is crucial to achieving various goals of the City's General Plan. In addition to creating approximately 4,500 new employment opportunities through the commercial and employment components of the project, implementation of the Specific Plan would create thousands of construction jobs in addition to hundreds of jobs created by addition of schools, restaurants, retail locations, and other service-oriented establishments.

- The Specific Plan is also required to provide planning for infrastructure and public services, including a financing plan. The Specific Plan is required to provide a financing plan that defines the specific mechanisms required to fund capital costs of infrastructure necessary as a result of Specific Plan buildout. A financing plan for the Specific Plan has been prepared. The plan estimates infrastructure and public service costs associated with build-out of the Specific Plan, and summarizes financing mechanisms available to address these costs. The plan concludes, based on conservative assumptions, that the Specific Plan is feasible, and that necessary infrastructure and service costs can be financed. (See Economic & Planning Systems, Inc., Fairfield Train Station Specific Plan – Financing Plan (June 24, 2011)).

- The City's objectives for the project include the requirement that new development pay all costs associated with increased demand for municipal services. (Draft EIR, p. 3-25.) A Fiscal Impact Analysis has been prepared for the Proposed Project. The analysis concludes that, using conservative assumptions, the project will generate sufficient revenue to meet the cost of providing such services. (Economic & Planning Systems, Inc., Fairfield Train Station Specific Plan – Fiscal Impact Analysis (June 24, 2011)).

- The Specific Plan is consistent with the planning principles and strategies identified in the Climate Change Scoping Plan adopted by the California Air Resources Board to reach the greenhouse gas reduction goals required under Assembly Bill 32. The Climate Change Scoping Plan states that mixed-use and transit-oriented developments are methods to reduce greenhouse gas emissions. The Specific Plan would develop a range of residential densities, with higher-density development occurring closer to the previously approved train station. Providing these land uses within proximity of the train station provides opportunities for reduced vehicle trips and VMT in the region associated with commute, shopping, and recreational activities. The Specific Plan would accommodate office, retail, commercial services, parks, trails, and other destination land uses in proximity of residential development. The Specific Plan would also accommodate bicycle, pedestrian, and transit throughout proposed development areas.

- ABAG has identified the Fairfield/Vacaville Train Station as a Priority Development Area, which is defined as infill development opportunity area within an existing community. Developing in Priority Development Areas, such as the Fairfield/Vacaville Train Station, will assist the region to site an increased amount of housing and jobs in greenhouse gas-efficient locations.

- The Specific Plan enhances the City's ability to take better advantage of the Fairfield/Vacaville Train Station by providing the City with the ability to relocate current industrial users in the Peabody Road/Vanden Road area whose businesses are located near the new Fairfield-Vacaville Train station to the planned industrial uses. The Specific Plan provides land and the ability to relocate businesses within the same proximity.

- The Specific Plan provides the City and Solano Transportation Authority the ability to construct an important portion of the Jepson Parkway, which is designed to provide relief to other regional routes, as well as serve the needs of the Specific Plan Area.
- The Specific Plan provides the City and Travis Air Force Base the ability to an improved entrance to Travis Air Force Base, including safer travel ways and elimination of the at-grade rail crossing at Cannon and Vanden roads through the construction of New Canon Road.
- The Specific Plan provides a range of housing opportunities to serve the needs of existing and future residents of Fairfield, including employees working at Travis Air Force Base.
- The Specific Plan provides the City and Travis Air Force Base the opportunity to secure portions of the Travis Reserve in permanent open space.

REFERENCES

This Findings of Fact and Statement of Overriding Considerations includes all references used in Chapter 7 of the DEIR, as well as the following additional references:

California Department of Education. Power Line Setback Exemption Guidance, May 2006. Available: http://www.cde.ca.gov/ls/fa/sf/powerlinesetback.asp

Economic & Planning Systems, Inc., Fairfield Train Station Specific Plan – Financing Plan (June 24, 2011).

Economic & Planning Systems, Inc., Fairfield Train Station Specific Plan – Fiscal Impact Analysis (June 24, 2011).

Suisun-Solano Water Authority. 2006 (October). Urban Water Management Plan. Available: http://www.suisun.com/Data/PWdocs/SSWAUWMP.pdf

Vacaville-Fairfield-Solano Greenbelt Authority Meeting Agenda. DATE: December 14, 2009. TIME: 7:00 p.m. LOCATION: Council Chambers, City of Fairfield, 1000 Webster Street, Fairfield, California.

Vacaville-Fairfield-Solano Greenbelt Authority Meeting Staff Report. DATE: August 9, 2010.

Memorandum of Understanding by and among the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the County of Solano for the Implementation of the Jepson Parkway Project.

Meeting Agenda for the meeting of the Capitol Corridor Joint Powers Authority on Wednesday November 16, 2005, 10:00 a.m., at City Council Chambers, 701 Civic Center Blvd., City of Suisun City.

Meeting agenda for the meeting of the Capitol Corridor Joint Powers Authority on Wednesday February 15, 2006, 10:00 a.m., at Sacramento City Hall, City Council Chambers, 915 I Street, Sacramento.

All documents in the City's record of proceedings for the project.

SOLANO IRRIGATION DISTRICT
RESOLUTION NO. 20-25

A RESOLUTION OF APPLICATION BY THE SOLANO IRRIGATION DISTRICT REQUESTING THE SOLANO LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR THE REORGANIZATION OF TERRITORY FOR THE DETACHMENT OF THE FAIRFIELD CEMENT HILL, LP, c/o ANVIL BUILDERS, INC. PROPERTY DETACHMENT NO. 2020-313, FAIRFIELD

At a regular meeting of the Board of Directors of Solano Irrigation District held at the District Office on the 17th day of November, 2020, the following resolution was approved and adopted:

WHEREAS, the Solano Irrigation District desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Act of 2000, commencing with Section 56000 of the California Government Code, for a reorganization which would detach territory from the Solano Irrigation District; and,

WHEREAS, the principal reasons for the proposed reorganization is to detach the Fairfield Cement Hill, LP, c/o Anvil Builders, Inc. property (APN's 0166-110-150, 0166-110-190 and 0166-110-280, totaling 22.89± Acres), Detachment No. 2020-313, proposed for a residential subdivision, Fairfield; and,

WHEREAS, the following agency or agencies would be affected by the proposed jurisdictional changes:

Agency	**Nature of Change**
Solano Irrigation District	Detachment

and,

WHEREAS, the territory proposed to be reorganized both habited and inhabited, and a map and description of the boundaries of the territory are attached hereto as Exhibit "A" and Exhibit "B" by this reference incorporated herein; and,

WHEREAS, it is desired to provide that the proposed reorganization be subject to the following terms and conditions:

1. The cost to detach from the District has been paid by the landowner/developer of this development as follows:

Part 1: SID Fee Debt Portion (formerly Detachment Fee)		$ 5,383.71
Part 2: Maintenance Detachment Fee		2,200.00
Part 3: Agency Fees		
SID Engineering & Processing Fee		6,716.75 *
LAFCO Filing Fee	$ 10,000.00	
State Board of Equalization	1,200.00	
Solano County Mapping	381.00	
County of Solano	50.00	11,631.00
Estimated Cost of Detachment Fees:		**$ 25,931.46 ***

** SID Engineering and Processing Fee is Estimated Only. Owner to pay Actual Charges.*

2. The parcels and roadways whose boundaries and centerlines define the boundary of the territory being annexed shall be recorded as described and shown in Exhibits "A" and "B" so as to ensure that the District's boundary line coincides with recorded boundaries; and,

WHEREAS, this proposal is consistent with the adopted spheres of influence for the agencies subject to this reorganization; and,

WHEREAS, the Fairfield Cement Hill, LP, c/o Anvil Builders, Inc. property was annexed to the City of Fairfield in 2013 by the Core Area Annexation. There was a Mitigated Negative Declaration prepared and approved for this development, which complied with the requirements of the California Environmental Quality Act (CEQA), and as such, no further action is required under CEQA; and,

WHEREAS, this Board of Directors certifies that the Solano Irrigation District initiated the Fairfield Cement Hill, LP, c/o Anvil Builders, Inc. property detachment from the District, and that the subject detachment is a ministerial act required by the regulations of the United States Bureau of Reclamation and the policies of the District, and as such, the District will file a Notice of Exemption identifying the detachment as a Ministerial act, and no further action is required under CEQA.

NOW, THEREFORE, this Resolution of Application is hereby adopted and approved by the Board of Directors of the Solano Irrigation District, and the Solano Local Agency Formation Commission is hereby requested to take proceedings for the detachment of territory as authorized and in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

PASSED AND ADOPTED the 17th day of November, 2020, by the Board of Directors of the Solano Irrigation District, County of Solano, State of California, by the following vote:

AYES: Lum, Sanchez, Barrett, Porter, Kluge

NOES: None

ABSTAIN: None

ABSENT: None

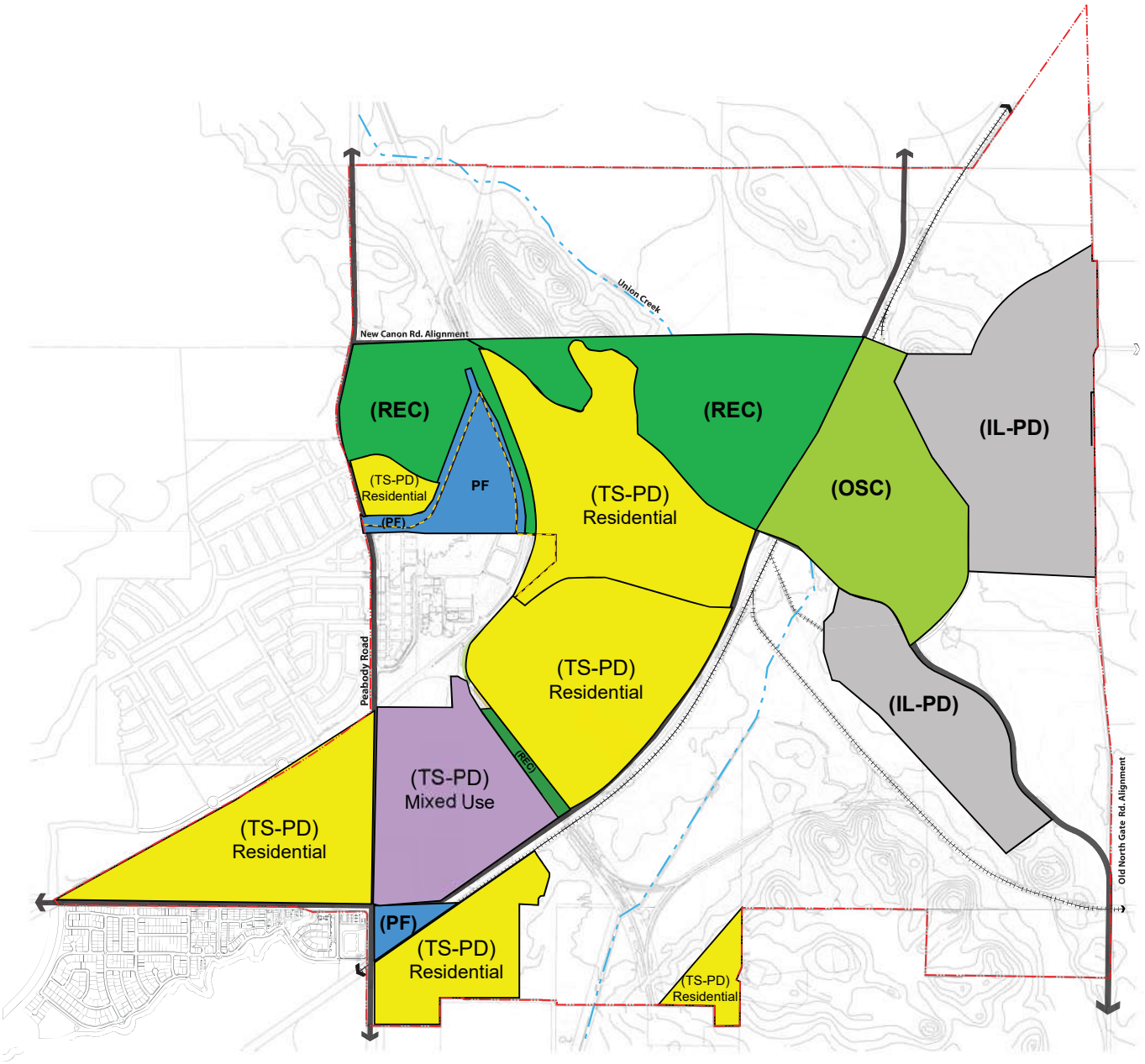
DATED: November 17, 2020

John Kluge

John D. Kluge, President of the Board of Directors
Solano Irrigation District

ATTEST: I hereby certify that the foregoing Resolution was duly made, seconded and adopted by the Board of Directors of Solano Irrigation District at a regular meeting of this Board held November 17, 2020:

Cary Keaten, General Manager
Solano Irrigation District



Note: Prezoning is identified by parentheses: ( )

Figure 3-2: Zoning Map Amdendments