

Airport Land Use Commission

*675 Texas Street
Fairfield, California 94533
www.solanocounty.com*



Agenda - Final

Tuesday, August 25, 2015

7:00 PM

SPECIAL MEETING

Board of Supervisors Chambers

Any person wishing to address any item listed on the Agenda may do so by submitting a Speaker Card to the Clerk before the Commission considers the specific item. Cards are available at the entrance to the meeting chambers. Please limit your comments to five (5) minutes. For items not listed on the Agenda, please see "Items From the Public".

Non-confidential materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection at the Solano County Department of Resource Management, Planning Division, County Administration Center, 675 Texas Street, Suite 5500, Fairfield, during normal business hours.

The County of Solano, in compliance with the Americans With Disabilities Act of 1990, will provide accommodations for persons with disabilities who attend public meetings and/or participate in County sponsored programs, services, and activities. If you have the need for an accommodation, such as, interpreters or materials in alternative format, please contact Kristine Letterman, Department of Resource Management, 675 Texas St., Suite 5500, Fairfield, CA 94533, (707) 784-6765.

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF THE MINUTES

1 [AC 15-022](#) July 9, 2015 ALUC minutes

Attachments: [Minutes](#)

REPORTS OF COMMITTEES

ITEMS FROM THE PUBLIC

This is your opportunity to address the Commission on a matter not heard on the Agenda, but it must be within the subject matter jurisdiction of the Commission. Please submit a Speaker Card before the first speaker is called and limit your comments to five minutes. Items from the public will be taken under consideration without discussion by the Commission and may be referred to staff.

REGULAR CALENDAR

NEW BUSINESS

- 2 [AC 15-024](#) Conduct a Public Hearing to consider the consistency of the McCoy Creek Planned Unit Development (ALUC-15-15) (hereafter, 'McCoy Creek Project') with the Travis Air Force Base Land Use Compatibility Plan: Applicant - City of Suisun City
- Attachments: [A - Application](#)
 [B1 - MND McCoy Creek 1](#)
 [B2 - MND McCoy Creek 2](#)
 [B3 - MND McCoy Creek 3](#)
 [B4 - MND McCoy Creek 4](#)
 [C - Context Map](#)
- 3 [AC 15-023](#) Public Hearing to consider the consistency of the County of Solano Zoning Ordinance Amendments ALUC-15-13 (Commercial Solar Ordinance) and ALUC-15-14 (Glint and Glare Ordinance) with the Travis Air Force Base Land Use Compatibility Plan, the Nut Tree Airport Land Use Compatibility Plan and the Rio Vista Land Use Compatibility Plan. Applicant: County of Solano
- Attachments: [A - DRAFT Solar Ordinance](#)
 [A1 - Map of potential solar sites](#)
 [B - DRAFT GG ordinance 080615](#)
- 4 [AC 15-025](#) Receive an update on the revisions to the Travis Air Force Base Land Use Compatibility Plan

ADJOURN

To the Airport Land Use Commission meeting of September 10, 2015 at 7:00 P.M., Board Chambers, 675 Texas Street, Fairfield, CA

Solano County Airport Land Use Commission



**SOLANO
COUNTY**

675 Texas Street, Suite 5500
Fairfield, CA 94533-6342
(707) 784-6765
Fax (707) 784-4805

Bill Seiden
Chairman

www.solanocounty.com

DRAFT
MINUTES OF THE
SOLANO COUNTY AIRPORT LAND USE COMMISSION
MEETING OF JULY 9, 2015

The meeting of the Solano County Airport Land Use Commission was held in the Solano County Administration Center, Board of Supervisors Chambers (1st floor), 675 Texas Street, Fairfield, CA 94533

MEMBERS PRESENT: Commissioners Potter, Baldwin, Vancil, DuClair, Randall, and Chairman Seiden

MEMBERS ABSENT: Commissioners Cavanagh and Baumler

OTHERS PRESENT: Jim Leland, Resource Management; Lee Axelrad, County Counsel; Dave Daly, Nut Tree Airport; and Kristine Letterman, Resource Management

Item Nos.

1, 2 & 3

Chairman Seiden called the meeting to order at 7:00 p.m. Roll call was taken and a quorum was present.

Item No. 4. Approval of the Agenda

The agenda was approved as prepared.

Item No. 5. Approval of the Minutes

The minutes of the meetings of April 9 and June 11, 2015 were approved as prepared.

Item No. 6. Committee Reports

There were no committee reports.

Item No. 7. Public Comment

Chairman Seiden announced that John Potter will be stepping down from his position as an ALUC commissioner after 12 years of service, effective January 31, 2016. Mr. Seiden said that the commission has appreciated Commissioner Potter's service and that it will be difficult to replace him. Commissioner Potter said that it has been a pleasure serving on the commission.

Chairman Seiden spoke to the upcoming CAL-ALUC Symposium to be held August 26th-28th in San Diego. He announced that he had application forms available if any of the commissioners are interested in attending.

Chairman Seiden indicated that there will likely be a need for the commission to hold a special meeting in August. Jim Leland explained that a consistency determination application has been received by the department and in order to meet the 60 day hearing requirement a special meeting would need to be scheduled. He noted the reason is the regular ALUC meeting night

falls on the same evening as the 4C's meeting which is the body who are serving as the policy advisory group to the Travis Plan update, and therefore the chair and planning staff will be attending that meeting. Mr. Leland stated that staff will circulate an email to gather the commissioner's preferences on available dates and times for the special meeting.

Item No. 8. Old Business

There was no old business to discuss.

Item No. 9. New Business

- A. **Action Item:** Conduct a Public Hearing to consider the consistency of ALUC-2015-12 (Verizon) with the Travis AFB Land Use Compatibility Plans. Sponsor: County of Solano

Mr. Leland gave a brief presentation of the written staff report. The county is in the process of reviewing a use permit to permit Verizon Wireless to increase the height of an existing PG&E tower to accommodate 6 wireless communication antennas. The existing tower is located on the south side of Cypresswood Drive, between Meridian Road and the Southern Pacific Railroad ROW. The existing tower is 133 feet in height. The applicant is proposing to increase the tower height to 143 feet to permit the installation of 8 cell tower antennas. This proposal was referred to staff at Travis AFB. They responded that they have no concerns with this proposal. Staff recommended the commission determine the application is consistent with the Travis Plan.

Since there were no questions or comments, Chairman Seiden opened the public hearing. There were no speakers either for or against this matter therefore the public hearing was closed.

A motion was made by Commissioner Potter and seconded by Commissioner DuClair to determine that Application No. ALUC-2015-12 (Verizon) is consistent with the Travis AFB Land Use Compatibility Plan. The motion passed unanimously. (Resolution No. 15-14)

- B. Receive a presentation from Dave Daly, Nut Tree Airport Manager on the Draft Nut Tree Airport Business Plan.

Dave Daly, Manager of the Nut Tree Airport gave a presentation on the Airport Business Plan. He explained that the business plan is an implementing tool for the airport master plan. He said the master business plan will serve to identify diverse airport economic development opportunities and act as an implementing mechanism to effectuate the airport's role as a local and regional economic enterprise. Mr. Daly's presentation included background information covering the purpose, airport mission and vision, aeronautical development, training and education, capital improvement, infrastructure, and economic contribution.

In response to Commissioner Potter's inquiry, Mr. Daly explained that there is a debt of 2.8 million that was loaned to the airport to purchase property in 2008 and 2010. After that property was purchased there was an excess amount of acreage that ICON Aircraft purchased for 2.3 million. ICON has a balloon payment due in 2 years which will erase most of the debt.

Commissioner Vancil commented that the last decade has been pretty tough in general aviation and he believed the statistics that are being seen from Nut Tree are outstanding, as well as the fact that the airport has a positive asset value and positive cash flow. He said that the Nut Tree Airport is a valuable asset for the county and for the City of Vacaville. He hoped that the city will view this as an economic development opportunity since larger cities in the county are not afforded the same opportunity by having an airport.

Mr. Daly announced that a presentation of the Draft Plan will go before the Board of Supervisors in August and the plan should be finalized sometime in the fall of 2015.

C. Update: Receive a status report from the Chairman and staff on the update to the Travis Plan

Chairman Seiden spoke about the last 4C's meeting stating that there were some concerns brought up by members of that committee, mostly having to do with the extension of Zone C due to changes in Travis AFB traffic patterns. He noted that the consultant addressed most of those concerns. Mr. Seiden said that it appears there will be future meetings of the ALUC subcommittees in early August.

Mr. Leland stated that county staff has spent the last month meeting with the various cities to review in detail at a staff level what the plan is doing and believed that staff has addressed all of their concerns. He stated that it was anticipated that the plan would be ready to distribute to the commission this evening, but due to some minor edits, it should be available sometime next week. Mr. Leland said that the idea is to position this plan for adoption by the ALUC as early as the September regular meeting.

Commissioner Vancil stated one concern that has come up is the wildlife zones this plan creates. He spoke about the FAA Circular and its Update. He said that in the past the county's guidance for wildlife was very general and did not provide guidance, but now the FAA has created several zones. He noted that there is a long list of activities that are considered not as friendly for wildlife around an airport and includes things that used to be thought of as being airport friendly such as golf courses, parks, and agriculture.

Commissioner Vancil noted that Travis has for a long time had a very active bird avoidance program as have other major airports. The FAA guidance draws very specific zones but it does not give much guidance on what you do in the zones other than the list of things that are not considered to be wildlife friendly. He said that he would like to see the TAC engage all interested parties to work through this process.

Item No. 10. Adjournment

Since there was no further business, the meeting was adjourned.

California Airport Land Use Planning Handbook (2011)

The State Department of Aeronautics has published the California Airport Land Use Planning Handbook (2011) as a guide for Airport Land Use Commissions in the preparation and implementation of Land Use Compatibility Plans and Procedure Documents. Section 6.4.2 (p. 6-14) sets forth procedures for the review of local zoning ordinances and directs agencies to consider the topics listed in Table 5A, as follows:

Zoning or Other Policy Documents (from Table 5A, CalTRANS Airport Land Use Planning Handbook)

The Handbook lists the following topics for consideration when reviewing zoning or other policy documents.

-Intensity Limitations on Nonresidential Uses

-Identification of Prohibited Uses

-Open Land Requirements

-Infill Development

-Height Limitations and Other Hazards to Flight

-Buyer Awareness Measures

-Non-conforming Uses and Reconstruction

Staff has reviewed the McCoy Creek Project in light of the tests outlined above. Our analysis is presented below.

ANALYSIS

Project Description

The McCoy Creek Project is located on an approximately 13,500 square foot parcel within the previously approved McCoy Creek Development. Originally approved in 2005, the McCoy Creek Development project included 19 single family homes, 5 live work units, 5 carriage units and approximately 9,052 square feet of commercial/office uses on land totaling 4.37 acres.

Since project approval the majority of single family homes and carriage units have been constructed, however the 9,052 square foot commercial office building has proved to be infeasible in today's market and the site faces significant challenges related to poor visibility and nearby vacant commercial sites that are better situated and more competitive for commercial development.

The project applicant proposes to amend the Planned Unit Development (PUD) designation of the commercial/office use (approximately 13,500 square feet of land) to allow development of 8 apartments and 2 live/work spaces. The proposed project also provides on-site parking for residents.

Environmental impacts of develop of the McCoy Creek project were analyzed though an Initial Study/Negative Declaration prepared for the McCoy Creek Development (SCH 2005072009). Given the project site involves 0.31 acres of land that has been prepared for development (grading, installation of infrastructure, etc.), and the footprint, scale, intensity and general character for the currently approved project and the proposed Project are essentially identical for purposes of CEQA analysis, we do not anticipate the project will result in any new significant environmental impacts. Because the project will amend the regulations of the approved McCoy Creek Development PUD, it is anticipated that a Negative Declaration or Mitigated Negative Declaration will be

prepared for this project.

The site lies entirely within Compatibility Zone D of the Travis Air Force Base Land Use Compatibility Plan.

Relevant Issues for the ALUC

The ALUC is concerned with those aspects of the Southtown Project that have the potential to be incompatible with any of the Travis Air Force Base Land Use Compatibility Plan, and more particularly, the plan only encompasses lands which lie within Compatibility Zone D.

Consequently, the issues to be analyzed would be compliance with the following compatibility criteria:

Compatibility Criteria for Zone D

-Airspace review for objects greater than 200 feet in height

-No hazards to flight

Discussion of Compatibility Criteria

Compatibility Zone D

There are no land use limitations within compatibility zone D. The Plan does prohibit "Other Hazards to Flight" which typically consist of sources of smoke or glare, attraction of birds, flashing lights and sources of electronic interference. None of the hazards are associated with the lawful use of single family homes and are not expected to exist within the development.

There is airspace review for objects greater than 200 feet in height. The project includes two story structures typically no more than 35 feet in height.

Zoning Change Consistency Factors

As previously discussed, the CalTRANS Handbook lists the following topics for consideration when reviewing zoning or other policy documents.

-Intensity Limitations on Nonresidential Uses

-Identification of Prohibited Uses

-Open Land Requirements

-Infill Development

-Height Limitations and Other Hazards to Flight

-Buyer Awareness Measures

-Non-conforming Uses and Reconstruction

Within Compatibility Zone D, the relevant factors for consideration would be "Height Limitations and Other Hazards to Flight".

Height Limitations

The Height limit for Compatibility Zone D is 200 feet. The project includes two story structures typically no

more than 35 feet in height.

Other Hazards to Flight

The Plan prohibits “Other Hazards to Flight” which typically consist of sources of smoke or glare, attraction of birds, flashing lights and sources of electronic interference. None of the hazards are associated with the proposed McCoy Creek Project.

RECOMMENDATION

Based on the analysis and discussions above, staff recommends that the Solano County Airport Land Use Commission find as follows:

Determination:

1) That the McCoy Creek PUD Amendment is consistent with the Travis Air Force Base Land Use Compatibility Plan, because it is consistent with the regulations for height and the prohibitions on “Other Hazards to Flight”.

ATTACHMENTS

- A: Application (Attached)
- B: Mitigated Negative Declaration (Attached)
- C: Relationship Map (Attached)

Solano County Airport Land Use Commission

675 Texas Street Suite 5500
Fairfield, CA 94533
Tel 707.784.6765
Fax 707.784.4805

LAND USE COMPATIBILITY DETERMINATION: APPLICATION FORM

TO BE COMPLETED BY STAFF

APPLICATION NUMBER:	FILING FEE:
DATE FILED:	RECEIPT NUMBER:
JURISDICTION:	RECEIVED BY:
PROJECT APN(S):	

TO BE COMPLETED BY THE APPLICANT

I. GENERAL INFORMATION

NAME OF AGENCY: City of Suisun City	DATE: August 7, 2015	
ADDRESS: 701 Civic Center Boulevard, Suisun City, CA 94585		
E-MAIL ADDRESS: planning@suisun.com	DAYTIME PHONE: 707 421-7335	FAX: 707 429-3758
NAME OF PROPERTY OWNER: Harbor Park LLC		DATE:
ADDRESS: 1508 Eureka Road, #140, Roseville, CA 95661		DAYTIME PHONE: 916 740-1276 707 803-2816
NAME OF DOCUMENT PREPARER: Paul Junker		DATE:
ADDRESS: 701 Civic Center Boulevard, Suisun City, CA 94585	DAYTIME PHONE: 916 838-8384	FAX:
NAME OF PROJECT: McCoy Creek Mixed Use		
PROJECT LOCATION: City of Suisun City, south of Highway 12		
STREET ADDRESS: 1225 McCoy Creek Way, Suisun City		

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

TO BE COMPLETED BY THE APPLICANT	
II. DESCRIPTION OF PROJECT (CONT'D)	
<p>POTENTIAL PROJECT EMISSIONS: (i.e. smoke, steam, glare, radio, signals): The project is predominantly residential and does not appear to have the potential to generate problematic emissions.</p>	
<p>PROJECT AIRPORT LAND USE COMPATIBILITY PLAN: Travis</p>	<p>COMPATIBILITY ZONE: Compatibility Zone D</p>
<p>PERCENTAGE OF LAND COVERAGE: Structural coverage approximately 57 percent</p>	<p>MAXIMUM PERSONS PER ACRE: 77 persons per acre – 2 residents per dwelling plus 2 persons per live work (24 persons) on 0.31 acre</p>
<p>THE FOLLOWING INFORMATION MUST BE SUBMITTED AS A MINIMUM REQUIREMENT:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> JURISDICTION REFERRAL LETTER: <input checked="" type="checkbox"/> ENVIRONMENTAL DOCUMENTATION: <input checked="" type="checkbox"/> LOCATION MAP: <input checked="" type="checkbox"/> ASSESSOR'S PARCEL MAP, with subject property marked in red: <input checked="" type="checkbox"/> SITE PLAN, drawn to scale and fully dimensioned including topographical information, and 8 1/2 x 11 inch reduction(s): <input checked="" type="checkbox"/> ELEVATIONS, if located in APZ, clear zones and A,B,C compatibility zones or over 200' in height, plus 8 1/2 x 11 inch reduction(s) : <input type="checkbox"/> WIND TURBINE STUDY, including cumulative impact studies. Such studies shall include an analysis of (1) the individual effects of the proposed project, and (2) as required by law, an analysis of the cumulative effects of the proposed project considered in connection with the effects of past projects, the effects of other current projects and proposed projects, and the effects of probable future projects, including (i) the probable build out for wind energy development of the remaining vacant parcels within the wind resource areas described in the Solano County General Plan and (ii) any probable replacement of existing turbines or meteorological towers with structures having different dimensions. <input checked="" type="checkbox"/> SUPPLEMENTAL INFORMATION: <input checked="" type="checkbox"/> FEES: <input checked="" type="checkbox"/> ELECTRONIC COPIES OF ALL APPLICATION MATERIALS ONA CD: 	
<p>APPLICANT SIGNATURE: X <u>Paul John</u></p>	<p>DATE: <u>AUGUST 7, 2015</u></p>
<p>DOES THE PROJECT PROPOSE THE DEMOLITION OR ALTERATION OF ANY EXISTING STRUCTURES ON THE PROJECT SITE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If yes, describe below:</p>	

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.



Suisun City
Community Development Department

701 Civic Center Blvd, Suisun City, CA 94585 Phone (707) 421-7335 Fax (707) 429-3758.

James Leland
Solano County - Planning Services
675 Texas Street, Suite 5500
Fairfield, CA 94533

RE: McCoy Creek Mixed Use Project - PD14-5-001

Dear Mr. Leland:

Per our earlier discussion regarding the required ALUC review of the McCoy Creek Mixed Use project (Project), attached please find the application for ALUC review and supplemental materials related to the Project. The application includes an amendment to the previously approved McCoy Creek Planned Unit Development (PD05-02).

The project includes approximately 0.31 acres of land within the previously approved McCoy Creek project that was designated for 9,052 square feet of commercial uses. The proposed project seeks to amend the McCoy Creek PUD to allow eight apartments and two live/work units that total approximately 9,192 square feet of building space.

The Project is located on the south side of McCoy Creek Drive, generally south of Highway 12 and east of Grizzly Island Road. Vacant land approved for commercial development is located north of the Project, live/work units flank the Project to the east and west, and single family homes are located to the south.

Please accept the attached application materials and if there are any questions please call the Suisun Planning Department at (707) 421-7335 to discuss with John Kearns at your first opportunity.

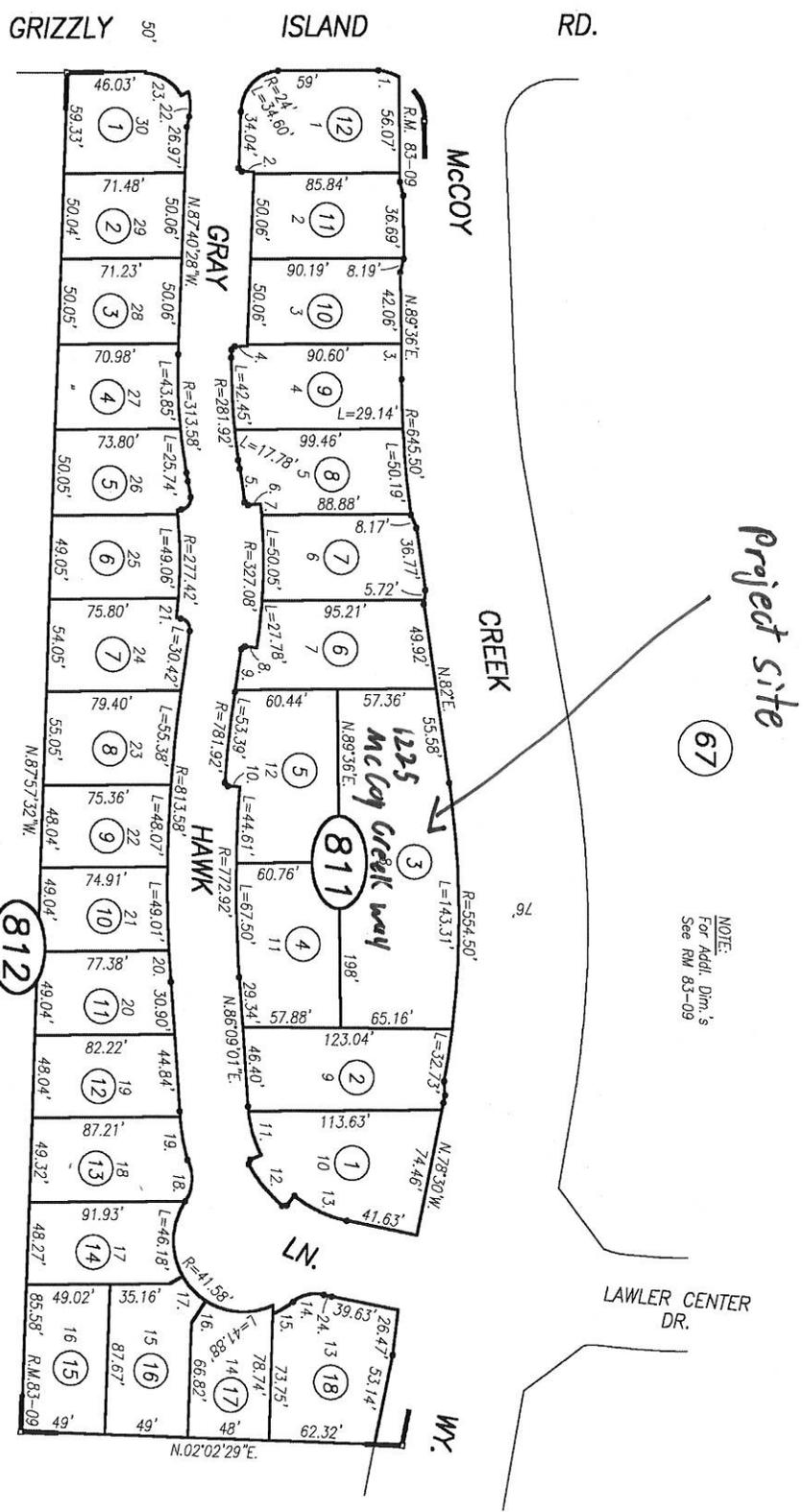
Sincerely,


Paul Junker
Project Planner

POR. SEC. 31, T.5N., R.1W., M.D.B.& M. EXT.

Tax Area Code 5024 173-

L=	10.68'
9.32'E	7.08'
6'E	20.87'
W.	7.18'
L=	19.88'
6.24'W.	7.31'
L=	6.55'
3.40'E	7.13'
9.25'W.	2.4'
0.35'E	7.06'
L=	26.79'
32'	L= 31.60'
32'	L= 34.44'
32'	L= 19.43'
38'	L= 13.99'
1.43'W.	L= 15.42'
38'	L= 19.94'
42'	L= 23.61'
.58'	L= 27.38'
.58'	L= 18.18'
.42'	L= 11.49'
50'	L= 14.67'
50'	L= 23.55'
.08'	L= 4.59'



NOTE:
For Addl. Dim.'s
See RM 83-09

NOTE: This map is for assessment purposes only and is not for the intent of interpreting legal boundary rights, zoning regulations and/or legality of land division laws.

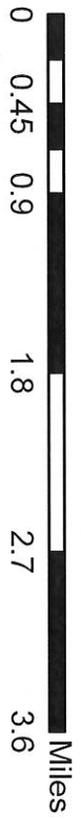
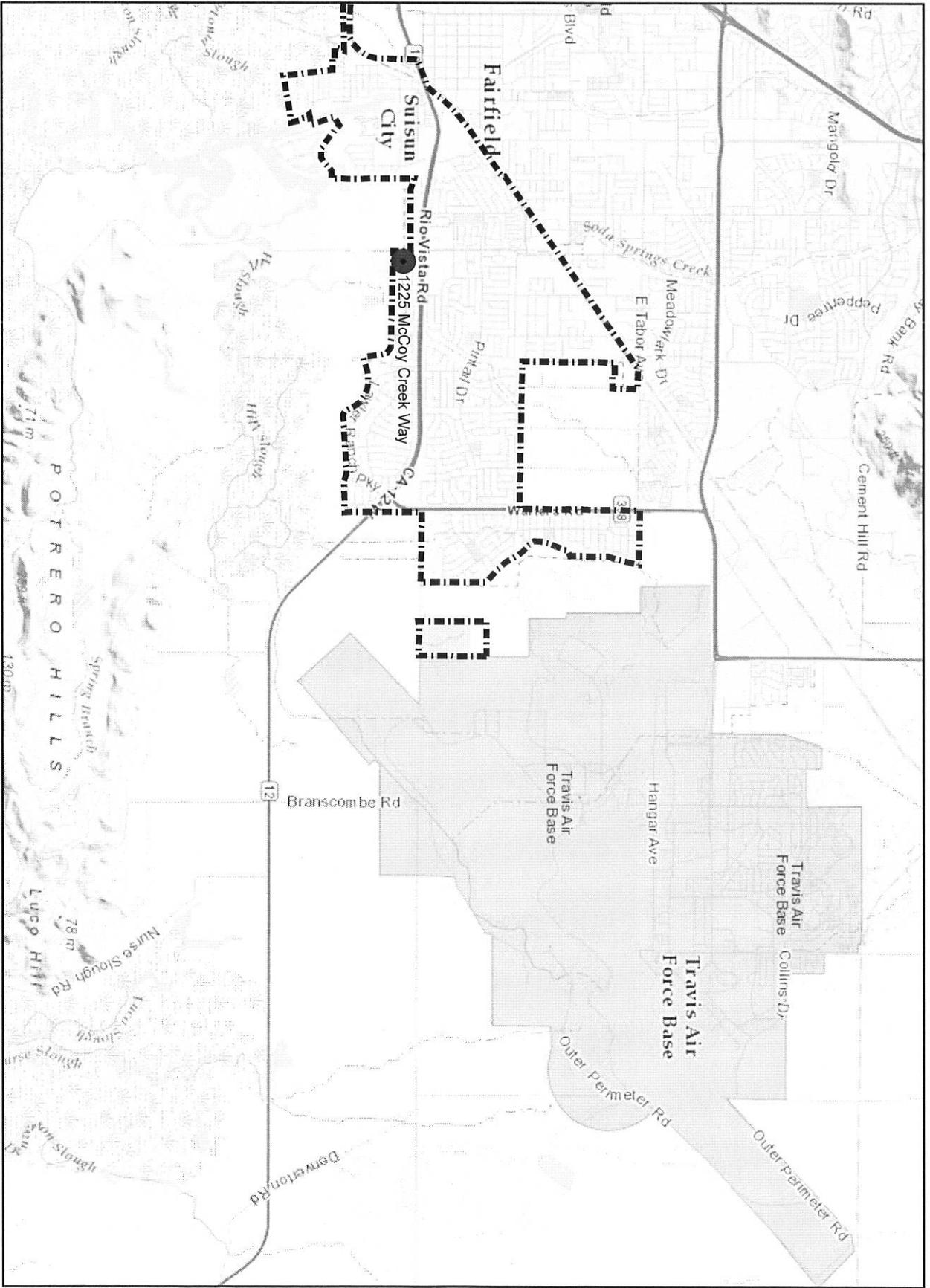
McCoy Creek Subdivision, R.M. Bk. 83 Pg. 09

Create (Am)	6-2-06	CR	
REVISION		DATE	BY

NOTE: Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

CITY OF SUISUN CITY
Assessor's Map Bk. 173 Pg. 8
County of Solano, Calif.

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PREVIOUS APPROVALS:
Resolution No. 2005-75

ORIGINAL APPROVAL:

Retail / Office Condos
6818 S.F. Total - Main Floor
2234 S.F. Total - Mezzanine

PROPOSED:

Work / Live: 953 S.F. + 1001 S.F. = 1954 S.F.
Residential: 8 Units

Unit Plan Summary:	
(2) Plan 1	1 Bath 708 n.s.f.
(2) Plan 1Alt	1 Bath 677 n.s.f.
(2) Plan 2	2 Bath 1,074 n.s.f.
(2) Plan 3	2 Bath 1,160 n.s.f.

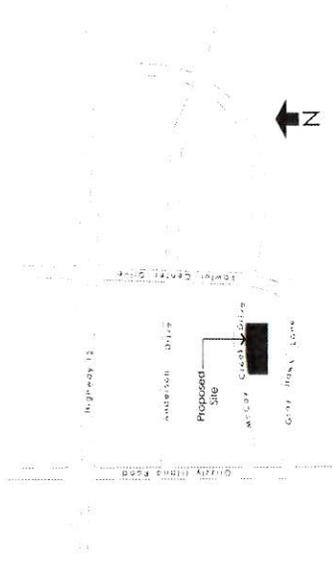
PARKING:

Previous Approval Allotted 1/250 S.F.
Along McCoy Creek Drive = 27 Open Spaces

Proposed:

Work / Live: 1954 S.F. / 250 S.F. = 8 Open Spaces
Residential: 8 Units = 8 Garage Spaces
= 8 Open Spaces

VICINITY MAP:



SHEET INDEX:

- T.1 Title Sheet
- A0.1 Site Plan
- A1.0 Colored Front Elevations
- A1.1 Building Composite - Front Elevations
- A1.2 Building Composite - Side Elevations
- A1.3 Building Composite - Rear Elevations
- A1.4 Building Composite - First Floor Plans
- A1.5 Building Composite - Second Floor Plans

McCoy Creek Mixed Use
Harbor Park, LLC.

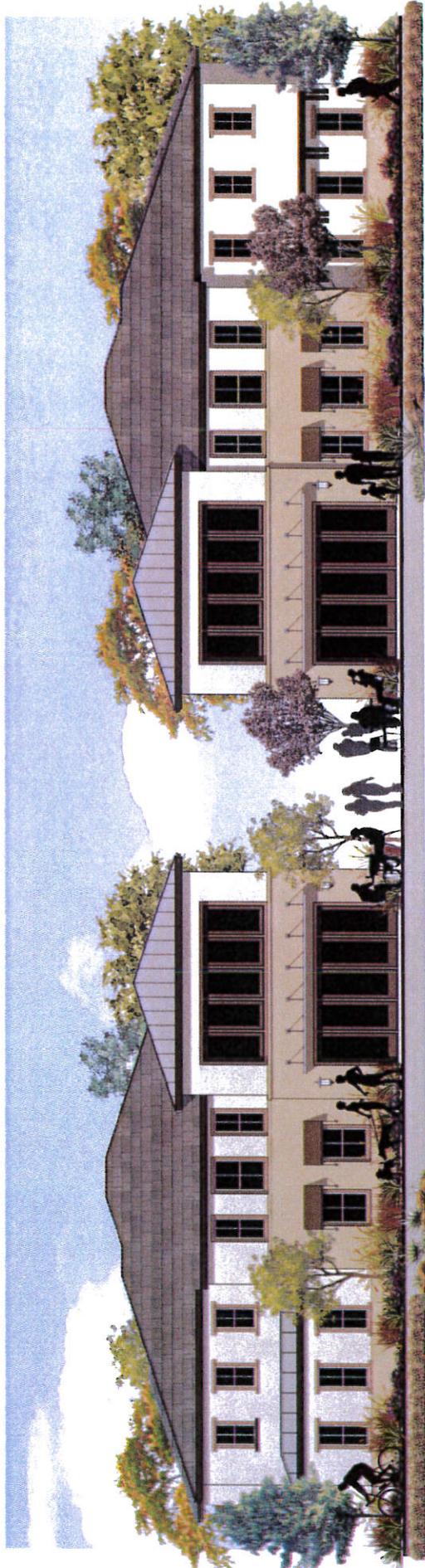
TITLE SHEET

SUISUN CITY, CA

8/13/16

KTYG Group, Inc.
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
ktyg.com





McCoy Creek Mixed Use
Harbor Park, LLC.

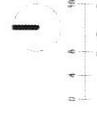
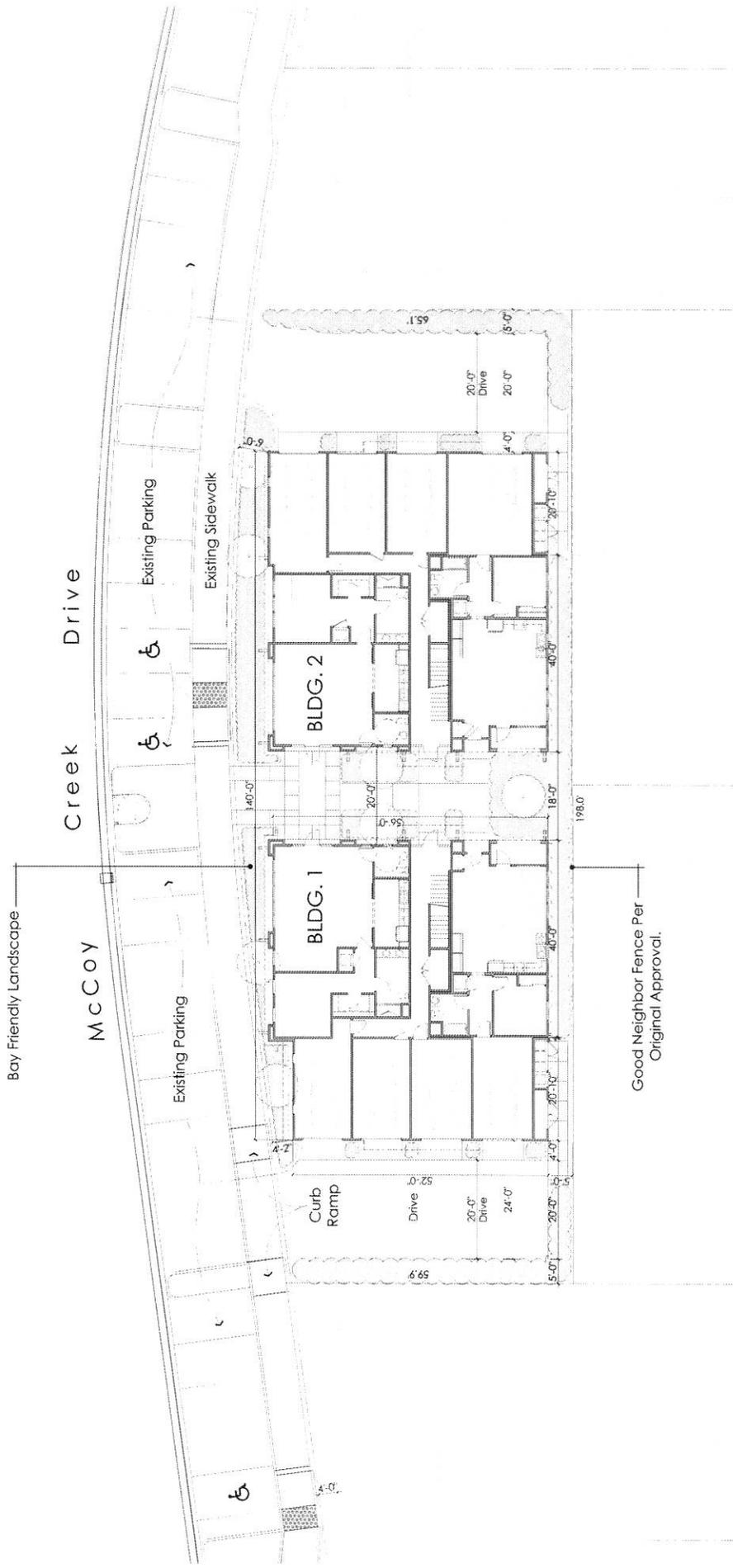
BUILDING COMPOSITE COLORED FRONT ELEVATIONS AI.0

SUISUN CITY, CA.

6/11/2015

KITGY Group, Inc.
Architecture+Planning
560 Second St., Suite 200
Oakland, CA 94607
510.272.2910
kitgy.com





A0.1

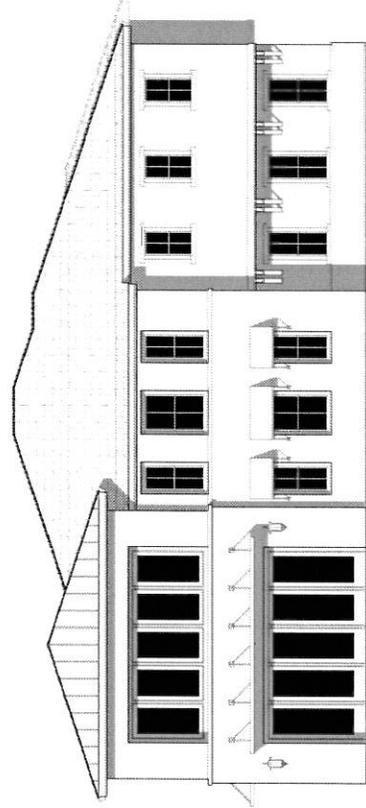
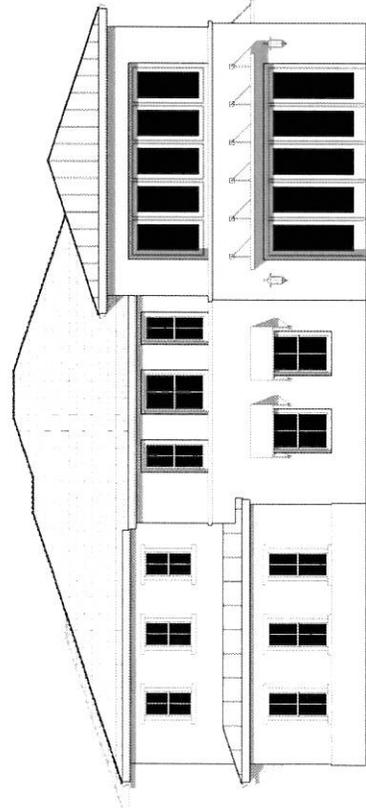
SITE PLAN

**McCoy Creek Mixed Use
Harbor Park, LLC.**

SUNSHINE CITY, CA.

KTGY
Architecture+Planning
KTGY Group, Inc.
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2810
ktgy.com

8.11.18



ELEVATION - FRONT

- Material Legend:
- Flat Concrete, Tile Roofing
 - Stucco Finish
 - Standing Seam Metal Roof
 - Hurricane Shutters
 - Decorative Kicker / Corbel
 - Enhanced Sills
 - Metal Awnings

McCoy Creek Mixed Use
Harbor Park, LLC.

BUILDING COMPOSITE FRONT ELEVATIONS

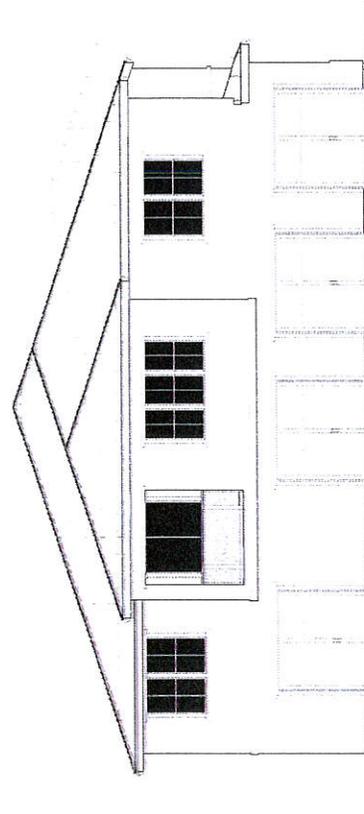
SUISUN CITY, CA

6.11.20

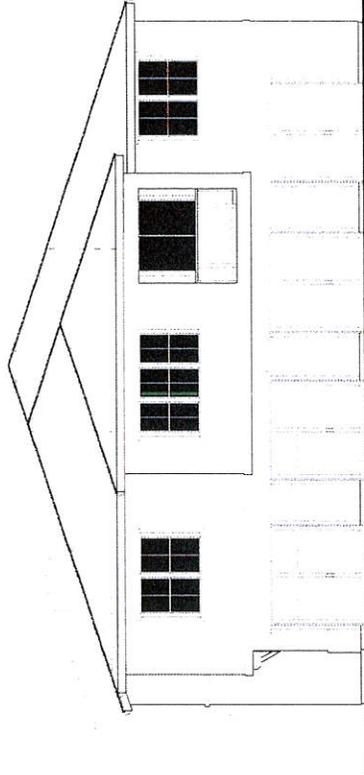
A.I.



KTGY Group, Inc.
Architecture+Planning
580 Sycamore St., Suite 200
Oakland, CA 94607
510.272.2910
ktgy.com

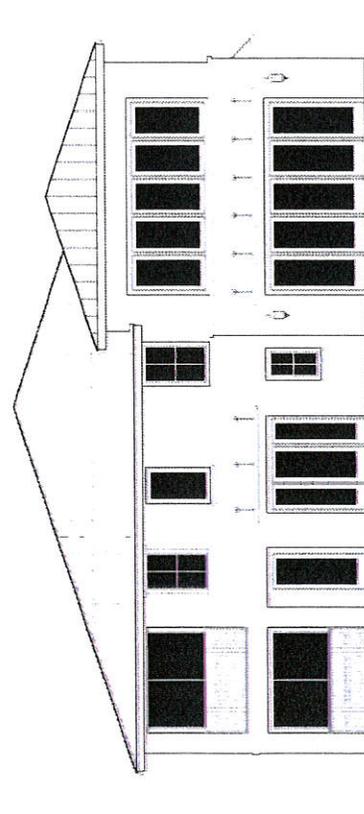


LEFT

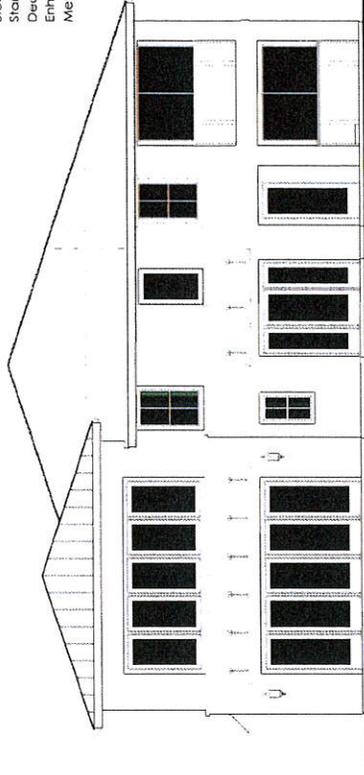


RIGHT

Material Legend:
 Flat Concrete Tile Roofing
 Stucco Finish
 Standing Seam Metal Roof
 Decorative Kicker / Curbel
 Enhanced Sills
 Metal Awnings



LEFT AT PASEO



RIGHT AT PASEO

McCoy Creek Mixed Use
 Harbor Park, LLC.

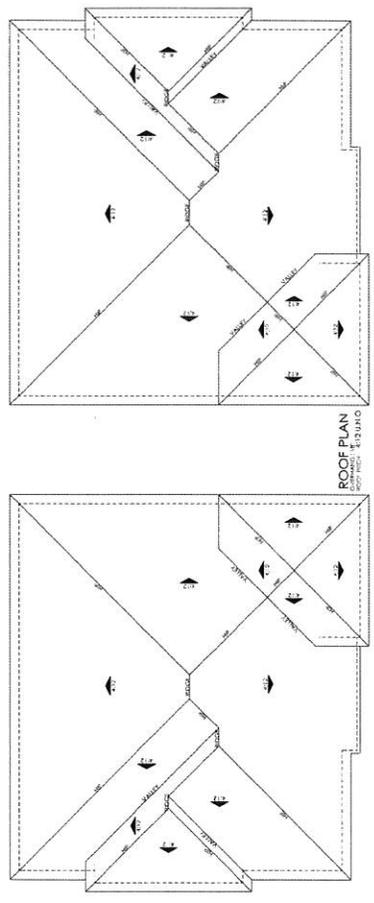
BUILDING COMPOSITE SIDE ELEVATIONS

SUNSHINE CITY, CA

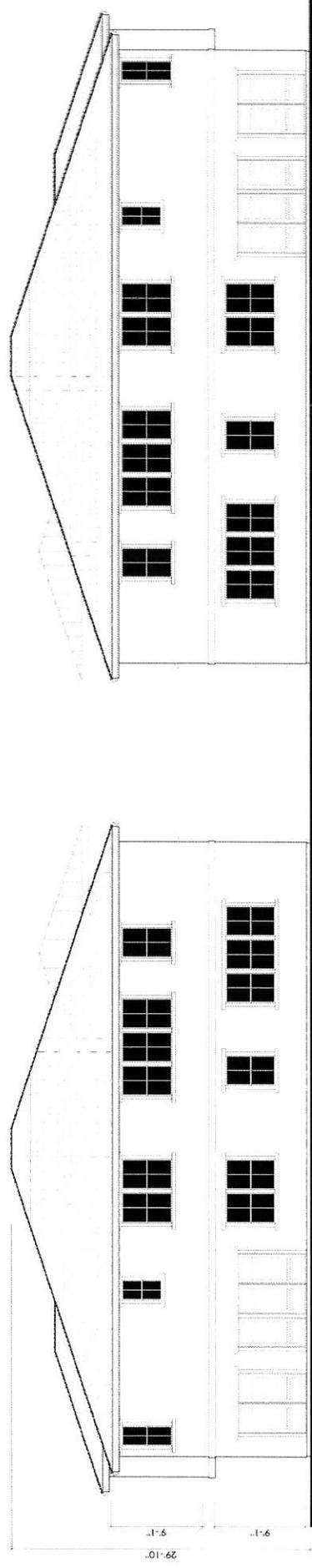
5/11/24

KTGY Group, Inc.
 Architecture+Planning
 500 Second St., Suite 200
 Oakland, CA 94607
 510.272.2910
 ktgy.com





Material Legend:
 Flat Concrete Tile Roofing
 Stucco Finish
 Standing Seam Metal Roof
 Enhanced Sills



REAR

McCoy Creek Mixed Use
 Harbor Park, LLC.

BUILDING COMPOSITE REAR ELEVATIONS

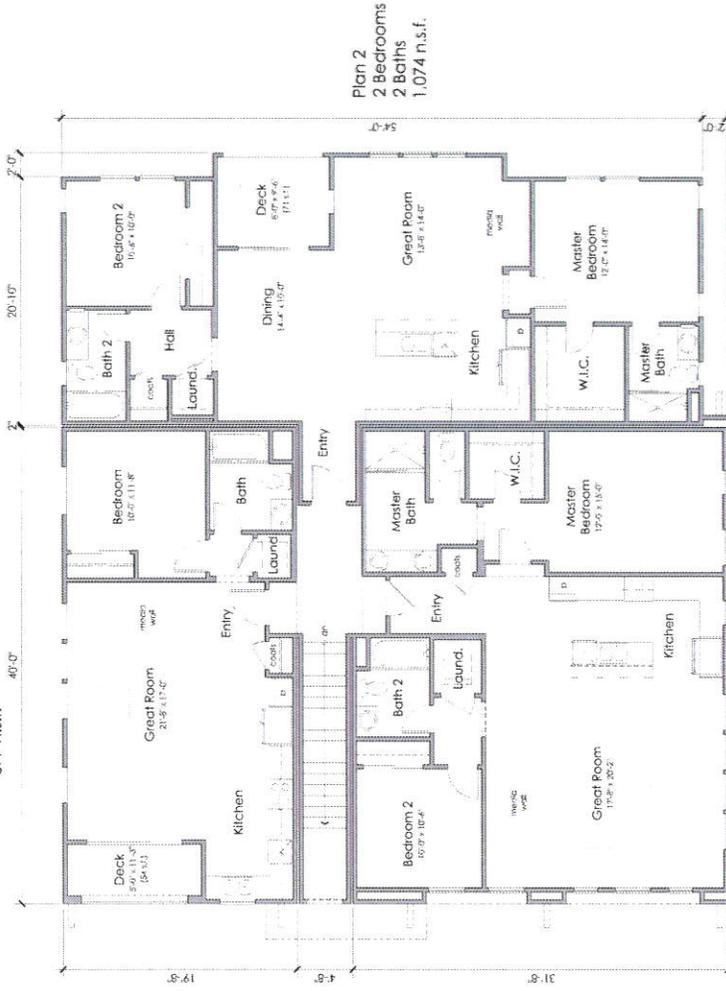
SUBUR CITY, CA

#11383

KTGY Group, Inc.
 Architecture+Planning
 580 Second St., Suite 200
 Oakland, CA 94607
 510.272.2910
 ktgy.com



Plan 1AII
 1 Bedroom
 1 Bath
 677 n.s.f.



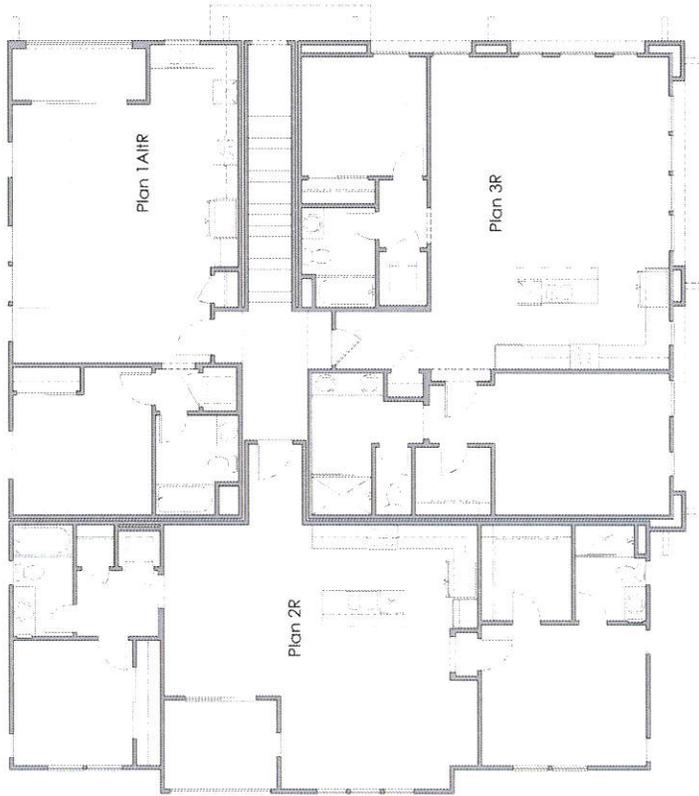
Plan 2
 2 Bedrooms
 2 Baths
 1,074 n.s.f.

Plan 3
 2 Bedrooms
 2 Baths
 1,160 n.s.f.

Building 1

Second Floor

Building 2



McCoy Creek Mixed Use
 Harbor Park, LLC.

BUILDING COMPOSITE PLAN

SUBDIV. CITY, CA.

8.11.2018

KTCGY Group, Inc.
 Architecture-Planning
 580 Second St., Suite 200
 Oakland, CA 94607
 510.272.2910
 ktgy.com



AI.5



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RESOLUTION NO. 2005-74

**A RESOLUTION OF THE CITY OF SUISUN CITY ACCEPTING THE
MITIGATION MONITORING PROGRAM, EXHIBIT A, MITIGATED NEGATIVE
DECLARATION, EXHIBIT B, AND THE INITIAL STUDY – EXHIBIT C FOR THE
McCoy CREEK DEVELOPMENT**

Whereas, The Planning Commission held a Public Hearing on Tuesday August 23, 2005 and continued said hearing to September 13, 2005 to review and consider the development project known as McCoy Creek Development and said properties are located southeast of the intersection of Grizzly Island Road and McCoy Creek Drive (APN 0173-670-100) and 0173-670-150) containing approximately 4.3 acres; and

Whereas, Notices for the public hearing were published in the Daily Republic on July 30, 2005 for the Planning Commission (August 23, 2005) hearing and notices to individual property owners within 300 feet were mailed on July 28, 2005; and

Whereas, The Planning Commission City of Suisun City made the following findings and recommends acceptance of the environmental documents:

1. Notice has been given in the time and in the manner required by State Law and City Code.
2. The site is physically suitable for the proposed type and intensity of development in that the approval process provides sufficient opportunity to review the proposed development and ensure minimal impacts on surrounding properties.
3. The approval of development project known as McCoy Creek Development creating 19 single family residential units, 5 live work units, 5 carriage units, and commercial building of approximately 13,581 square feet for a total of 30 lots on approximately 4.37 acres will not be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood in the proposed uses are similar to and compatible with neighboring uses in the area.
4. The Suisun Community Development Department has conducted an Initial Study on the proposed development project. The Initial Study on the above project was evaluated for a potential adverse impact on the environment and has concluded that no evidence exists that the project will have an adverse effect on the environment. The following documents are recommended for acceptance and adoption.
 - a. Initial Study for the development project known as McCoy Creek Development, Exhibit C;
 - b. Mitigated Negative Declaration was filed with the Solano County Clerk on July 8, 2005 for a 30-day public review period. The Mitigated Negative Declaration was mailed to the State Clearing House on July 30, 2005 for a 30 day public review period – Reference State Clearinghouse Number - SCH 2005072009, Exhibit B; and
 - c. Mitigation Monitoring Program implementing mitigation measures as identified in the initial study – Exhibit A.

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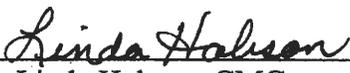
Now, Therefore, Be It Resolved that the City Council of the City of Suisun City hereby accepts the Exhibit A - Mitigation Monitoring Program, Exhibit B - Mitigated Negative Declaration, and Exhibit C - Initial Study as the appropriate environmental documents for the McCoy Creek Development attached hereto and by this reference incorporated herein.

Be It Further Resolved that the City Council of the City of Suisun City shall require the Project Sponsor and successors to off-set all costs, city staff and private, associated with the implementation of and monitoring of the Mitigation Monitoring Program and shall require the Project Sponsor and successors to implement all programs as identified.

PASSED AND ADOPTED at a special meeting of the City Council of the City of Suisun City, duly held on the 11th day of October, 2005 by the following vote:

AYES:	Council Members	<u>Day, Derting, Sanchez, Segala, Spring</u>
NOES:	Council Members	<u>None</u>
ABSENT:	Council Members	<u>None</u>
ABSTAIN:	Council Members	<u>None</u>

WITNESS my hand and the seal of said City this 11th day of October 2005.



Linda Hobson, CMC
City Clerk

EXHIBIT A – MITIGATION MONITORING PROGRAM

**EXHIBIT A – MITIGATION MONITORING PROGRAM – McCOY CREEK
DEVELOPMENT**

ADOPTED BY RESOLUTION NO. 2005-74, OCTOBER 11, 2005

1. Project Title: McCoy Creek Development - Planned Unit Development Application No. PD05-02, McCoy Creek Vesting Tentative Subdivision Map PM05-01, and Site Plan 05-08 for the McCoy Creek Mixed-Use Project

2. Lead Agency Name and Address: Community Development Department,
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

3. Contact Person: Jake Raper Jr., AICP, Community Development Director

4. Project Location: City of Suisun City, Salono County Assessor's Parcel Number(s):
APN(s): 0173-670-100 and 0173-670-150, southeast intersection of Grizzly Island
Road and McCoy Creek
Drive.

5. Project Sponsor's Name and Address : Harbor Park LLC, 274 E. Sunset Ave., PMB
136, Suisun City, Ca 94585

6. General Plan Designation – PUD General Commercial

7. Zoning - Existing – “GC”– General Commercial District and “O” Business and
Professional Office District

8. Project Description: The project site consists of approximately 4.37 acres located in the southwest

portion of the City, east of Grizzly Island Road, south of McCoy Creek Drive, and north of the Suisun Marsh (APN 0173-670-100; 0173-670-150). The project site is currently undeveloped, but is part of the anticipated Lawler commercial development, an area that is planned for commercial uses considerably larger than the proposed development. The applicant proposes to subdivide the property into 19 single-family units, 10 mixed-use units comprised of a commercial/residential combination, and one larger commercial building approximately 13,581 square feet, for a total of 30 lots. This undeveloped site is relatively level, has been rough graded, has no unique features, and existing infrastructure has been installed. A minimum lot size of approximately 3,609 square feet and a maximum lot size of 6,887 square feet are proposed for the single family/commercial units. Access to the commercial portion of the property is provided from McCoy Creek Drive and access through the residential portion is via the proposed ‘A’ Street. See Tentative Subdivision Map in Figure 2.

The residential uses are proposed in the southern portion of the development and about the Suisun

Marsh. A green or black tubular metal fence is proposed to separate the homes from the Marsh, and wood "good-neighbor" fences separate the properties from each other. A storm drainage system is proposed in the rear yards of the single-family homes located along the Suisun Marsh. All storm drainage from the project site will filter through a biofiltration system, and will then be discharged into the existing storm drainage system prior to entering the Marsh. The commercial uses are proposed in the northern area of the project. The project proposal includes perpendicular parking along McCoy Creek Drive, but on the applicant's property, to be used for the commercial aspect of the development. A school site and drainage basin are located to the east of the project, and a vacant lot is north of the project site. Commercial uses, such as fast food establishments, are located further to the north at the intersection of Grizzly Island Road and Highway 12.

Deviations Requested and/or Proposed – Single Family Residential - Lots 14 through 30 and Lots 11 and 12

1. Reduction of lot size for single family residential lots - Interior lots from 6,000 square feet to 3,609 to 4,478 square feet.
2. Reduction of lot size for single family residential lots – Corner lots from 6,500 square feet to 4,221 square feet.
3. Reduction of side yard setbacks for single family residential lots – Side yard setback from 5'-0" and 10'-0" Totaling 15'-0" to 5'-0" setback to property line and establishment of a 5'-0" easement on adjacent property.
4. Reduction of front yard setbacks for single family residential from 15'-0" to approximately 10'-0" with varying front yard setbacks from front property line.
5. Creation of Lot 16 without street frontage and accessing Lot 16 via an access easement through Lot 15.
6. Reduction of rear yard setbacks for single family residential as shown on the McCoy Creek site plan for (Lots 14 through 30 and Lots 11 and 12) from a required 20'-0" for residential units with a height exceeding 15'-0".
7. Off-street Parking: Residential units propose a two car garage for each unit – exceeds requirement of at least one car garage or carport and one open or uncovered off-street parking space per single family residential detached unit.

Deviations Requested and/or Proposed: Live-Work Units with retail facing McCoy Creek and Single Family Residential Units Facing Street A – Lots 1 through 7 and Lots 9 through 13

1. Creation of live-work lots varying in size from 4,160 square feet to 6,687 square feet.
2. Reduction of lot size for single family residential lots – Corner lots from 6,500 square feet to 5,631 square feet for Lot 1.

3. Reduction of side yard setbacks for single family residential lots and establishing yard setbacks for the retail and retail carriage development – Side yard setback from 5'-0" and 10'-0" totaling 15'-0" to 5'-0" setback to property line and establishment of a 5'-0" easement on adjacent property.
4. Reduction of front yard setbacks for single family residential from 15'-0" varying from approximately 5'-0" up to 10'-0" front yard setbacks from front property line.
5. Establishing front yard setbacks for the retail and retail carriage units along McCoy Creek Road ranging from 5'-0" to 8'-0" as reflected on the McCoy Creek Site Plan.
6. Creation of double frontage lots serving single-family residential units and the retail and retail carriage units along Street A and McCoy Creek Street
8. Rear Yard Setbacks are eliminated due to the creation of double frontage lots along McCoy Creek and Street A.
9. Off-street Parking - Residential units: a two car garage for each residential unit facing Street "A" exceeds requirement of at least one car garage or carport and one open or uncovered off-street parking space per single family residential detached unit.
10. Off-street Parking – Retail units and Retail Carriage Units: 27 off-street parking spaces required – Zero Spaces provided. Applicant is proposing on-street parking. Required parking for retail uses is one parking space per 250 square feet of gross floor area and for studio residential units one and one-half (1 ½) per unit with one space within a garage or carport. Off-street Parking spaces required – 10 units of retail requires (2 each) or 20 off-street parking spaces and five (5) carriage residential units require 7 off-street parking spaces totaling 27 off-street parking spaces.
11. Vehicle Access – Maneuvering of vehicles shall be arranged so that any vehicle entering a public right-of-way can do so traveling in a forward direction, except for single-family residential units. On-street parking is proposed with a backward direction into public right-of-way.

Deviations requested and /or Proposed Retail Development:

1. Off-street Parking: Required spaces 32 – Zero Spaces provided. Code requires one space per 250 square feet. Project has 6,020 square feet lower floor and 2024 square feet of Mezzanine Area totaling 8,044 square feet of commercial area. Total off-street parking required is 32 spaces.
2. Vehicle Access – Maneuvering of vehicles shall be arranged so that any vehicle entering a public right-of-way can do so traveling in a forward direction, except for single-family residential units. On-street parking is proposed with a backward direction into public right-of-way.

MITIGATION MEASURES FOR III - Air Quality

MM III-1 During relevant phases of construction, the contractor shall be required to implement dust control measures pursuant to BAAQMD CEQA Guidelines that include the following:

Basic Control Measures – Implemented at all construction sites.

- Water all active construction areas at least twice daily.
- Prohibit idling time of construction trucks and equipment on the project site to a maximum of five minutes.
- Regularly maintain and inspect all construction equipment to ensure it functions properly and efficiently.
- The hours of operation for heavy-duty construction equipment shall be from 8:00 am until 5:30 pm.
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily, if necessary, with water sweepers, all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures – Implemented at project larger than four acres.

- Hydroseed or apply (non-toxic) soil stabilizers to areas graded during construction that are left inactive for ten days or more.
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

Optional Control Measures – Implemented at sites next to sensitive receptors, such as schools.

- Install windbreaks, or plant trees/vegetative windbreaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- Limit the area subject to excavation, grading and other construction activity at any one time.

Timing/Implementation: Prior to issuance of a grading permit for the project, and implemented during construction activities.

Enforcement/Monitoring: Suisun City Engineering Department.

Mitigation Measure – III. Air Quality – Cont'd

MM III-2 Pursuant to a comment letter from the Resource Conservation District for another project in close proximity to the marsh, the project developer shall be required to disclose to any future property owners, with the sale or rental of property, a statement regarding potential inconveniences including but not limited to odors, pests, and/or insects associated with the marsh.

Timing/Implementation: Prior to sale or rental.

Enforcement/Monitoring: Project Developer

Mitigation Measure for IV BIOLOGICAL :

Mitigation Measure

MM IV-1 The project shall provide a two- to four-foot (2'-4') tall chain link fence on top of a two- to four-foot (2'-4') tall masonry block wall, for a minimum of six feet in height (6'), in place of the proposed tubular metal fencing, in the rear yard of all homes abutting the marsh to limit impacts from domestic predatory animals.

MM IV-2 A. Night lighting shall consist of no more than one light in the rear yard of all homes abutting the marsh, and there shall be a recorded acknowledgement by the property owners that lighting shall be directed away from the marsh. B. A deed restriction implementing this lighting limitation shall be recorded on all lots abutting the marsh area. The project sponsor shall provide a copy of the recorded restriction, prior to the issuance of a building permit. The deed restriction shall be in perpetuity. (Added by City Council October 11, 2005)

MM IV-3 Additionally, the project developers and property owners will be subject to any and all statutes and regulations regarding Federal and State endangered, threatened, and candidate species. If a "take," as defined by Section 3 of the Endangered Species Act, occurs during project construction, all construction shall cease. Consultation with US Fish and Wildlife Service and Department of Fish and Game shall be conducted in

MM III-2 Pursuant to a comment letter from the Resource Conservation District for another project in close proximity to the marsh, the project developer shall be required to disclose to any future property owners, with the sale or rental of property, a statement regarding potential inconveniences including but not limited to odors, pests, and/or insects associated with the marsh.

Timing/Implementation: Prior to sale or rental.

Enforcement/Monitoring: Project Developer

Mitigation Measures: IV - Biological

Comment

MM IV-1 The project shall provide a two- to four-foot (2'-4') tall chain link fence on top of a two- to four-foot (2'-4') tall masonry block wall, for a minimum of six feet in height (6'), in place of the proposed tubular metal fencing, in the rear yard of all homes abutting the marsh to limit impacts from domestic predatory animals.

Timing: Prior to issuance of building permit.

See
comment
to MM VIII-2 ✓

MM IV-2

A. Night lighting shall consist of no more than one light in the rear yard of all homes abutting the marsh, and there shall be a recorded acknowledgement by the property owners that lighting shall be directed away from the marsh.

Timing: Submittal of recorded document prior to issuance of building permit.

B. A deed restriction implementing this lighting limitation shall be recorded on all lots abutting the marsh area. The project sponsor shall provide a copy of the recorded restriction, prior to the issuance of a building permit. The deed restriction shall be in perpetuity. (Added by City Council October 11, 2005)

Timing: Submittal of recorded deed restriction prior to issuance of building permit.

MM IV-3 Additionally, the project developers and property owners will be subject to any and all statutes and regulations regarding Federal and State endangered, threatened, and candidate species. If a "take," as defined by Section 3 of the Endangered Species Act, occurs during project construction, all construction shall cease. Consultation with US Fish and Wildlife Service and Department of Fish and Game shall be conducted in order to determine appropriate next steps. Construction shall resume only when given written notice to proceed from one of these agencies.

Timing: Clearance and documentation from Project Sponsor prior to issuance of building permit.

MM IV-4 The project developer shall be required to disclose to future property owners abutting the marsh, a list of Federal and State endangered, threatened and candidate species located in the Suisun Marsh, south of the project site.

Timing: Recorded disclosure that the residential units abutting the marsh, a listing of Federal and State endangered, threatened and candidate species located in the Suisun Marsh, south of the project site must be submitted prior to issuance of building permit.

Enforcement/Monitoring: Coordination by Suisun City Planning Department. Documentation received by Building Department prior to issuance of building permit. Modified as a result of city council direction on October 11, 2005.

Mitigation Measures: V - Cultural

Comment

MM V-1 If any prehistoric, archaeological, paleontological, geologic features, or historic artifacts, or other indications of archaeological resources are found once the project construction is underway, all work in the immediate vicinity must stop and the City shall be immediately notified. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures, which shall be followed. Construction work may recommence when the appointed archeologist determines mitigation measures have been appropriately implemented.

None found to date ✓

Timing/Implementation: As a condition of project approval and implemented during construction activities.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

MM V-2 If any human remains are found once the project construction is underway, all work in the immediate vicinity must stop and the County Coroner shall be notified, according to Section 7050.5 of California's Health and Safety Code. If the Coroner determines that the remains are Native American, the procedures outlined in Section 15064.5 (d) and (e) shall be followed.

None found to date ✓

Timing/Implementation: As a condition of project approval and implemented during construction activities.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

Mitigation Measures: VI - Geology**Comment**

MM VI-1 Single-family homes and commercial structures proposed for construction shall be designed according to the 2001 California Building Code (CBC) design criteria construction regulations for earthquake safety. However, if the designer deems more specific data (e.g. elastic response spectra) necessary to evaluate seismic design criteria, these data shall be collected and incorporated into the design requirements.

Timing/Implementation: During project design.
Enforcement/Monitoring: Suisun City Planning and Building Departments.

MM VI-2 The project shall be required to prepare and submit a geotechnical report that proposes recommendations regarding the geotechnical aspects of building design and safety.

Timing/Implementation: During project design.
Enforcement/Monitoring: Suisun City Planning and Building Departments.

MM VI-3 A preliminary Geotechnical report prepared by a Civil Engineer or Soils/Foundation Engineering firm registered in this state shall be submitted to the City Engineer prior to the approval of the improvement plans. The soil report is required to include recommendations for the structural sections for streets, in addition to compaction and moisture controls for native soils beneath the curb, gutter, street, and sidewalk sections.

Timing/Implementation: Prior to project construction.
Enforcement/Monitoring: Suisun City Building and Planning Departments.

Mitigation Measures: VII - Hazards and Hazardous Materials

Comment

MM VII-1 Prior to the issuance of grading permits, the project applicant shall prepare a hazardous materials prevention and countermeasure plan that complies with any and all applicable BMPs, describing measures to ensure proper transport, use and disposal of all hazardous materials on the project site during construction. The plan shall be submitted to the City for approval. All contractors shall comply with the hazardous materials prevention and countermeasure plan.

Timing/Implementation: Prior to issuance of grading permits.
Enforcement/Monitoring: Suisun City Planning and Building Departments.

MM VII-2 The project site shall be subject to soils sampling by a qualified technician to determine the presence or absence of pollution residues. If contaminated soil and/or groundwater are encountered during excavation, additional assessment shall be required depending on the conditions encountered (e.g. odor, sheen). If soil sampling indicates the presence of any contaminant in hazardous quantities, the Regional Water Quality Control Board (RWQCB) and the Department of Toxic Substances Control (DTSC) will be contacted to determine the level of any remediation efforts, and the soils shall be remediated in compliance with applicable laws. Remediation alternative for clean up of contaminated soil and/or groundwater will include, but are not limited to: in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal.

MM VII-3 During project construction, all hazardous materials shall be stored off-site after their use. Similarly any aerosols or painting materials should not be used when wind speeds exceed 15 miles per hour. Any on-site storage of materials shall be done on the north side of the property.

MM VII-4 The project site shall be enclosed with a six-foot (6') tall cyclone fence around its perimeter during project construction to reduce hazards to schoolchildren walking in the area.

Timing/Implementation: During project design and construction.
Enforcement/Monitoring: Suisun City Planning Department.

*Not in compliance
School session
opens 8/28/06?*

Mitigation Measures: XI - NOISE

Comment

MM XI-1 The project contractor shall be required to limit construction hours between 8:00 a.m. and 5:30 p.m. to minimize potential noise impacts to existing uses adjacent to the project area.

modified by
letter to
BAAQMD dated
2/27/06
ghnk.

Timing/Implementation: Prior to and during construction activities.
Enforcement/Monitoring: Suisun City Planning and Building Departments.

Mitigation Measures: XV - Transportation

Comment

MM XV-1 As a project Condition of Approval, the project contractor shall be required to install stop signs on the proposed street 'A' and on the Lawler Center Drive at the intersection of McCoy Creek Drive to minimize potential traffic impacts to existing uses adjacent to the project area.

_____ ✓

Timing/Implementation: As a condition of project approval and implemented during construction activities.
Enforcement/Monitoring: Suisun City Planning, Public Works, and Building Departments.

Mitigation Measures: XVI - Utilities and Services

Comment

MM XVI-1 The applicant will be required to construct or contribute fair-share costs to upgrades to the wastewater infrastructure system as determined by the City. The City may request completion of a wastewater technical study and require the applicant to make improvements identified in the technical study, as directed by the City Engineer.

_____ *[Signature]* ✓

Timing/Implementation: To be included as a condition of project approval and implemented accordingly.
Enforcement/Monitoring: Suisun City Planning, Public Works and City Engineering Departments.

MM XVI-2 The applicant will be required to contribute to upgrades and pay impact fees to the water infrastructure system for impacts associated with the project and as determined by the City.

_____ *[Signature]* ✓

Timing/Implementation: To be included as a condition of project approval and implemented accordingly.
Enforcement/Monitoring: Suisun City Planning, Public Works and City Engineering Departments.

END OF MITIGATIONS - McCoy Creek Mixed-Use Development

EXHIBIT B - MITIGATED NEGATIVE DECLARATION



CITY OF SUISUN CITY COMMUNITY DEVELOPMENT DEPARTMENT

701 Civic Center Boulevard • Suisun City, CA 94585

Phone 707-421-7335 • FAX 707-429-3758

E-mail planning@suisun.com

NOTICE OF INTENT TO ADOPT

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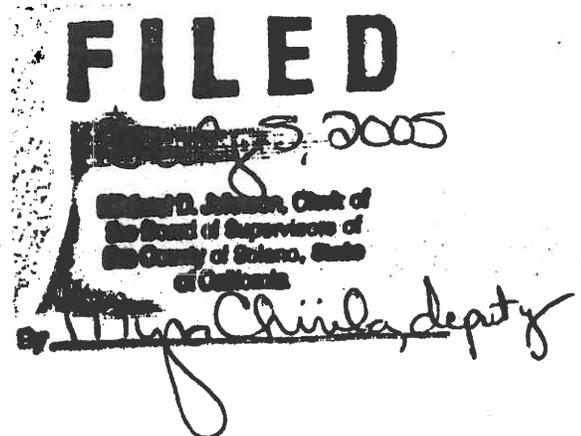
MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Mc Coy Creek Vesting Tentative Subdivision Map

PROJECT LOCATION: Southeast of the Intersection of Grizzly Island Road and McCoy Creek Drive (APN 0173-670-100, 0173-670-150)

PROJECT DESCRIPTION: The project site consists of approximately 4.37 acres located in the southwest portion of the City, east of Grizzly Island Road, south of McCoy Creek Drive, and north of the Suisun Marsh. The project site is currently undeveloped and the applicant proposes to subdivide property into 19 single-family units, 10 mixed-use units comprised of a commercial/residential combination, and one larger commercial building of approximately 13, 581 square feet, for a total of 30 lots. Access to the commercial portion of the property will be provided from McCoy Creek Drive and access to the residential portion is via the proposed 'A' Street.

REVIEW PERIOD: June 30 through July 30, 2005



This document posted from

7-5-05 to 9-15-05

Sandy Hoyest, Deputy
Deputy Clerk of the Board

<k:/planning/forms/noticeofintent>

Notice of Completion & Environmental Document Transmittal

Appendix C

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: Mc Coy Creek Vesting Tentative Subdivision Map

Lead Agency: Suisun City Community Development Department

Contact Person: Gary Raycraft, Interim Community Development Dir.

Mailing Address: 701 Civic Center Blvd.

Phone: (707) 421-7388

City: Suisun City

Zip: 94585

County: Solano County

Project Location:

County: Solano County

City/Nearest Community: Suisun City

Cross Streets: Grizzly Island Road and Mc Coy Creek Drive

Zip Code: 94585

Assessor's Parcel No.: 0173-070-100 & 0173-070-150

Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: 12

Waterways: Suisun Marsh

Airports: _____

Railways: Union Pacific

Schools: Crescent Elementary

Document Type:

- CEQA: NOP Draft EIR Supplement/Subsequent EIR (Prior SCH No.) _____ Other _____
 Early Cons Neg Dec Mit Neg Dec Other _____

- NEPA: NOI EA Draft EIS FONSI

- Other: Joint Document Final Document Other _____

Local Action Type:

- General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other _____

Development Type:

- Residential: Units 28 Acres approx 4 Water Facilities: Type _____ MGD _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. 13,881 Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational _____ Waste Treatment: Type _____ MGD _____
 Recreational _____ Hazardous Waste: Type _____
 Total Acres (approx.) 4.37 Other: _____

Project Issues Discussed in Document:

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Fiscal | <input type="checkbox"/> Recreation/Parks | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input type="checkbox"/> Schools/Universities | <input type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input type="checkbox"/> Water Supply/Groundwater |
| <input type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Geologic/Seismic | <input type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Minerals | <input type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Wildlife |
| <input type="checkbox"/> Coastal Zone | <input type="checkbox"/> Noise | <input type="checkbox"/> Solid Waste | <input type="checkbox"/> Growth Inducing |
| <input checked="" type="checkbox"/> Drainage/Absorption | <input type="checkbox"/> Population/Housing Balance | <input type="checkbox"/> Toxic/Hazardous | <input type="checkbox"/> Land Use |
| <input type="checkbox"/> Economic/Job | <input type="checkbox"/> Public Services/Facilities | <input type="checkbox"/> Traffic/Circulation | <input type="checkbox"/> Cumulative Effects |
| | | | <input type="checkbox"/> Other _____ |

Present Land Use/Zoning/General Plan Designation:

General Commercial

Project Description: (please use a separate page if necessary)

The project site consists of approximately 4.37 acres located in the southwest portion of the city, east of Grizzly Island Road, south of McCoy Creek Drive, and north of the Suisun Marsh. The project site is currently undeveloped and the applicant proposes to subdivide the property into 18 single-family units, 10 mixed-use units comprised of a commercial/residential combination, and one larger commercial building of approximately 13,881 square feet, for a total of 30 units. Access to the commercial portion of the property will be provided from McCoy Creek Drive and access to the residential portion is via the proposed 'A' Street.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2004

Reviewing Agencies Checklist

Appendix C, continued

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|---|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Parks & Recreation |
| <input type="checkbox"/> Caltrans District # _____ | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Planning (Headquarters) | <input type="checkbox"/> Reclamation Board |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy | <input checked="" type="checkbox"/> Regional WQCB # _____ |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> S.F. Bay Conservation & Development Commission |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> Santa Monica Mountains Conservancy |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input checked="" type="checkbox"/> Fish & Game Region # _____ | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> SWRCB: Water Rights |
| <input type="checkbox"/> Forestry & Fire Protection | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Integrated Waste Management Board | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Native American Heritage Commission | |
| <input type="checkbox"/> Office of Emergency Services | |

Local Public Review Period (to be filled in by lead agency)

Starting Date June 30, 2005 Ending Date July 30, 2005

Lead Agency (Complete if applicable):

Consulting Firm: <u>Pacific Municipal Consultants</u>	Applicant: <u>Harbor Park LLC</u>
Address: <u>1590 Dre Avenue, Ste. 120</u>	Address: <u>274 E. Sunset Ave., PMB 136</u>
City/State/Zip: <u>Davis, CA 95616</u>	City/State/Zip: <u>Suisun City, CA 94585</u>
Contact: <u>Ben Luna</u>	Phone: <u>707-803-2816</u>
Phone: <u>530-750-7076</u>	

Signature of Lead Agency Representative: *Gerald E. Raycraft* Date: 6-29-05
 GERALD E. RAYCRAFT
 ID&RIM (COMMUNITY) DEV. & IR.

EXHIBIT C - INITIAL STUDY.



EXHIBIT C – McCOY CREEK INITIAL STUDY

Suisun City

Initial Environmental Study/Mitigated Negative Declaration

1. **Project Title:** McCoy Creek Development - Planned Unit Development Application No. PD05-02, McCoy Creek Vesting Tentative Subdivision Map PM05-01, and Site Plan 05-08 for the McCoy Creek Mixed-Use Project
2. **Lead Agency Name and Address:** Suisun City
701 Civic Center Drive
Suisun City, CA 94585
3. **Contact Person and Phone Number:** Gerry Raycraft (707) 421-7335
4. **Project Location:** Southeast of the intersection of Grizzly Island Road and McCoy Creek Drive (APN 0173-670-100; 0173-670-150)
5. **Project Sponsors' Name and Address:**

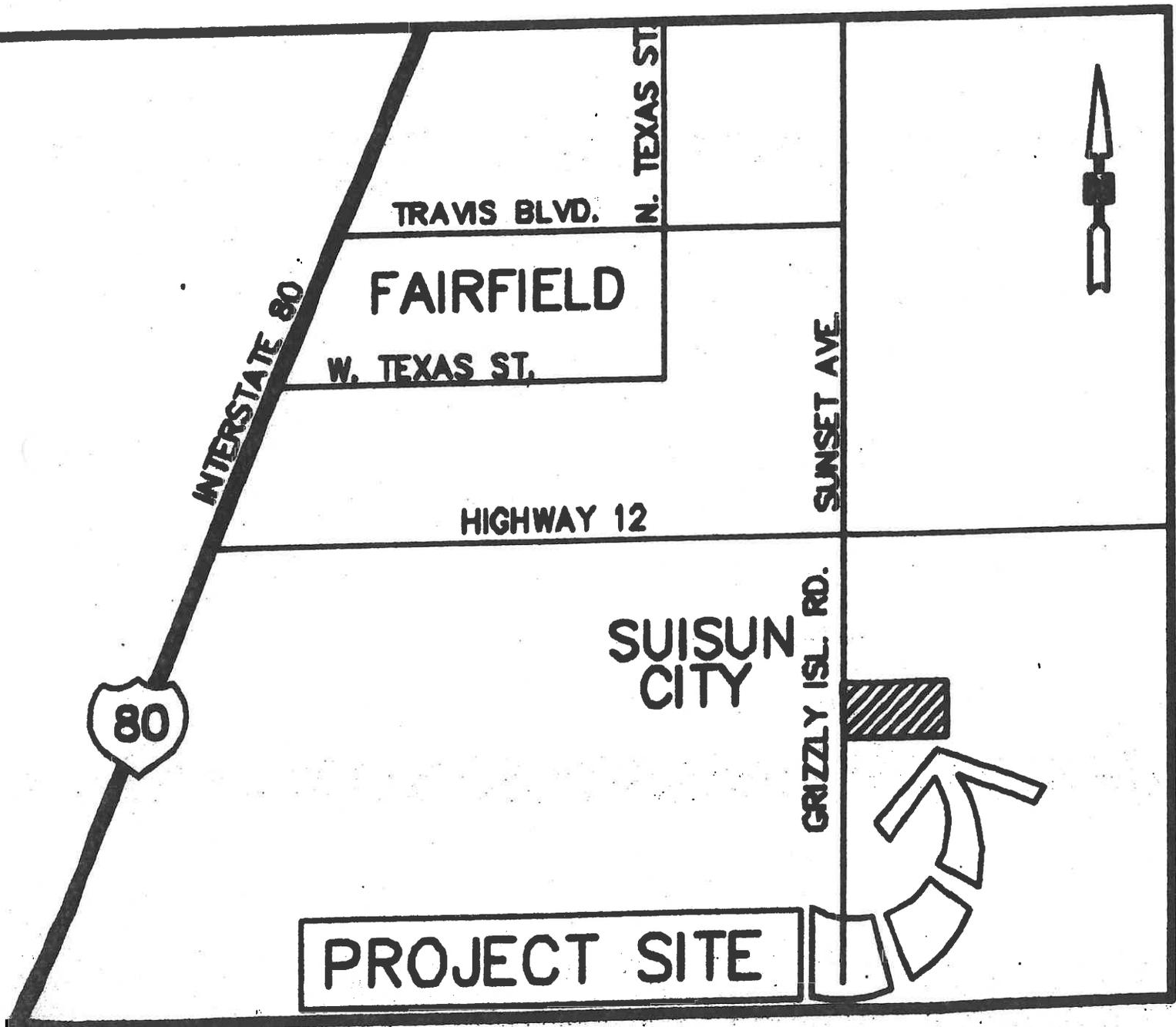
Applicant:
Harbor Park LLC
274 E Sunset PO Box 136
Suisun City, CA 9458
6. **General Plan Designation:** PUD General Commercial
7. **Zoning:** Office/General Commercial
8. **Description of the Project:**

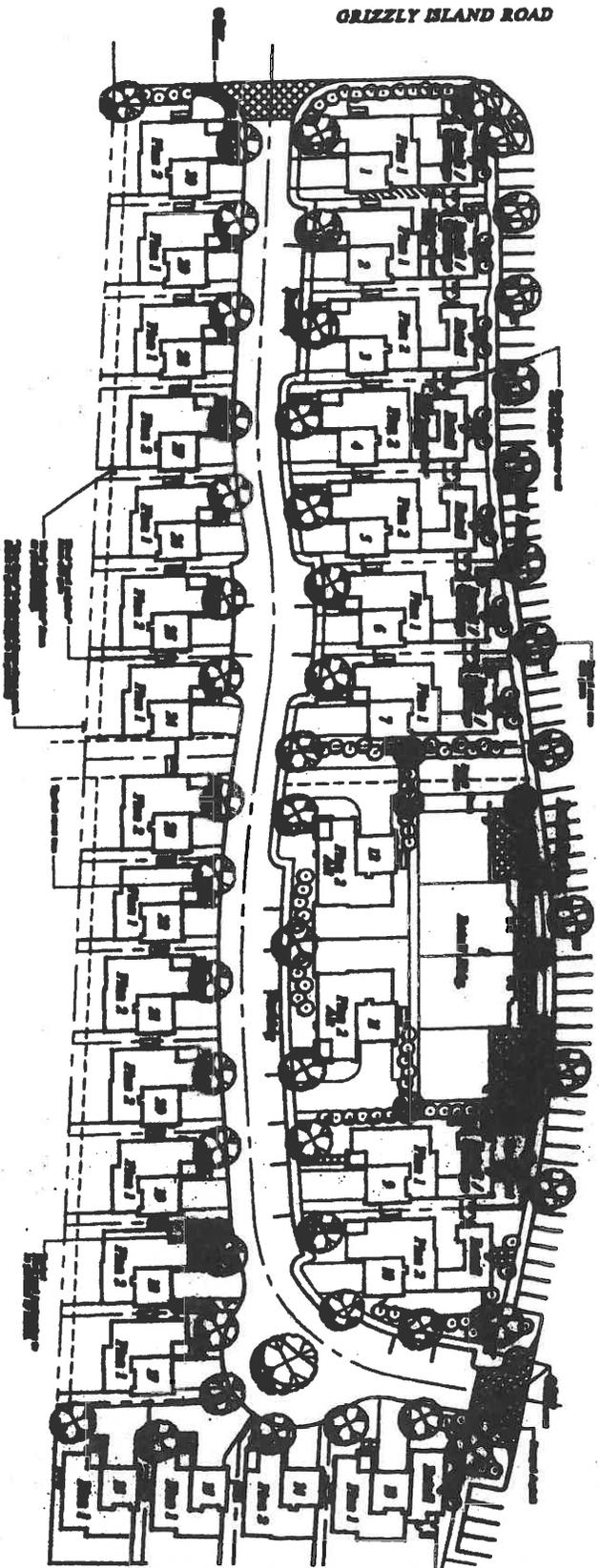
The project site consists of approximately 4.37 acres located in the southwest portion of the City, east of Grizzly Island Road, south of McCoy Creek Drive, and north of the Suisun Marsh (APN 0173-670-100; 0173-670-150). The project location is shown in Figure 1. The project site is currently undeveloped, but is part of the anticipated Lawler commercial development, an area that is planned for commercial uses considerably larger than the proposed development. The applicant proposes to subdivide the property into 19 single-family units, 10 mixed-use units comprised of a commercial/residential combination, and one larger commercial building approximately 13,581 square feet, for a total of 30 lots. This undeveloped site is relatively level, has been rough graded, has no unique features, and existing infrastructure has been installed. A minimum lot size of approximately 3,609 square feet and a maximum lot size of 6,887 square feet are proposed for the single family/commercial units. Access to the commercial portion of the property is provided from

McCoy Creek Drive and access through the residential portion is via the proposed 'A' Street. See Tentative Subdivision Map in Figure 2.

The residential uses are proposed in the southern portion of the development and abut the Suisun Marsh. A green or black tubular metal fence is proposed to separate the homes from the Marsh, and wood "good-neighbor" fences separate the properties from each other. A storm drainage system is proposed in the rear yards of the single-family homes located along the Suisun Marsh. All storm drainage from the project site will filter through a biofiltration system, and will then be discharged into the existing storm drainage system prior to entering the Marsh. The commercial uses are proposed in the northern area of the project. The project proposal includes perpendicular parking along McCoy Creek Drive, but on the applicant's property, to be used for the commercial aspect of the development. A school site and drainage basin are located to the east of the project, and a vacant lot is north of the project site. Commercial uses, such as fast food establishments, are located further to the north at the intersection of Grizzly Island Road and Highway 12.

Figure 1 - VICINITY MAP





Symbol	Description
[Symbol]	Proposed Building
[Symbol]	Existing Building
[Symbol]	Proposed Parking
[Symbol]	Existing Parking
[Symbol]	Proposed Driveway
[Symbol]	Existing Driveway
[Symbol]	Proposed Road
[Symbol]	Existing Road
[Symbol]	Proposed Utility
[Symbol]	Existing Utility
[Symbol]	Proposed Landscape
[Symbol]	Existing Landscape
[Symbol]	Proposed Fencing
[Symbol]	Existing Fencing
[Symbol]	Proposed Signage
[Symbol]	Existing Signage

Harbor Park, LLC

MCCOY CREEK
Suisun City, California

DATE: 10/15/2014



Mitigation Measures: VII - Hydrology and Water Quality

Comments

MM VIII-1 Grading and drainage plans will be developed to direct drainage from residential, commercial and civic areas through the proposed biofiltration system. This measure will be designed in coordination with RWQCB and will serve to reduce the levels of pollutants associated with runoff from developed areas. A monitoring program will be implemented to determine the effectiveness of this measure. If this measure proves to be inadequate in preserving the quality of the Suisun Marsh, additional measures will be installed.

To reduce the buildup of potential contaminants on paved surfaces, it is recommended that a program of regular vacuum sweeping of driveways and parking areas be implemented. Vacuum sweepers have been shown to be the most effective means of removing very small particles that carry trace elements and heavy metals. They will also reduce the frequency of required maintenance of the biofiltration system.

Timing/Implementation: Prior to project construction.

Enforcement/Monitoring: Suisun City Planning Dept./Public Works Dept..

✓

MMVIII-2 Measures will be implemented to protect the Suisun Marsh from soil debris during project construction. These measures include, but are not limited to:

- Installation of silt fences.
- Placement of hay bales.
- Development of temporary settling areas.
- Other methods, as appropriate to adequately mitigate the transport of soil debris to the Suisun Marsh.
- Project Sponsor shall Implement Chapter 2.0, Storm Water Treatment Measures and Mosquito Abatement Guidance of the Fairfield-Suisun Urban Runoff Management Plan.

Timing/Implementation: Dedication and construction prior to the issuance of building permits.

Enforcement/Monitoring: Project Sponsor, Suisun City Planning Department and Public Works Department.

schedule is to install dry stone wall ✓ as soon as project is approved

MMVIII-3 All drainage improvements shall be planned and constructed in accordance with local standards, improvement standards of the Department of Fish and Game and the State Water Quality Control Board as follows:

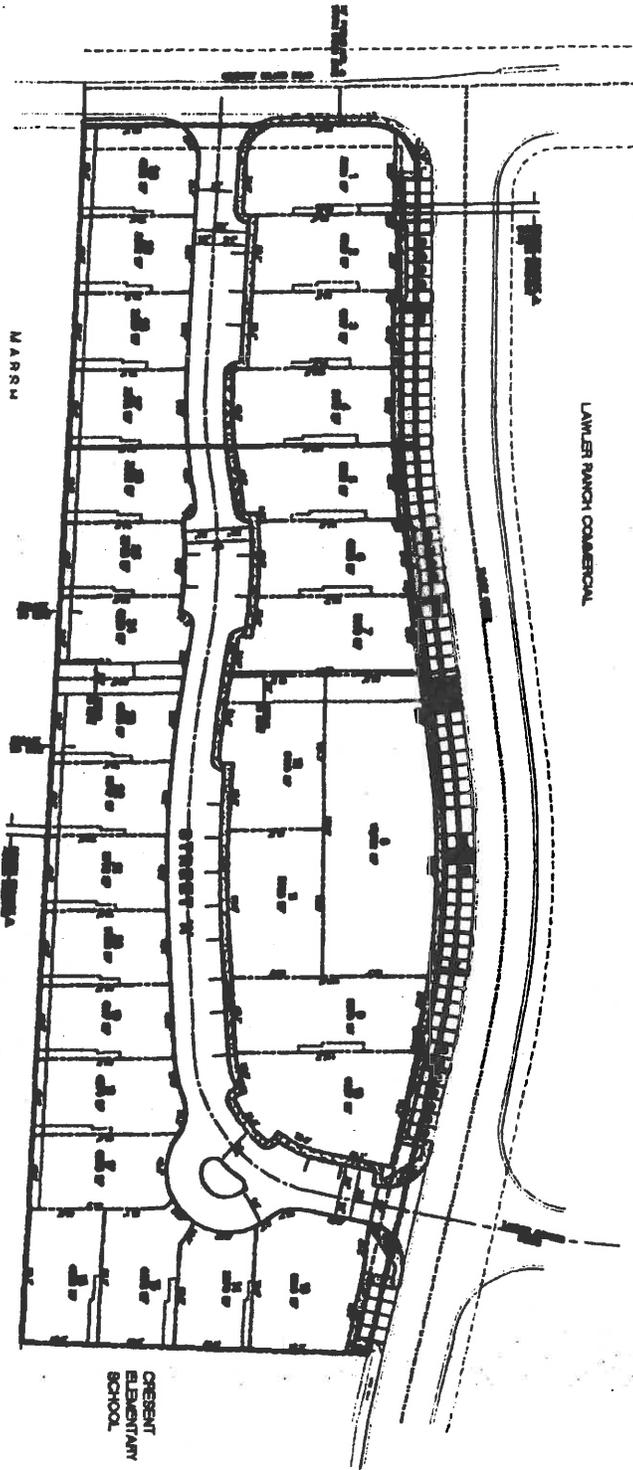
- All storm drainage must conform to City Standards. _____ ✓
- The project shall comply with laws and regulations of the California Regional Water Quality Control Board (San Francisco Bay Region) pertaining to storm water runoff from construction activities. _____ ?

Timing/Implementation: Dedication and construction prior to the issuance of building permits.

Enforcement/Monitoring: Suisun City Planning Dept./Public Works Dept.

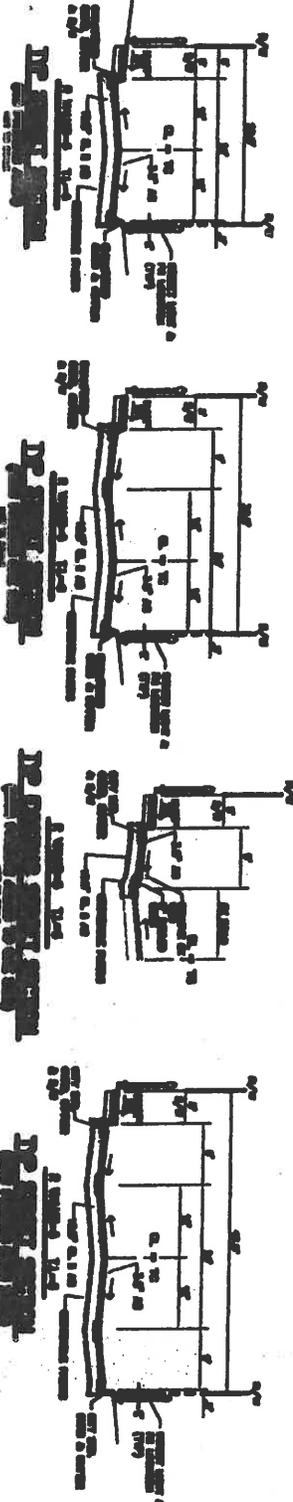
VESTING TENTATIVE MAP MCCOY CREEK DEVELOPMENT SUISUN CITY, CA.

LAWLER RANCH COMMERCIAL



MARRIS

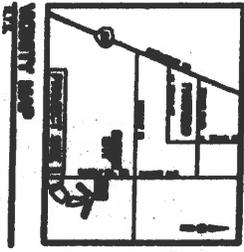
CRESENT
ELEMENTARY
SCHOOL



PROPOSED DEVELOPMENT
 1. 2. 3. 4.
 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

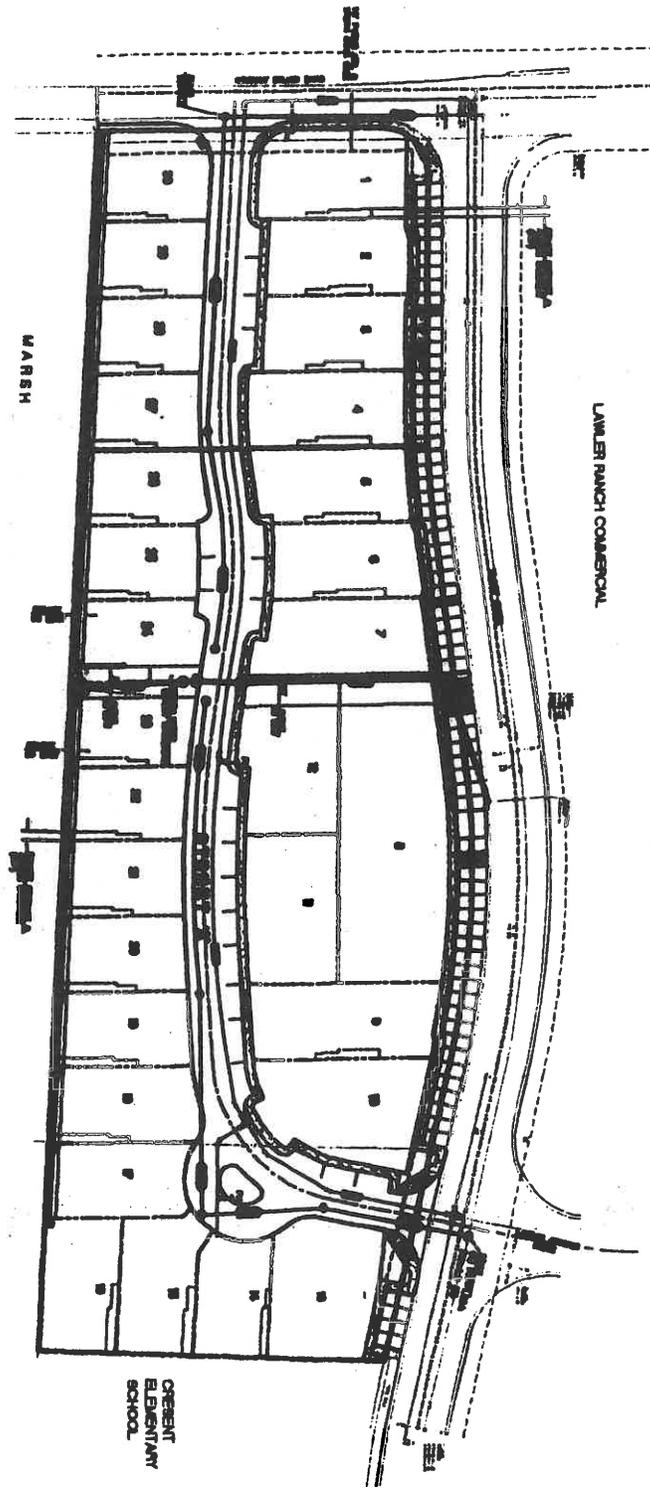


PROPOSED DEVELOPMENT
 1. 2. 3. 4.
 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.



PROPOSED DEVELOPMENT
 1. 2. 3. 4.
 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

| | | | | | |
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| | | | | | |
| MCCOY CREEK DEVELOPMENT
SUISUN CITY CALIFORNIA | | | PREPARED BY
LAWLER RANCH COMMERCIAL | | |
| SITE PLAN | | | 1ST SUBMITTAL | | |



| | | | |
|-------|------|----|----------|
| NO. 2 | DATE | BY | REVISION |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

MOGOY CREEK DEVELOPMENT
 GLENDALE, CALIFORNIA

PEAK ENGINEERING
 10000 WILSON AVENUE
 SUITE 100
 GLENDALE, CALIFORNIA 91201
 TEL: (626) 917-1111
 FAX: (626) 917-1112
 WWW: WWW.PEAKENGINEERING.COM



1
2



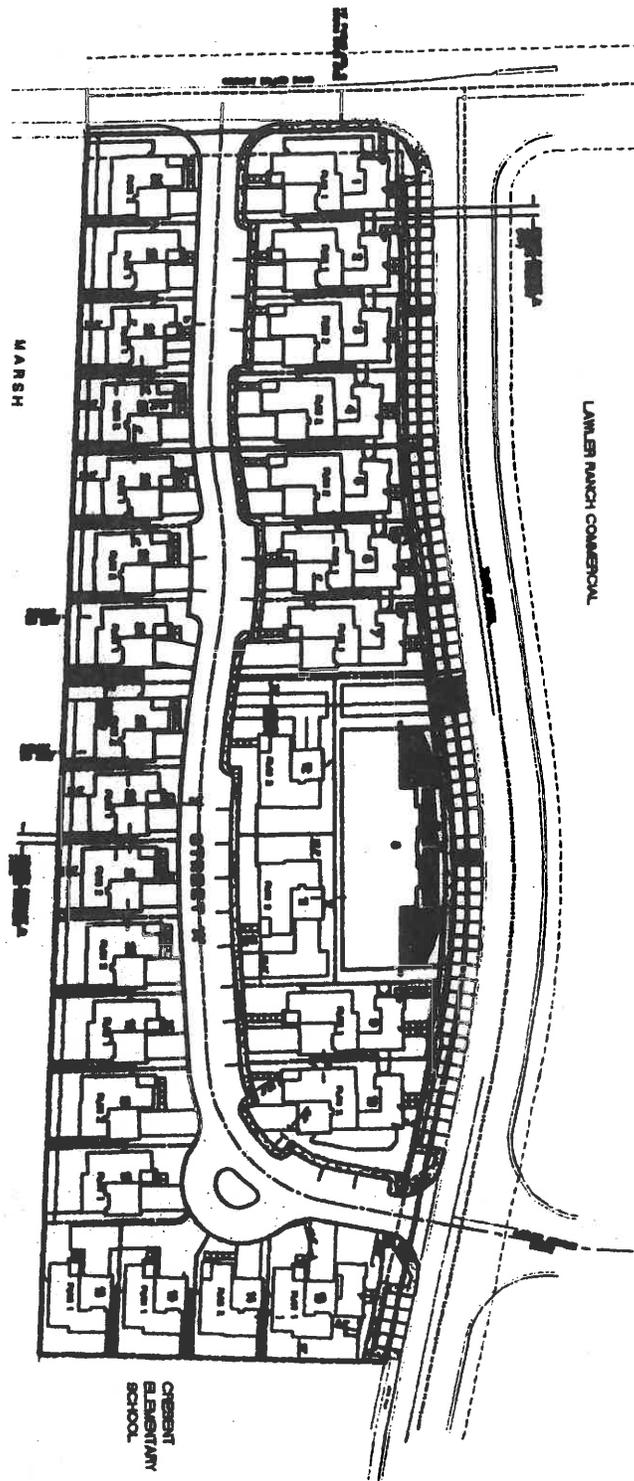
UTILITY PLAN

DATE: 08/12/08
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
1ST SUBMITTAL



1
2





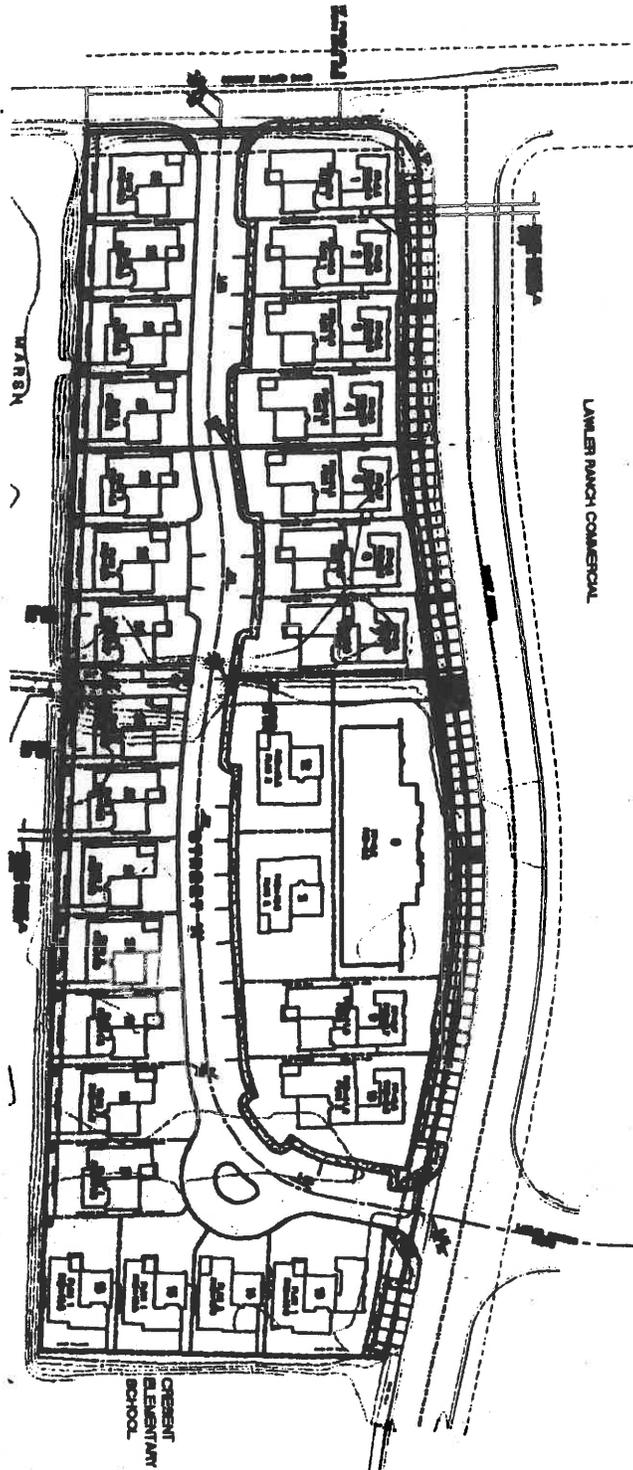
| NO. | REVISION | DATE |
|-----|----------|------|
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MOOY CREEK DEVELOPMENT
 COUNTY OF CALIFORNIA
DEVELOPMENT PLAN

PREPARED BY [Logo]
DATE [] [] []
SCALE [] [] []
PROJECT NO. [] [] []
ST SUBMITTAL





| NO. | REVISION | DATE |
|-----|----------|------|
| | | |
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MOODY CREEK DEVELOPMENT
 CRESCENT CITY CALIFORNIA
GRADING PLAN

PC CONSULTING ENGINEERING
 2000 S. 10TH STREET
 SUITE 200
 DENVER, CO 80202
 PREPARED BY: [Signature]
 CHECKED BY: [Signature]
 DATE: [Date]
1ST SUBMITTAL



9. Surrounding Land Uses and Setting:

The zoning and the existing development on and in the vicinity of the subject site are summarized below.

| | EXISTING LAND USE | ZONING | SUISUN CITY GENERAL PLAN |
|---------------------|----------------------------|----------------------------|---------------------------------|
| <u>Subject Site</u> | Vacant | Office, General Commercial | PUD General Commercial |
| <u>North</u> | Vacant | Office, General Commercial | General Commercial |
| <u>South</u> | Suisun Marsh | Open Space | Open Space |
| <u>East</u> | Crescent Elementary School | Office, General Commercial | School |
| <u>West</u> | Suisun Marsh | Park | Park/Open Space |

The most northerly edge of the property borders McCoy Creek Drive. A drainage basin forms a contiguous border for the eastern portion of the project, and further to the east lays Crescent Elementary School. The City's General Plan designates the property to the east as a School. The Suisun Marsh, managed by multiple agencies, is immediately south from fifteen of the proposed lots on the project site. Grizzly Island Road and Suisun Marsh also form the western border of the project site. The proposed "A" street divides the project between the single family housing on the southern half of the project site, and 10 mixed-use parcels along McCoy Creek Drive on the northern half of the development.

Storm water and drainage flows to the Suisun Marsh through an existing culvert. The site has been rough graded and development would require the transport of construction materials to the site from State Route 12. Soil conditions are consistent with the surrounding uses to the north and east.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)

- Suisun City
- California Regional Quality Control Board – Stormwater General Construction Permit

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On behalf of this initial evaluation:

| | |
|-------------------------------------|--|
| <input type="checkbox"/> | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| <input checked="" type="checkbox"/> | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| <input type="checkbox"/> | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| <input type="checkbox"/> | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| <input type="checkbox"/> | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

 Planner's Signature
 Gerry Raycraft, Interim Community Development Director

 Date

Applicant's Signature

Date

Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the projects outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.

| <u>I. AESTHETICS</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

- a,b) *Less Than Significant Impact.* The property and surrounding properties are flat, built out with commercial development, single-family homes, schools, or are undeveloped. Highway 12 is located approximately an eighth of a mile north of the project site, and there is no scenic vista dedicated along Highway 12 in Suisun City. The Suisun Marsh lies immediately south of the proposed project. Views of Suisun Marsh are obscured by existing commercial development along Highway 12. While the project site is currently vacant, recent construction has rough graded the site, and the proposed project would effectively obscure views of the marsh from McCoy Creek Drive. However, the project site is not designated as a scenic vista. Additionally, the site is void of trees, outcroppings, and historic buildings. Therefore, the project would have a *less than significant impact* on scenic highways, scenic corridors, and scenic vistas.
- c) *Less Than Significant Impact.* The project would increase the level of light and glare in an area that is primarily characterized by vacant land, and commercial development. Additional light and glare would result from the development of a thirty-lot subdivision, as well as a lighted road. However, light from the project would not create a new source of light or glare that is beyond what currently exists in similar commercial and residential development to the north, and east of the project site. As a result, light and glare would not affect day or nighttime views in the area. Light and glare from the project is not likely to impact traffic on Highway 12 or other views in the area. Therefore, impacts would be *less than significant*.
- d) *Less Than Significant Impact.* The project site is currently an undeveloped parcel of land. The proposed project would change the existing visual character of the site and its surroundings from

vacant land and surrounding marsh, to a development of residential homes and commercial businesses. However, the proposed project is compatible with the City's General Plan and approved commercial and residential subdivisions in the immediate vicinity. Therefore, impacts would be *less than significant*.

| <u>II. AGRICULTURAL RESOURCES</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project: | | | | |
| Convert Prime farmland, Unique farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Conflict with existing zoning for agricultural use or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

- a) *No Impact.* As described by the U.S. Soil Conservation Service, most of the soils in the Suisun Bay area are unconsolidated alluvial deposits, artificial fill, and estuarine deposits that underlie marginal areas around the Bay. Suisun City's General Plan states that the planning area is underlain primarily with Quaternary Bay muds and marshland deposits. These materials consist of stratified, unconsolidated organic-rich silt and clay, which contain peat, sand and gravel. The project site is located on soils that are not well suited to general intensive agriculture. The 1992 General Plan for Suisun City designated the subject parcel as General Commercial development

within its urban boundaries, and therefore planned on its development rather than agricultural use. Therefore, there will be no conversion of farmland, and the project will have **no impact**

- b) *No Impact.* The subject property is not under a Williamson Act contract and it is not zoned for agricultural use; therefore, it will have **no impact**.
- c) *Less Than Significant Impact.* The subject property is designated PUD General Commercial by the City's General Plan, which allows commercial land uses. The construction of new homes, commercial office spaces and infrastructure would contribute to the approaching buildout of Suisun City's Sphere of Influence. However, the lands within the Sphere of Influence are designated for development by the Suisun City General Plan; hence, conversion of these lands is anticipated. The subject property is within City limits and is designated for commercial use. Furthermore, the proposed development is contiguous with developed areas of the City and would not fragment agricultural lands. Impacts would be **less than significant**.

| <u>III. AIR QUALITY</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Comments:

- a) *Less Than Significant Impact.* Suisun City lies within the Bay Area Air Quality Management District (BAAQMD). The project would not substantially conflict with or obstruct implementation of the Bay Area Air Quality Management District (BAAQMD) adopted attainment plans, or the goals and objectives of the City’s General Plan. The project would be required to comply and not substantially conflict with, or obstruct implementation of, the Bay Area Air Quality Management District’s (District) Guide for Assessing and Mitigating Air Quality Impacts. There would be a ***less than significant impact.***

- b) *Less Than Significant Impact.* As the project’s planned construction of thirty lots does not exceed the District’s “Projects with Potentially Significant Emissions” recommendation of 320 units, it is unlikely that the project will generate 80 pounds per day of NOx, and therefore an URBEMIS model run to screen for carbon monoxide, odor impacts, and toxic/hazardous materials, is not required by the District. Similarly, the square footage for office space (12,948 square feet – home business and retail building) is less than the districts threshold of 280,000 square feet, which would trigger the need to run an URBEMIS model. Therefore, impacts on local and regional air quality standards will be ***less than significant.***

- c) *Less Than Significant with Mitigation Incorporated.* According to State Standards, the Bay Area Air Quality District has met attainment criteria for particulate matter 10 (PM10), but the District is unclassified for PM2.5. The District is classified as a marginal non-attainment area for the Federal eight-hour ozone standard, and is listed as a non-attainment area for State one-hour ozone standards. Suisun City adopted a Negative Declaration as part of their 1992 General Plan, stating that impacts to air quality as a result of development under the General Plan will be minimal. The project’s primary contribution to air quality emissions would be particulate matter during grading and construction activities, which will be a less than significant impact with mitigation incorporated. The District has established regulations governing various activities that contribute to the overall PM10 problem by adopting a set of PM10 “Control Measures.” Several components of the Control Measures specifically address fugitive dust generated by construction related activities. The District has established three categories of Control Measures for projects. “Basic Control Measures” are those that should be implemented at all sites. “Enhanced Control Measures” should be implemented at sites greater than four acres. “Optional Control Measures” are for projects located next to sensitive receptors, such as schools. The size and location of the proposed project would require implementation of all of the Control Measures, as the project exceeds 4 acres and is located adjacent to Crescent Elementary School. Compliance with these Control Measures for all projects will constitute sufficient mitigation to reduce PM10 impacts to a level considered less than significant and are required to be implemented at all construction sites within the Bay Area Air Quality District.

Air Quality - Mitigation Measure

MM III-1 During relevant phases of construction, the contractor shall be required to implement dust control measures pursuant to BAAQMD CEQA Guidelines that include the following:

Basic Control Measures – Implemented at all construction sites.

- Water all active construction areas at least twice daily.
- Prohibit idling time of construction trucks and equipment on the project site to a maximum of five minutes.
- Regularly maintain and inspect all construction equipment to ensure it functions properly and efficiently.
- The hours of operation for heavy-duty construction equipment shall be from 8:00 am until 5:30 pm.
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily, if necessary, with water sweepers, all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures – Implemented at project larger than four acres.

- Hydroseed or apply (non-toxic) soil stabilizers to areas graded during construction that are left inactive for ten days or more.
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

Optional Control Measures – Implemented at sites next to sensitive receptors, such as schools.

- Install windbreaks, or plant trees/vegetative windbreaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- Limit the area subject to excavation, grading and other construction activity at any one time.

Timing/Implementation: Prior to issuance of a grading permit for the project, and implemented during construction activities.

Enforcement/Monitoring: Suisun City Engineering Department.

Implementation of the above mitigation measures would reduce air quality impacts to a *less than significant* level.

- d) *Less Than Significant Impact.* The Bay Area Air Quality Management District describes land uses such as schools, hospitals, parks and elderly housing as sensitive to mobile and stationary sources of air pollution. Crescent Elementary School, residential subdivisions, and marshlands are in close proximity to the project site. **MM III-1** will minimize air pollution impacts during project construction. The relatively small size of the project, mixed-use nature, and close proximity to the school will also likely reduce vehicle miles traveled and therefore emissions as well. Therefore, impacts will be *less than significant*.

e) *Less Than Significant Impact with Mitigation Incorporated.* The project is not likely to create odors that would be considered objectionable to a substantial number of people either during or after construction. Conversely, due to the close proximity to Suisun Marsh, there are potential odors that could pose an inconvenience to future property owners. In a comment letter from the Resource Conservation District for another project in close proximity to the marsh, the district stated that environmental documents shall require the developer to disclose to future property owners potential impacts from marsh associated odors. This could be considered a potential significant impact unless otherwise mitigated.

Mitigation Measure

MM III-2 Pursuant to a comment letter from the Resource Conservation District for another project in close proximity to the marsh, the project developer shall be required to disclose to any future property owners, with the sale or rental of property, a statement regarding potential inconveniences including but not limited to odors, pests, and/or insects associated with the marsh.

Timing/Implementation: Prior to sale or rental.

Enforcement/Monitoring: Project Developer

Implementation of the above mitigation measure would reduce air quality impacts to a *less than significant* level.

| <u>IV. BIOLOGICAL RESOURCES</u> | Potential
ly
Significant
Impact | Less Than
Significant
With
Mitigation
Incorporated | Less
Than
Significant
Impact | No
Impact |
|--|--|--|---------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Fish and Game or U.S. Fish and Wildlife Service? | | | | |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

a) *Less Than Significant Impact with Mitigation Incorporated.* The subject property is located directly north of the Suisun Marsh, a multi-agency managed and protected wetland containing known Federal and State listed endangered, threatened and candidate species. The subject property does not contain any known species that would be a candidate, sensitive, or special status species based on Figure 1-1 by the Natural Diversity Database and a site visit on May 5, 2005. Additionally, the site has been rough graded and is not part of the marsh. Nevertheless, there is potential for adverse direct and indirect effects to Federal and State listed endangered, threatened or candidate species during and after project construction. According to the California Natural Diversity Database (CNDDDB), the site contains potential habitat for the endangered plant species the *Legenere limosa*, commonly referred to as legenere (see Figure 1-1). Large portions of land surrounding the project site are also designated as potential habitat for the legenere but are presently developed. Furthermore, the legenere is identified by the United States Fish and Wildlife Service (USFWS) as a species of concern. Species of concern are sensitive species that have not been Federally listed, and are not afforded the same protection under law as listed or candidate species. Despite this definition by the USFWS, the California Department of Fish and Game (CA DFG) has acknowledged and classified the legenere as 1B, implying that the species is rare, threatened, or endangered in California and elsewhere. However, the California Native Plant Society does not list the plant as endangered, threatened or as a candidate species. Other species of concern include the Suisun song sparrow, and salt marsh common yellowthroat birds. The birds' identified habitat is located approximately one-quarter of a mile southwest of the project site. Because of the developed nature of lands surrounding these three species and their classification as species of concern, impacts are expected to be less than significant.

According to California Natural Diversity Database (CNDDDB), the salt-marsh harvest mouse and its prime habitat are located directly south of the project site. The mouse is listed by the USFWS

and Federal Endangered Species and is accorded full protection from any takes under the Endangered Species Act (ESA). According to the USFWS, the mice are found only in San Francisco and Suisun Bay wetlands; are nocturnal; and are known for their excellent swimming abilities. The proposed project may have an adverse effect on the salt-marsh harvest mouse from predatory animals such as cats, dogs and other household pets as a result of the residential component of this project, including the 15 homes that would abut the marsh. It is not anticipated that project construction will have a significant impact on listed species. The implementation of **MM VIII-2** will reduce impacts to wetland habitat modification from siltation, erosion and other soil deposits; impacts to Federal and State listed species during and after project construction will be less than significant with mitigation incorporated.

Mitigation Measure

- MM IV-1** The project shall provide a two- to four-foot (2'-4') tall chain link fence on top of a two- to four-foot (2'-4') tall masonry block wall, for a minimum of six feet in height (6'), in place of the proposed tubular metal fencing, in the rear yard of all homes abutting the marsh to limit impacts from domestic predatory animals.
- MM IV-2** Night lighting shall consist of no more than one light in the rear yard of all homes abutting the marsh, and there shall be a recorded acknowledgement by the property owners that lighting shall be directed away from the marsh.
- MM IV-3** Additionally, the project developers and property owners will be subject to any and all statutes and regulations regarding Federal and State endangered, threatened, and candidate species. If a "take," as defined by Section 3 of the Endangered Species Act, occurs during project construction, all construction shall cease. Consultation with US Fish and Wildlife Service and Department of Fish and Game shall be conducted in order to determine appropriate next steps. Construction shall resume only when given written notice to proceed from one of these agencies.
- MM IV-4** The project developer shall be required to disclose to future property owners abutting the marsh, a list of Federal and State endangered, threatened and candidate species located in the Suisun Marsh, south of the project site.

Timing/Implementation: Prior to issuance of first building permit.

Enforcement/Monitoring: Suisun City Planning Department.

Implementation of the above mitigation measure would reduce impacts to threatened, endangered and candidate species to a *less than significant* level.

- b) *Less Than Significant Impact with Mitigation Incorporated.* No natural streams traverse the project site that would be capable of supporting a riparian habitat or sensitive natural community. However, the Suisun Marsh is located immediately south of the project site and is a sensitive natural community. Impacts to the Marsh will likely occur during and after project construction. Implementation of **MM VII-1**, **MM VII-2**, **MM VII-3**, **MM VIII-1**, **MM VIII-2**, and **MM VIII-3** will reduce impacts to sensitive natural communities. Additionally, the biofiltration system along with drainage and grading plans proposed for the project site will also limit impacts to

sensitive natural communities. Therefore, a *less than significant impact* would occur to any riparian habitat or sensitive natural community resulting from the project.

- c) *Less Than Significant Impact with Mitigation Incorporated.* Federally protected marshes are not located on the project site. However, the Suisun Marsh is located immediately south of the project site and is a federally managed wetland community. Impacts to the Marsh will likely occur during and after project construction. However, implementation of MM IV-1, MM IV-2, MM IV-3, MM IV-4, MM VII-1, MM VII-2, MM VII-3, MM VIII-1, MM VIII-2, and MM VIII-3 will reduce indirect and direct impacts to the Suisun Marsh. Additionally the biofiltration system along with drainage and grading plans proposed for the project site will also limit impacts to sensitive natural communities. The biofiltration system will be a Vort Sentry filtration unit, manufactured by Vortech, and will be maintained by the City. The rear yards of the single-family residences in the proposed project range in size from 735 square feet to 1,225 square feet. It is unlikely that pesticide, fertilizers or other chemicals will be detrimental to ground water quality, as the small size of the yards will reduce pesticide, herbicide and other chemicals infiltration. The project will not result in adverse impacts through the direct removal, filling, and/or hydrological interruption of the marsh. Therefore, a *less than significant impact* would occur to any Federally protected wetland resulting from the project.
- d) *Less Than Significant Impact.* The movement of any native resident or migratory fish or wildlife species has not been observed, and would not occur as a result of this project. Established native residents or migratory wildlife corridors or wildlife nursery sites do not exist on the site. There is no standing water or running watercourse, other than the waterway bordering the project off-site. Additionally, the property surrounding the project to the north and west is developed, thereby eliminating or effectively reducing migratory patterns there. Because of the consistency with current development surrounding the project site, fragmentation of habitats and wildlife corridors will not occur. Therefore, impacts to the movement of any native resident or migratory fish or wildlife species, interference with established native residents or migratory wildlife corridors, or impediments to the use of native wildlife nursery sites resulting from the project would be *less than significant*.
- e) *No Impact.* The City does not have any tree preservation policies or ordinances, nor any local policies or ordinances protecting biological resources. There would be *no impact*.
- f) *Less Than Significant Impact.* The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, as neither the City nor the County has any such plan. The Suisun Marsh Preservation Agreement is the only applicable plan for the area. The Suisun Marsh Preservation Agreement states that its objective is to improve marsh wildlife, habitat and water quality. Impacts to the marsh have been diminished via mitigation measures identified in this study. Therefore, this development would not conflict with the provisions of the Preservation Agreement, and the project would have *less than significant impact*.

| <u>V. CULTURAL RESOURCES</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments:

- a) *No Impact.* The site is undeveloped and is not known to have any historical significant or significant characteristics as defined by the criteria within the CEQA Guidelines. Therefore, there would be *no impact*.
- b,c) *Less than Significant with Mitigation Incorporated.* The site is not known to have any archaeological or unique paleontological and geological resources as defined by the criteria within the CEQA Guidelines. Since the site has been historically vacant, but rough graded, the soils have been saturated and disturbed, and the likelihood of archaeological resources is remote. However, the potential does exist for subsurface archaeological artifacts or unique paleontological resources or geologic features on the project site to be uncovered during grading and construction. This could be a potentially significant impact unless mitigation is incorporated.

Mitigation Measure

MM V-1 If any prehistoric, archaeological, paleontological, geologic features, or historic artifacts, or other indications of archaeological resources are found once the project construction is underway, all work in the immediate vicinity must stop and the City shall be immediately notified. An archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be

retained to evaluate the finds and recommend appropriate mitigation measures, which shall be followed. Construction work may recommence when the appointed archeologist determines mitigation measures have been appropriately implemented.

Timing/Implementation: As a condition of project approval and implemented during construction activities.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

Implementation of the above mitigation measure would reduce the impact of the project on archaeological, prehistoric, paleontological resources, and geologic features to *less than significant*.

d) *Less than Significant Impact with Mitigation Incorporated.* No human remains are known to exist in the project area. The potential exists during construction to uncover human remains during grading and construction. This could be a potentially significant impact unless mitigation is incorporated.

Mitigation Measure

MM V-2 If any human remains are found once the project construction is underway, all work in the immediate vicinity must stop and the County Coroner shall be notified, according to Section 7050.5 of California's Health and Safety Code. If the Coroner determines that the remains are Native American, the procedures outlined in Section 15064.5 (d) and (e) shall be followed.

Timing/Implementation: As a condition of project approval and implemented during construction activities.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

Implementation of the above mitigation measure would reduce the impact on human remains to *less than significant*.

| <u>VI. GEOLOGY AND SOILS</u> | Potential
y
Significa
nt
Impact | Less Than
Significant
With
Mitigation
Incorporated | Less
Than
Significa
nt
Impact | No
Impact |
|---|---|--|---|-------------------------------------|
| Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects including the risk of loss injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known Fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Expose people or structures to potential substantial adverse effects including the risk of loss injury, or death involving strong seismic ground shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Expose people or structures to potential substantial adverse effects including the risk of loss injury, or death involving seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

- a) *No Impact.* Suisun City is not within an Alquist-Priolo Earthquake Fault Zone. Therefore the project would not create a potential to expose people or structures to potential substantial adverse effects. **No impact** is expected.
- b) *Less Than Significant with Mitigation Incorporated.* Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. This impact is potentially significant unless mitigation is incorporated.

Mitigation Measure

MM VI-1 Single-family homes and commercial structures proposed for construction shall be designed according to the 2001 California Building Code (CBC) design criteria construction regulations for earthquake safety. However, if the designer deems more specific data (e.g. elastic response spectra) necessary to evaluate seismic design criteria, these data shall be collected and incorporated into the design requirements.

Timing/Implementation: During project design.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

Implementation of the above mitigation measure would reduce the impact to ***less than significant.***

- c) *Less Than Significant with Mitigation Incorporated.* Although there are no known active earthquake faults in the project area, the site could be subject to some ground failure, including liquefaction, from regional faults. Based on type of soil and depth of groundwater in the area, the risk of exposing people or structures to potential substantial adverse effects, including the risk of loss or injury, or death involving seismic-related ground failure, including liquefaction, is less than significant with mitigation incorporated.

Mitigation Measure

MM VI-2 The project shall be required to prepare and submit a geotechnical report that proposes recommendations regarding the geotechnical aspects of building design and safety.

Timing/Implementation: During project design.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

Implementation of the above mitigation measure would reduce the impact to ***less than significant.***

- d) *No Impact.* The project site will eventually become level with no topographic variation. There is no risk of exposing people or structures to potential substantial adverse effects from landslides and there would be **no impact.**
- e) *Less Than Significant Impact with Mitigation Incorporated.* The flat topography of the site would minimize loss of topsoil from erosion Disturbance of the site during site filling, grading, and construction would create minor contour changes necessary to direct surface runoff, resulting in minor erosion. Construction would also result in the placement of paving and concrete over

topsoil. As part of **MM III-1**, the contractor would be required to control dust and wind erosion through a combination of watering and erosion control practices. Additionally, the developer would be subject to **MM VIII-2** that minimizes soil erosion and siltation during project grading and construction. The project would not result in substantial soil erosion, siltation, or loss of topsoil. Therefore, a ***less than significant*** impact is expected.

- f) ***Less Than Significant Impact with Mitigation Incorporated.*** With the incorporation of **MM VI-2**, a ***less than significant*** impact is expected.
- g) ***Less Than Significant Impact with Mitigation Incorporated.*** According to the Suisun City General Plan, the project site is located on soils that contain Quaternary Bay muds and marshland deposits. These materials consist of stratified, unconsolidated organic-rich silt and clay that contains peat, sand and gravel. Expansive soils as defined in Table 18-1-B in the Uniform Building Code consist of clay rich materials. Mitigation will reduce this potential impact to a less than significant level

Mitigation Measure

MM VI-3 A preliminary Geotechnical report prepared by a Civil Engineer or Soils/Foundation Engineering firm registered in this state shall be submitted to the City Engineer prior to the approval of the improvement plans. The soil report is required to include recommendations for the structural sections for streets, in addition to compaction and moisture controls for native soils beneath the curb, gutter, street, and sidewalk sections.

Timing/Implementation: Prior to project construction.

Enforcement/Monitoring: Suisun City Building and Planning Departments.

Implementation of the above mitigation measure would reduce the impact to ***less than significant***.

- h) ***No Impact.*** The project would connect to the City's wastewater disposal system, and therefore would not rely on septic tanks or alternative wastewater disposal systems. ***No impact*** is expected.

| <u>VII. HAZARDS AND HAZARDOUS MATERIALS</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

- a) *Less Than Significant Impact with Mitigation Incorporated.* The project would not include the routine transport of hazardous materials. Construction of the project as proposed would involve the use and handling of small amounts of hazardous materials (e.g., gasoline, fertilizers, oil, etc.). The use, storage, and handling of hazardous materials would be required to conform to strict applicable Federal, State, and local laws, in addition to Best Management Practices as identified by the City, to minimize potential impacts. These regulatory requirements have mitigating effects that would minimize the likelihood of an inadvertent release of flammable or other hazardous materials that could pose a health risk. Therefore, impacts are anticipated to be *less than significant*.

Mitigation Measure

MM VII-1 Prior to the issuance of grading permits, the project applicant shall prepare a hazardous materials prevention and countermeasure plan that complies with any and all applicable BMPs, describing measures to ensure proper transport, use and disposal of all hazardous materials on the project site during construction. The plan shall be submitted to the City for approval. All contractors shall comply with the hazardous materials prevention and countermeasure plan.

Timing/Implementation: Prior to issuance of grading permits.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

- b) *Less Than Significant Impact with Mitigation Incorporated.* Construction of the project as proposed would involve the use and handling of small amounts of hazardous materials, and could create a significant hazard to the public and the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The potential for hazardous materials to be released into the Suisun Marsh during construction and/or residency of the site poses a potentially significant risk to sensitive receptors and the marsh unless mitigation is incorporated.

Mitigation Measure

MM VII-2 The project site shall be subject to soils sampling by a qualified technician to determine the presence or absence of pollution residues. If contaminated soil and/or groundwater are encountered during excavation, additional assessment shall be required depending on the conditions encountered (e.g. odor, sheen). If soil sampling indicates the presence of any contaminant in hazardous quantities, the Regional Water Quality Control Board (RWQCB) and the Department of Toxic Substances Control (DTSC) will be contacted to determine the level of any remediation efforts, and the soils shall be remediated in compliance with applicable laws. Remediation alternative for clean up of contaminated soil and/or groundwater will include, but are not limited to: in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal.

MM VII-3 During project construction, all hazardous materials shall be stored off-site after their use. Similarly any aerosols or painting materials should not be used when wind speeds exceed 15 miles per hour. Any on-site storage of materials shall be done on the north side of the property.

MM VII-4 The project site shall be enclosed with a six-foot (6') tall cyclone fence around its perimeter during project construction to reduce hazards to schoolchildren walking in the area.

Timing/Implementation: During project design and construction.

Enforcement/Monitoring: Suisun City Planning Department.

Implementation of the above mitigation measure would reduce the impact to *less than significant*.

- c) *Less Than Significant Impact with Mitigation Incorporated.* Crescent Elementary School is located east of the project site, within a quarter mile, but a dual use storm drainage basin is situated between the proposed project and the school. The project is not anticipated to release hazardous emissions, handle, or dispose of hazardous materials. Similarly, the implementation of **MM III-1** would reduce particulate matter thereby limiting adverse impacts to air quality. Therefore, the project would have a *less than significant* impact.
- d) *No Impact.* The proposed project is not located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, it would not create a significant hazard to the public or the environment and *no impact* from a hazardous materials site is expected.
- e,f) *No Impact.* While the project site is located within an airport land use plan and in the vicinity of an air base, there are no public airstrips within two miles of the project. The Travis Aero Club is a private airstrip in the vicinity of the project, but is located more than three miles from the project site. The nearest airports are Travis Air Force Base in the City of Fairfield and the Nut Tree Airport, in the City of Vacaville. Therefore, *no impact* to the safety hazard is expected.
- g) *No Impact.* The proposed project would not impair implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan. Therefore, *no impact* is expected.
- h) *Less Than Significant Impact.* The project site is located adjacent to the Suisun Marsh and other areas that are developed with residences and public school use. It is not expected that there will be a significant threat from fire, as referenced in the Suisun City General Plan, as the area is not characterized by heavy brush or wooded vegetation. Additionally, the project would be required to implement any adopted City policies regarding fire resistant building materials. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and impacts are considered to be *less than significant*.

| <u>VIII. HYDROLOGY AND WATER QUALITY</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| including flooding as a result of the failure of a levee or dam? | | | | |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

a) *Less Than Significant Impact with Mitigation Incorporated.* The State Water Resources Control Board (SWRCB) adopted a State-wide general National Pollutant Discharge Elimination System (NPDES) permit for storm water discharges associated with construction activity (General Permit) in August 1999. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements (WDR), Order No. 99-08-DWQ. The General Permit was modified in April 2001 (SWRCB Resolution No. 2001-046) to require permittees to implement specific sampling and analytical procedures to determine whether the Best Management Practices (BMPs) used at the construction are effective.

Under the General Permit, dischargers whose projects disturb 1 or more acres of soil or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs one or more acres are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity in the State. The proposed project would be required to comply with the General Permit.

Examples of typical construction BMPs completed in Stormwater Pollution Prevent Plans (SWPPPs) include: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; installing traps, filters or other devices at drop inlets to prevent contaminants from entering storm drains; and using barriers, such as straw bales or plastic, to minimize the amount of uncontrolled runoff that could enter drains or surface water of Suisun Marsh. The discharger must also install structural controls, such as sediment control, as necessary, which would constitute Best Available Technologies (BAT) to achieve compliance with water quality standards.

Additionally, drinking water quality is protected through the establishment and enforcement of Title 22 of the California Code of Regulations and Division 4, Chapter 15, Domestic Water Quality and Monitoring. The State and Regional Water Resources Control Boards administer water quality protection authority through the adoption of specific Water Quality Control Plans. The project would comply with applicable water quality standards.

Mitigation Measures

MM VIII-1 Grading and drainage plans will be developed to direct drainage from residential, commercial and civic areas through the proposed biofiltration system. This measure will be designed in coordination with RWQCB and will serve to reduce the levels of pollutants associated with runoff from developed areas. A monitoring program will be implemented to determine the effectiveness of this measure. If this measure proves to be inadequate in preserving the quality of the Suisun Marsh, additional measures will be installed.

To reduce the buildup of potential contaminants on paved surfaces, it is recommended that a program of regular vacuum sweeping of driveways and parking areas be implemented. Vacuum sweepers have been shown to be the most effective means of removing very small particles that carry trace elements and heavy metals. They will also reduce the frequency of required maintenance of the biofiltration system.

Timing/Implementation: Prior to project construction.

Enforcement/Monitoring: Suisun City Planning Department and Public Works Department.

Implementation of the above mitigation measure would reduce the impacts to a level that is *less than significant*

b) *Less Than Significant Impact.* The project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project will connect to the City's water system and will not rely on groundwater resources. While the construction of impermeable surfaces may possibly reduce groundwater recharge from the site itself, the majority of run-off will flow into the Suisun Marsh, whereby groundwater supplies will be recharged from that site. Therefore, it is expected that the project will not lower the groundwater table to level that would not support existing or planned land uses. Impacts will be *less than significant*.

c) *Less Than Significant Impact with Mitigation Incorporated.* The project would alter the existing drainage pattern of the site and area, but would not alter the course of a stream or river. The project would involve the construction of impervious surfaces on substantial portions of the site that are currently undeveloped. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. Siltation and erosion on-site is minimized through the construction of impermeable surfaces. Currently, drainage flows into the Suisun Marsh via a storm drainpipe located on site. After the project is constructed, stormwater will be conveyed through the biofiltration system and into the Suisun Marsh. The biofiltration system, a Vort Sentry filtration model manufactured by Vortechtechnics, will minimize contaminated run-off, siltation, and erosion off-site. The City Public Works Department will maintain the biofiltration system. There is the potential for adverse impacts to the Suisun Marsh from soil erosion and siltation during project construction, unless mitigation is incorporated.

Mitigation Measures

MMVIII-2 Measures will be implemented to protect the Suisun Marsh from soil debris during project construction. These measures include, but are not limited to:

- Installation of silt fences.
- Placement of hay bales.
- Development of temporary settling areas.
- Other methods, as appropriate to adequately mitigate the transport of soil debris to the Suisun Marsh.

Timing/Implementation: Dedication and construction prior to the issuance of building permits.

Enforcement/Monitoring: Suisun City Planning Department and Public Works Department.

Implementation of the above mitigation measure would reduce the impacts to a level that is *less than significant*.

- d) *Less Than Significant Impact*. The project would alter the existing drainage pattern of the site and area, but would not alter the course of a stream or river that could result in substantial flooding on- or off-site. Surface run-off is proposed to flow into the Suisun Marsh via pipelines connected to a biofiltration system in the project site. The rate and quantity of run-off would increase due to the installation of impervious surfaces, but given the semi-aquatic nature of Suisun Marsh and its capacity to store water, flooding on- or off-site is expected to be *less than significant*.
- e) *Less Than Significant Impact with Mitigation Incorporated*. The proposed project would involve the construction of impervious surfaces on substantial portions of the project site that are currently undeveloped. These changes would impact the drainage of the site, decreasing absorption rates and increasing runoff in the area. The project proposes to divert storm drainage to the existing Suisun Marsh.

Mitigation Measures

MMVIII-3 All drainage improvements shall be planned and constructed in accordance with local standards, improvement standards of the Department of Fish and Game and the State Water Quality Control Board as follows:

- All storm drainage must conform to City Standards.
- The project shall comply with laws and regulations of the California Regional Water Quality Control Board (San Francisco Bay Region) pertaining to storm water runoff from construction activities.

Timing/Implementation: Dedication and construction prior to the issuance of building permits.

Enforcement/Monitoring: Suisun City Planning Department and Public Works Department.

Implementation of the above mitigation measure would reduce the impacts to a level that is *less than significant*.

- f) *Less Than Significant Impact*. The project would not otherwise substantially degrade water quality, provided that the project complies with **MM VIII-3** described above. The project's conveyance to the Suisun Marsh and connection of proposed homes to City sewer and water services would not otherwise substantially degrade water quality. Impacts are expected to be *less than significant*.

g,h,i) *Less Than Significant Impact*. According to the 1992 General Plan, hazards related to flooding have been substantially reduced with the completion of the Fairfield Streams project. The project area is designated as Zone X (Zone C under the old ratings), and is NOT in the 100- or even the 500-year floodplains. This information was obtained from FEMA Flood Insurance Rate Map with Community Panel Number 060372 0001 B, and is revised to reflect the Letter of Map Revision dated April 7, 1992. The closest dam to the project is Monticello Dam on Lake Berryessa, approximately 27 miles from Suisun City. While there are other reservoirs closer to the City, a dam failure at Lake Berryessa poses the greatest risk. However, the dam is maintained to high safety specifications to insure that a dam failure does not occur. Based upon this information impacts from flooding is expected to be a *less than significant impact*.

- j) *No Impact.* The site is not in proximity to the Pacific Ocean or other body of water large enough to cause inundation by seiche, tsunami, or mudflow. Therefore, *no impacts* are anticipated.

| <u>IX. LAND USE AND PLANNING</u> | Potential
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| Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

a-c) *Less Than Significant Impact.* The proposed project would not physically divide an established community. The proposed project site is located in the southern portion of the City, in an area that is predominantly designated for Office and General Commercial development. The site is designated as Planned Unit Development (PUD) General Commercial that permits professional offices, commercial uses, and allows between 15 to 60 workers per acre in addition to single-family housing through the PUD permitting process. The Suisun City General Plan states that parcel size, location, proposed land uses and surrounding land uses will be factors the City will consider when evaluating whether or not a PUD permit is required. The applicant proposes to subdivide the 4.37 acre lot into thirty parcels, of which 19 are single-family residential lots, 10 lots are a mixed-use combination of commercial and residential, and one larger commercial lot.

The project will not conflict with any applicable land use plan, policy, or regulation. The project does not conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, impacts are expected to be *less than significant*.

| <u>X. MINERAL RESOURCES</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

a,b) *No Impact*. No significant mineral resources have been identified in the project area in the 1992 General Plan or other land use plan. Therefore, *no impact* is expected.

| <u>XI. NOISE</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

a,c) *Less Than Significant Impact.* The Noise Element of the City's General Plan indicates that exterior noise levels up to 65 dBA are acceptable for residential uses. The project is located within the identified 60 dBA noise contour of Highway 12, and is subject to noise in excess of 60 dBA from military aircraft using Travis Air Force Base. The development is located at the limit of the 60 dBA noise level for Travis Air Force Base and Highway 12. A residential subdivision will create a permanent increase in ambient noise levels through increases in traffic and other activity. However, the single-family homes and commercial structures will not create a substantial permanent increase in ambient noise levels due to the mixed-use nature of the project. Therefore, the project is not expected to expose future residential to noise levels or cause a substantial increase in noise levels in excess of the City's standards. Therefore impacts would be *less than significant*.

- b) *Less Than Significant Impact.* Construction of the residential development as proposed would involve the creation of groundborne vibration noise. However, these groundborne vibration noises would be temporary, occurring only during the construction of the project. Therefore, impacts would be *less than significant*.
- d) *Less Than Significant with Mitigation Incorporated.* Development of the proposed site would result in a temporary increase in noise due to construction activity, particularly to the nearby Crescent Elementary School. This is a less than significant impact with mitigation incorporated.

Mitigation Measure

MM XI-1 The project contractor shall be required to limit construction hours between 8:00 a.m. and 5:30 p.m. to minimize potential noise impacts to existing uses adjacent to the project area.

Timing/Implementation: Prior to and during construction activities.

Enforcement/Monitoring: Suisun City Planning and Building Departments.

Implementation of the above mitigation measure would reduce the impact of temporary noise to *less than significant*.

- e) *Less Than Significant Impact.* Travis Air Force Base is the closest airport to the project. However, according to Suisun City Staff, the project site is not located in the Travis Air Force Base Comprehensive Land Use Plan and impacts from noise are expected to be *less than significant*.
- f) *No Impact.* The project is not located within the vicinity of a private airstrip. Therefore, *no impact* is expected.

| <u>XII. POPULATION</u> | Potential
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|---|--|--|---|-------------------------------------|
| Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

a) *Less Than Significant Impact.* The project would generate a new resident population in the area, improving roads and extending infrastructure to the project site. Assuming an average of 2.9 persons/household according to the Association of Bay Area Governments (ABAG), the project is expected to generate approximately 84.1 persons. However, the extent of the new population would not be considered substantial. The project would not substantially alter the location, distribution, density or growth rate of the human population of the area. The project is consistent with the planned commercial land use (and corresponding population) in the City's 1992 General Plan.

The City is experiencing a slow rate of growth. Last year, according to California Department of Finance statistics, Suisun City grew by 0.8% between January 1, 2004 and January 1, 2005. The Suisun Municipal Services Review anticipates an annual growth rate of approximately .835% per year through 2020. The 29 residential lot subdivision represents a minimal percentage of the growth in the City. Thus, although population growth is occurring, it is within the anticipated rate. Impacts are anticipated to be *less than significant*.

b,c) *No Impact.* The project would create nineteen new single-family detached residences, ten commercial/residential units, and one commercial unit on land that is currently vacant. Therefore, the project would not displace substantial numbers of existing housing or persons residing in the area, and *no impact* is expected.

| <u>XIII. PUBLIC SERVICES</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response time or other performance objectives for any of the public services: | | | | |
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

- a,b) *Less Than Significant Impact.* The creation of 19 new single-family residences, 10 commercial and residential units, and one commercial parcel would incrementally increase the demand for emergency services and other governmental services. The City may require the development to be incorporated into a community facilities district or other financing district to contribute funds for public safety services (as well as other public services). The project would also result in increases in student population, but would not require the construction/expansion of schools or other facilities. Incremental increases in such services are offset through payment of City adopted service impact fees. Payment of fees will reduce the impacts to a less than significant level. Impacts to public services would not result in substantial adverse physical impacts. Therefore, impacts would be *less than significant*.

- c) *Less Than Significant Impact.* The project would result in minor increases in student populations, but would not require the construction/expansion of school or other facilities. School fees would be paid to the Fairfield Suisun Unified School District (FSUSD) to help renovate or build new schools as needed. The proposed project is only expected to generate 10 students in grades K-6 and 3 students in grades 7-8. Student generation rates for grades 9-12 are anticipated to be similarly small, with approximately 5 new students to the high school at buildout. According to

the Fairfield-Suisun Schools Facilities Planner Robin Tully, the School District has limited capacity for continued residential growth. The Fairfield-Suisun Unified School District has indicated that it could expand school facilities to portable classrooms in response to increased student enrollment. The project applicant is required to pay SB 50 fees for impacts to the Districts prior to City issuance of building permits to ensure mitigation of increased student demand. The Districts would be required to assess any direct or secondary impacts of new facility construction or site expansion as part of this process. Impacts are anticipated to be *less than significant*.

- d) *Less Than Significant Impact.* The Suisun City General Plan guidelines, park facilities should be provided at a size of three acres per 1,000 persons. The addition of twenty-nine single-family homes is expected to increase the population by approximately 84.1 persons. The project would therefore demand approximately .25 acres of new parks. As part of the anticipated Development Agreement and as a Condition of Project Approval, the City may negotiate payment of in-lieu fees, which will be required prior to building permit issuance. Therefore the impact will be *less than significant*.
- e) *Less Than Significant Impact.* The project would be required to pay impact fees at the time of building permit for each home to pay for their fair share of public facilities costs. Extension of public services would not result in substantial adverse physical impacts. This is a *less than significant* impact.

| <u>XIV. RECREATION</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have been an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

a,b) *Less Than Significant Impact.* The project applicant will contribute to in-lieu fees to compensate for impacts to park facilities. Therefore, the expected impacts to recreation will be *less than significant*.

| <u>XV. TRANSPORTATION/TRAFFIC</u> | Potential Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase on either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

a-b) *Less Than Significant Impact.* The proposed 30-unit subdivision would be accessed from the east-west collector street McCoy Creek Drive. McCoy Creek Drive connects to two collector streets and one local street: Grizzly Island Road to the west; Lawler Center Drive to the north; and Anderson Drive to the east, respectively. Connections to Lawler Center Drive and Grizzly Island Road would provide ultimate connections to Highway 12.

McCoy Creek Drive is currently developed as a two-lane collector street, with a right-of-way in accordance with the requirements of the Suisun City General Plan. Perpendicular parking for the offices is proposed on the project site off of McCoy Creek Drive. Proposed access to the residential housing from street "A" is from Grizzly Island Road and McCoy Creek Drive. Based on estimated daily vehicle trips for similar projects in the vicinity, the project would generate

approximately 9.6 trips per day per single-family residence, for a residential total of 278.4 trips per day. The office centers would generate approximately 11 trips per 1,000 square feet, for a total of 142 trips per day. In all, the project would generate roughly 420 trips per day. Additionally, trip generation rates will likely be lower than the approximated 420 trips per day due to mixed-use residential/office nature of the project. The City's General Plan states that collector streets typically carry 500 to 7,500 vehicles per day. Increasing traffic along McCoy Creek Drive by approximately 420 trips per day represents a minimal impact to traffic and circulation. The small increase in traffic volumes on adjacent and surrounding roadways will not cause a significant increase in the existing or planned traffic volumes and will not cause a significant change in the level of service standards on surrounding roadways. Therefore, impacts will be *less than significant*.

- c) *Less Than Significant Impact*. The project is not within the vicinity of an airport that will be used by the general public, and the project will not create structures large enough that will have impact on existing air patterns. Therefore, the project will have a *less than significant impact* on air traffic patterns.
- d) *Less Than Significant Impact with Mitigation Incorporated*. One of the proposed ingress and egress points for the project presents a potential hazard to traffic along McCoy Creek Drive, particularly during school hours as children are dropped off and picked up from Crescent Elementary School. Street 'A' intersects McCoy Creek Drive and Lawler Center Drive creating a four-way intersection. This is a potentially significant impact to school related traffic and children unless mitigation is incorporated.

Mitigation Measure

MM XV-1 As a project Condition of Approval, the project contractor shall be required to install stop signs on the proposed street 'A' and on the Lawler Center Drive at the intersection of McCoy Creek Drive to minimize potential traffic impacts to existing uses adjacent to the project area.

Timing/Implementation: As a condition of project approval and implemented during construction activities.

Enforcement/Monitoring: Suisun City Planning, Public Works, and Building Departments.

Implementation of the above mitigation measure would reduce the impact of temporary noise to *less than significant*.

- e-g) *Less Than Significant Impact*. The project would be required to comply with applicable access and circulation requirements of the City Improvement Standards and the Uniform Fire Code. No safety risks or increased hazards are anticipated. Some parking requirements would be required other than that required for each residential unit. The developer has provided 60 on-site parking spaces that are perpendicular to McCoy Creek Drive and are consistent with City requirements. No conflicts with adopted policies, plans, or programs supporting alternative transportation have been identified. Therefore, a *less than significant impact* would be expected from the project.

| <u>XVI. UTILITIES AND SERVICE SYSTEMS</u> | Potential
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| Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments:

a,e) *Less Than Significant with Mitigation Incorporated.* The project would be required to comply with California Regional Water Quality Control Board (CRWQCB) wastewater treatment requirements. The Suisun City Municipal Services Review states that dry weather capacity is approximately 17.5 million gallons per day (mgd), and the wet capacity is 40 mgd. The Water Treatment Plant serves a population of roughly 122,600, and the 2001 average dry and average annual flows were 14.3 mgd and 15.3 mgd, respectively. As previously stated, the project would generate roughly 101 residents, which represents less than .08% of the population that the treatment facility currently serves. It is unlikely that the population generated by the proposed project would produce a quantity of wastewater that would exceed wastewater treatment capacities. However, capacity for wastewater conveyance in the 8" trunk line in the proposed "A"

Street must be further analyzed to verify conveyance capacity. This impact is potentially significant unless mitigation is incorporated.

Mitigation Measure

MM XVI-1 The applicant will be required to construct or contribute fair-share costs to upgrades to the wastewater infrastructure system as determined by the City. The City may request completion of a wastewater technical study and require the applicant to make improvements identified in the technical study, as directed by the City Engineer.

Timing/Implementation: To be included as a condition of project approval and implemented accordingly.

Enforcement/Monitoring: Suisun City Planning, Public Works and City Engineering Departments.

Implementation of the above mitigation measure would reduce the impact on wastewater conveyance and treatment to *less than significant*.

b,d) Less Than Significant with Mitigation Incorporated. The project water distribution system is proposed to connect to existing 8" water lines in Grizzly Island Road. A distribution system of 8" local lines will be extended throughout the development. The Suisun-Solano Water Authority (SSWA) manages water supply and distribution to the City. Pursuant to Senate Bill 610 of 2001, the developer will have to attain a "will-serve" letter from the SSWA to ensure that the water authority has an adequate supply of water for the project. Water consumption is estimated at 12,180 gallons per day, based on City criteria of 120 gallons per day per capita. This is a less than significant impact with mitigation incorporated.

Mitigation Measure

MM XVI-2 The applicant will be required to contribute to upgrades and pay impact fees to the water infrastructure system for impacts associated with the project and as determined by the City.

Timing/Implementation: To be included as a condition of project approval and implemented accordingly.

Enforcement/Monitoring: Suisun City Planning, Public Works and City Engineering Departments.

Implementation of the above mitigation measures would reduce the impact on water supply to *less than significant*.

c) Less Than Significant Impact with Mitigation Incorporated. The project site is located within the City's current Storm Drainage system, which will drain into the Suisun Marsh. The Marsh is large enough to hold the storm drainage capacity of the development. Paving of a portion of the site for residential development would incrementally increase stormwater runoff in the project vicinity; however, a Storm Water General Permit is required by the California Regional Water Quality Control Board for construction activity on the project site. Compliance with **MM VIII-1, MM**

VIII-2, and MM VIII-3 and other applicable City requirements would ensure that drainage impacts would be *less than significant*.

f.g) Less Than Significant Impact. The project site is served by Potrero Hills Landfill (PHL), owned and operated by Republic Services, Inc. The landfill currently receives 2,602 tons of solid waste per day and 949,713 tons per year. The 190-acre Phase 1 portion of the 320-acre permitted land parcel contains a potential fill capacity. However, PHL is currently proposing to expand its existing facility to include a 260-acre parcel. According to the Suisun MSR/CAP, the proposed expansion would extend the life of the facility by 35 years, and would accommodate future development. Therefore, the project would have a *less than significant impact*.

| <u>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</u> | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments:

- a) *Less Than Significant with Mitigation Incorporated.* With the implementation of mitigation measures included in this Initial Study, the proposed project would not degrade the quality of the environment, result in an adverse impact on fish, wildlife, or plant species including special status species, or prehistoric or historic cultural resources. Prehistoric or historic cultural resources would not be adversely affected because no archeological or historic resources are known to exist in the project areas and project implementation includes following appropriate procedures for avoiding or preserving artifacts or human remains should they be uncovered during project excavation. See **MMV-1 and MM V-2 (Cultural Resources)**.
- b) *Less than Significant Impact.* The project would be consistent with the City's General Plan and would not create any significant impacts. All project impacts would be reduced by adherence to basic regulatory requirements and/or conditions of approval incorporated into the project design.
- c) *Less than Significant with Mitigation Incorporated.* The proposed project has the potential to cause both temporary and future impacts to the area by project-related air quality, biological resources, geology and soils, hazards and hazardous materials, water quality, noise, transportation and traffic, and utilities/service systems impacts. However, with the implementation of mitigation measures included in this Initial Study, these impacts would be effectively mitigated to a less than significant

level. See MM III-1, MM III-2, MM III-3 (Air Quality), MM IV-1, MM IV-2, MM IV-3, MM IV-4 (Biological Resources), MMVI-1, VI-2, and MM VI-3 (Geology and Soils), MMVII-1, MMVII-2, MM VII-3 and MM VII-4 (Hazards and Hazardous Materials), MM VIII-1, MM VIII-2, MM VIII-3 (Hydrology/Water Quality), MM XI-1 (Noise), MM XV-1 (Transportation and Traffic), MM XVI-1 and XVI-2 (Utilities/Service Systems).

REFERENCES

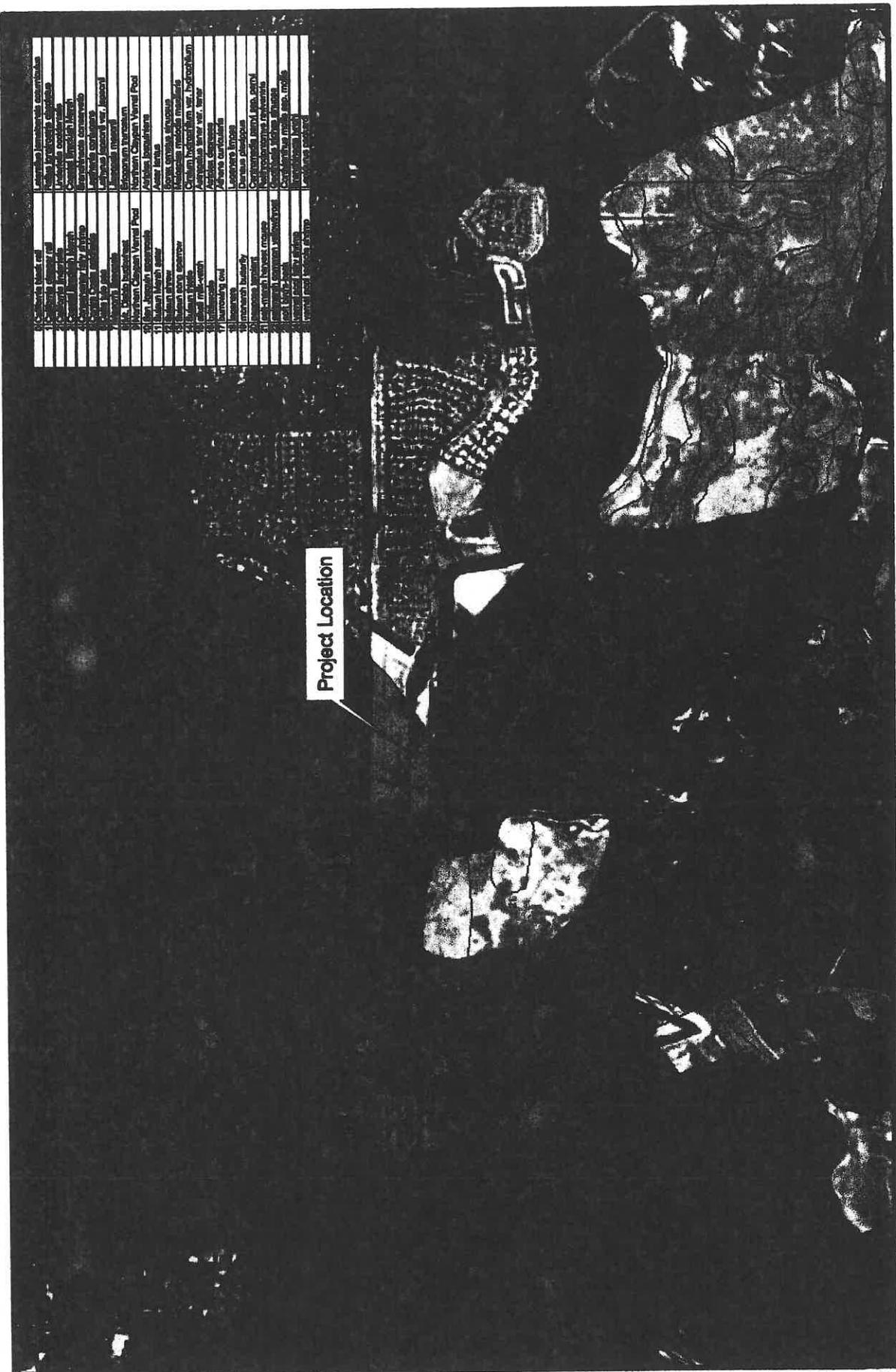
- Suisun City General Plan and Negative Declaration 1992
- Bay Area Air Quality Management District CEQA Guidelines
- Suisun City Water and Waste Water Master Plans
- State Water Resources Control Board
- United States Fish and Wildlife Service
- California Department of Fish and Game, California Natural Diversity Database
- Suisun City Municipal Services Review/Comprehensive Annexation Plan
- Resource Conservation District, comment letters

Please direct all agency comments on this Draft Initial Study to:

Gerry Raycraft, Interim Community Development Director
Suisun City, Community Development Department
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

| | | |
|----|----------------------|----------------------|
| 1 | Alabama | Alabama |
| 2 | Alaska | Alaska |
| 3 | Arizona | Arizona |
| 4 | Arkansas | Arkansas |
| 5 | California | California |
| 6 | Colorado | Colorado |
| 7 | Connecticut | Connecticut |
| 8 | Delaware | Delaware |
| 9 | District of Columbia | District of Columbia |
| 10 | Florida | Florida |
| 11 | Georgia | Georgia |
| 12 | Hawaii | Hawaii |
| 13 | Idaho | Idaho |
| 14 | Illinois | Illinois |
| 15 | Indiana | Indiana |
| 16 | Iowa | Iowa |
| 17 | Kansas | Kansas |
| 18 | Kentucky | Kentucky |
| 19 | Louisiana | Louisiana |
| 20 | Maine | Maine |
| 21 | Maryland | Maryland |
| 22 | Massachusetts | Massachusetts |
| 23 | Michigan | Michigan |
| 24 | Minnesota | Minnesota |
| 25 | Mississippi | Mississippi |
| 26 | Missouri | Missouri |
| 27 | Montana | Montana |
| 28 | Nebraska | Nebraska |
| 29 | Nevada | Nevada |
| 30 | New Hampshire | New Hampshire |
| 31 | New Jersey | New Jersey |
| 32 | New Mexico | New Mexico |
| 33 | New York | New York |
| 34 | North Carolina | North Carolina |
| 35 | North Dakota | North Dakota |
| 36 | Ohio | Ohio |
| 37 | Oklahoma | Oklahoma |
| 38 | Oregon | Oregon |
| 39 | Pennsylvania | Pennsylvania |
| 40 | Rhode Island | Rhode Island |
| 41 | South Carolina | South Carolina |
| 42 | South Dakota | South Dakota |
| 43 | Tennessee | Tennessee |
| 44 | Texas | Texas |
| 45 | Utah | Utah |
| 46 | Vermont | Vermont |
| 47 | Virginia | Virginia |
| 48 | Washington | Washington |
| 49 | West Virginia | West Virginia |
| 50 | Wisconsin | Wisconsin |
| 51 | Wyoming | Wyoming |

Project Location



**ATTACHMENT 1. JULY 19, 2005 SUISUN RESOURCE
CONSERVATION DISTRICT LETTER**

July 19, 2005

Mr. Gerry Raycraft
City of Suisun Interim Community Development Director
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Comments for McCoy Creek Vesting Tentative Subdivision Map

Dear Mr. Raycraft,

The Suisun Marsh Preservation Act (SMPA) was passed in 1977 to protect the Suisun Marsh from development. The Suisun Resource Conservation District (SRCD) was designated by the SMPA as a public agency to improve water management and wetland habitat quality within the Suisun Marsh, which is located adjacent to the proposed McCoy Creek project. The SRCD has reviewed the Notice of Preparation (NOP) for this project and would like to see the following issues examined in accordance with the California Environmental Quality Act:

1. Possible impacts on wetland wildlife due to night lighting, including dwellings, business, and street lights, should be examined.
2. Impacts of noise disturbance on wildlife should be examined.
3. Urbanization often causes increases in the numbers of predatory animals, such as gulls, crows, ravens, rats, mice, and feral cats. The environmental document should examine how the presence of these animals would impact the surrounding marsh wildlife, especially federally listed and state protected species.
4. Many invasive non-native plants that degrade natural environments originate from nursery stock. The impact of escaped non-native plants from the proposed residential development should be examined.
5. SRCD requests that a disclosure be required with the sale and rental of each McCoy Creek property. The disclosure should include a statement acknowledging the close proximity of the property to the Suisun Marsh and related land use that could cause inconvenience such as mosquitoes, natural marsh odors, and smoke from controlled burns.

Thank you for coordinating with the Suisun Resource Conservation District with regards to this project. If there are any questions or comments, please contact me at (707) 425-9302.

Sincerely,



Steven Chappell
Executive Director

JUL 22 2005
CITY OF SUISUN CIT

CC: Mr. Greg Martenelli, California Department of Fish and Game



Directors
 Timothy Egan
 President
 Gerry Connolly
 Harold Lenk
 Tony Vaccarella
 Waters

Associate Directors
 Tony Arnold
 Dennis Becker
 Art Black
 Bill Brash
 Dan Glass
 John Frost
 Kent Hansen
 Joe Lewis

Directors Emeritus
 Gregory Palamounian
 Les Bancroft
 Tom Lewis
 William Coon
 and Lehman
 Bill Crapuchettes

Staff
 Steven Chappell
 Executive Director
 Bill Perez
 Secretary
 Bruce Wickland
 District Biologist
 Tim Bruce
 Biologist
 Greg Haffner
 Biologist
 Lisa Thompson
 Assistant Clerk

SUISUN RESOURCE
 CONSERVATION DISTRICT
 1 Grizzly Island Road
 Suisun, CA 94585-9539
 (707) 425-9302
 (707) 425-4402 FAX
 www.suisunrcd.com

**ATTACHMENT 2. JULY 27, 2005 SOLANO COUNTY
MOSQUITO ABATEMENT DISTRICT LETTER**

Solano County Mosquito Abatement District

2950 Industrial Ct.
Fairfield, CA 94533-6500
Telephone (707) 437-1116
Fax (707) 437-1187

JON A. BLEGEN, Manager
CAROL EVKHANIAN, Biologist
VICTOR BARACOSA, Supervisor
TAMI WRIGHT, Sec./Bkpr.

Meetings: Second Monday Every Month
7:30 P.M.

AUG - 1 2005

GA SBERG, President - Benicia
JOE ANDERSON, Vice President - Dixon
RONALD SCHOCK, Secretary - Trustee-at-Large
MELVIN FROHRIB, Vallejo
HOWARD LUTE, Suisun
CHARLES TONNESEN, Fairfield
MILTON WALLACE, Rio Vista
TIM N. WHALEN, Vacaville

July 27, 2005

Mr. Gerry Raycraft
Community Development Director
City of Suisun City
701 Civic Center Drive
Suisun City, CA 94585

SUBJECT: McCoy Creek Vesting Tentative Subdivision Map 200 -

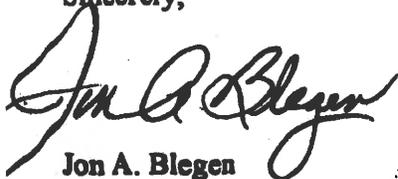
Dear Mr. Raycraft:

The Solano County Mosquito Abatement District (SCMAD) appreciates the opportunity to provide input regarding its concerns pertaining to the McCoy Creek Vesting Tentative Subdivision Map.

At this point, the only area that may be of concern pertains to The Mitigation Measure MMVIII-2-Development of temporary settling areas. Depending upon the time of year that construction takes place this may create potential habitat for the mosquito larvae of several species capable of transmitting West Nile virus to develop if proper design criteria are not utilized. West Nile virus has been detected in birds from Fairfield, Rio Vista, Suisun and Vacaville to date. Activity has increased significantly within the past week. Please refer to the enclosed pages from the *Fairfield-Suisun Urban Runoff Management Program FY 2003-Fy2004 to FY 2007-2008 Vector Control Plan: Chapter 2, pp. 2-1 to 2-11.*

Please do not hesitate to contact the District if you have any questions.

Sincerely,



Jon A. Blegen
Manager



Carol Evkhanian
Biologist

**ATTACHMENT 3. CHAPTER 2.0, STORM WATER
TREATMENT MEASURES AND MOSQUITO ABATEMENT
GUIDANCE, OF THE FAIRFIELD-SUISUN URBAN RUNOFF
MANAGEMENT PLAN.**

FSURMP Vector Control Plan

stormwater treatment measures with similar designs is difficult.

The Caltrans BMP Retrofit Pilot Study identified a variety of stormwater treatment measures as potential habitat or breeding grounds for vectors and concluded that standing water is a clear problem with treatment measures, including unsealed facilities (e.g., underground detention systems and sumps). Those treatment measures that have openings can be a major problem, as they permit access to mosquitoes.

Location also plays a significant role in mosquito production (See also Section 2.2.1). According to Metzger (2004), identical structures in different locations may vary widely in potential mosquito production due to the number of mosquitoes present in the area, the species composition, and the duration of breeding activity. Elements that may influence the mosquito breeding potential in any given location may include a variety of environmental, construction, and local factors operating singly or in combination. Specific conditions that may increase the probability of breeding mosquitoes over time in various treatment measures include but are not limited to:

- Elevation
- Installation above or below ground
- Local climate
- Local fauna (i.e., potential predators)
- Non-storm water runoff quantity, quality, and event frequency (e.g., residential and commercial)
- Proximity to existing mosquito sources
- Storm water runoff quantity, quality, and event frequency
- Surrounding host animals (wild and domestic) potentially available for female mosquitoes to feed upon
- Surrounding land use, both present and future
- Surrounding structural refuges for adult mosquitoes (e.g., trees, shrubs, storm sewers), and
- Surrounding vegetation, both native and exotic (Metzger, 2004).

Other local factors conducive to mosquito production include areas where municipal storm and sewer drainage systems are antiquated or may otherwise result in muddy conditions with poor drainage, especially during the rainy season. Dense vegetation, such as cattails (*Typha latifolia*) are also a particular problem for vector control agencies because some of the surfactants applied to control the growth of mosquitoes will not work in cattails or other dense vegetation (SMCMAD, 2003). Shade has been used to control dense vegetation (Lichten, 2004).

FSURMP Vector Control Plan

2.1.1 Types of Treatment Measures

From a vector control perspective, there are three primary types of storm water treatment measures: 1) dry systems, 2) systems with sumps, wet vaults, and catch basins with drain lines, and 3) wet ponds and wetlands. Although vector control concerns exist for all stormwater treatment measures, the types that contain permanent pools of water (i.e., those with sumps, wet vaults, catch basins, wet ponds and wetlands) are considered by vector control staff to be the most challenging to maintain. The three types are described below.

Dry systems include all storm water treatment devices that are designed to drain completely following a storm event and remain dry. Examples include extended detention (dry detention) basins, vegetated swales, infiltration devices, and media filters. Extended detention basins are designed so that their outlets will detain stormwater runoff temporarily in order to allow the settling of pollutants and some infiltration and evapotranspiration until the basin is returned to its normal dry state. CASQA's 2003 Stormwater Best Management Practice Handbook for New Development and Redevelopment recommends that the outflow structure be designed to allow for complete drawdown of the water quality volume in 72 hours. SCMAD staff have indicated that complete drawdown within 3-5 days is acceptable (SCMAD, July 2004). To consistently achieve complete drawdown within these times, it is necessary to adhere to strict maintenance schedules.

Systems with sumps, wet vaults or catch basins are designed typically to hold permanent or semipermanent standing water. The standing water may not be permanent but typically remains in these facilities longer than 72 hours. These types of stormwater treatment measures are particularly common in below ground proprietary and nonproprietary devices that are connected to existing storm drains. Examples include above- and below-ground, oil/water separators, vortex separators, such as CDS units, and wet vaults. Drain lines between catch basins are the most difficult mosquito sources to treat (SMCMAD, 2004).

Wet ponds and constructed, modified, or restored wetlands includes a permanent pool of water as part of the stormwater treatment system. These systems pose a difficult challenge for mosquito control because nearly all produce mosquitoes to some degree. Over time, emergent and shoreline vegetation create habitats conducive to mosquito breeding that may be difficult or even hazardous for mosquito control professionals to access. Hazards increase significantly if proper access is not provided. Most storm water wet ponds are semi-permanent aquatic systems that dry out only under drought conditions. Often during the rainy season, the water levels in these ponds remain at or near the outflow structures. Under these conditions, stormwater entering a wet pond area displaces an equivalent amount of water that has already undergone treatment.

2.1.2 Potential Breeding Habitats

A variety of stormwater treatment measures are potential habitats for vectors (CDHS, 2001). Devices that can hold nutrient-rich stagnant water that provides breeding places for

FSURMP Vector Control Plan

mosquitoes are of special concern to public health officials. Stormwater treatment measures (and their associated structures and/or components), which may create a suitable habitat for mosquito production include:

- Sumps, catch basins, spreader troughs or other treatment measures that do not drain completely within 72 hours;
- Retention ponds, continuous deflective separation (CDS) units, Delaware sand filters, multi-chambered treatment trains (MCTT), wet basins and other treatment measures that maintain a pool of standing water;
- Loose riprap;
- Catch basins with underground lines and settling basins that are not completely sealed against mosquitoes (To be sealed against mosquitoes, there should be no openings that are 1/16-inch diameter or greater (Metzger 2004));
- Underground detention systems, sumps or other treatment measures that are unsealed or have openings;
- Sumps, catch basins and settling basins that are covered or located below ground;
- Pumps or motors designed to automatically drain water from sumps;
- Effluent pipes with small diameter discharge orifices prone to clogging; and
- Any treatment measures that clog, improperly drain, and/or collect debris.
- Subsidence that causes drainage lines to rupture underground or under buildings.¹

2.2 Design Guidance to Control Mosquito Production

Metzger (2001) recommends to "design the bugs out" as part of the process for planning, selecting and designing stormwater treatment measures. Planning and implementing mosquito breeding surveillance and abatement where necessary is also essential. This section provides design guidelines for the design of storm water treatment controls relative to reducing and/or eliminating mosquito production.

2.2.1 Type And Location Of Treatment BMPS

When selecting and installing storm water treatment devices, project proponents will need to consider factors such as the projected runoff for a given area, the available or allocated space, cost, and local pollutants of concern. Structural designs can range from simple to elaborate. Typical urban and suburban treatment measures include vegetated swales, extended detention basins, wet ponds or constructed wetlands, media filtration devices, and below ground sumps, wet vaults, and basins.

¹ This list may not include all stormwater treatment measures, or components thereof, that provide potential habitats for mosquitoes.

FSURMP Vector Control Plan

As described in Section 2.1, location can greatly affect whether a treatment BMP becomes a significant source of mosquitoes. Because of their propensity to breed mosquitoes, all treatment measures, regardless of their design, should be monitored periodically by vector control professionals with knowledge of the biology and ecology of local mosquito species. A more proactive approach would be to include vector control professionals in preconstruction planning. This type of collaborative effort could help prevent costly future retrofits or replacements necessary to meet mosquito management goals.

2.2.2 Design Considerations for Treatment Measures

The design considerations listed below are identified for FSURMP municipalities to use when reviewing and approving post-construction stormwater treatment measures. The principles are based on those prepared by Metzger (2004) for the California Department of Health Services. Municipalities should also convey information regarding these design considerations to developers, builders, property owners and other entities responsible for the selection, design, construction, and maintenance of stormwater treatment measures.

GENERAL DESIGN PRINCIPLES

- **Preserve natural drainage.** Better site design measures reduce the amount of stormwater runoff and provide for natural on-site runoff control. This will reduce the number of treatment measures required.
- **In flat areas, where standing water may occur for more than 72 hours under existing conditions, consider grading to make minor increases in slope to improve surface drainage and prevent standing water for more than 3-5 days.**
- **Select stormwater management measures based on site-specific conditions.** Designs that take into account site conditions tend to improve drainage and limit the occurrence of stagnant water.
- **Attend to ponds that temporarily impound water.** Careful consideration should be made before intermittently flooded stormwater treatment measures are selected for handling stormwater. Facilities that pond water for an extended period (e.g., extended detention basins and constructed wetlands) should be designed to drain water completely within 3-5 days hours of a storm event (SCMAD, 2004). Avoid placement of extended detention basins and underground structures in areas where they are likely to remain wet (i.e., high water tables). The principal outlet should have positive drainage.
- **When a new stormwater treatment measure is being installed, a selection of a type that does not require a wet pond or other permanent pool of water should be considered.**
- **Properly design storm drain systems.** The sheltered environment inside storm drains can promote mosquito breeding. Pipes should be designed and constructed for a rate of flow that flushes the system of sediment and prevents water backing up in the pipe. Storm drains should be constructed so that the invert out is at the same

FSURMP Vector Control Plan

elevation as the interior bottom to prevent standing water.

- Use grouted rock energy dissipaters instead of loose rock.
- In practice, many stormwater treatment measures, not only wet ponds, hold water for over 72 hours, sometimes due to their outdated designs, and possibly due to improper construction and maintenance. To ensure that public health and safety are maintained, the following suggestions should be considered for any structure that holds water for over 72 hours:
 - Select or design an alternative (or modified) device that provides adequate pollutant removal and complete drainage in 72 hours. This is the most reliable and cost-effective choice.
 - Contact state or local public health or vector control agencies to determine whether local mosquito species and local factors may preclude rapid mosquito emergence, thus safely allowing water residence times to exceed 72 hours (3-5 days may be permissible). In some areas, this may require a detailed study that should be funded by the soliciting party.
 - Provide adequate funds necessary to support routine mosquito monitoring, control, and maintenance.

GENERAL ACCESS PRINCIPLES

The following principles are important to provide mosquito abatement personnel access to treatment measures for inspection and abatement activities.

- Design stormwater treatment devices to be easily and safely accessible without the need for special requirements (e.g., OSHA requirements for "confined space").
- If utilizing covers, include in the design spring-loaded or lightweight access hatches that can be opened easily for inspection.
- Ensure adequate access for applying larvicides¹. For example, provide all-weather road access (with provisions for turning a full-size work vehicle) along at least one side of large above-ground structures that are less than 25 feet wide. For structures that have shoreline-to-shoreline distances in excess of 25 feet, a perimeter road is required for access to all sides.

DRY SYSTEM DESIGN PRINCIPLES

- Design structures so they do not hold standing water for more than 72 hours (3-5 days may be suitable).
- Incorporate features that prevent or reduce the possibility of clogged discharge orifices (e.g., debris screens). The use of weep holes is not recommended due to rapid clogging.
- Use the hydraulic grade line of the site to select a treatment measure that allows

¹ Mosquito larvicides are applied with handheld equipment at small sites and with backpack or truck-mounted high-pressure sprayers at large sites. The effective swath width of most backpack or truck-mounted larvicide sprayers is approximately 20 feet (6 m) on a windless day (Metzger, 2004).

FSURMP Vector Control Plan

water to flow by gravity through the structure. Pumps are not recommended because they are subject to failure and often require sumps that hold water.

- Design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling.
- Avoid the use of loose riprap or concrete depressions that may hold standing water.
- Avoid barriers, diversions, or flow spreaders that may retain standing water.
- Use mosquito net to cover sand media filter pump sumps.
- Use aluminum "smoke proof" covers for any vault sedimentation basins.
- Properly design storm drain systems. The sheltered environment inside storm drains can promote mosquito breeding. Pipes should be designed and constructed for a rate of flow that flushes the system of sediment and prevents water backing up in the pipe.

SUMPS, WET VAULTS, AND CATCH BASIN DESIGN PRINCIPLES

- Completely seal structures that retain water permanently or longer than 72 hours to prevent entry of adult mosquitoes. Adult female mosquitoes may penetrate openings as small as 1/16 inch (2 mm) to gain access to water for egg laying. Screening (24 mesh screens) can exclude mosquitoes, but it is subject to damage and is not a method of choice.
- If covers are used, they should be tight fitting with maximum allowable gaps or holes of 1/16 inch (2 mm) to exclude entry of adult mosquitoes. Gaskets are more effective barriers than covers when used properly.
- Any covers or openings to enclosed areas where stagnant water may pool must be large enough (2 feet by 3 feet) to permit access by vector control personnel for surveillance and, if necessary, abatement activities.
- If the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, use a design that will submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes).
- Creative use of flapper or pinch valves, collapsible tubes and "brush curtains" may be effective for mosquito exclusion in certain designs (Mulligan and Schaefer 1982).
- Design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit, if necessary.

WET PONDS AND WETLANDS DESIGN AND PLANNING PRINCIPLES

- If a wet pond or constructed, modified, or restored wetland must be built, allocate

FSURMP Vector Control Plan

appropriate and adequate funds to support long-term site maintenance as well as routine monitoring and management of mosquitoes by a qualified agency.

- Before approving a wet pond or wetland system, evaluate the long-term costs and jurisdictional and maintenance issues associated with the potential establishment of special-status species. If any doubt exists, consider alternate stormwater treatment measures.
- Long-term management of mosquitoes in wet ponds and wetlands should integrate biological control, vegetation management and other physical practices, and chemical control as appropriate.
- Provide for regular inspection of sites for detection of developing mosquito populations. Local factors may influence the overall effectiveness of certain approaches for mosquito reduction.

Mosquito Predators and Biological Control

- Wet ponds and wetlands should maintain water quality sufficient to support surface-feeding fish such as mosquito fish (*Gambusia affinis*), which feed on immature mosquitoes and can aid significantly in mosquito control.
- If large predatory fish are present (e.g., perch and bass), mosquito fish populations may be negatively impacted or eradicated. In this case, careful vegetation management remains the only nonchemical mosquito control measure.
- Where mosquito fish are not allowed, careful vegetation management remains the only nonchemical mosquito control measure. Other predators such as dragonflies, diving beetles, birds, and bats feed on mosquitoes when available, but their effects are generally insufficient to preclude chemical treatment.

Vegetation

- Perform routine maintenance to reduce emergent plant densities. Emergent vegetation provides mosquito larvae with refuge from predators, protection from surface disturbances, and increased nutrient availability while interfering with monitoring and control efforts.
- Whenever possible, maintain wet ponds and wetlands at depths in excess of 4 feet to limit the spread of invasive emergent vegetation such as cattails (*Typha* spp.). Deep, open areas of exposed water are typically unsuitable for immature mosquitoes due to surface disturbances and predation. Deep zones also provide refuge areas for fish and beneficial macroinvertebrates should the densely vegetated emergent zones be drained.
- Discourage dense plant growth that provides cover for mosquito production and hinders access by vector control crews (via the use of shade, slopes, liners in shallow areas, etc.).
- Eliminate floating vegetation conducive to mosquito production, such as water hyacinth (*Eichhornia* spp.), duckweed (*Lemna* and *Spirodela* spp.), and filamentous algal mats.

FSURMP Vector Control Plan

Other

- Make shorelines safely accessible to maintenance and vector control crews for periodic maintenance, control, and removal of emergent vegetation, as well as for routine mosquito monitoring and abatement procedures, if necessary.
- Design and obtain necessary approvals for all wet ponds and wetlands to allow for complete draining when needed.
- Improve designs of permanent pools to discourage mosquito production (e.g., increase circulation/aeration in ponds; minimize shallow depths or otherwise make them uninviting for mosquito production; stock permanently flooded systems with native *Gambusia* minnows to foster biological predation on mosquito larvae).
- Resolve any conflicts with public safety access issues.

2.3 Operation and Maintenance of Treatment Measures and Vector Breeding

Routine and timely maintenance is critical for suppressing mosquito breeding as well as for meeting local water quality goals. If maintenance is neglected or inappropriate for a given site, even structures designed to be the least "mosquito friendly" may become significant breeding sites. Maintenance guidelines for individual storm water treatment measures are often site-specific. This section describes the unique nature of the storm water treatment measures being used in Fairfield and Suisun and Section 2.c proposes guidance for these specific operational and maintenance issues.

The majority of storm water treatment measures operate as "passive" systems, meaning that they do not require active operational control or adjustment beyond routine maintenance. As a result, most installations remain unsupervised for extended periods, and if conditions are favorable, mosquito breeding could occur unobserved and uncontrolled. Minimizing the vector breeding potential of storm water treatment measures requires that standing water not be available for sufficient time to permit the emergence of adult mosquitoes. This can be achieved in one of three ways:

- Rapid discharge of all captured water;
- Denying mosquitoes access to standing water (e.g., tight-fitting covers); or
- Making the habitat less suitable for breeding (e.g., vegetation management, mosquito fish).

A variety of conditions may increase the probability of breeding mosquitoes over time in various treatment measures. Example conditions that increase the likelihood include:

- Clogging (e.g., effluent pipes, media filters, infiltration basins);
- Establishment of invasive or exotic vegetation;

FSURMP Vector Control Plan

- Groundwater fluctuations;
- Non storm water runoff (i.e., increases in runoff frequency, residence time, and/or volume);
- Scouring and erosion;
- Structural damage (e.g., shifting or settling, roots);
- Trash and sediment accumulation (e.g., formation of pools, clogging, redirected water flows);
- Vandalism;
- Vegetation overgrowth; or
- Corrugations in Storm Sewers¹ (Metzger, 2004).

The presence of detritus (decaying organic matter) within treatment measures can enhance mosquito survival since detritus encourages the growth of mosquito larvae food sources (Walton, 2003). Floating algae, decaying vegetation, sediment, trash, dead grass and emergent aquatic vegetation also provide refuge and a nutrient-rich environment for mosquitoes. As a result, these sources should be routinely removed to reduce or eliminate mosquito production. In addition, the removal of vegetation, sediment and trash increases the presence of *Gambusia affinis* (mosquito fish) and other predators.

2.4 Operation and Maintenance Principles to Control Mosquito Production

The following list itemizes some maintenance principles that may reduce the mosquito population (Virginia Dept. of Health, 2003).

GENERAL MAINTENANCE PRINCIPLES

- Minimize stagnant water (i.e., maintain constant exchange of water in systems).
- Minimize surface area (i.e., deeper water habitat is preferable).
- With the exception of certain treatment measures designed to hold permanent water, all treatment measures should drain completely within 72 hours (3-5 days may be suitable to SCMD) to effectively suppress vector production.
- Build perimeter access roads or trails to access wet ponds. Without proper access avenues, the "barbed wire" effect can result where sharp vines prevent vector monitoring and abatement.
- Municipalities should routinely conduct site inspections of newly constructed projects to avoid the inadvertent approval of improperly constructed systems.

¹ Please note this list may be incomplete, as other conditions favorable to mosquito production may become apparent as structures age.

FSURMP Vector Control Plan

- Any circumstances that restrict the flow of water from a system as designed should be corrected. Debris or silt build-up obstructing an outfall structure should be removed. Under drains and filtration media should be inspected periodically and cleaned out or replaced as needed.
- Conduct maintenance activities regularly, in accordance with a municipality-approved maintenance plan.
- Contact the Solano County Department of Transportation (Tel. (707) 421-6060) to report standing water in ditches along state roads or suspected standing water in storm sewer systems along state roads.

VEGETATION MANAGEMENT MAINTENANCE PRINCIPLES

- Conduct annual vegetative management, such as removing weeds and restricting growth of aquatic vegetation to the periphery of wet ponds.
- Remove grass cuttings, trash and other debris, especially at outlet structures
- Avoid producing ruts when mowing (water may pool in ruts).
- Vegetation should be controlled (by removal, thinning, or mowing) periodically to prevent barriers to access.

DRY SYSTEM MAINTENANCE PRINCIPLES

- Extended detention basins are usually designed to detain water for periods less than 72 hours. If they detain water for longer than five days, they are poorly maintained.
- If a detention basin has been installed at an inappropriate location (e.g., on a site where the water table is too close to the surface), if elimination of the system is not possible then mosquitoes must be controlled with larvicides. The larvicide operation, in order to be effective, must be supported by a quality inspection program.

UNDERGROUND STRUCTURE MAINTENANCE PRINCIPLES

- Prevent mosquito access to underground systems that may have standing water (i.e., seal openings that are 1/16-inch in diameter or greater).
- Provide SCMAD access to underground systems that may have standing water.

INFILTRATION AND FILTRATION DEVICE MAINTENANCE PRINCIPLES

- Infiltration trenches and sand filter structures should not hold water for longer than 24 hours. If they retain water for longer than 48 hours, they are poorly maintained.

**ATTACHMENT 4. AUGUST 1, 2005 DEPARTMENT OF
TRANSPORTATION (CALTRANS)**

DEPARTMENT OF TRANSPORTATION
1300 GRAND AVENUE
BOX 23660
SAN FRANCISCO, CA 94169-0660
TELEPHONE (415) 286-5505
FACSIMILE (415) 286-5559
TOLL FREE (800) 735-2929



*Flex your power!
 Be energy efficient!*

August 1, 2005

SOL012207
SOL-12-5.76
SCH2005072009

Mr. Gerry Raycraft
Suisun City
701 Civic Center Drive
Suisun City, CA 94585

Dear Mr. Raycraft:

**McCoy Creek Vesting Tentative Subdivision Map - Initial Environmental Study/
 Mitigated Negative Declaration**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed McCoy Creek Vesting Tentative Subdivision Map. We have reviewed the Initial Environmental Study and Mitigated Negative Declaration and have the following comments to offer:

What other projects are being planned for the same area? What will the cumulative impacts be?

Please provide a Traffic Impact Analysis (TIA) denoting present and future volumes, considering build and no build, cumulative development etc. with respect to adjoining State Route 12. We recommend you utilize the Caltrans "Guide for the Preparation of Traffic Impact Studies" which can be accessed from the following web page:
<http://dot.ca.gov/hq/traffic/developserv/operationalsystems/reports/tisguide.pdf>

Provide turning movements for the intersection of Sunset Avenue - Grizzly Island Road / State Route 12 for the existing condition, proposed project only, and cumulative conditions.

Please send the additional information requested to the address at the top of this letterhead, marked **ATTN: Lisa Carboni, Office of Transit and Community Planning**. We will comment further on mitigation measures after the additional information is reviewed.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction

Mr. Raycraft
August 1, 2005
Page 2

plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

Please call Lisa Carboni of my staff at (510) 622-5491 with any questions.

Sincerely,



TIMOTHY C SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan (State Clearinghouse)

**ATTACHMENT 5. TRIP IMPACT ANALYSIS FOR MCCOY
CREEK PROJECT**

RECEIVED

AUG 22 2005

CITY OF SUISUN CITY

Trip Impact Analysis

For

McCoy Creek Project

In

**City of Suisun City
Solano County**

Prepared for:
Harbor Park LLC
274 E. Sunset Avenue
P.O. Box 136
Suisun City, Ca

Prepared by:
Farhad Iranitalab
Farhad and Associates/
2815 Mitchell Drive, Suite 120
Walnut Creek, CA 94598
August 2005

925
988-
9/87

INTRODUCTION

This report is in response to Caltrans request to provide turning movements for the intersection of Sunset Avenue-Grizzly Island road/ State Route 12 for existing condition, proposed project only, and cumulative conditions.

The project site consists of approximately 4.37 acres located in the southwest portion of the City, east of Grizzly Island Road, south of McCoy Creek Drive, and north of the Suisun Marsh. The project site is currently undeveloped, but is part of the anticipated Lawler commercial development, an area that is planned for highway commercial uses considerably larger than the proposed development.

The development of the residential properties in the Lawler project has long been completed, due to a relatively strong residential market in Suisun City. However, the development of the commercial properties has been lagging. The properties along Highway 12, which have the strongest commercial appeal, have been developing during the last few years.

The proposed Project is located on two secluded vacant lots furthest from Highway 12 in the Lawler Center, where the commercial potentials of the site are the weakest. The McCoy Creek Project intends to maximize the commercial use of this property, supported by the strong residential market. The Project promotes the objectives of a self-contained community, where work places and residences are in proximity, and daily purchasing needs are obtainable within a walking distance

Figure 1 presents the area and the subject site.

EXISTING CONDITIONS

A. Existing Land Use

The existing parcel is currently vacant and is designated as PUD General Commercial in the City's General Plan.

B. Roadway Network

The proposed project site and its surrounding vicinity are shown in Figure 1. Important roads serving the project are discussed in the following paragraphs:

State Route 12- is a four-lane east-west divided State highway that connect Interstate 80 to the West to Interstate 5 to the east and continue easterly to serve communities to the east of I-5.

SR 12 intersects Grizzly Island Road-Sunset Avenue and creates a four legged intersection and controlled by a traffic signal. SR 12 provides regional access to the site.

Grizzly Island Road- is a two-lane north-south local street that provides local access to Lawler Commercial area.

McCoy Creek Drive - is a two-lane east-west collector street that provides internal circulation within the Lawler Commercial area.

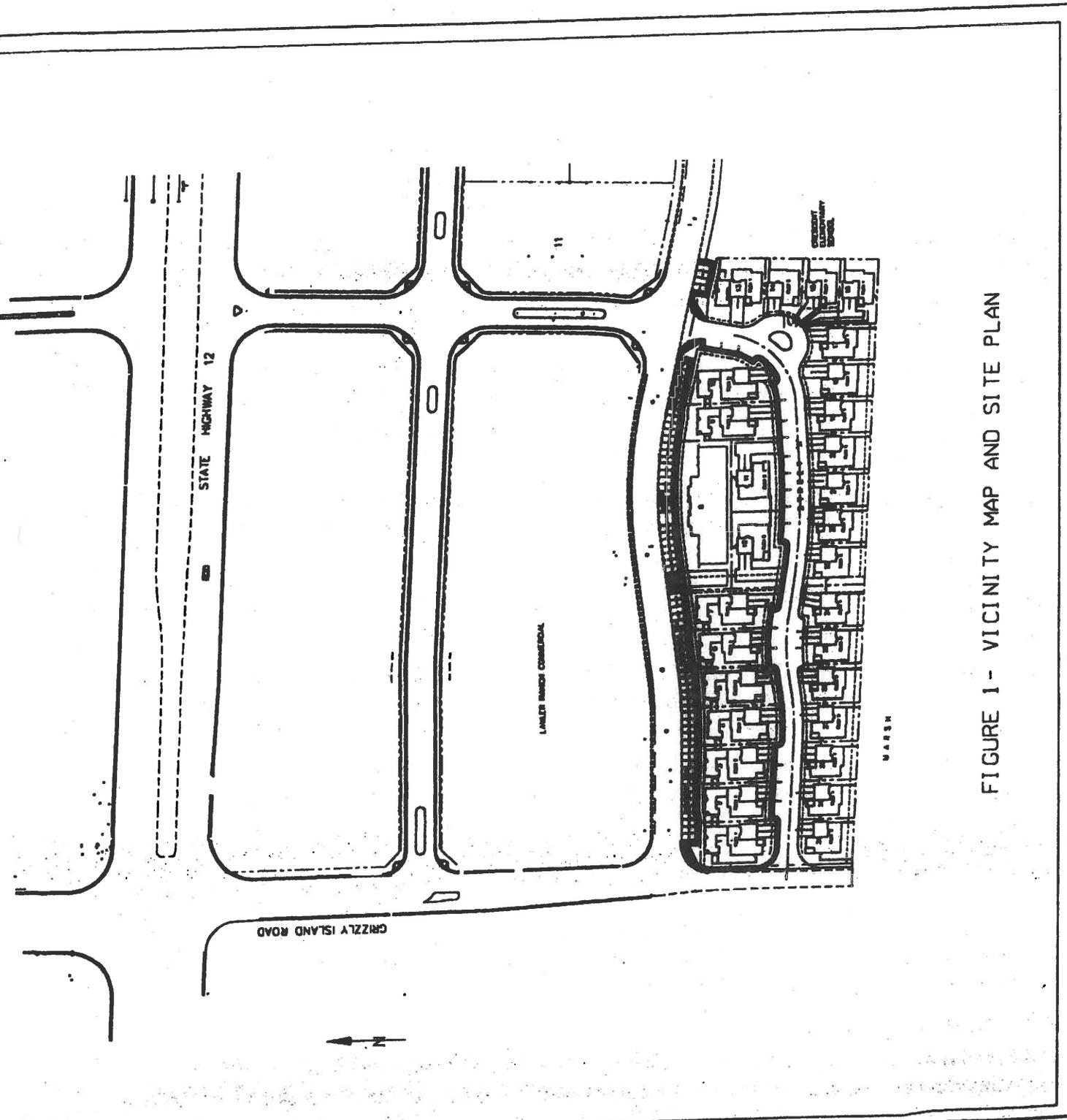


FIGURE 1- VICINITY MAP AND SITE PLAN

C. Traffic Volume

The existing traffic volume counts at the intersection of SR12/Sunset Avenue-Grizzly Island Road are obtained from the City of Suisun. The existing a.m. and (p.m.) peak hour volumes are shown in Figure 2. Figure 3 shows the existing lane configuration at the study intersection.

D. Intersection Levels of Service

The study utilizes the Highway Capacity Manual Methodology for the analysis of signalized and un-signalized intersection. The operational method was used for signalized intersections.

Results of the intersection analysis are summarized in Table 1. Detailed calculations are contained in Appendix "B".

TABLE 1- EXISTING CONDITIONS AT STUDY INTERSECTIONS

| INTERSECTION | PEAK | COUNT DATE | Delay in (seconds) | LOS |
|--|-------------|-------------------|---------------------------|------------|
| SR 12/ Sunset Avenue-Grizzly Island Road | AM | 6-8-2005 | 32.6 | C |
| | PM | 6-8-2005 | 53.9 | D |

Table 1 indicates that the intersection of SR 12 and Sunset Avenue/Grizzly Island Road operates at Level-of-Service "C" During a.m. peak and level-of-Service "D" during p.m. peak.

PROJECT CONDITION

A. Projects Description

The proposed project is a mixed-use project, composed of 19 single-family units, 10 mixed-use units (combined commercial/residential), and one larger commercial building approximately 13,581 square feet, for a total of 30 lots.

The 10 commercial spaces attached to 10 of the residential units fronting McCoy Creek Dr. The commercial uses within this Project, especially the spaces attached to the residential units are intended to be used for office and light retail purposes.

The main retail/office building is composed of 6,818 S.F. with a total of 2,234 S.F. in Mezzanine. The retail/office building is designed such that it could be condominiumized for sale to the segment of the market that might be interested in ownership. It is possible that the owners of these units may also be the residents of the Project. The main office/retail building is composed of four units, two at 1,900 S.F., and two at 1,100 S.F., approximately.

B. Site Access and Parking,

The existing McCoy Creek Dr. and Grizzly Island Rd. will be serving this Project. The commercial components of the Project are served primarily by McCoy Creek Dr. The interior street "A" is proposed to serve the residential component of this Project.

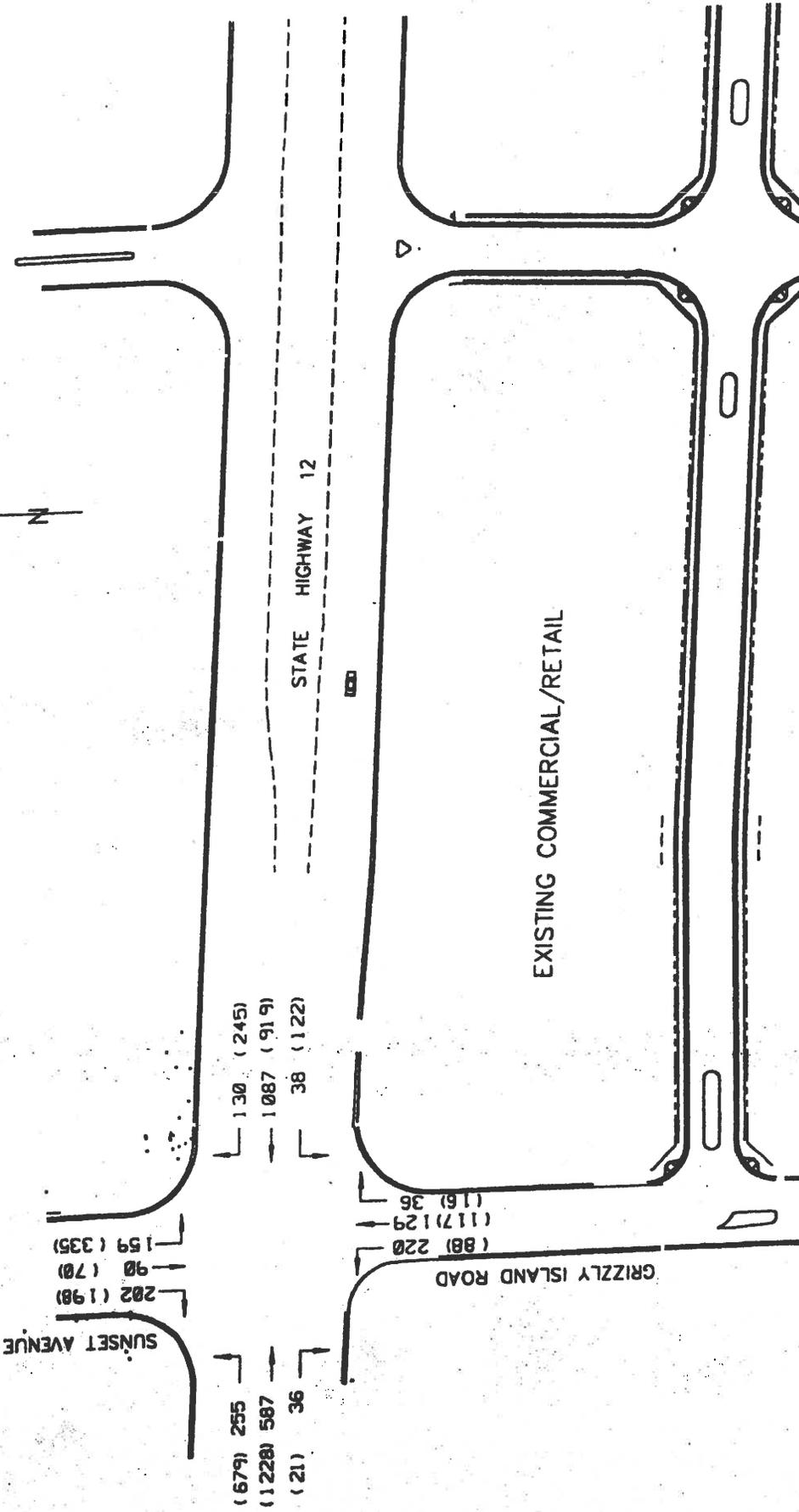
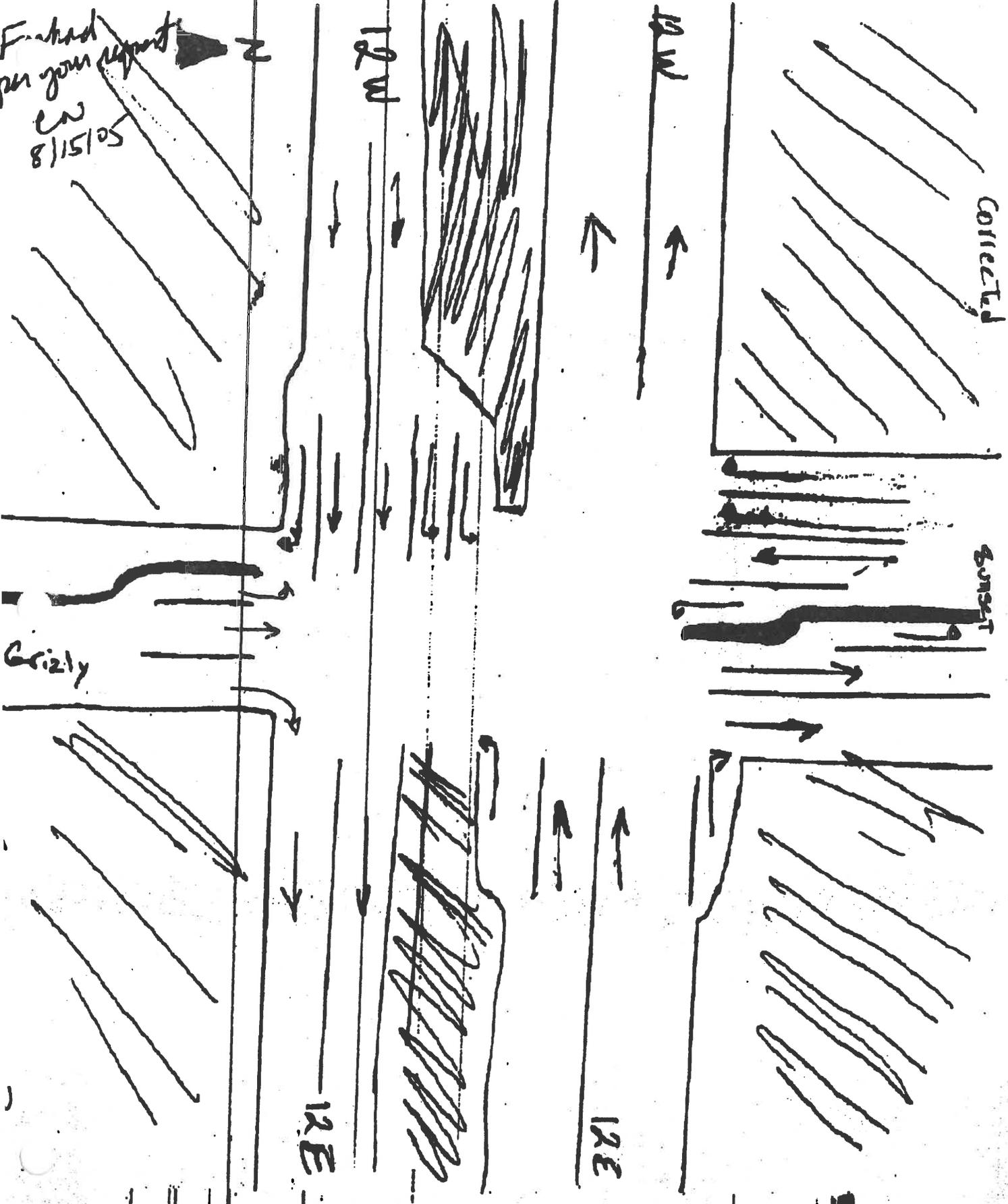


FIGURE 2- EXISTING TRAFFIC VOLUME

Finished per your report
CW
8/15/05



Parking to serve the commercial components of the Project is provided on McCoy Creek Dr. for a total of 60 spaces. The residential units have two car garages, driveways, and on street parking, for a total parking capacity of 132 cars.

C. Trip Generation

Based on estimated daily trips for similar projects in the vicinity, the project would generate approximately 9.6 trips per day per single-family residence, for a total of 279 trips per day. The office centers would generate approximately 11 trips per 1,000 square feet, for a total of 142 trips per day. In all, the project would generate roughly 420 trips per day, assuming that the peak hour trips is 10% of the daily trips the project would generate 42 trips during a.m. and 42 trips during p.m. peaks. In fact trip generation rates will likely be lower than the approximated 420 trips per day due to mixed-use residential/office nature of the project.

E. Trip Distribution Methodology

Project trips are distributed to the street network according to the existing travel pattern in the area. It is assumed that during the a.m. peak 20% are inbound and 80% is outbound, and during p.m. peak is 80% inbound and 20% is outbound. The following presents the trip distribution:

A.M. Peak Trip Distribution

1. 17% from and to the north
2. 49% from and to the east
3. 34% from and to the west

P.M. Peak Trip Distribution

1. 16% from and to the north
2. 51% from and to the west
3. 33% from and to the east

Figure 4 presents project trip assignment to the intersection and figure 5 presents the existing plus project at the study intersection.

F. Project Level of Service

Results of the intersection analysis are summarized in Table 2. Detailed calculations are contained in Appendix "C".

TABLE 2- EXISTING PLUS PROJECT CONDITIONS AT STUDY INTERSECTIONS

| INTERSECTION | PEAK | COUNT DATE | Delay in (seconds) | LOS |
|--|------|------------|--------------------|-----|
| SR 12/ Sunset Avenue-Grizzly Island Road | AM | 6-8-2005 | 33.9 | C |
| | PM | 6-8-2005 | 54.9 | D |

Table 2 indicates that the intersection of SR 12 and Sunset Avenue/Grizzly Island Road operates at Level-of-Service "C" During a.m. peak and level-of-Service "D" during p.m. peak. The project does not reduce the level-of-service at this intersection.

CUMULATIVE CONDITIONS

There are a total of 9.9 acres of vacant land in the Lawler Creek Commercial area. Assuming a Floor Area Ratio (FAR) of 35%, a total of 151,000 square feet of Highway commercial uses is projected. Since the type of development is not known at this time an average trip generation rate of 20 trips per 1000 square feet is assumed. Based on this assumption the remaining development would generate 3020 additional trips during an average weekday. However, we assumed a 40% (a conservative figure for commercial development adjacent to a conventional highway) reduction for pass-by trips, which result in total net trips of 1812 trips per day. Assuming 10% peak hour trips, the total additional trips during a.m. and p.m. peak would be 181 new trips for each peak period. Figure 6 presents the cumulative plus project trips at the study intersection.

Results of the intersection analysis are summarized in Table 3. Detailed calculations are contained in Appendix "D".

TABLE 3- CUMULATIVE PLUS PROJECT CONDITIONS AT STUDY INTERSECTIONS

| INTERSECTION | PEAK | COUNT DATE | Delay in (seconds) | LOS |
|--|------|------------|--------------------|-----|
| SR 12/ Sunset Avenue-Grizzly Island Road | AM | | 43.2 | D |
| | PM | | 63.1 | E |

Table 3 indicates that the intersection of SR 12 and Sunset Avenue/Grizzly Island Road operates at Level-of-Service "D" During a.m. peak and level-of-Service "E" during p.m. peak.

CONCLUSION AND RECOMMENDATIONS

The analysis indicates that the project would generate approximately 420 trips during an average weekday, 42 trips during the a.m. peak and 42 trips during the p.m. peak hours.

The study of the area indicates that there are possibility of additional 151,000 square foot of commercial/retail development in the Lawler center.

Analysis indicates that the project does not have any significant traffic impact on the intersection of SR 12 and Sunset Avenue/ Grizzly Island Road. Therefore no mitigation is required other than the requirements of conditions of approval.



SUNSET AVENUE

2 (5)

(17) 3

4 (11)

STATE HIGHWAY 12

GRIZZLY ISLAND ROAD

(4) 12

(2) 6

EXISTING COMMERCIAL/RETAIL

3 (17)

FIGURE 4- PROJECT TRIP DISTRIBUTION



SUNSET AVENUE

202 (198)
92 (70)
159 (335)

(679) 255
(1228) 587
(38) 39

130 (245)
1087 (919)
42 (133)

STATE HIGHWAY 12

GRIZZLY ISLAND ROAD

(92) 232
(119) 135
(16) 36

EXISTING COMMERCIAL/RETAIL

FIGURE 5- EXISTING PLUS PROJECT TRAFFIC VOLUME

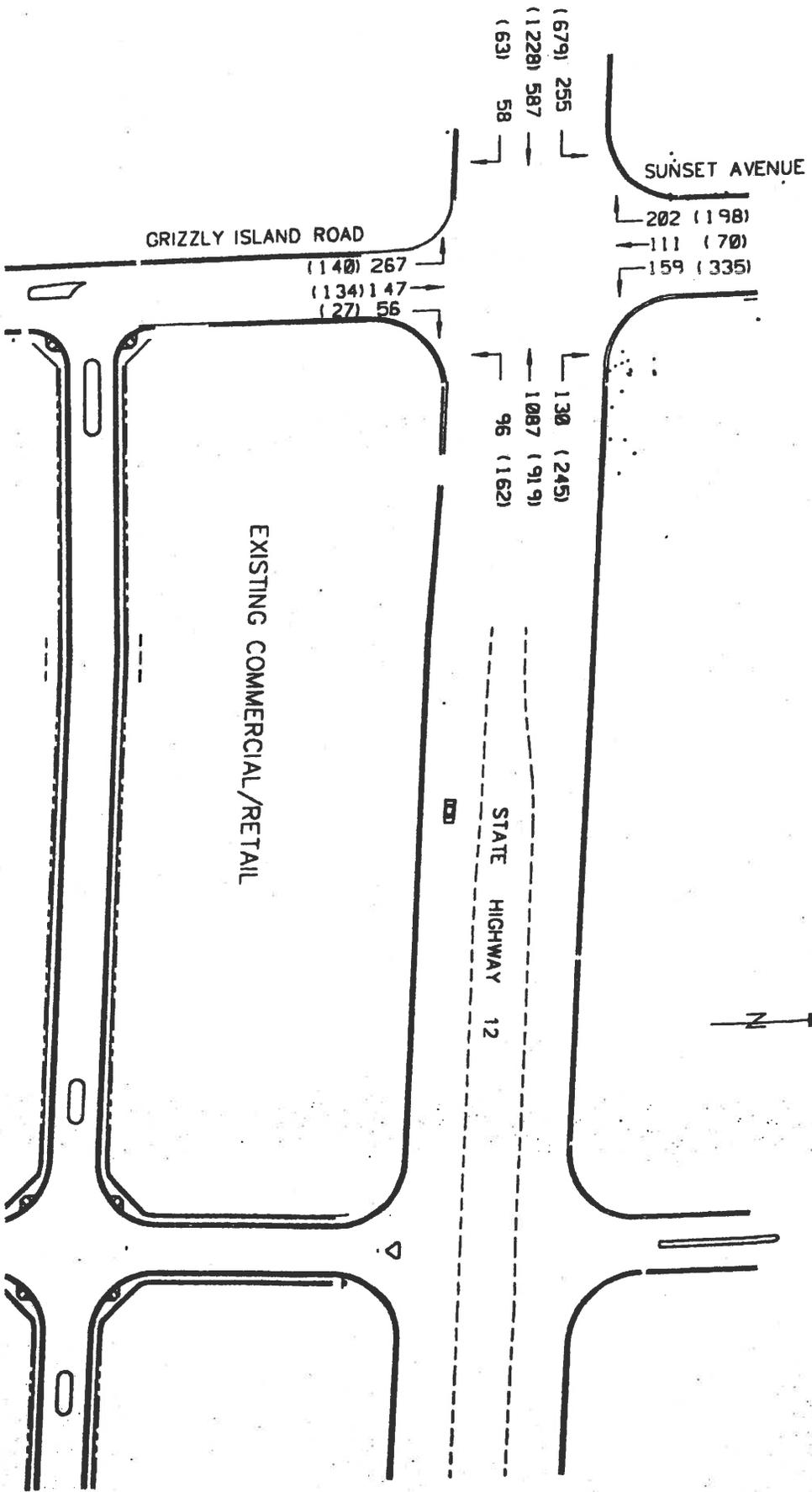
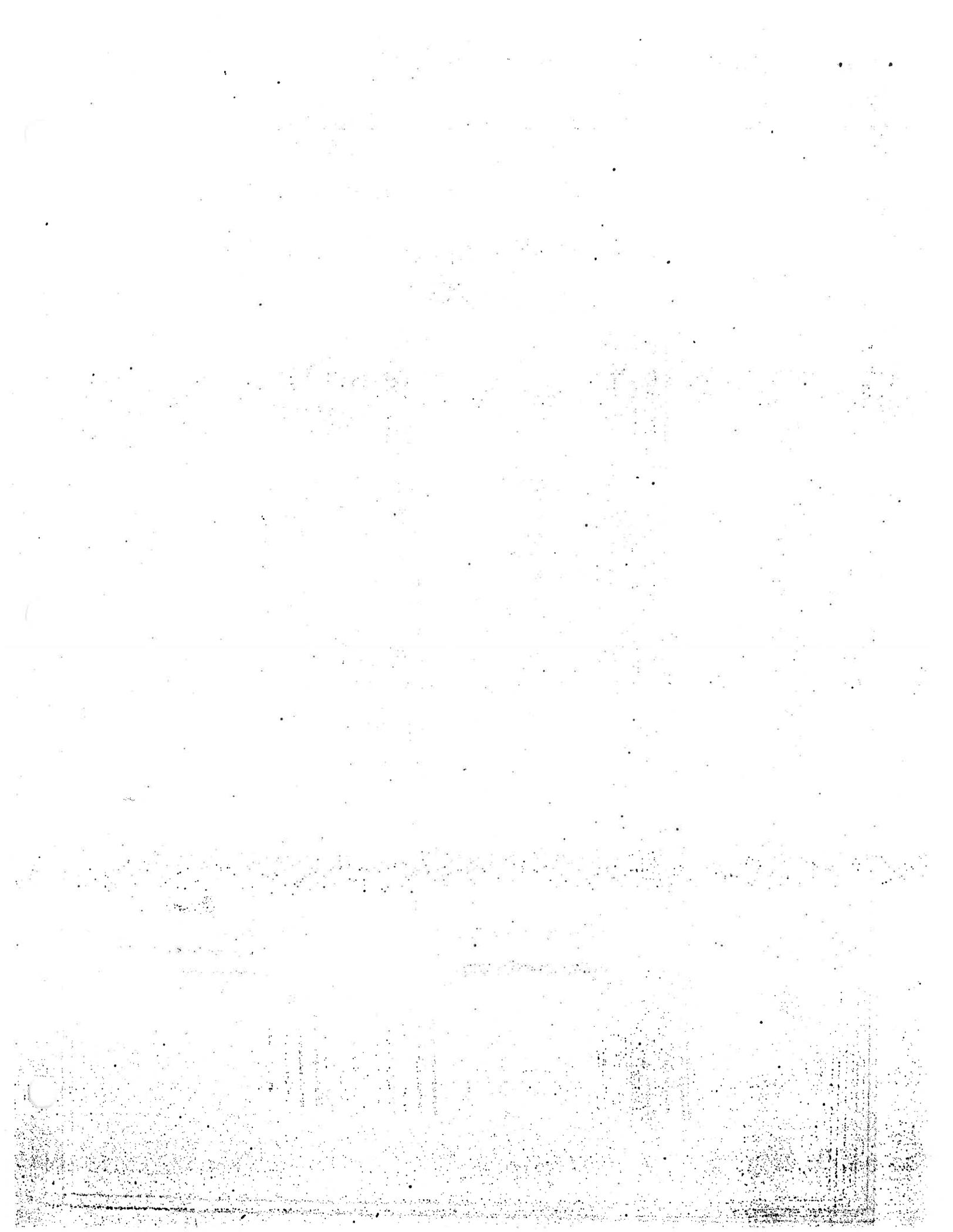


FIGURE 6- CUMULATIVE PLUS PROJECT TRAFFIC VOLUME



APPENDIX "A"
Existing Traffic Volume Data

TRAFFIC COUNT DATA REDUCTION SPREADSHEET - AM PEAK HOUR

| | | | |
|------------------|---------------------|---------------|-----------|
| LOCATION: | SUISUN CITY | LOCATION NO.: | SSN605 |
| INTERSECTION: | SUNSET AVE./HWY. 12 | COUNT DATE: | 6/8/2005 |
| NORTH/SOUTH ST.: | SUNSET AVE. | COUNT DAY: | WEDNESDAY |
| EAST/WEST ST.: | HWY. 12 | | |

INTERVAL DATA

| 5 MIN ENDING: | SB | | | WB | | | NB | | | EB | | | TOTAL: |
|---------------|----|----|----|----|-----|----|----|----|----|----|-----|----|--------|
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| 7:15 | 49 | 2 | 24 | 21 | 268 | 8 | 5 | 11 | 25 | 3 | 93 | 40 | 549 |
| 7:30 | 64 | 6 | 14 | 23 | 270 | 10 | 8 | 15 | 29 | 5 | 91 | 37 | 572 |
| 7:45 | 62 | 9 | 33 | 25 | 265 | 12 | 6 | 18 | 26 | 7 | 138 | 43 | 644 |
| 8:00 | 53 | 16 | 35 | 25 | 274 | 4 | 9 | 28 | 55 | 8 | 125 | 46 | 678 |
| 8:15 | 56 | 44 | 69 | 25 | 278 | 8 | 9 | 38 | 64 | 9 | 183 | 81 | 864 |
| 8:30 | 44 | 10 | 39 | 39 | 277 | 11 | 10 | 51 | 52 | 11 | 138 | 63 | 745 |
| 8:45 | 49 | 20 | 16 | 41 | 258 | 15 | 8 | 12 | 49 | 8 | 141 | 65 | 682 |
| 9:00 | 48 | 9 | 29 | 51 | 238 | 21 | 7 | 13 | 33 | 7 | 133 | 73 | 662 |

NOTE: IF VALUE < 0, CHECK RAW DATA

HOURLY SUMMARY

| 5 MIN ENDING: | SB | | | WB | | | NB | | | EB | | | TOTAL | PHF |
|---------------|-----|----|-----|-----|------|----|----|-----|-----|----|-----|-----|-------|------|
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | | |
| 7:15 | 49 | 2 | 24 | 21 | 268 | 8 | 5 | 11 | 25 | 3 | 93 | 40 | 549 | * |
| 7:30 | 113 | 8 | 38 | 44 | 538 | 18 | 13 | 26 | 54 | 8 | 184 | 77 | 1121 | * |
| 7:45 | 175 | 17 | 71 | 69 | 803 | 30 | 19 | 44 | 80 | 15 | 322 | 120 | 1765 | * |
| 8:00 | 228 | 33 | 106 | 94 | 1077 | 34 | 28 | 72 | 135 | 23 | 447 | 166 | 2443 | 0.90 |
| 8:15 | 235 | 75 | 151 | 98 | 1087 | 34 | 32 | 99 | 174 | 29 | 537 | 207 | 2758 | 0.80 |
| 8:30 | 215 | 79 | 176 | 114 | 1094 | 35 | 34 | 135 | 197 | 35 | 584 | 233 | 2931 | 0.85 |
| 8:45 | 202 | 90 | 159 | 130 | 1087 | 38 | 36 | 129 | 220 | 36 | 587 | 255 | 2969 | 0.86 |
| 9:00 | 197 | 83 | 153 | 156 | 1051 | 55 | 34 | 114 | 198 | 35 | 595 | 282 | 2953 | 0.85 |

NOTE: * INDICATES PARTIAL HOUR

MAXIMUM: 2969

TRAFFIC COUNT DATA REDUCTION SPREADSHEET - PM PEAK HOUR

| | | | |
|------------------|---------------------|---------------|-----------|
| JURISDICTION: | SUISUN CITY | LOCATION NO.: | SSN605 |
| INTERSECTION: | SUNSET AVE./HWY. 12 | COUNT DATE: | 6/8/2005 |
| NORTH/SOUTH ST.: | SUNSET AVE. | COUNT DAY: | WEDNESDAY |
| EAST/WEST ST.: | HWY. 12 | | |

INTERVAL DATA

| 15 MIN ENDING: | SB | | | WB | | | NB | | | EB | | | TOTAL |
|----------------|----|----|----|----|-----|----|----|----|----|----|-----|-----|-------|
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| 3:45 | 59 | 15 | 43 | 63 | 228 | 23 | 4 | 23 | 16 | 4 | 302 | 143 | 923 |
| 4:00 | 67 | 13 | 70 | 64 | 264 | 34 | 6 | 28 | 10 | 3 | 304 | 174 | 1037 |
| 4:15 | 59 | 10 | 65 | 50 | 245 | 13 | 3 | 28 | 28 | 5 | 306 | 151 | 963 |
| 4:30 | 63 | 14 | 82 | 73 | 253 | 25 | 10 | 12 | 16 | 7 | 301 | 171 | 1027 |
| 4:45 | 59 | 22 | 84 | 36 | 231 | 23 | 2 | 23 | 13 | 6 | 314 | 160 | 973 |
| 5:00 | 53 | 14 | 93 | 76 | 227 | 23 | 7 | 24 | 24 | 5 | 309 | 169 | 1024 |
| 5:15 | 41 | 19 | 87 | 63 | 213 | 42 | 4 | 37 | 20 | 4 | 301 | 183 | 1014 |
| 5:30 | 45 | 15 | 71 | 70 | 248 | 34 | 3 | 33 | 31 | 6 | 304 | 167 | 1027 |

NOTE: IF VALUE<0, CHECK RAW DATA

HOURLY SUMMARY

| 15 MIN ENDING: | SB | | | WB | | | NB | | | EB | | | TOTAL | PHF: |
|----------------|-----|----|-----|-----|-----|-----|----|-----|----|----|------|-----|-------|------|
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | | |
| 3:45 | 59 | 15 | 43 | 63 | 228 | 23 | 4 | 23 | 16 | 4 | 302 | 143 | 923 | * |
| 4:00 | 126 | 28 | 113 | 127 | 492 | 57 | 10 | 51 | 26 | 7 | 606 | 317 | 1960 | * |
| 4:15 | 185 | 38 | 178 | 177 | 737 | 70 | 13 | 79 | 54 | 12 | 912 | 468 | 2923 | * |
| 4:30 | 248 | 52 | 260 | 250 | 990 | 95 | 23 | 91 | 70 | 19 | 1213 | 639 | 3950 | 0.95 |
| 4:45 | 248 | 59 | 301 | 223 | 993 | 95 | 21 | 91 | 67 | 21 | 1225 | 656 | 4000 | 0.96 |
| 5:00 | 234 | 60 | 324 | 235 | 956 | 84 | 22 | 87 | 81 | 23 | 1230 | 651 | 3987 | 0.97 |
| 5:15 | 216 | 69 | 346 | 248 | 924 | 113 | 23 | 96 | 73 | 22 | 1225 | 683 | 4038 | 0.98 |
| 5:30 | 198 | 70 | 335 | 245 | 919 | 122 | 16 | 117 | 88 | 21 | 1228 | 679 | 4038 | 0.98 |

NOTE: * INDICATES PARTIAL HOUR

MAXIMUM: 4038

APPENDIX "B"
Existing Conditions Level-of-Service Calculation

SHORT REPORT

| General Information | | | | Site Information | | | |
|---------------------|---------------------|--|--|------------------|------------------------------|--|--|
| Analyst | Farhad Iranitalab | | | Intersection | SR12/Sunset - Grizzly Island | | |
| Agency or Co. | Farhad & Associates | | | Area Type | All other areas | | |
| Date Performed | 12/15/2005 | | | Jurisdiction | Caltrans | | |
| Time Period | EX. a.m. Peak | | | Analysis Year | 2005 | | |

| | EB | | | WB | | | NB | | | SB | | |
|-----------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT |
| Num. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Lane group | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (vph) | 255 | 587 | 36 | 38 | 1087 | 130 | 220 | 129 | 36 | 159 | 90 | 202 |
| % Heavy veh | 1 | 5 | 0 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Actuated (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Startup lost time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Ext. eff. green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking/hr | | | | | | | | | | | | |
| Bus stops/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

| Phasing | Excl. Left | EB Only | WB Only | Thru & RT | NB Only | SB Only | 07 | 08 |
|-----------------------------------|------------|---------|---------|-----------|----------|-----------------------|-----|-----|
| | G = 3.0 | G = 2.0 | G = 1.0 | G = 28.0 | G = 12.0 | G = 10.0 | G = | G = |
| Timing | Y = 5 | Y = 4 | Y = 4 | Y = 5 | Y = 4 | Y = 4 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 81.0 | | |

| Lane Group Capacity, Control Delay, and LOS Determination | | | | | | | | | | | | | |
|---|-------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| | EB | | | WB | | | NB | | | SB | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| Adj. flow rate | 283 | 652 | 40 | 42 | 1208 | 144 | 244 | 143 | 40 | 177 | 100 | 224 | |
| Lane group cap. | 385 | 1273 | 598 | 88 | 1401 | 651 | 265 | 279 | 237 | 219 | 232 | 344 | |
| v/c ratio | 0.74 | 0.51 | 0.07 | 0.48 | 0.86 | 0.22 | 0.92 | 0.51 | 0.17 | 0.81 | 0.43 | 0.65 | |
| Green ratio | 0.11 | 0.37 | 0.37 | 0.05 | 0.41 | 0.41 | 0.15 | 0.15 | 0.15 | 0.12 | 0.12 | 0.12 | |
| Unif. delay d1 | 34.8 | 19.8 | 16.5 | 37.5 | 21.9 | 15.6 | 34.0 | 31.8 | 30.1 | 34.6 | 32.9 | 33.8 | |
| Delay factor k | 0.29 | 0.12 | 0.11 | 0.11 | 0.39 | 0.11 | 0.44 | 0.12 | 0.11 | 0.35 | 0.11 | 0.23 | |
| Increm. delay d2 | 7.2 | 0.4 | 0.0 | 4.0 | 5.8 | 0.2 | 34.9 | 1.6 | 0.3 | 19.8 | 1.3 | 4.3 | |
| PF factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| Control delay | 42.0 | 20.2 | 16.5 | 41.5 | 27.7 | 15.8 | 69.0 | 33.4 | 30.5 | 54.3 | 34.2 | 38.2 | |
| Lane group LOS | D | C | B | D | C | B | E | C | C | D | C | D | |
| Apprch. delay | 28.4 | | | 26.9 | | | 53.5 | | | 43.1 | | | |
| Approach LOS | C | | | C | | | D | | | D | | | |
| Intersec. delay | 32.6 | | | Intersection LOS | | | | | | | | | C |

SHORT REPORT

| General Information | | | | Site Information | | | |
|---------------------|---------------------|--|--|------------------|------------------------------|--|--|
| Analyst | Farhad Iranitalab | | | Intersection | SR12/Sunset - Grizzly Island | | |
| Agency or Co. | Farhad & Associates | | | Area Type | All other areas | | |
| Date Performed | 12/15/2005 | | | Jurisdiction | Caltrans | | |
| Time Period | EX. P.M.. Peak | | | Analysis Year | 2005 | | |

| Volume and Timing Input | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | EB | | | WB | | | NB | | | SB | | |
| | LT | TH | RT |
| Num. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Lane group | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (vph) | 679 | 1228 | 21 | 122 | 919 | 245 | 88 | 117 | 16 | 335 | 70 | 198 |
| % Heavy veh | 1 | 5 | 0 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Actuated (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Startup lost time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Ext. eff. green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking/hr | | | | | | | | | | | | |
| Bus stops/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

| Timing | Excl. Left | EB Only | WB Only | Thru & RT | NB Only | SB Only | 07 | 08 |
|-----------------------------------|------------|----------|---------|------------------------|---------|----------|-----|-----|
| | G = 8.0 | G = 14.0 | G = 1.0 | G = 30.0 | G = 7.0 | G = 20.0 | G = | G = |
| | Y = 5 | Y = 4 | Y = 4 | Y = 5 | Y = 4 | Y = 4 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | Cycle Length C = 105.0 | | | | |

| Lane Group Capacity, Control Delay, and LOS Determination | | | | | | | | | | | | |
|---|----------------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | EB | | | WB | | | NB | | | SB | | |
| | Adj. flow rate | 754 | 1364 | 23 | 136 | 1021 | 272 | 98 | 130 | 18 | 372 | 78 |
| Lane group cap. | 858 | 1441 | 677 | 153 | 1146 | 533 | 119 | 125 | 107 | 337 | 358 | 531 |
| v/c ratio | 0.88 | 0.95 | 0.03 | 0.89 | 0.89 | 0.51 | 0.82 | 1.04 | 0.17 | 1.10 | 0.22 | 0.41 |
| Green ratio | 0.25 | 0.42 | 0.42 | 0.09 | 0.33 | 0.33 | 0.07 | 0.07 | 0.07 | 0.19 | 0.19 | 0.19 |
| Unif. delay d1 | 38.0 | 29.4 | 18.0 | 47.5 | 33.2 | 28.1 | 48.4 | 49.0 | 46.3 | 42.5 | 35.9 | 37.4 |
| Delay factor k | 0.41 | 0.46 | 0.11 | 0.41 | 0.41 | 0.12 | 0.36 | 0.50 | 0.11 | 0.50 | 0.11 | 0.11 |
| Increm. delay d2 | 10.4 | 13.1 | 0.0 | 42.2 | 9.0 | 0.8 | 35.4 | 91.6 | 0.7 | 79.9 | 0.3 | 0.5 |
| PF factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control delay | 48.3 | 42.5 | 18.0 | 89.7 | 42.2 | 28.9 | 83.8 | 140.6 | 47.0 | 122.4 | 36.2 | 37.9 |
| Lane group LOS | D | D | B | F | D | C | F | F | D | F | D | D |
| Approch. delay | 44.3 | | | 44.2 | | | 111.1 | | | 84.6 | | |
| Approach LOS | D | | | D | | | F | | | F | | |
| Intersec. delay | 53.9 | | | Intersection LOS | | | | | | D | | |

APPENDIX "C"
Existing Plus Project Conditions Level-of-Service Calculation



SHORT REPORT

| General Information | | | | Site Information | | | |
|---------------------|-------------------------|--|--|------------------|------------------------------|--|--|
| Analyst | Farhad Iranitalab | | | Intersection | SR12/Sunset - Grizzly Island | | |
| Agency or Co. | Farhad & Associates | | | Area Type | All other areas | | |
| Date Performed | 12/15/2005 | | | Jurisdiction | Caltrans | | |
| Time Period | EX. + PROJECT a.m. Peak | | | Analysis Year | 2005 | | |

| | EB | | | WB | | | NB | | | SB | | |
|-----------------------------------|------------|---------|---------|-----------|----------|-----------------------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Num. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Lane group | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (vph) | 255 | 587 | 39 | 42 | 1087 | 130 | 232 | 135 | 36 | 159 | 92 | 202 |
| % Heavy veh | 1 | 5 | 0 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Actuated (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Startup lost time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Ext. eff. green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking/hr | | | | | | | | | | | | |
| Bus stops/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Phasing | Excl. Left | EB Only | WB Only | Thru & RT | NB Only | SB Only | 07 | | 08 | | | |
| Timing | G = 3.0 | G = 2.0 | G = 1.0 | G = 28.0 | G = 12.0 | G = 10.0 | G = | | G = | | | |
| | Y = 5 | Y = 4 | Y = 4 | Y = 5 | Y = 4 | Y = 4 | Y = | | Y = | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 81.0 | | | | | | |

| | EB | | | WB | | | NB | | | SB | | |
|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | | |
| Adj. flow rate | 283 | 652 | 43 | 47 | 1208 | 144 | 258 | 150 | 40 | 177 | 102 | 224 |
| Lane group cap. | 385 | 1273 | 598 | 88 | 1401 | 651 | 265 | 279 | 237 | 219 | 232 | 344 |
| v/c ratio | 0.74 | 0.51 | 0.07 | 0.53 | 0.86 | 0.22 | 0.97 | 0.54 | 0.17 | 0.81 | 0.44 | 0.65 |
| Green ratio | 0.11 | 0.37 | 0.37 | 0.05 | 0.41 | 0.41 | 0.15 | 0.15 | 0.15 | 0.12 | 0.12 | 0.12 |
| Unif. delay d1 | 34.8 | 19.8 | 16.5 | 37.6 | 21.9 | 15.6 | 34.3 | 31.9 | 30.1 | 34.6 | 32.9 | 33.8 |
| Delay factor k | 0.29 | 0.12 | 0.11 | 0.14 | 0.39 | 0.11 | 0.48 | 0.14 | 0.11 | 0.35 | 0.11 | 0.23 |
| Increm. delay d2 | 7.2 | 0.4 | 0.1 | 6.2 | 5.8 | 0.2 | 47.8 | 2.1 | 0.3 | 19.8 | 1.3 | 4.3 |
| PF factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control delay | 42.0 | 20.2 | 16.5 | 43.8 | 27.7 | 15.8 | 82.1 | 34.0 | 30.5 | 54.3 | 34.2 | 38.2 |
| Lane group LOS | D | C | B | D | C | B | F | C | C | D | C | D |
| Apprch. delay | 26.3 | | | 27.0 | | | 61.4 | | | 43.1 | | |
| Approach LOS | C | | | C | | | E | | | D | | |
| Intersec. delay | 33.9 | | | Intersection LOS | | | | | | C | | |

SHORT REPORT

| General Information | | | | Site Information | | | |
|---------------------|--------------------------|--|--|------------------|------------------------------|--|--|
| Analyst | Farhad Iranitalab | | | Intersection | SR12/Sunset - Grizzly Island | | |
| Agency or Co. | Farhad & Associates | | | Area Type | All other areas | | |
| Date Performed | 12/15/2005 | | | Jurisdiction | Caltrans | | |
| Time Period | EX. + PROJECT P.M.. Peak | | | Analysis Year | 2005 | | |

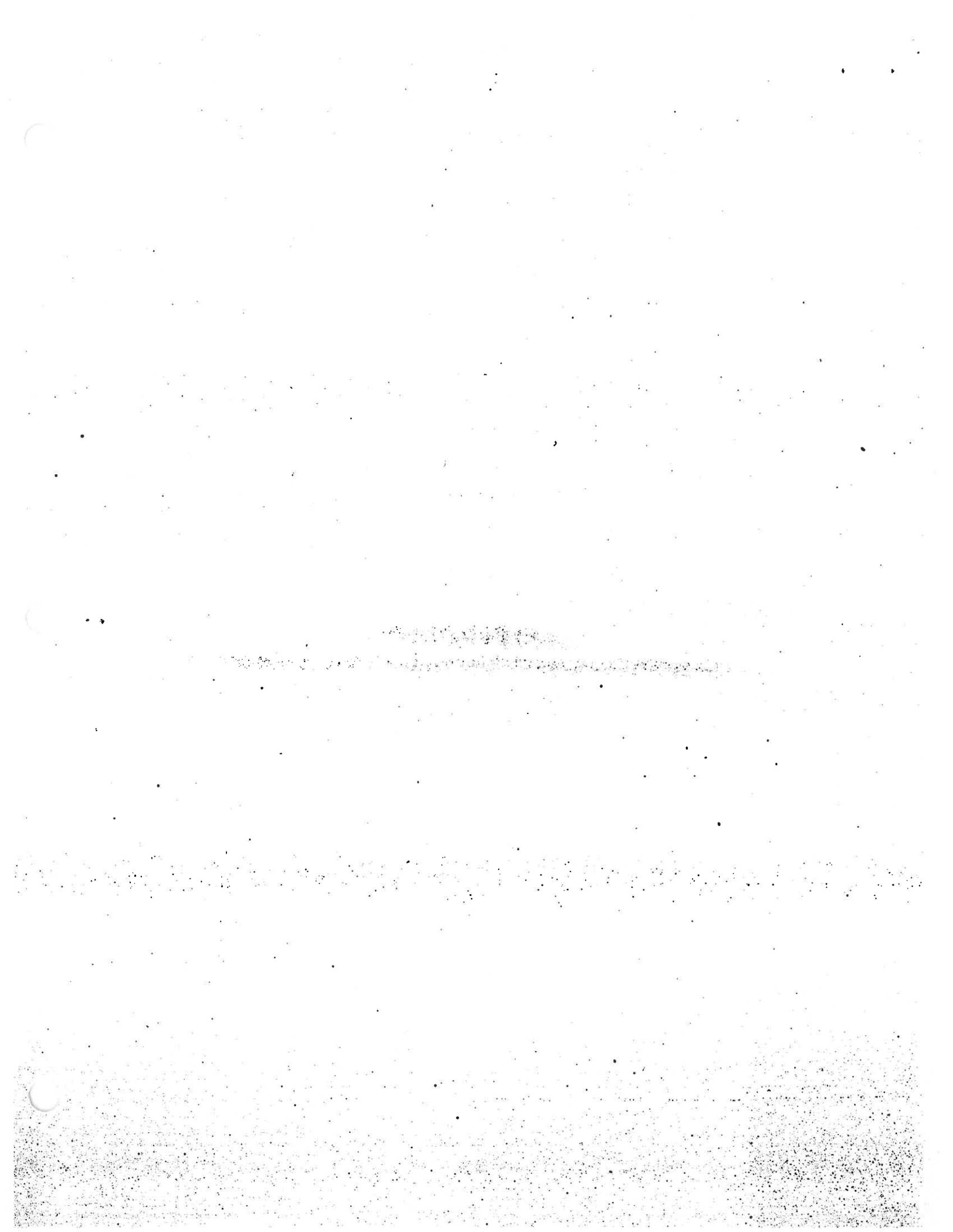
| | EB | | | WB | | | NB | | | SB | | |
|-----------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT |
| Num. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Lane group | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (vph) | 679 | 1228 | 38 | 133 | 919 | 245 | 92 | 119 | 16 | 335 | 75 | 198 |
| % Heavy veh | 1 | 5 | 0 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Actuated (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Startup lost time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Ext. eff. green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking/hr | | | | | | | | | | | | |
| Bus stops/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

| | | |
|------------|----------|----------|
| Timing | 07 | 08 |
| Excl. Left | | |
| EB Only | | |
| WB Only | | |
| Thru & RT | | |
| NB Only | | |
| SB Only | | |
| G = 8.0 | G = 14.0 | G = 1.0 |
| G = 30.0 | G = 7.0 | G = 20.0 |
| Y = 5 | Y = 4 | Y = 4 |
| Y = 4 | Y = 4 | Y = 4 |

Duration of Analysis (hrs) = 0.25 Cycle Length C = 105.0

| | EB | | | WB | | | NB | | | SB | | |
|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Adj. flow rate | 754 | 1364 | 42 | 148 | 1021 | 272 | 102 | 132 | 18 | 372 | 83 | 220 |
| Lane group cap. | 858 | 1441 | 677 | 153 | 1146 | 533 | 119 | 125 | 107 | 337 | 358 | 531 |
| v/c ratio | 0.88 | 0.95 | 0.06 | 0.97 | 0.89 | 0.51 | 0.86 | 1.06 | 0.17 | 1.10 | 0.23 | 0.41 |
| Green ratio | 0.25 | 0.42 | 0.42 | 0.09 | 0.33 | 0.33 | 0.07 | 0.07 | 0.07 | 0.19 | 0.19 | 0.19 |
| Unif. delay d1 | 38.0 | 29.4 | 18.2 | 47.9 | 33.2 | 28.1 | 48.5 | 49.0 | 46.3 | 42.5 | 36.0 | 37.4 |
| Delay factor k | 0.41 | 0.46 | 0.11 | 0.47 | 0.41 | 0.12 | 0.39 | 0.50 | 0.11 | 0.50 | 0.11 | 0.11 |
| Increm. delay d2 | 10.4 | 13.1 | 0.0 | 62.7 | 9.0 | 0.8 | 42.5 | 96.3 | 0.7 | 79.9 | 0.3 | 0.5 |
| PF factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control delay | 48.3 | 42.5 | 18.2 | 110.6 | 42.2 | 28.9 | 91.0 | 145.3 | 47.0 | 122.4 | 36.3 | 37.9 |
| Lane group LOS | D | D | B | F | D | C | F | F | D | F | D | D |
| Apprch. delay | 44.1 | | | 46.7 | | | 116.3 | | | 84.3 | | |
| Approach LOS | D | | | D | | | F | | | F | | |
| Sec. delay | 54.9 | | | Intersection LOS | | | | | | D | | |

APPENDIX "D"
Cumulative Plus Project Conditions Level-of-Service Calculation



SHORT REPORT

| General Information | | | | Site Information | | | |
|---------------------|-----------------------------------|--|--|------------------|------------------------------|--|--|
| Analyst | Farhad Iranitalab | | | Intersection | SR12/Sunset - Grizzly Island | | |
| Agency or Co. | Farhad & Associates | | | Area Type | All other areas | | |
| Date Performed | 12/15/2005 | | | Jurisdiction | Caltrans | | |
| Time Period | CUMULATIVE + PROJECT
a.m. Peak | | | Analysis Year | 2005 | | |

| | EB | | | WB | | | NB | | | SB | | |
|-----------------------------------|------------|---------|---------|-----------|----------|----------|-----------------------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Num. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Lane group | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (vph) | 255 | 587 | 58 | 96 | 1087 | 130 | 267 | 147 | 56 | 159 | 111 | 202 |
| % Heavy veh | 1 | 5 | 0 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Actuated (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Startup lost time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Ext. eff. green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking/hr | | | | | | | | | | | | |
| Bus stops/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Phasing | Excl. Left | EB Only | WB Only | Thru & RT | NB Only | SB Only | 07 | | 08 | | | |
| Timing | G = 3.0 | G = 2.0 | G = 1.0 | G = 28.0 | G = 12.0 | G = 10.0 | G = | | G = | | | |
| | Y = 5 | Y = 4 | Y = 4 | Y = 5 | Y = 4 | Y = 4 | Y = | | Y = | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | | Cycle Length C = 81.0 | | | | | |

| Lane Group Capacity, Control Delay, and LOS Determination | | | | | | | | | | | | | |
|---|-------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| | EB | | | WB | | | NB | | | SB | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| Adj. flow rate | 283 | 652 | 64 | 107 | 1208 | 144 | 297 | 163 | 62 | 177 | 123 | 224 | |
| Lane group cap. | 385 | 1273 | 598 | 88 | 1401 | 651 | 265 | 279 | 237 | 219 | 232 | 344 | |
| v/c ratio | 0.74 | 0.51 | 0.11 | 1.22 | 0.86 | 0.22 | 1.12 | 0.58 | 0.26 | 0.81 | 0.53 | 0.65 | |
| Green ratio | 0.11 | 0.37 | 0.37 | 0.05 | 0.41 | 0.41 | 0.15 | 0.15 | 0.15 | 0.12 | 0.12 | 0.12 | |
| Unif. delay d1 | 34.8 | 19.8 | 16.7 | 38.5 | 21.9 | 15.6 | 34.5 | 32.2 | 30.6 | 34.6 | 33.3 | 33.8 | |
| Delay factor k | 0.29 | 0.12 | 0.11 | 0.50 | 0.39 | 0.11 | 0.50 | 0.18 | 0.11 | 0.35 | 0.13 | 0.23 | |
| Increm. delay d2 | 7.2 | 0.4 | 0.1 | 165.0 | 5.8 | 0.2 | 91.7 | 3.1 | 0.6 | 19.8 | 2.3 | 4.3 | |
| PF factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| Control delay | 42.0 | 20.2 | 16.8 | 203.5 | 27.7 | 15.8 | 126.2 | 35.3 | 31.2 | 54.3 | 35.6 | 38.2 | |
| Lane group LOS | D | C | B | F | C | B | F | D | C | D | D | D | |
| Approch. delay | 26.1 | | | 39.4 | | | 86.5 | | | 43.0 | | | |
| Approach LOS | C | | | D | | | F | | | D | | | |
| Intersec. delay | 43.2 | | | Intersection LOS | | | | | | | | | D |

SHORT REPORT

| General Information | | | | Site Information | | | |
|---------------------|-----------------------------------|--|--|------------------|------------------------------|--|--|
| Analyst | Farhad Iranitalab | | | Intersection | SR12/Sunset - Grizzly Island | | |
| Agency or Co. | Farhad & Associates | | | Area Type | All other areas | | |
| Date Performed | 12/15/2005 | | | Jurisdiction | Caltrans | | |
| Time Period | CUMULATIVE+ PROJECT
P.M.. Peak | | | Analysis Year | 2005 | | |

| Volume and Timing Input | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | EB | | | WB | | | NB | | | SB | | |
| | LT | TH | RT |
| Num. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Lane group | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (vph) | 679 | 1247 | 63 | 162 | 919 | 245 | 140 | 134 | 27 | 335 | 89 | 198 |
| % Heavy veh | 1 | 5 | 0 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Actuated (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Startup lost time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Ext. eff. green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking/hr | | | | | | | | | | | | |
| Bus stops/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

| Timing | Excl. Left | EB Only | WB Only | Thru & RT | NB Only | SB Only | 07 | 08 |
|-----------------------------------|------------|----------|---------|-----------|---------|------------------------|-----|-----|
| | G = 8.0 | G = 14.0 | G = 1.0 | G = 30.0 | G = 8.0 | G = 18.0 | G = | G = |
| | Y = 5 | Y = 4 | Y = 4 | Y = 5 | Y = 4 | Y = 4 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 104.0 | | |

| Lane Group Capacity, Control Delay, and LOS Determination | | | | | | | | | | | | |
|---|----------------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | EB | | | WB | | | NB | | | SB | | |
| | Adj. flow rate | 754 | 1386 | 70 | 180 | 1021 | 272 | 156 | 149 | 30 | 372 | 99 |
| Lane group cap. | 867 | 1455 | 683 | 155 | 1157 | 538 | 137 | 145 | 123 | 306 | 326 | 482 |
| v/c ratio | 0.87 | 0.95 | 0.10 | 1.16 | 0.88 | 0.51 | 1.14 | 1.03 | 0.24 | 1.22 | 0.30 | 0.46 |
| Green ratio | 0.25 | 0.42 | 0.42 | 0.09 | 0.34 | 0.34 | 0.08 | 0.08 | 0.08 | 0.17 | 0.17 | 0.17 |
| Unif. delay d1 | 37.4 | 29.0 | 18.1 | 47.5 | 32.6 | 27.6 | 48.0 | 48.0 | 45.2 | 43.0 | 37.5 | 38.6 |
| Delay factor k | 0.40 | 0.46 | 0.11 | 0.50 | 0.41 | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.11 | 0.11 |
| Increm. delay d2 | 9.5 | 13.9 | 0.1 | 122.2 | 8.3 | 0.8 | 119.0 | 82.2 | 1.0 | 123.2 | 0.5 | 0.7 |
| PF factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control delay | 46.9 | 42.9 | 18.2 | 169.7 | 40.8 | 28.4 | 167.0 | 130.2 | 46.2 | 166.2 | 38.1 | 39.3 |
| Lane group LOS | D | D | B | F | D | C | F | F | D | F | D | D |
| Approch. delay | 43.5 | | | 54.3 | | | 139.8 | | | 107.4 | | |
| Approach LOS | D | | | D | | | F | | | F | | |
| Intersec. delay | 63.1 | | | Intersection LOS | | | | | | E | | |

ATTACHMENT F

ARNOLD SCHWARZENEGGER, Governor

STATE OF CALIFORNIA

STATE UTILITIES COMMISSION

1000 MARKET AVENUE
SAN FRANCISCO, CA 94102-3298



AUG 22 2005

August 17, 2005

Gerry Raycraft
Suisun City Community Development Department
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Mr. Raycraft:

Re: SCH #2005072009; McCoy Creek Vesting Tentative Subdivision Map

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to Union Pacific Railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Pat Kerr, UP

**ATTACHMENT 6. PUBLIC UTILITIES COMMISSION, AUGUST
17, 2005.**

PUBLIC UTILITIES COMMISSION

18 AVENUE
SAN FRANCISCO, CA 94102-3298

RECEIVED



AUG 22 2005

STATE OF CALIFORNIA

August 17, 2005

Gerry Raycraft
Suisun City Community Development Department
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Mr. Raycraft:

Re: SCH #2005072009; McCoy Creek Vesting Tentative Subdivision Map

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Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Pat Kerr, UP

**ATTACHMENT 7. SEPTEMBER 22, 2005 DEPARTMENT OF
TRANSPORTATION - CAL TRANS - LETTER**

DEPARTMENT OF TRANSPORTATION

1 GRAND AVENUE
O. BOX 23660
SACRAMENTO, CA 94623-0660
ONE (510) 286-5505
X (510) 286-5559
Y (800) 735-2929



SEP 26 2005

*Flex your power!
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September 22, 2005

SOL012207
SOL-12-5.76
SCH2005072009

Mr. Gerry Raycraft
Suisun City
701 Civic Center Drive
Suisun City, CA 94585

Dear Mr. Raycraft:

McCoy Creek Vesting Tentative Subdivision Map – Traffic Impact Analysis

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed McCoy Creek Vesting Tentative Subdivision Map. We have reviewed the Traffic Impact Analysis and have the following comments to offer:

As indicated in Section V of the Department's Guide for the Preparation of Traffic Impact Studies, signalized intersections should be analyzed using Highway Capacity Manual (HCM) methods. HCM Analysis Results/Level of Service (LOS) Computation Reports should be submitted for review. The LOS reports included in this document are based on a different methodology.

Queuing at the study intersection and storage adequacy of the existing left-turn lanes should be addressed in the report. It should be noted that the Department's standard for left-turn lane storage is that the lane be long enough that there is a 95% probability that it can accommodate randomly distributed traffic arrivals. Consequently, LOS Computation Reports should include 95th percentile queues as well as the average queues. Are the existing left-turn lanes long enough to accommodate 95th percentile queues in both the Cumulative for all analysis scenarios? If not, mitigation should be provided to offset this project's impacts.

For cumulative conditions, this project only addresses a scenario with the project. A cumulative scenario without the project should also be included so that this project's cumulative impacts can be assessed.

Table 3 shows that the AM LOS will be C and the PM LOS will be D for the Existing and Existing + Project scenarios. Table 3 also shows that LOS will be D in the AM and E in the PM for Cumulative + Project conditions. Most cities use LOS D as the standard for intersections and going from D to E would be considered a significant cumulative impact that requires mitigation. What is considered a significant traffic impact? The significance criteria/LOS standards used for this report should be included in the document.

Unless the 40% pass-by trips assumed can be fully justified for the entire 9.9 acres lot when the remainder is ultimately developed commercially, the prevailing 15% for pass-by trips should be assumed.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

Please call Lisa Carboni of my staff at (510) 622-5491 with any questions.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan (State Clearinghouse)

**ATTACHMENT 8. AUGUST 2, 2005 AND SEPTEMBER 23, 2005
STATE OF CALIFORNIA – GOVERNOR’S OFFICE OF
PLANNING AND RESEARCH – OFFICE OF PLANNING AND
RESEARCH**



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

August 2, 2005

RECEIVED
AUG - 4 2005
CITY OF SUISUN CITY

Gerry Raycraft
City of Suisun, Community Development Department
701 Civic Center Boulevard
Suisun City, CA 94585

Subject: Mc Coy Creek Vesting Tentative Subdivision Map
SCH#: 2005072009

Dear Gerry Raycraft:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 1, 2005, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005072009
Project Title Mc Coy Creek Vesting Tentative Subdivision Map
Lead Agency Suisun, City of

Type MN Mitigated Negative Declaration
Description D

The project site consists of approximately 4.37 acres located in the southwest portion of the city, east of Grizzly Island Road, south of McCoy Creek Drive, and north of the Suisun Marsh. The project site is currently undeveloped and the applicant proposes to subdivide the property into 19 single-family units, 10 mixed-use units comprised of a commercial/residential combination, and one larger commercial building of approximately 13,581 square feet, for a total of 30 lots. Access to the commercial portion of the property will be provided from McCoy Creek Drive and access to the residential portion is via the proposed 'A' Street.

Lead Agency Contact

Name Gerry Raycraft
Agency City of Suisun, Community Development Department
Phone (707) 421-7396 **Fax**
email
Address 701 Civic Center Boulevard
City Suisun City **State** CA **Zip** 94585

Project Location

County Solano
City Suisun City
Region
Cross Streets Grizzly Island Road / Mc Coy Creek Drive
Parcel No. 0173-870-100, 150
Township **Range** **Section** **Base**

Proximity to:

Highways 12
Airports
Railways UPRR
Waterways Suisun Marsh
Schools Crescent ES
Land Use General Commercial

Project Issues Air Quality; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Wetland/Riparian

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 3; Department of Water Resources; Caltrans, District 4

Date Received 07/01/2005 **Start of Review** 07/01/2005 **End of Review** 08/01/2005

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



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August 1, 2005

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STATE CLEARING HOUSE

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8-1-05
e*

SOL012207
SOL-12-5.76
SCH2005072009

Mr. Gerry Raycraft
Suisun City
701 Civic Center Drive
Suisun City, CA 94585

Dear Mr. Raycraft:

**McCoy Creek Vesting Tentative Subdivision Map - Initial Environmental Study/
Mitigated Negative Declaration**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed McCoy Creek Vesting Tentative Subdivision Map. We have reviewed the Initial Environmental Study and Mitigated Negative Declaration and have the following comments to offer:

What other projects are being planned for the same area? What will the cumulative impacts be?

Please provide a Traffic Impact Analysis (TIA) denoting present and future volumes, considering build and no build, cumulative development etc. with respect to adjoining State Route 12. We recommend you utilize the Caltrans "Guide for the Preparation of Traffic Impact Studies" which can be accessed from the following web page:

<http://dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Provide turning movements for the intersection of Sunset Avenue - Grizzly Island Road / State Route 12 for the existing condition, proposed project only, and cumulative conditions.

Please send the additional information requested to the address at the top of this letterhead, marked ATTN: Lisa Carboni, Office of Transit and Community Planning. We will comment further on mitigation measures after the additional information is reviewed.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction

Mr. Raycraft
August 1, 2005
Page 2

plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

Please call Lisa Carboni of my staff at (510) 622-5491 with any questions.

Sincerely,



TIMOTHY C SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan (State Clearinghouse)



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

September 23, 2005

SEP 26 2005

Gerry Raycraft
City of Suisun, Community Development Department
701 Civic Center Boulevard
Suisun City, CA 94585

Subject: Mc Coy Creek Vesting Tentative Subdivision Map
SCH#: 2005072009

Dear Gerry Raycraft:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on August 1, 2005. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2005072009) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency



*Flex your power!
Be energy efficient!*

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929

September 22, 2005



SOL012207
SOL-12-5.76
SCH2005072009

Mr. Gerry Raycraft
Suisun City
701 Civic Center Drive
Suisun City, CA 94585

Dear Mr. Raycraft:

McCoy Creek Vesting Tentative Subdivision Map – Traffic Impact Analysis

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed McCoy Creek Vesting Tentative Subdivision Map. We have reviewed the Traffic Impact Analysis and have the following comments to offer:

As indicated in Section V of the Department's Guide for the Preparation of Traffic Impact Studies, signalized intersections should be analyzed using Highway Capacity Manual (HCM) methods. HCM Analysis Results/Level of Service (LOS) Computation Reports should be submitted for review. The LOS reports included in this document are based on a different methodology.

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For cumulative conditions, this project only addresses a scenario with the project. A cumulative scenario without the project should also be included so that this project's cumulative impacts can be assessed.

03/22/2005 12:50 0102000000
Mr. Gery Raycraft
September 22, 2005
Page 2

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Unless the 40% pass-by trips assumed can be fully justified for the entire 9.9 acres lot when the remainder is ultimately developed commercially, the prevailing 15% for pass-by trips should be assumed.

Encroachment Permit

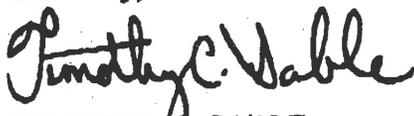
Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

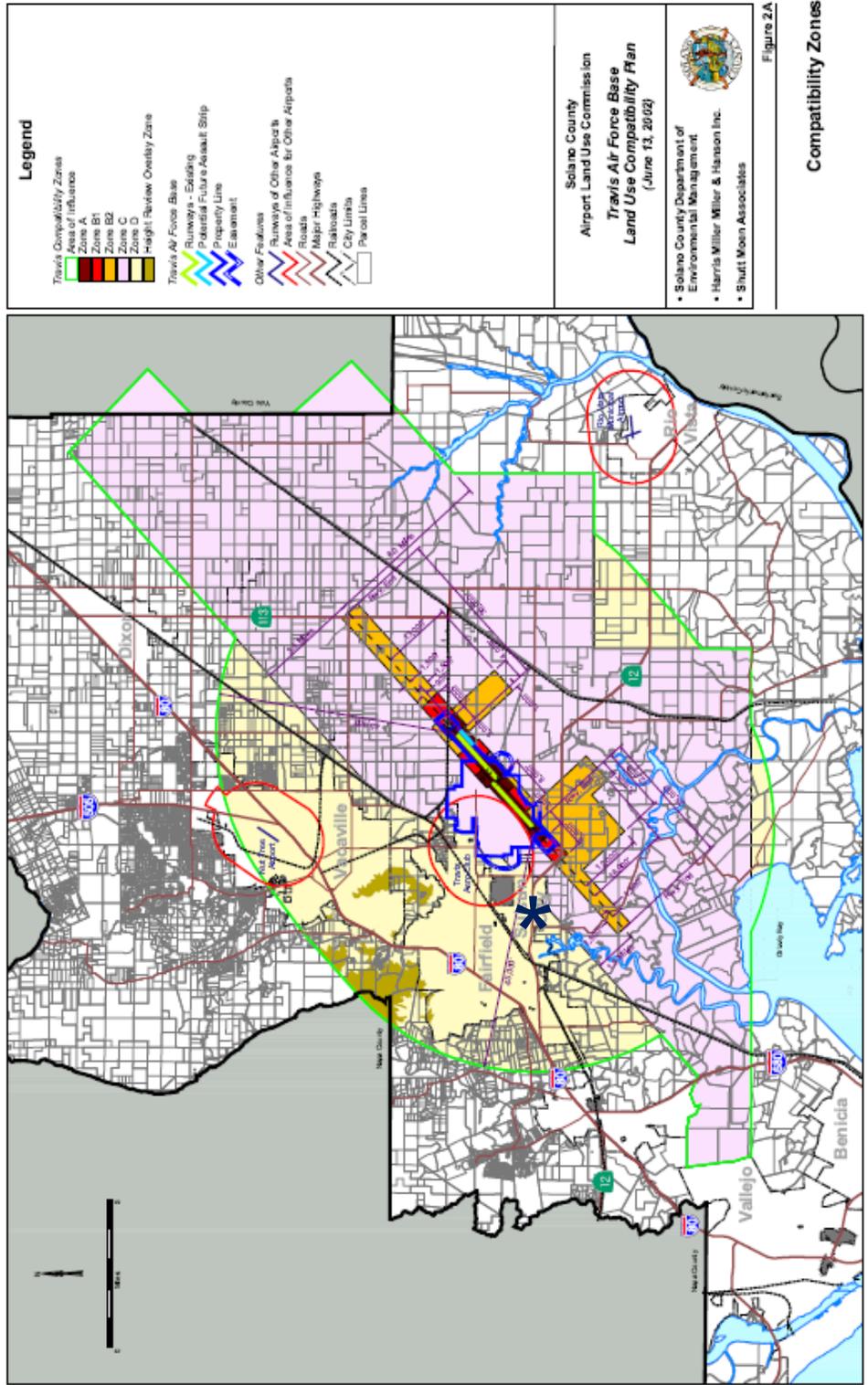
Please call Lisa Carboni of my staff at (510) 622-5491 with any questions.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan (State Clearinghouse)



COMMERCIAL SOLAR ORDINANCE

The proposed revisions to the County Zoning Regulations would prohibit commercial solar energy facilities in all Agricultural Zoning Districts, which includes Exclusive Agriculture, Suisun Marsh Agricultural, Suisun Valley Agricultural and Industrial-Agricultural District, consistent with the AAC recommendation. In addition, the draft would prohibit commercial solar facilities in the Rural Residential, Residential Traditional Community, Watershed and Conservation, Marsh Protection, Park, Commercial Recreational and Industrial Water Dependent zones.

However, commercial solar facilities may be compatible with land use types in Commercial and Manufacturing zoning districts, particularly in the more intensive zones such as Highway Commercial (C-H), Neighborhood Commercial (C-N), Commercial Service (C-S), Manufacturing - Limited (M-L); Manufacturing - General (M-G-1/2) and Manufacturing (M-G-3). These zones while limited in supply and for the most part developed, creates the potential for rooftop facilities or over parking lots. The concept is supported by the AAC.

The current draft continues to support the provision of photovoltaic power for on-site land use operations in any zone. Such facilities would be regulated as accessory uses.

Additionally, the draft includes a height exception for roof mounted solar energy panels. The roof mounted panels may exceed the height limit of the structure to a maximum of five (5) feet above the roof surface.

Finally, the draft includes an exception for a small scale Agricultural Research Facility involving UC Davis and SolAgra to research the feasibility of growing crops under solar panels on Ryer Island and provide power to Reclamation District 501, consistent with the Board of Supervisor's exception to the Interim Urgency Ordinance prohibiting commercial solar while it is in effect. The conditional use permit application was filed in May and is currently in progress.

GLINT AND GLARE

The proposed revisions to the County Zoning Regulations include operational standards which address the potential impact of glint and glare on overhead aircraft. Though it applies to any proposed land use, it can be of particular concern as it relates to larger solar facilities.

Glint is a momentary flash of light, and glare is a continuous flash of light from a reflective surface. Depending on location of the reflective surface in relation to the airbase and flight patterns, glint and glare can cause a potential impact to flight operations and overhead planes.

The draft ordinance text revises Chapter 28 of the County Code in subsection 28.70.10(B)(1) to read:

1. Prevent Offensive Noise, Dust, Glare, Vibration, or Odor. All uses of land and buildings shall be conducted in a manner, and provide adequate controls and operational management, to prevent:

a. Dust, offensive odors, or vibrations detectable beyond any property line;

b. Noise that exceeds 65dBA LDN at any property line; and

c. Glint or glare detectable beyond any property line or by overflying aircraft.

The amendment adds wording to address the potential impact of glint and glare to overflying aircraft. Previous wording did not specify "glint" and did not call out the potential for impact specifically to aircraft. The intent of this ordinance amendment is to clarify that both glint and glare from any land use are regulated performance standards within the unincorporated area of the County. Not only can they be regulated to protect against impacting neighboring properties but also to prevent impacts to overlying aircraft.

ALUCP REVIEW REQUIREMENTS

State law, under Section 21661.5 of the Public Utilities Code, requires that any proposed zoning regulations or revisions to the local zoning ordinance be reviewed for consistency with adopted airport land use compatibility plans. The proposed revision to the County's Zoning Regulations requires review by the ALUC.

Required Tests for Consistency

California Airport Land Use Planning Handbook (2011)

The State Department of Aeronautics has published the California Airport Land Use Planning Handbook (2011) as a guide for Airport Land Use Commissions in the preparation and implementation of Land Use Compatibility Plans and Procedure Documents. Section 6.4.2 (p. 6-14) sets forth procedures for the review of local zoning ordinances and directs agencies to consider the topics listed in Table 5A, as follows:

Zoning or Other Policy Documents (from Table 5A, CalTrans Airport Land Use Planning Handbook)

The Handbook lists the following topics for consideration when reviewing zoning or other policy documents.

-Intensity Limitations on Nonresidential Uses

-Identification of Prohibited Uses

-Open Land Requirements

-Infill Development

-Height Limitations and Other Hazards to Flight

-Buyer Awareness Measures

-Non-conforming Uses and Reconstruction

Staff has reviewed the proposed zoning regulation changes in light of the tests outlined above. Our analysis is presented below.

Discussion

The amendments to the County's zoning regulations apply to properties throughout the unincorporated area and therefore have the potential to affect the Travis Air Force Base Land Use Compatibility Plan, the Nut Tree Airport Land Use Compatibility Plan and the Rio Vista Land Use Compatibility Plan.

Regulation of Commercial Solar Facilities

The principal concern for the ALUC with solar installations is the potential for glint or glare from the solar panel's reflective surfaces. The County's proposed regulations severely limit the number of properties in the unincorporated area that could be eligible to accommodate commercial solar facilities. In addition, the proposed regulations prohibit glint or glare that can be seen offsite or by aircraft. As a result, the County's regulations prohibit the creation of "Other Hazards to Flight" and are thus consistent with the Airport Land Use Compatibility Plans for the Nut Tree Airport, Rio Vista Airport and Travis Air Force Base.

RECOMMENDATION

Based on the analysis and discussions above, Staff recommends that the Solano County Airport Land Use

Commission find as follows:

Determination: That the proposed amendments to the County zoning regulations are consistent with the Travis Air Force Base Land Use Compatibility Plan, the Nut Tree Airport Land Use Compatibility Plan and the Rio Vista Land Use Compatibility Plan because no direct conflicts exist between the zoning amendments and any Airport Land Use Compatibility Plans.

Attachments:

Attachment A - Commercial Solar Ordinance

Attachment A1 - Map of Potential Solar Sites

Attachment B - Glint and Glare Standards Ordinance

DRAFT FOR PLANNING COMMISSION REVIEW

ORDINANCE NO. 2015 - _____

AN ORDINANCE AMENDING CHAPTER 28 OF THE SOLANO COUNTY CODE TO ESTABLISH LAND USE REGULATIONS FOR COMMERCIAL SOLAR ENERGY FACILITIES AND ON-SITE SOLAR ENERGY SYSTEMS IN THE UNINCORPORATED AREA OF SOLANO COUNTY

The Board of Supervisors of the County of Solano ordains as follows:

SECTION I: PURPOSE

The purpose of this ordinance is to establish the land use regulations for commercial solar energy facilities and on-site solar energy systems in the unincorporated county. This ordinance prohibits the conversion of land resources to commercial scale solar energy facilities and places an emphasis on the development of on-site solar energy systems that provide power for the land use or operations on the property. The ordinance protects Solano County's valuable agricultural resources, residential and environmentally sensitive areas from unnecessary conversion and provides for commercial scale facilities in the commercial and manufacturing districts. This ordinance supersedes Section 3 of Ordinance No. 2014-1751 and Section 2 of Ordinance No. 2015-1756.

SECTION II: DEFINITIONS

The following definitions are added, in alphabetical order, to Section 28.01 of Chapter 28 of the Solano County Code:

Commercial Solar Energy Facility:

A commercial solar energy facility is a solar energy conversion system and associated control or conversion electronics that converts solar energy to utility power for the primary purpose of resale or off-site use.

Solar Energy System:

Any solar energy collector, together with associated equipment and structural design features of a building, whose primary purpose is to provide for the collection of solar energy for on-site space heating, cooling, or water heating, or for electric generation that is used solely to meet or offset on-site electric load. A solar energy system is incidental to the land use of the property and is subject to the requirements of Chapter 6.3. A ground mounted solar energy systems shall comply with the development standards of the zoning district for accessory structures.

SECTIONS III through XII: COMMERCIAL SOLAR ENERGY FACILITY PROHIBITION

Permitting: Amend corresponding Land Use Tables to prohibit commercial solar energy facility in the following zoning districts:

- Exclusive Agriculture (A) Districts
- Suisun Marsh Agricultural (A-SM) Districts
- Suisun Valley Agricultural (A-SV) Districts

- Industrial-Agricultural Service (I-AS) District
- Industrial Water Dependent (I-WD) District
- Rural Residential (R-R) Districts
- Residential Traditional Community (R-TC) Districts
- Commercial Recreation (C-R) District
- Commercial Recreation (C-R-L) District
- Watershed and Conservation (W) District
- Marsh Protection (MP) District
- Park (P) District

SECTIONS XII and XIV: CONDITIONALLY ALLOW COMMERCIAL SOLAR ENERGY FACILITIES IN COMMERCIAL AND MANUFACTURING ZONING DISTRICTS

Permitting: Amend corresponding Land Use Tables to allow commercial solar energy facilities in the following zoning districts subject to a Use Permit approval by the Planning Commission. Commercial Solar Energy Facilities shall be subject to the development standards of the zoning district. Financial assurances shall be provided in order to ensure that there are adequate funds to restore the site to preconstruction standards or better, in the form of bond or letter of credit.

- Highway Commercial (C-H) District
- Neighborhood Commercial (C-N) District
- Commercial Service (C-S) District
- Commercial Office (C-O) District
- Manufacturing – Limited (M-L) District
- Manufacturing – General (M-G-1/2) District
- Manufacturing – General (M-G-3) District

SECTION XV: AMEND SECTION 28. 93 GENERAL HEIGHT REGULATIONS AND EXCEPTION

Section 28.93 (General Height Regulations and Exceptions) of Chapter 28 of the Solano County Code is amended to add a new Subsection 28.93(A)(5), as follows:

5. Roof mounted solar energy systems may exceed the height limits of the primary or accessory structure, to a maximum of five (5) feet above the roof surface.

SECTION XVI: AGRICULTURAL RESEARCH FACILITY

Notwithstanding the definition of Commercial Solar Energy Facility provided in Section II of this ordinance, a use permit application submitted prior to May 7, 2015 shall be processed and acted upon as an application for an agricultural research facility, if the proposed facility meets all of the following criteria:

- 1) The facility is a limited-term demonstration project, involving the University of California, Davis, designed to research the feasibility of simultaneously using land for both agricultural production and commercial solar energy production;

- 2) A component of the research conducted at the demonstration project shall analyze changes in soil flora, fauna, and chemistry under the panels as well as environmental impacts to the area around the project site;
- 3) The facility will be located on Ryer Island in the A-80 zoning district with no more than 2.2 acres developed with solar photovoltaic panels;
- 4) Water rights and other mitigation rights associated with the project site remain with the property for the term of the demonstration project; and
- 5) At the end of the demonstration project's useful life, the site will be returned to its pre-project agricultural conditions.

SECTION XVII:

This ordinance will be effective thirty (30) days after its adoption.

SECTION XVIII:

A summary of this ordinance will be published once within fifteen (15) days after its adoption in the Fairfield Daily Republic, a newspaper of general circulation.

Passed and adopted by the Solano County Board of Supervisors at its regular meeting on **(Date)** by the following vote:

AYES: Supervisors _____

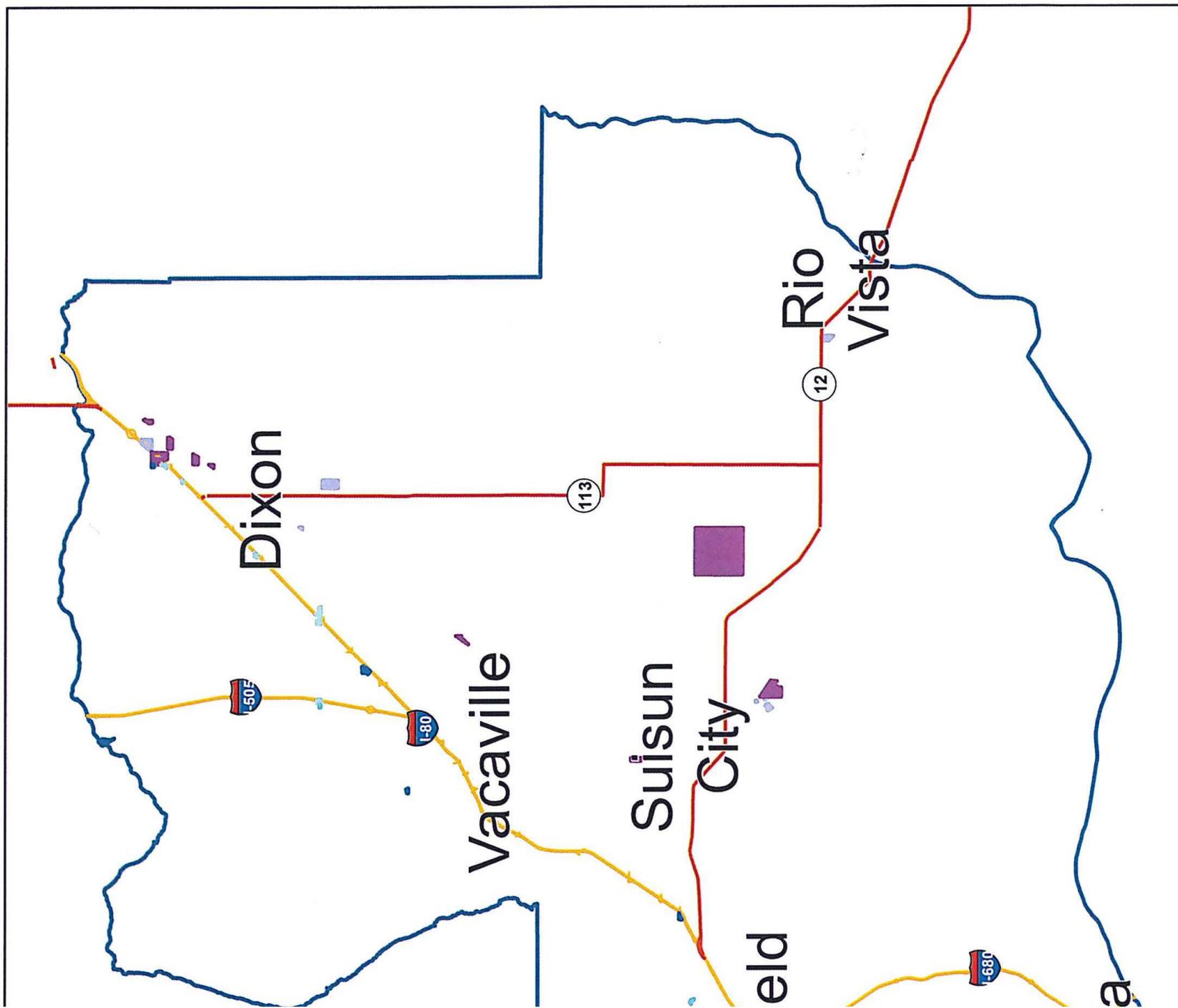
NOES: Supervisors _____

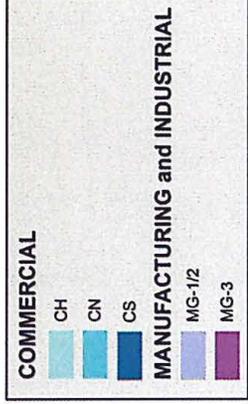
EXCUSED: Supervisors _____

ERIN HANNIGAN, Chairwoman
Solano County Board of Supervisors

ATTEST:
Birgitta E. Corsello, Clerk
Board of Supervisors

By: _____
Jeanette Bellinder, Chief Deputy Clerk





Conditionally allow
commercial solar in
Commercial and Manufacturing Zones



DRAFT FOR PLANNING COMMISSION REVIEW

ORDINANCE NO. 2015-_____

AN ORDINANCE AMENDING CHAPTER 28 OF THE SOLANO COUNTY CODE, AMENDING SUBSECTION 28.70.10(B)(1), TO ADD GLINT AS A REGULATED PERFORMANCE STANDARD FOR ANY USE OF LAND AND STRUCTURES

The Board of Supervisors of the County of Solano ordains as follows:

SECTION I

Chapter 28 of the Solano County Code (Zoning Regulations), subsection 28.70.10(B)(1), is amended as follows:

1. Prevent Offensive Noise, Dust, Glare, Vibration, or Odor. All uses of land and buildings shall be conducted in a manner, and provide adequate controls and operational management, to prevent:

- a. Dust, offensive odors, or vibrations detectable beyond any property line;
- b. Noise that exceeds 65dBA LDN at any property line; and
- c. Glint or glare detectable beyond any property line or by overflying aircraft.

SECTION II

The purpose of this amendment is to clarify that both glint and glare are regulated performance standards for all uses of land and structures within the unincorporated area of Solano County, and that these glint and glare performance standards are for the protection of both neighboring properties and overflying aircraft. Glint is a momentary flash of bright light, whereas glare is a continuous source of bright light.

SECTION III

All ordinance and parts of ordinances in conflict herewith are repealed.

SECTION IV

The Board of Supervisors has made the following findings in regard to the zoning text amendment:

1. The zoning amendment is in conformity with the Solano County General Plan.
2. The zoning amendment will not constitute a nuisance or be detrimental to the health, safety, comfort, or general welfare of the people of the County or be detrimental to adjacent property or improvements in the neighborhood.

3. The zoning amendment assures the maintenance and protection of the existing environment, and is therefore exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15308 of the CEQA Guidelines.

SECTION V

This ordinance will be effective thirty (30) days after its adoption.

SECTION VI

If any provision of this ordinance or the application thereof to any persons or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are hereby declared to be severable.

SECTION VII

A summary of this ordinance shall be published once in the Daily Republic, a newspaper of general circulation in the County of Solano, not later than fifteen (15) days after the date of its adoption.

PASSED AND ADOPTED by the Solano County Board of Supervisors at its regular meeting on _____, 2015, by the following vote:

AYES: Supervisors _____

NOES: Supervisors _____

EXCUSED: Supervisors _____

Erin Hannigan, Chairwoman
Solano County Board of Supervisors

ATTEST:
Birgitta E. Corsello, Clerk
Solano County Board of Supervisors

By: _____
Jeanette Bellinder, Chief Deputy Clerk

