

3.1 Air Quality

3.1.1 Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants (Impact 3.2-4)

3.1.1.1 Potentially Significant

Implementation of the 2035 General Plan could involve generation of toxic air contaminants and exposure of sensitive receptors to substantial pollutant concentrations. Construction-related activities would result in short-term emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing); paving; application of architectural coatings; and other miscellaneous activities. Diesel PM was identified as a TAC by ARB in 1998. Because the use of off-road heavy-duty diesel equipment would be temporary and intermittent, and because of the highly dispersive properties of diesel PM (Zhu et al. 2002), construction-related TAC emissions are not anticipated to expose sensitive receptors to substantial concentrations of TACs. However, because the exact location with respect to sensitive receptors and length of construction activities cannot be determined, it is conservatively assumed that certain construction activities could expose sensitive receptors to substantial TAC concentrations. This impact is considered potentially significant.

The 2035 General Plan anticipates construction of a variety of industrial, commercial, and other land uses that could represent new stationary sources of TACs (e.g., dry-cleaning establishments). Under general plans, it is not possible to list out each type of new stationary sources to describe TAC exposure for any given project or location within the City without substantial speculation. Existing stationary sources in Suisun City are permitted and regulated to prevent land use compatibility conflicts with existing land uses. However, it is possible that new sensitive land uses developed as part of the 2035 General Plan could be sited in proximity of existing stationary sources. Therefore, it is possible that sensitive land uses part of the General Plan could locate sensitive receptors at distances from existing stationary sources that would expose them to substantial TAC concentrations. This impact is considered potentially significant.

Mobile sources of TACs would be associated primarily with the operation of on-road heavy-duty diesel trucks used for any on-site commercial/industrial activities (e.g., unloading/loading) under buildout of the 2035 General Plan. The results of the modeling analysis determined that PM_{2.5} concentrations at sensitive receptors located 10 feet away from SR 12 would be approximately 0.18 µg/m³, which is less than the BAAQMD 0.3 µg/m³ threshold of significance. However, for cancer risks, in some areas, sensitive receptors located within 134 feet of SR 12 would be exposed to cancer risks of 10 excess cancer cases in a million, which would exceed BAAQMD's 10 in a million threshold of significance. Because of the infill and transit-oriented nature of the 2035 General Plan land uses, it is anticipated that sensitive receptors could be located within 134 feet of SR 12. This impact is considered potentially significant.

There is a railroad line that operates in Suisun City carrying both freight and Amtrak trains. Union Pacific Railroad (UPRR) operates both, the Capitol Corridor and the freight UPRR line. Since diesel engines are used along the railroad corridors, there is the potential to expose sensitive receptors to substantial pollutant concentrations if new sensitive receptors locate in areas adjacent to railroad lines with substantial traffic and railroad traffic increases in the future. It is not anticipated that 2035 General Plan land uses would be developed closer than 10 feet from the existing railroad line. Based on analysis and using BAAQMD health risk screening thresholds of significance, it is anticipated that buildout of the 2035 General Plan would not expose sensitive receptors to substantial TAC concentrations near railroads. This impact is considered less than significant.

Asbestos is a naturally occurring mineral in California that is a known carcinogen (EPA 1993). Solano County is not identified as an area that contains serpentine or ultramafic rock that is common to foothill

areas of the region. It is anticipated that in the unlikely case asbestos materials are encountered during earth disturbance or demolition activities stemming from implementation of the 2035 General Plan, compliance with requirements outlined in ARB's Asbestos Air Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations and BAAQMD's BAAQMD Regulation 11, Rule 2 (Hazardous Pollutants) would ensure all asbestos materials are properly handled and disposed to avoid exposing sensitive receptors to substantial concentrations. This impact is considered less than significant.

3.1.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.1.1.3 Facts in Support of Finding

The 2035 General Plan includes the following policies and programs that, when combined with existing regulations, reduce exposure of sensitive receptors to concentrations of TACs to a less-than-significant level:

- ▶ Policy CCD 5.7: The City encourages attractive building façades constructed near the front property line in the North Sunset Avenue Opportunity Area in areas visible from this Key Community Gateway. Site planning and building design should reduce exposure to air pollutants and noise associated with the railroad and SR 12 for future residents.
- ▶ Policy PHS 3.1: The City will ensure that new industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors, considering weather patterns, the quantity and toxicity of pollutants emitted, and other relevant parameters.
- ▶ Policy PHS 4.2: The City will communicate with the Bay Area Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments prior to approval of new developments.
- ▶ Policy PHS 3.3: The City will require projects that could result in significant air pollutant emissions impacts to reduce operational emissions from vehicles, heating and cooling, lighting, equipment use, and other proposed new sources.
- ▶ Policy PHS 3.4: The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District for construction, grading, excavation, and demolition.
- ▶ Policy PHS 3.5: The City's vehicle fleet will be updated over time with more fuel-efficient, low-emission vehicles.
- ▶ Policy PHS 3.6: The City will increase the use of low-maintenance, climate-appropriate landscaping and low-emissions landscape maintenance equipment in parks and other City-maintained landscaped areas and open space.
- ▶ Policy PHS 10.1: The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.

- ▶ **Policy PHS 10.3:** The City will require that sites containing hazardous materials or waste be remediated in conformance with applicable federal and state standards prior to new development or adaptive reuse projects that could be substantially and adversely affected by the presence of such contamination.
- ▶ **Policy PHS 10.5:** The City will require that large quantities of hazardous materials be securely contained in a manner that minimizes risk until they can be transported offsite and neutralized to a nonhazardous state and appropriately disposed.
- ▶ **Policy PHS 10.6:** The City will require that all hazardous waste transfer stations, disposal facilities, and residual repositories be sited at least 2,000 feet away from Travis AFB accident potential zones.
- ▶ **Policy PHS 10.7:** The City will prohibit the development of hazardous waste storage facilities south of SR 12 to prevent the possibility of upset in close proximity to Suisun Marsh.
- ▶ **Program PHS-3.1. Health Risk Analyses.** When development involving sensitive receptors, such as residential development, is proposed in areas within 134 feet of SR 12 or when uses are proposed that may produce hazardous air contaminants, the City will require screening level analysis, and if necessary, more detailed health risk analysis to analyze and mitigate potential impacts. For projects proposing sensitive uses within 134 feet of SR 12, the City will require either ventilation that demonstrates the ability to remove more than 80% of ambient PM_{2.5} prepared by a licensed design professional or site-specific analysis to determine whether health risks would exceed the applicable BAAQMD-recommended threshold and alternative mitigation demonstrated to achieve the BAAQMD threshold. Site-specific analysis may include dispersion modeling, a health risk assessment, or screening analysis. For proposed sources of toxic air contaminants, the City will consult with the BAAQMD on analytical methods, mitigation strategies, and significance criteria to use within the context of California Environmental Quality Act documents, with the objective of avoiding or mitigating significant impacts.
- ▶ **Program PHS-3.2. Construction Mitigation.** The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.
- ▶ **Program PHS-3.3. Construction Mitigation for Health Risk.** Construction equipment over 50 brake horsepower (bhp) used in locations within 300 feet of an existing sensitive receptor shall meet Tier 4 engine emission standards. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable BAAQMD-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by BAAQMD.

3.2 Biological Resources

3.2.1 Loss and Degradation of Special-status Plant Habitat and Potential Loss of Special-status Plants (Impact 3.3-1)

3.2.1.1 *Potentially Significant*

Implementing the 2035 General Plan would allow development within areas identified as Contra Costa goldfields core population areas in the SMHCP, areas designated as critical habitat for Contra Costa goldfields by USFWS, and areas included within the Jepson Prairie core area identified in the vernal pool recovery plan (USFWS 2005). Development could result in direct removal of habitat known to be occupied by federally listed Contra Costa goldfields, and CDFW rare plant ranked species alkali milk-vetch, pappose tarplant, Carquinez goldenbush, Delta tule pea, Mason's Lilaepsis, Suisun Marsh aster, and saline clover. Loss of suitable habitat for 16 other special-status plant species known to occur in the vicinity of the planning area could also result from buildout of the 2035 General Plan.

In addition to direct removal, habitat modification and fragmentation could degrade habitat quality and indirect impacts could include pollutants transported by urban runoff and other means, airborne particulates, and changes in vegetation as a result of changes in land use and management practices. This impact is considered potentially significant.

3.2.1.2 *Finding*

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.2.1.3 *Facts in Support of Finding*

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Program OSC-1.1: Preservation through Site Planning and Design. The City will maintain data on biological resources and natural habitats. The City will require a review of biological resource information for new developments that could adversely affect potentially significant biological resources. The types and significance of biological resources present will be reviewed as part of the development entitlement process. As part of this review, the City will determine whether preservation of resources is feasible within the context of the project site planning and design process. The City will work proactively with applicants to identify opportunities to preserve important biological resources with thoughtful planning and design approaches. Where feasible, the City will require preservation of biological resources within site planning and design as a condition of project approval.
- ▶ Program OSC-1.3: Biological Review for New Developments. The City will require a biological review and analysis for new developments that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats

through preservation and enhancement of existing populations; creation of new populations through seed collection or transplantation, and/or restoring or creating suitable replacement habitat in sufficient quantities to offset the loss of sensitive or occupied habitat and individuals. Participation in the SMHCP, if adopted, will be the preferred mitigation method. Purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Solano County, will also be acceptable for compensatory mitigation. If participating in the SMHCP, performance standards identified in the SMHCP for the affected species and habitat will apply. If not participating in the SMHCP the performance standards will be based on established guidelines and the best available science and result in no net loss of special-status species or sensitive habitat in the County. If the project would result in take of state or federally listed species, then the City will require project proponent/s to obtain take authorization from the U.S. Fish & Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as appropriate, depending on species status, and comply with all conditions of the take authorization. The City will require project applicants to develop a mitigation and monitoring plan to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, success criteria ensuring habitat function goals and objectives are met and that target special-status plant species are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

- ▶ **Program OSC-3.4: Habitat Conservation Areas.** The City will require that compensatory mitigation for unavoidable impacts to special-status plant and wildlife habitat be completed through preservation and restoration of in-kind habitat within the City's Sphere of Influence, where appropriate and feasible. The City will work proactively to identify large contiguous blocks of habitat to serve as habitat conservation areas that can be used for mitigation. High priority will be given to preserving and restoring habitats adjacent to the Suisun Marsh Management Areas and within the Travis Safety Easement. If sufficient in-kind habitat is not available within the City's Sphere of Influence, compensatory mitigation will be required within Solano County as near as possible to the City's Sphere of Influence. Habitat conservation areas will be subject to a permanent covenant, such as a conservation easement or fee title, and shall include an ongoing maintenance agreement with a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager, such as a land trust or other qualified organization that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW or USFWS, as appropriate depending on status of the species for which the Habitat Conservation Area is being established. The City, after consultation with the appropriate agency and the Conservation Operator, shall approve the content and form of the conservation easement. The City, CDFW and/or USFWS (depending on species status), and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement. The City shall establish an endowment or some other financial mechanism that is sufficient to fund in

perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW/USFWS (depending on species status). The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's Planning Area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement.

- ▶ Policy OSC-2.1: The City will coordinate environmental review and mitigation requirements with the SMHCP.
- ▶ Policy OSC-2.2: The City will support the use of mitigation fees from the SMHCP to fund preservation and restoration elements of the City's conservation and open space strategy.
- ▶ Policy OSC-2.3: The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.
- ▶ Program OSC-2.1: Conservation Planning. The City, in collaboration with other participating agencies, will participate in development, adoption, and implementation of the SMHCP. Mitigation and conservation measures from the SMHCP will be incorporated into the City's monitoring and implementation of the General Plan, as appropriate.
- ▶ Policy OSC-3.4: New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- ▶ Policy OSC-3.5: New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- ▶ Policy OSC-3.6: The City will implement relevant policies of the Suisun Marsh Protection Plan to aid in protecting and restoring tidal marsh lands.

3.2.2 Loss and Degradation of Habitat for Special-status Wildlife Species and Potential Direct Take of Individuals (Impact 3.3-2)

3.2.2.1 Potentially Significant

Implementation of the 2035 General Plan would allow conversion of undeveloped land that currently supports known occupied and potential habitat for special-status wildlife species to residential, commercial, and other developed land uses. Buildout under the Plan could result in loss and degradation of habitat of several special-status wildlife species and could result in take of state and federally listed wildlife species and loss or displacement of special-status wildlife populations. Special-status species that could be adversely affected by buildout of the General Plan consist of vernal pool branchiopods, western pond turtle, California tiger salamander, nesting raptors and other birds, fish (e.g., steelhead, Chinook salmon, and green sturgeon), salt marsh harvest mouse, and Suisun shrew. This impact is considered potentially significant.

3.2.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.2.2.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy OSC-1.1: The City will require biological resources investigations for proposed developments that could adversely affect potential wildlife movement corridors to determine the value and importance of such corridors to daily and/or seasonal movement and dispersal of local wildlife and identify measures to minimize and avoid adverse effects on wildlife movement.
- ▶ Policy OSC-1.2: New developments in areas with environmentally significant features, such as waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project planning and design, to the greatest extent feasible.
- ▶ Policy OSC-1.3: The City will protect and preserve natural watercourses and drainage channels, particularly along open space areas.
- ▶ Policy OSC-1.4: New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat to the greatest extent feasible.
- ▶ Policy OSC-1.5: New developments shall avoid placing any temporary or permanent barriers within wildlife movement corridors, if they are determined to exist on-site.
- ▶ Policy OSC-1.6: New developments shall be designed to avoid fragmentation or disruption of the Jepson Prairie-Suisun Marsh corridor and the City will ensure that land use change in areas near this corridor does not interrupt natural wildlife movement or migration through this area.
- ▶ Policy OSC-1.7: The City will preserve fish and wildlife habitats along Suisun Slough and tributary watercourses.
- ▶ Policy OSC-1.8: Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest extent feasible.
- ▶ Policy OSC-1.9: The City will support cooperative restoration, development, and promotion of natural resources with other public agencies with an interest in Suisun City's water and wildlife assets.
- ▶ Policy OSC-1.10: The City will maintain and expand the system of existing parks and recreational open spaces, in part, to provide habitat for wildlife.
- ▶ Program OSC-1.1: Preservation through Site Planning and Design. The City will maintain data on biological resources and natural habitats. The City will require a review of biological resource information for new developments that could adversely affect potentially significant biological resources. The types and significance of biological resources present will be reviewed as part of the development entitlement process. As part of this review, the City will determine whether preservation of resources is feasible within the context of the project site planning and design process. The City will work proactively with applicants to identify opportunities to preserve important biological resources with planning and design approaches. Where feasible, the City will

require preservation of biological resources within site planning and design as a condition of project approval.

- ▶ **Program OSC-1.2: Wetlands and Riparian Buffers.** Through review of proposed private and public projects near wetlands and riparian areas, the City will require buffering to protect these important habitats. Setbacks will be included as a part of conditions of approval for proposed projects. The depth of the setback shall be determined based upon site-specific conditions, habitat requirements of species that may use the setbacks, and communication with appropriate trustee and responsible agencies, such as the California Department of Fish & Wildlife, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Depending on the vegetation type, ongoing management of buffers may be necessary to address invasive species, human disturbance, and to sustain habitat and water quality functions. Buffers should be subject to a permanent covenant, such as a conservation easement, and shall include an ongoing maintenance agreement with a land trust, such as the Solano Land Trust, or other qualified nonprofit conservation organization. Low-impact recreation could be allowed in buffer areas so long as impacts to these sensitive habitats are avoided or fully mitigated using design features to avoid indirect impacts, fencing and/or signage to exclude public access in environmentally sensitive areas, siting recreational amenities away from sensitive habitats at the outside edge of the buffer, and implementing best management practices. Human and pet disturbance in sensitive habitat areas should be discouraged as a part of buffer and project design.
- ▶ **Program OSC-1.3: Biological Review for New Developments.** The City will require a biological review and analysis for new developments that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats through preservation and enhancement of existing populations, creation of new populations through seed collection or transplantation, and/or restoring or creating suitable replacement habitat in sufficient quantities to offset the loss of sensitive or occupied habitat and individuals. Participation in the SMHCP, if adopted, will be the preferred mitigation method. Purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Solano County, will also be acceptable for compensatory mitigation. If participating in the SMHCP, performance standards identified in the SMHCP for the affected species and habitat will apply. If not participating in the SMHCP the performance standards will be based on established guidelines and the best available science and result in no net loss of special-status species or sensitive habitat in the County. If the project would result in take of state or federally listed species, then the City will require project proponent/s to obtain take authorization from the U.S Fish & Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as appropriate, depending on species status, and comply with all conditions of the take authorization. The City will require project applicants to develop a mitigation and monitoring plan to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, success criteria ensuring habitat function goals and objectives are met and that target special-status plant species are established,

performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

- ▶ **Program OSC-1.4: Habitat Conservation Areas.** The City will require that compensatory mitigation for unavoidable impacts to special-status plant and wildlife habitat be completed through preservation and restoration of in-kind habitat within the City's Sphere of Influence, where appropriate and feasible. The City will work proactively to identify large contiguous blocks of habitat to serve as habitat conservation areas that can be used for mitigation. High priority will be given to preserving and restoring habitats adjacent to the Suisun Marsh Management Areas and within the Travis Safety Easement. If sufficient in-kind habitat is not available within the City's Sphere of influence, compensatory mitigation will be required within Solano County as near as possible to the City's Sphere of Influence. Habitat conservation areas will be subject to a permanent covenant, such as a conservation easement or fee title, and shall include an ongoing maintenance agreement with a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager, such as a land trust or other qualified organization, that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW or USFWS, as appropriate depending on status of the species for which the Habitat Conservation Area is being established. The City, after consultation with the appropriate agency and the Conservation Operator, shall approve the content and form of the conservation easement. The City, CDFW and/or USFWS (depending on species status), and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement. The City shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW/USFWS (depending on species status). The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's Planning Area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement.
- ▶ **Policy OSC-2.1:** The City will coordinate environmental review and mitigation requirements with the SMHCP.
- ▶ **Policy OSC-2.2:** The City will support the use of mitigation fees from the SMHCP to fund preservation and restoration elements of the City's conservation and open space strategy.
- ▶ **Policy OSC-2.3:** The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.
- ▶ **Program OSC-2.1: Conservation Planning.** The City, in collaboration with other participating agencies, will participate in development, adoption, and implementation of the SMHCP. Mitigation

and conservation measures from the SMHCP will be incorporated into the City's monitoring and implementation of the General Plan, as appropriate.

- ▶ Policy OSC-3.1: The City will support efforts to preserve lands within the Primary Management Area of the Suisun Marsh Protection Plan as open space for appropriate agriculture, wildlife habitat, and limited outdoor recreation compatible with the objectives of the Suisun Marsh Protection Plan.
- ▶ Policy OSC-3.2: The City will encourage the development of a satellite campus with access to Suisun Marsh to provide the opportunity for specialized biological resources or climate change research in collaboration with educational institutions.
- ▶ Policy OSC-3.3: The City will coordinate with the Department of Water Resources, Delta Stewardship Council, and San Francisco Bay Conservation and Development Commission to ensure consistency with planning efforts of those agencies, including, but not limited to, the Bay Delta Conservation Plan, and Suisun Marsh Protection Plan.
- ▶ Policy OSC-3.4: New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- ▶ Policy OSC-3.5: New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- ▶ Policy OSC-3.6: The City will implement relevant policies of the Suisun Marsh Protection Plan to aid in protecting and restoring tidal marsh lands.

3.2.3 Loss and Degradation of Riparian Habitats or other Sensitive Natural Communities (Impact 3.3-3)

3.2.3.1 Potentially Significant

Changes in land use designations that would occur with implementation of the 2035 General Plan would allow development in areas that contain waterways, both natural and manmade, that support riparian habitat. Development in these areas could result in removal of riparian vegetation or habitat degradation from pollutants transported by urban runoff, changes in vegetation as a result of changes in land use and management practices, and altered site hydrology from the construction of adjacent urban development and roadways or alteration of stream channels. Additional indirect impacts on riparian habitats could result from habitat fragmentation, introduction of invasive species or noxious weeds, vegetation management practices (e.g., clearing for fire control), and intrusion by humans and domestic animals that could disturb riparian vegetation and reduce habitat values. This impact is considered potentially significant

3.2.3.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.2.3.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ **Policy OSC-1.2:** New developments in areas with environmentally significant features, such as waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** The City will protect and preserve natural watercourses and drainage channels, particularly along open space areas.
- ▶ **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat to the greatest extent feasible.
- ▶ **Policy OSC-1.7:** The City will preserve fish and wildlife habitats along Suisun Slough and tributary watercourses.
- ▶ **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest extent feasible.
- ▶ **Program OSC-1.1: Preservation through Site Planning and Design.** The City will maintain data on biological resources and natural habitats. The City will require a review of biological resource information for new developments that could adversely affect potentially significant biological resources. The types and significance of biological resources present will be reviewed as part of the development entitlement process. As part of this review, the City will determine whether preservation of resources is feasible within the context of the project site planning and design process. The City will work proactively with applicants to identify opportunities to preserve important biological resources through planning and design approaches. Where feasible, the City will require preservation of biological resources within site planning and design as a condition of project approval.
- ▶ **Program OSC-1.2: Wetlands and Riparian Buffers.** Through review of proposed private and public projects near wetlands and riparian areas, the City will require buffering to protect these important habitats. Setbacks will be included as a part of conditions of approval for proposed projects. The depth of the setback shall be determined based upon site-specific conditions, habitat requirements of species that may use the setbacks, and communication with appropriate trustee and responsible agencies, such as the California Department of Fish & Wildlife, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Depending on the vegetation type, ongoing management of buffers may be necessary to address invasive species, human disturbance, and to sustain habitat and water quality functions. Buffers should be subject to a permanent covenant, such as a conservation easement, and shall include an ongoing maintenance agreement with a land trust, such as the Solano Land Trust, or other qualified nonprofit conservation organization. Low-impact recreation could be allowed in buffer areas so long as impacts to these sensitive habitats are avoided or fully mitigated using design features to avoid indirect impacts, fencing and/or signage to exclude public access in environmentally sensitive areas, siting recreational amenities away from sensitive habitats at the outside edge of the buffer, and implementing best management practices. Human and pet disturbance in sensitive habitat areas should be discouraged as a part of buffer and project design.
- ▶ **Program OSC-1.3: Biological Review for New Developments.** The City will require a biological review and analysis for new developments that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including surveys conducted according

to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats through preservation and enhancement of existing populations, creation of new populations through seed collection or transplantation, and/or restoring or creating suitable replacement habitat in sufficient quantities to offset the loss of sensitive or occupied habitat and individuals. Participation in the SMHCP, if adopted, will be the preferred mitigation method. Purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Solano County, will also be acceptable for compensatory mitigation. If participating in the SMHCP, performance standards identified in the SMHCP for the affected species and habitat will apply. If not participating in the SMHCP the performance standards will be based on established guidelines and the best available science and result in no net loss of special-status species or sensitive habitat in the County. If the project would result in take of state or federally listed species, then the City will require the project proponents to obtain take authorization from the U.S. Fish & Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as appropriate depending on species status, and comply with all conditions of the take authorization. The City will require project applicants to develop a mitigation and monitoring plan to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, success criteria ensuring habitat function goals and objectives are met and that target special-status plant species are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

- ▶ Policy OSC-3.4: New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- ▶ Policy OSC-3.5: New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- ▶ Program OSC-1.5: Riparian Habitat Management Plan. If complete avoidance of waterways and riparian habitat is not feasible and projects require encroachment into the riparian habitat, project applicants shall be required to develop a riparian habitat mitigation plan resulting in no net loss of riparian habitat functions and values. The mitigation plan shall include the following: methods to be implemented to avoid and/or compensate for impacts on waterways and riparian habitat; identification of mitigation sites and criteria for selecting these sites and site-specific management procedures to benefit establishment and maintenance of native riparian plant species; a planting and irrigation program, if needed, for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be

monitored for a minimum period of five years); ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved; corrective measures if performance standards are not met; responsible parties for monitoring and preparing reports; and responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. Mitigation may be accomplished through replacement, enhancement of degraded habitat, or off-site mitigation at an established mitigation bank. If a proposed project requires work on the bed and bank of a stream or other water body, the project applicant shall also obtain a streambed alteration agreement under Section 1602 of the California Fish and Game Code from CDFW prior to project implementation, and shall implement all requirements of the agreement in the timeframes required therein.

3.2.4 Loss and Degradation of Federally Protected Wetlands (Impact 3.3-4)

3.2.4.1 Potentially Significant

Implementing the 2035 General Plan would accommodate land conversion in areas that currently support wetlands and other waters protected under Section 404 of the CWA, including saline and freshwater emergent wetlands (i.e., marsh), vernal pools and other seasonal wetlands, creeks, and sloughs. Impacts on wetlands and other waters could occur through habitat conversion, encroachment, routine maintenance, or other activities in the immediate vicinity of waterways and in habitat supporting wetlands. Land conversion could result in direct fill of wetlands and other waters. Indirect impacts could result from adjacent development that leads to habitat modifications such as changes in hydrology and reduction in water quality caused by urban runoff, erosion, and siltation. This impact is considered potentially significant.

3.2.4.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.2.4.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy OSC-1.3: The City will protect and preserve natural watercourses and drainage channels, particularly along open space areas.
- ▶ Policy OSC-1.4: New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat to the greatest extent feasible.
- ▶ Policy OSC-1.7: The City will preserve fish and wildlife habitats along Suisun Slough and tributary watercourses.
- ▶ Policy OSC-1.8: Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest extent feasible.

- ▶ **Program OSC-1.1: Preservation through Site Planning and Design.** The City will maintain data on biological resources and natural habitats. The City will require a review of biological resource information for new developments that could adversely affect potentially significant biological resources. The types and significance of biological resources present will be reviewed as part of the development entitlement process. As part of this review, the City will determine whether preservation of resources is feasible within the context of the project site planning and design process. The City will work proactively with applicants to identify opportunities to preserve important biological resources through planning and design approaches. Where feasible, the City will require preservation of biological resources within site planning and design as a condition of project approval.
- ▶ **Program OSC-1.2: Wetlands and Riparian Buffers.** Through review of proposed private and public projects near wetlands and riparian areas, the City will require buffering to protect these important habitats. Setbacks will be included as a part of conditions of approval for proposed projects. The depth of the setback shall be determined based upon site-specific conditions, habitat requirements of species that may use the setbacks, and communication with appropriate trustee and responsible agencies, such as the California Department of Fish & Game, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Depending on the vegetation type, ongoing management of buffers may be necessary to address invasive species, human disturbance, and to sustain habitat and water quality functions. Buffers should be subject to a permanent covenant, such as a conservation easement, and shall include an ongoing maintenance agreement with a land trust, such as the Solano Land Trust, or other qualified nonprofit conservation organization. Low-impact recreation could be allowed in buffer areas so long as impacts to these sensitive habitats are avoided or fully mitigated using design features to avoid indirect impacts, fencing and/or signage to exclude public access in environmentally sensitive areas, siting recreational amenities away from sensitive habitats at the outside edge of the buffer, and implementing best management practices. Human and pet disturbance in sensitive habitat areas should be discouraged as a part of buffer and project design.
- ▶ **Program OSC-1.3: Biological Review for New Developments.** The City will require a biological review and analysis for new developments that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats through preservation and enhancement of existing populations, creation of new populations through seed collection or transplantation, and/or restoring or creating suitable replacement habitat in sufficient quantities to offset the loss of sensitive or occupied habitat and individuals. Participation in the SMHCP, if adopted, will be the preferred mitigation method. Purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Solano County, will also be acceptable for compensatory mitigation. If participating in the SMHCP, performance standards identified in the SMHCP for the affected species and habitat will apply. If not participating in the SMHCP, the performance standards will be based on established guidelines and the best available science and result in no net loss of special-status species or sensitive habitat in the County. If the project would result in take of state or federally listed species, then the City will require the project proponent/s to

obtain take authorization from the U.S. Fish & Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as appropriate, depending on species status, and comply with all conditions of the take authorization. The City will require project applicants to develop a mitigation and monitoring plan to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, success criteria ensuring habitat function goals and objectives are met and that target special-status plant species are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

- ▶ **Program OSC-1.4: Habitat Conservation Areas.** The City will require that compensatory mitigation for unavoidable impacts to special-status plant and wildlife habitat be completed through preservation and restoration of in-kind habitat within the City's Sphere of Influence, where appropriate and feasible. The City will work proactively to identify large contiguous blocks of habitat to serve as habitat conservation areas that can be used for mitigation. High priority will be given to preserving and restoring habitats adjacent to the Suisun Marsh Management Areas and within the Travis Safety Easement. If sufficient in-kind habitat is not available within the City's Sphere of Influence, compensatory mitigation will be required within Solano County as near as possible to the City's Sphere of Influence. Habitat conservation areas will be subject to a permanent covenant, such as a conservation easement or fee title, and shall include an ongoing maintenance agreement with a third-party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager, such as a land trust or other qualified organization that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW or USFWS, as appropriate depending on status of the species for which the Habitat Conservation Area is being established. The City, after consultation with the appropriate agency and the Conservation Operator, shall approve the content and form of the conservation easement. The City, CDFW and/or USFWS (depending on species status), and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement. The City shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW/USFWS (depending on species status). The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's Planning Area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement.

- ▶ **Policy OSC-2.1:** The City will coordinate environmental review and mitigation requirements with the SMHCP.
- ▶ **Policy OSC-2.2:** The City will support the use of mitigation fees from the SMHCP to fund preservation and restoration elements of the City's conservation and open space strategy.
- ▶ **Policy OSC-2.3:** The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.
- ▶ **Program OSC-2.1: Conservation Planning.** The City, in collaboration with other participating agencies, will participate in development, adoption, and implementation of the SMHCP. Mitigation and conservation measures from the SMHCP will be incorporated into the City's monitoring and implementation of the General Plan, as appropriate.
- ▶ **Policy OSC-3.1:** The City will support efforts to preserve lands within the Primary Management Area of the Suisun Marsh Protection Plan as open space for appropriate agriculture, wildlife habitat, and limited outdoor recreation compatible with the objectives of the Suisun Marsh Protection Plan.
- ▶ **Policy OSC-3.3:** The City will coordinate with the Department of Water Resources, Delta Stewardship Council, and San Francisco Bay Conservation and Development Commission to ensure consistency with planning efforts of those agencies, including, but not limited to, the Bay Delta Conservation Plan, Delta Plan, and Suisun Marsh Protection Plan.
- ▶ **Policy OSC-3.4:** New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- ▶ **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- ▶ **Policy OSC-3.6:** The City will implement relevant policies of the Suisun Marsh Protection Plan to aid in protecting and restoring tidal marsh lands.
- ▶ **Program OSC-1.6: Wetlands Delineation and Permit Requirements.** The City shall require all projects that would result in ground-disturbing activities on sites containing aquatic habitats, as a condition of project approval, conduct a delineation of waters of the United States according to methods established in the USACE wetlands delineation manual (Environmental Laboratories 1987) and Arid West Supplement (Environmental Laboratories 2008). The delineation shall map and quantify the acreage of all aquatic habitats on the project site and shall be submitted to USACE for verification. Such delineation shall be completed as part of an application for a project. A permit from the USACE will be required for any activity resulting in fill of wetlands and other waters of the United States. If the project impact acreage is below one half acre, the project may qualify for a Nationwide Permit. If fill impacts exceed one half acre, a letter of permission or individual permit from the USACE will be required. Project applicants shall be required to obtain this permit prior to project initiation. A wetland mitigation plan that satisfies USACE requirements will be needed as part of the permit application. Project applicants that obtain a Section 404 permit will also be required to obtain water quality certification from the San Francisco Bay RWQCB pursuant to Section 401 of the CWA. If the project involves work in areas containing waters disclaimed by the USACE, project applicants shall obtain a Waste Discharge Requirement permit from the San Francisco Bay RWQCB pursuant to the Porter Cologne Act. If the project involves work on the bed and bank of a stream or other water body, a Streambed Alteration Agreement from CDFW pursuant to Section 1602 of the Fish and Game Code will also be needed. Project applicants shall be

required to obtain all needed permits prior to project implementation, to abide by the conditions of the permits, including all mitigation requirements, and to implement all requirements of the permits in the timeframes required therein.

3.2.5 Interference with Wildlife Movement Corridors (Impact 3.3-5)

3.2.5.1 Potentially Significant Impact

Buildout of the 2035 General Plan could interfere with wildlife movement corridors. The Jepson Prairie-Suisun Marsh corridor running through and adjacent to study area 17, which facilitates local daily and seasonal movement and maintains genetic connectivity among populations threatened by isolation, provides an important regional habitat link between the Suisun Marsh and Jepson Prairie. As stated in the SMHCP, this corridor provides the only link from tidal marsh into valley floor and vernal pool grasslands in the region. The land use plan generally directs development away from the Jepson Prairie-Suisun Marsh Corridor; however, there is still the possibility under the 2035 General Plan that land use changes could be implemented in or adjacent to the movement corridor. This impact is considered potentially significant.

3.2.5.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.2.5.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy OSC-1.1: The City will require biological resources investigations for proposed developments that could adversely affect potential wildlife movement corridors to determine the value and importance of such corridors to daily and/or seasonal movement and dispersal of local wildlife and identify measures to minimize and avoid adverse effects on wildlife movement.
- ▶ Policy OSC-1.2: New developments in areas with environmentally significant features, such as waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project planning and design, to the greatest extent feasible.
- ▶ Policy OSC-1.3: The City will protect and preserve natural watercourses and drainage channels, particularly along open space areas.
- ▶ Policy OSC-1.5: New developments shall avoid placing any temporary or permanent barriers within wildlife movement corridors, if they are determined to exist on-site.
- ▶ Policy OSC-1.6: New developments shall be designed to avoid fragmentation or disruption of the Jepson Prairie-Suisun Marsh corridor and the City will ensure that land use change in areas near this corridor does not interrupt natural wildlife movement or migration through this area.
- ▶ Policy OSC-2.1: The City will coordinate environmental review and mitigation requirements with the SMHCP.
- ▶ Policy OSC-2.3: The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.

3.2.6 Conflict with an Adopted Habitat Conservation Plan or Local Plans Protecting Biological Resources (Impact 3.3-6)

3.2.6.1 Potentially Significant

Although the SMHCP is not an adopted plan, implementation of the 2035 General Plan could conflict with the SMHCP and other local plan goals for protecting biological resources, because of existing constraints in the City's Sphere of Influence. For example, most of the undeveloped land within the City's Sphere of Influence is identified as high value vernal pool conservation area, Contra Costa goldfields core population, and Swainson's hawk priority conservation areas in the SMHCP. This impact is considered potentially significant.

3.2.6.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.2.6.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ **Policy OSC-2.1:** The City will coordinate environmental review and mitigation requirements with the SMHCP.
- ▶ **Policy OSC-2.2:** The City will support the use of mitigation fees from the SMHCP to fund preservation and restoration elements of the City's conservation and open space strategy.
- ▶ **Policy OSC-2.3:** The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.
- ▶ **Program OSC-2.1: Conservation Planning.** The City, in collaboration with other participating agencies, will participate in development, adoption, and implementation of the SMHCP. Mitigation and conservation measures from the SMHCP will be incorporated into the City's monitoring and implementation of the General Plan, as appropriate.
- ▶ **Policy OSC-3.1:** The City will support efforts to preserve lands within the Primary Management Area of the Suisun Marsh Protection Plan as open space for appropriate agriculture, wildlife habitat, and limited outdoor recreation compatible with the objectives of the Suisun Marsh Protection Plan.
- ▶ **Policy OSC-3.3:** The City will coordinate with the Department of Water Resources, Delta Stewardship Council, and San Francisco Bay Conservation and Development Commission to ensure consistency with planning efforts of those agencies, including, but not limited to, the Bay Delta Conservation Plan, Delta Plan, and Suisun Marsh Protection Plan.
- ▶ **Policy OSC-3.6:** The City will implement relevant policies of the Suisun Marsh Protection Plan to aid in protecting and restoring tidal marsh lands.

3.3 Geology, Soils, Minerals, and Paleontological Resources

3.3.1 Geologic Hazards Related to Unstable Soils, Expansive Soils, and Soil Unsuitable for Septic Systems (Impact 3.7-3)

3.3.1.1 Potentially Significant

A review of NRCS (2012) soil data indicates that Planning Area soils have been rated with high to moderate limitations for construction of buildings and roads because of low soil strength, subsidence potential, and ponding and soil saturation. Construction in unstable soils could result in structural damage to buildings, roads, and bridges. Land use change accommodated under the 2035 General Plan would result in the placement of buildings and infrastructure in areas of unstable soils, soils with high a shrink-swell potential, and in locations where the soil is not appropriate for use with septic systems. This impact is considered potentially significant.

3.3.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.3.1.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by compliance with CBC regulations regarding special design and construction methods, drainage, and soil amendment and compacting, and by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy PHS-14.1: The City will implement state and local building code requirements, including those related to structural requirements and seismic safety criteria, in order to reduce risks associated with seismic events and unstable and expansive soils.
- ▶ Policy PHS-14.2: The City will require the preparation of a geotechnical site investigation for new development projects. The project will be required to implement any recommendations made in the investigation to reduce the potential for ground failure due to geologic or soil conditions.
- ▶ Policy PHS-14.3: The City will require new development that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.
- ▶ Program PHS-14.1: Geotechnical Investigations. The City will require geotechnical evaluation and recommendations before development or redevelopment activities. Such evaluations will be required to focus on potential hazards related to liquefaction, erosion, subsidence, seismic activity, and other relevant geologic hazards and soil conditions for development. New development would be required to incorporate project features that avoid or minimize the identified hazards to the satisfaction of the City.
- ▶ Policy PHS-5.8: Septic systems are not allowed in new developments and all development must connect to the regional sewer system for treatment of wastewater.

3.3.2 Loss or Damage to Paleontological Resources during Earth-Moving Activities (Impact 3.7-4)

3.3.2.1 Potentially Significant

The Planning Area is underlain by Holocene- and Pleistocene-age alluvium, and by the Tehama Formation. While the Holocene-age alluvium would not contain "unique" paleontological resources, the Pleistocene alluvium is composed of fresh-water stream deposits along canyons and at the heads of older alluvial fans, and fresh-water marsh deposits. Additionally, a search of the U.C. Berkeley Museum of Paleontology (UCMP) Database (2012) contains 43 localities from which vertebrate fossils have been recovered in the Tehama Formation throughout northern California. Because of the number of vertebrate fossils recovered from the Pleistocene alluvium and the Tehama Formation, both are considered to be paleontologically sensitive. Therefore, there is a potential for damage to previously unknown unique paleontological resources during earthmoving activities related to buildout of the 2035 General Plan, in these two formations. This impact is considered potentially significant.

3.3.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.3.2.3 Facts in Support of Finding

The 2035 General Plan includes the following policies and programs that, when combined with guidance from the Society of Vertebrate Paleontology (1995, 1996), reduces the potential for loss or damage to paleontological resources during earth-moving activities to less than significant:

- ▶ **Program OSC-5.1: Paleontological Resource Training and Recovery.** Prior to the start of earthmoving activities that would disturb more than 1 acre of land within the Late Pleistocene alluvium or the Tehama Formation, the project applicant shall retain a paleontologist to provide a brief training session for all construction personnel involved with earthmoving activities regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the Suisun City Department of Community Development. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

3.4 Hazards and Hazardous Materials

3.4.1 Potential Human Health Hazards from Exposure to Existing Hazardous Materials (Impact 3.8-2)

3.4.1.1 Potentially Significant

Land uses and development consistent with the 2035 General Plan could result in exposure to existing hazardous materials. A search of the DTSC's GeoTracker web site (DTSC September 2010) found three records of known hazardous material sites that are scheduled for investigation, remediation, or are

under remediation. Additionally, major releases of hazardous materials from pipelines have occurred in Solano County, making this a particular concern in Suisun City. It is possible that such failures could occur in the future, but pipelines do not represent a safety hazard unless their structural integrity is compromised, resulting in a release of natural gas, crude oil, or fuel to the environment, and in rare cases, ignition and combustion of the product released. Pipeline facilities are regulated by the DOT PHMSA and the CPUC and DOD regulations provide further oversight for natural gas pipelines and the Travis AFB fuel pipeline, respectively.

Redevelopment, infill development, and greenfield development through the planning horizon of the 2035 General Plan may include capital improvement projects that could disturb contaminated soils or subsurface hazardous structures, and demolition or renovation of existing older structures or replacement of infrastructure could result in potential exposure of humans and the environment to ACMs and materials containing lead. ACMs and lead-based paints may be present in structures located throughout the City's Sphere of Influence (SOI), but particularly in the historic downtown. Along with the DTSC, the Regional Water Quality Control Board (RWQCB) is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. The Solano County Department of Resource Management, as the local Certified Unified Program Agency, conducts permitting, inspection, and monitoring of underground storage tanks and is responsible for the implementation, enforcement and administration of the Aboveground Petroleum Storage Act from the State Water Resources Control Board. This impact is considered potentially significant

3.4.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.4.1.3 Facts in Support of Finding

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by compliance with applicable state and federal regulations, and by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy PHS-10.1: The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.
- ▶ Policy PHS-10.3: The City will require that sites containing hazardous materials or waste be remediated in conformance with applicable federal and state standards prior to new development or adaptive reuse projects that could be substantially and adversely affected by the presence of such contamination.
- ▶ Policy PHS-5.6: The City will consult with appropriate regional, state, and federal agencies to monitor water quality and address local sources of groundwater and soil contamination, including possible contamination from activities at Travis AFB, underground storage tanks, septic tanks, and industrial uses, as necessary, to achieve state and federal water quality standards.
- ▶ Program PHS-10.3: For projects involving demolition that could disturb asbestos or lead-based paint, the City will require a hazardous building analysis. Prior to the issuance of building or demolition permits, the City will require project applicant(s) to hire a Certified Asbestos Consultant (CAC) to investigate whether any of the existing structures or infrastructure contain lead or asbestos-containing materials (ACMs) that could become friable or mobile during demolition, renovation, or other construction-related activities. If ACMs or lead-containing materials are found,

the project applicant(s) shall ensure that such materials are properly removed by an accredited contractor in accordance with EPA and the California Occupational Safety and Health Administration (Cal-OSHA) standards and BAAQMD asbestos rules. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA standards related to exposure of workers to asbestos and lead. The lead-containing materials and ACMs shall be handled properly and transported to an appropriate disposal facility.

3.4.2 Public Health Hazards from Project Development on a Known Hazardous Materials Site Compiled Pursuant to Government Code Section 65962.5 (Impact 3.8-3)

3.4.2.1 Potentially Significant

Travis AFB was placed on the EPA National Priorities List as a Superfund site in 1989 and is undergoing investigation and remediation under the direction of EPA and DTSC. Off-Base migration of contaminants appears to be very limited, with minimal potential for harmful exposure (City of Suisun City 2010). Institutional controls limit access to on-Base source areas, operable units and abandoned structures, and have eliminated possible exposures to other sites of contamination and physical hazards within Travis AFB. However, if land uses occur on or in the vicinity of Travis AFB the likelihood of human exposure to hazardous materials present in soil or groundwater should be re-evaluated by the Air Force, the EPA, or the DTSC. This impact is considered potentially significant.

3.4.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.4.2.3 Facts in Support of Finding

The following 2035 General Plan policy is intended to ensure that contaminated soils and groundwater on Travis AFB do not pose human health risks.

- ▶ Policy PHS-16.4 The City will communicate with the Army Corps of Engineers and Travis AFB on site investigations that may be required to determine the presence of potential hazards, including soil and groundwater contamination and unexploded ordnance, outside of the Base, but within the City's Planning Area

3.4.3 Safety Hazard for People Residing or Working Near Travis AFB (Impact 3.8-5)

3.4.3.1 Potentially Significant

The City and its Planning Area are within the Travis AFB Land Use Compatibility Plan (LUCP) planning boundaries. All lands within the current city limits are in Zone D, as designated in the Travis AFB LUCP. This designates building height restrictions to land surrounding the airport to minimize the number of people exposed to aircraft crash hazards. The planning area also includes Zone C, as designated in the Travis AFB LUCP, which prohibits children's schools, day care centers, libraries, hospitals, nursing homes. Land uses that may cause the attraction of birds are also prohibited in both Zones C and D. The 2035 General Plan could potentially accommodate residential, retail, commercial service, and light industrial land uses and establish or expand habitat mitigation banks in areas with the Zone C or D designation. This impact is considered potentially significant.

3.4.3.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.4.3.3 Facts in Support of Finding

The 2035 General Plan includes policies and programs that are intended to further ensure that new land uses would be designed to avoid hazards related to development in the vicinity of Travis AFB. The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy PHS-16.1: The City will regularly coordinate closely with Travis AFB to ensure that existing and future land uses do not interfere with existing or planned operations at the Base.
- ▶ Policy PHS-16.2: The City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Plan
- ▶ Policy PHS-16.3: The City shall prohibit the future development of sensitive land uses, including residential and schools, critical facilities, or uses that could result in large gatherings of people, within the base's Accident Potential Zone I boundary; or in any other areas that the Base determines to be at a greater risk of upset.
- ▶ Policy PHS-16.4: The City will communicate with the Army Corps of Engineers and Travis AFB on-site investigations that may be required to determine the presence of potential hazards, including soil and groundwater contamination and unexploded ordnance, outside of the Base, but within the City's Planning Area.
- ▶ Program PHS-16.1: The City will consult with representatives from Travis AFB to discuss land use issues. Discussion will include potential land use conflicts, new development under consideration by the City, hazardous conditions, and possible changes in Base operations that could potentially have an effect on implementation of the 2035 General Plan.

Discussions will also include efforts to provide biological resources mitigation in areas near Travis AFB that do not conflict with ongoing operations. The Community Development Department, along with the Fire Department representatives and other relevant department representatives will be involved, as appropriate.

3.4.4 Interfere with an Adopted Emergency-Response or Emergency-Evacuation Plan (Impact 3.8-6)

The Solano County OES has prepared and implements the Solano County Emergency Operations Plan, which identifies procedures for coordinating with local jurisdictions during evacuation operations (Solano County 2007). Also, Suisun City participates in the County's Multi-Hazard Mitigation Plan to prevent hazards and emergencies. Buildout of the 2035 General Plan would interfere with the adopted Emergency-Response or Emergency-Evacuation Plans because it would accommodate land use change that would indirectly generate additional vehicular travel and would involve the development of additional residences requiring evacuation in case of an emergency. This impact is considered potentially significant

3.4.4.1 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.4.4.2 Facts in Support of Finding

The 2035 General Plan identifies policies and programs that ensure conformance with local emergency-response programs and continued cooperation with emergency-response service providers. The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Program PHS-10.1: The City will periodically collaborate with interested service providers to update the Local Hazard Mitigation Plan. With each update, information will be included to reflect changes in conditions since the last update, along with any new emergency response methods, advances in technology, and changes in relevant laws and regulations. The City will seek funding to implement action items listed in the Local Hazard Mitigation Plan.
- ▶ Policy PHS-15.2: The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.
- ▶ Policy PHS-15.3: The City will provide public access to emergency response procedures in such locations as City Hall, Suisun City Library, and public schools and will otherwise promote awareness of emergency response and evacuation plans.
- ▶ Policy PHS-15.4: The City's development and improvement standards will require a circulation system with multiple access points, adequate provision for emergency equipment access, and evacuation egress for new projects. New and redevelopment projects will be checked by the City to ensure proper emergency access is provided.
- ▶ Policy PHS-15.5: The City shall designate evacuation routes in the event of a large-scale fire or other citywide emergency requiring the evacuation of a substantial portion of the City's residents.

3.5 Noise and Vibration

3.5.1 Airport Noise Exposure (Impact 3.11-5)

The Travis AFB Land Use Compatibility Plan (LUCP) and Air Installation Compatible Use Zone (AICUZ) Study show the location of noise contours and identify incompatible land uses within each noise contour. A noise contour, which shows a potential noise level that is incompatible with noise-sensitive uses (e.g., residential, lodging, libraries), is located in the eastern portion of the City's Planning Area. With implementation of the 2035 General Plan, noise-sensitive uses could occur in area with aircraft overflights associated with the Travis AFB. This impact is considered potentially significant.

3.5.1.1 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(1), changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3.5.1.2 *Facts that Support Finding*

The potential significant environmental effect has been eliminated or substantially lessened to a level that is less than significant by virtue of the following 2035 General Plan policies and programs incorporated into the project:

- ▶ Policy PHS-1.6: Lands within the 65 CNEL noise contour of Travis AFB shall be maintained in agricultural, open space, commercial, industrial, or other uses permitted by Travis AFB Land Use Compatibility Plan (LUCP) and consistent with the recommendations of the Travis AFB Protection Element, including noise contours associated with future air base operations, as appropriate.
- ▶ Program PHS-1.4: Travis AFB Land Use Compatibility Review. The City will require new developments within areas addressed by the Travis AFB Land Use Compatibility Plan to submit plans for review and conditioning, as appropriate, by Travis AFB.

4. Significant and Unavoidable Impacts

The Final EIR identified project-specific impacts related to agriculture; air quality; cultural resources; energy; hydrology and water quality; noise and vibration; population and housing; utilities and service systems, public services, and recreation; and, traffic and transportation that cannot be mitigated to less than significant.

The City of Suisun City finds, based on the facts set forth in the record, which include but are not limited to the facts as set forth below, those facts contained in the EIR and the Response to Comments, and any other facts set forth in materials prepared by the City and/or City consultants, that there are no feasible mitigation measures, changes, or alterations available to reduce these impacts.

4.1 Agriculture

4.1.1 Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract (Impact 3.1-2)

4.1.1.1 *Significant*

Development permitted under the 2035 General Plan would involve lands currently held in active Williamson Act contracts in the Plan area. Approximately 1,987 acres of land within the Planning Area are under Williamson Act contracts. Of this total, 1,410 acres of land are under active Williamson Act contracts, whereas 577 acres are in the process of nonrenewal. The 2035 General Plan would accommodate land use change that could require cancellation of active Williamson Act contracts.

There is no feasible mitigation available to reduce impacts associated with the cancellation of these Williamson Act contracts to a less-than-significant level, while also implementing the 2035 General Plan. Because the 2035 General Plan could accommodate land use change to a non-agricultural use for parcels with current Solano County agricultural zoning designations, no feasible mitigation measures are available to reduce the potential for conflicts with existing zoning for agricultural uses. Actions taken by the City, including programs and policies in the proposed 2035 General Plan, would only encourage, but not require property owners to continue agricultural operations of their property;

therefore, only partially offsetting conversions of land under Williamson Act contracts. No new farmland would be made available, and the productivity of existing farmland would not be improved. This impact is considered significant and unavoidable.

4.1.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to agricultural resources.

4.1.1.3 Facts in of Support Finding

The 2035 General Plan includes the following policies and programs that address cancellation of Williamson Act contracts:

- ▶ **Policy OSC-9.4:** New developments involving land with Williamson Act Contracts shall apply to the City of Suisun City for contract cancellation and the City will consider statutory consistency requirements and findings required to support the cancellation according to applicable requirements.
- ▶ **Program OSC-9.1:** The City will participate in a cooperative regional agriculture impact mitigation fee program, to the extent that such a program is developed with Solano County and the cities within the County. Among other elements, this program should define the method(s) by which the loss of land under Williamson Act contracts is to be mitigated for projects located outside City limits, including, but not limited to payment of in-lieu fees, establishment of agriculture conservation easement replacement ratio criteria, and determination of timing of dedication of conserved agricultural lands. Mitigation lands should be within the same agricultural region as the proposed development project and of similar agricultural quality to the lands where contracts were cancelled. This program should be structured to allow projects that result in the loss of Williamson Act lands or Important Farmlands to mitigate their impacts through participation in the Solano Multispecies Habitat Conservation Plan (SMHCP) through the payment of fees or land dedication used to purchase conservation easements that would result in potential future benefits to agriculture as well as the species and habitats directly addressed by the SMHCP.
- ▶ **Program OSC-9.2:** The Williamson Act easement exchange program is an alternative to payment of cancellation fees. The Williamson Act easement exchange program allows for voluntary rescission of notices of nonrenewal and dedication of permanent agricultural conservation easement on other lands under Williamson Act contracts, pursuant to the provisions of Government Code Section 51254 in areas which notices of nonrenewal have been filed. Williamson Act contract can be simultaneously cancelled along with dedication of a permanent agricultural conservation easement on other lands under Williamson Act contracts. The conservation easement is in lieu of payment of fees. In order to make use of this program, project applicants will be required to provide funding to the City necessary to support analysis and documentation of findings required for this program. Current findings include:
 - the conservation easement is consistent with criteria defined in Public Resources Code Sections 10251 and 10252, The easement land shall be of a sufficient size to support commercial agriculture, be located within an agricultural preserve designated by a local government, and be

located within two miles outside of the boundary of the sphere of influence of the City as established by the Solano County Local Agency Formation Commission;

- the land restricted by the easement is of equal or larger size than the land being removed from the Williamson Act contract;
- the value of the easement (based on an appraisal) is equal to or greater than the fee calculated for cancellation of the Williamson Act contract; and
- that the proposed easement will make a beneficial contribution to the conservation of agricultural land in the area.

4.2 Air Quality

4.2.1 Generation of Long-Term Operational, Regional Emissions of Criteria Air Pollutants and Precursors and Consistency with Air Quality Planning Efforts (Impact 3.2-1)

4.2.1.1 Significant

The 2035 General Plan would accommodate additional population and employment development which would lead to operational emissions of ozone precursors, PM₁₀, and PM_{2.5}, primarily through the operation of motor vehicles. The 2035 General Plan contains numerous goals, policies, and programs intended to reduce VMT and resulting air pollution, as well as air pollution from other operational emission sources. The City includes a wide range of policies designed to incentivize and promote compact, mixed-use development, and infill development – particularly in areas served with public transit. These types of development patterns place homes closer to destinations and amenities, reducing VMT and accommodating non-auto trips.

Implementation of 2035 General Plan policies and Draft Climate Action Plan reduction measures would reduce air pollutant emissions that affect both Suisun City and the region. Projects that implement 2035 General Plan policies and programs would help to minimize air pollutant emissions; however, based on analysis, operational emissions would exceed BAAQMD's thresholds of significance for long-term emissions of ozone precursors (ROG and NO_x) and could conflict with current air quality planning efforts. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.2.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to air quality.

4.2.1.3 Facts in Support Finding

The 2035 General Plan includes numerous policies and programs that seek to reduce long-term air pollution and minimize long-term air quality impacts of new development, including:

- ▶ Policy CCD-1.13: The City will maintain and enhance a strong pedestrian orientation in the Downtown Waterfront Specific Plan Area through the design of buildings, streets, and sidewalks.

- ▶ **Policy CCD-1.16:** Walls and landscape buffers are not encouraged between residential and nonresidential uses unless there is no feasible alternative through site planning and design to address noise, vibration, light, glare, air pollution, and or other demonstrated physical compatibility issues between adjacent land uses.
- ▶ **Policy CCD-2.3:** The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.
- ▶ **Policy CCD-4.1:** New streets shall provide comfortable travel areas for pedestrians, bicyclists, and drivers to facilitate multi-modal travel for people of all ages.
- ▶ **Policy CCD-4.2:** New developments shall provide connecting streets with short blocks that create a pedestrian-scale environment.
- ▶ **Policy CCD-4.3:** New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.
- ▶ **Policy CCD-4.4:** The City will require visually attractive streetscapes with street trees, planting strips, attractive transit shelters, benches, pedestrian-scale streetlights in appropriate locations, and landscaping along fences and low walls, if present.
- ▶ **Policy CCD-4.9:** Benches, trash receptacles, drinking fountains, bus shelters, signage, and other improvements should be located along sidewalks and designed to enhance the visual environment and provide a welcoming place for pedestrians.
- ▶ **Policy CCD-4.10:** The City will work with Caltrans to install aesthetic and functional improvements along the SR 12 corridor, including landscaping, trees, pedestrian and bicycle pathways, and noise attenuation improvements.
- ▶ **Policy CCD-5.1:** The City will encourage – through entitlement streamlining, flexibility in development standards, fee structures, and other incentives – infill development of vacant or underutilized properties within Opportunity Areas.
- ▶ **Policy CCD-5.2:** The City will encourage creative design approaches, where necessary, to allow for mixed-use development within Opportunity Areas.
- ▶ **Policy CCD-5.4:** The Northwest Downtown and Northeast Downtown Opportunity Areas shall be designed to accommodate transit use by residents of future projects within these areas, as well as patrons and employees of future residential projects. Site planning and building design should reduce exposure to air pollutants and noise associated with the railroad and SR 12 for future residents.
- ▶ **Policy CCD-5.6:** The City encourages the construction of additional buildings to replace underutilized parking in the South Sunset Avenue Opportunity Area. Additional commercial buildings could be constructed adjacent to Sunset Avenue. New buildings should be placed close to the front property line throughout the South Sunset Avenue Opportunity Area, both north and south of SR 12.
- ▶ **Policy LU-1.1:** The City will encourage reinvestment in existing buildings and development of vacant and underutilized properties within existing neighborhoods.

- ▶ **Policy LU-1.3:** The City will guide land use change so that public gathering places, commercial services, recreational and other civic uses, and cultural destinations are within walking or biking distance, or accessible via public transit to as many Suisun City residents as feasible.
- ▶ **Policy LU-1.4:** The City will collaborate with other service providers to invest in community centers, parks, and other public facilities and services, add street trees, and make other improvements to existing neighborhoods, as funding is available.
- ▶ **Policy LU-2.2:** The City will encourage business and personal services, government and other civic uses, professional offices, and high-density residential uses to locate within the Priority Development Area.
- ▶ **Policy LU-2.3:** The City will accommodate transit-oriented, mixed-use, residential and employment development within the city's Priority Development Area between present and 2035.
- ▶ **Policy LU-2.4:** The City will proactively encourage the use of regional, state, and federal grant funding to help leverage private investment in the Priority Development Area.
- ▶ **Policy LU-3.1:** In the Northwest Downtown Opportunity Area, the City will promote transition of underutilized light industrial and service-oriented uses to entertainment, retail, higher-density residential, and professional office uses.
- ▶ **Policy LU-3.2:** In the Northeast Downtown Opportunity Area, the City will encourage development that is specifically designed with an orientation to the train station. This may include, but is not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.
- ▶ **Policy LU-3.3:** In the Downtown Marina Opportunity Area, the City will promote land use change consistent with the Downtown Waterfront Specific Plan and explore the viability of recreation-oriented uses.
- ▶ **Policy LU-3.4:** In the South Sunset Avenue Area, the City will encourage additional retail, commercial service, professional office, and similar development that is oriented to, and accessible by nearby residential development.
- ▶ **Policy LU-3.5:** In the North Sunset Avenue Area, the City will facilitate higher-intensity retail, commercial service, and professional office development that is oriented to, and accessible by nearby residential development.
- ▶ **Policy LU-4.5:** The City will create a fee structure and public investment strategy that provides incentives for compact development within the Downtown Waterfront Specific Plan Area, Opportunity Areas, and land within existing City limits.
- ▶ **Policy LU-4.6:** The City will maintain development and infrastructure standards that promote infill development and allow lot consolidation for redevelopment, where necessary.
- ▶ **Policy LU-4.7:** The City will support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment.
- ▶ **Policy LU-4.8:** The City will use performance-based standards to address important aspects of land use compatibility (air, noise, vibration, heavy truck traffic, light, and glare) without impeding mixed-use infill development.
- ▶ **Policy T-1.3:** The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.

- ▶ **Policy T-1.6:** The City will design and operate streets and intersections to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- ▶ **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.
- ▶ **Policy T-2.1:** The City will require and maintain an interconnected street network with short blocks to support locally available travel modes.
- ▶ **Policy T-2.2:** New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.
- ▶ **Policy T-2.3:** New developments shall be highly connected internally and connected with adjacent developed areas.
- ▶ **Policy T-2.4:** The City will support improvements that connect existing gaps in the transportation system, and that provide visual cues directing users onto through streets.
- ▶ **Policy T-2.5:** The City prefers direct connections that allow cars, bikes, and pedestrian through traffic over "doglegs" or "T" intersections.
- ▶ **Policy T-2.9:** New commercial developments on parcels of greater than 20 acres in land area should divide larger blocks with small private through streets (Exhibit 4-9).
- ▶ **Policy T-3.1:** The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies to reduce commute period travel demand.
- ▶ **Policy T-3.2:** The City will encourage new developments and public facility investments designed to minimize vehicle trips and vehicle miles traveled.
- ▶ **Policy T-3.3:** The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.
- ▶ **Policy T-3.4:** The City's analytical methods, review requirements, impact fees, and investments will be designed and implemented, in part, to reduce VMT by Suisun City residents and to local commercial and employment uses.
- ▶ **Policy T-3.5:** The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.
- ▶ **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- ▶ **Policy T-3.7:** The City will support regional goals to reduce per-capita GHG emissions reductions from automobiles and light-duty trucks in a way that also promotes 2035 General Plan objectives.
- ▶ **Policy T-6.1:** The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network

connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.

- ▶ Policy T-6.2: The City will require design, construction, operation, and maintenance of "complete streets" that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
- ▶ Policy T-6.3: The City will proactively coordinate with regional transportation and transit agencies to enhance the local transportation network in a way that encourages bicycling, walking, and transit use.
- ▶ Policy T-6.4: The City will collaborate with public transit agencies to provide a safe, efficient, comprehensive and integrated transit system. The City will prioritize improvements to the local bus system that connect with passenger train service.
- ▶ Policy T-6.5: The City will prioritize construction of bike lanes, bike paths, and pedestrian amenities, such as wider sidewalks, street lighting, and crosswalks near commercial services, retail, parks, schools, other civic uses, trails, and transit stops.
- ▶ Policy T-6.6: Bicycle parking shall be provided near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.
- ▶ Policy T-6.9: The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.
- ▶ Policy T-6.10: The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.
- ▶ Policy T-6.11: The City will support transit-oriented development by reducing parking requirements and requiring improvements designed to encourage transit use in Transit Support Areas. Transit Support Areas include areas within ¼ mile walking distance of bus stops and the train station.
- ▶ Policy T-6.12: New building frontages shall be oriented to pedestrians. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking areas.
- ▶ Policy T-6.13: New developments shall provide pathways that link to sidewalks, trails, streets, and adjacent transit stops.
- ▶ Policy T-6.14: Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ Policy T-6.15: The City will proactively coordinate with utility companies and other relevant service providers to establish bicycle and pedestrian travelways along power transmission lines and other utility corridors, irrigation canals and creeks, and other existing easements and rights-of-way.
- ▶ Policy T-7.1: Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.
- ▶ Policy T-7.2: The City will prioritize on-street parking, shared parking, and, where appropriate, public parking garages to meet parking needs for destination land uses and reduce the need for surface parking.
- ▶ Policy T-7.3: New developments should optimize and make use of on-street parking spaces prior to proposing additional surface parking.

- ▶ Policy T-7.4: The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.
- ▶ Policy T-7.5: New developments should unbundle the cost of parking from leases and condominium purchases.
- ▶ Policy T-7.6: The City will reduce parking requirements for mixed-use developments, for developments providing shared parking, for developments within ¼ mile of a bus stop or the train station, and for developments that incorporate travel demand measures.
- ▶ Policy T-7.7: Unless unusual circumstances warrant, the City discourages construction of new surface parking spaces in amounts greater than required by City standards.
- ▶ Policy T-7.9: The City may waive or relax off-site parking requirements for infill and affordable housing projects that use shared parking, on-street parking, and techniques to reduce vehicular travel demand.
- ▶ Policy T-7.10: The City will establish parking maximums for new developments within the Downtown Waterfront Specific Plan Area and all areas within ½ mile walking distance from the train station.
- ▶ Policy T-7.11: New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.
- ▶ Policy PHS-3.3: The City will require projects that could result in significant air pollutant emissions impacts projects to reduce operational emissions from vehicles, heating and cooling, lighting, equipment use, and other proposed new sources.
- ▶ Policy PHS-3.5: The City's vehicle fleet will be updated over time with more fuel-efficient, low-emission vehicles.
- ▶ Policy PHS-3.6: The City will increase the use of low-maintenance, climate-appropriate landscaping and low-emissions landscape maintenance equipment in parks and other City-maintained landscaped areas and open space.

In addition, the Draft Climate Action Plan has several reduction measures that would have co-benefits for long-term air quality, including measures addressing energy efficiency, financing for energy efficiency and renewable energy generation improvements, appliances, lighting, land use and transportation, water conservation, solid waste management, and green infrastructure. Please refer to the Draft Climate Action Plan on file with the City for more detail.

4.2.2 Generation of Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors (Impact 3.2-2)

4.2.2.1 Significant

Construction-related activities associated with implementation of the 2035 General Plan would result in emissions of criteria air pollutants (e.g., PM₁₀) and precursors (e.g., ROG and NO_X) from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery vehicles, and worker commute vehicles; vehicle travel on paved and unpaved roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation). Taken together, or individually, buildout of land uses designated under the proposed 2035 General Plan could result in construction-related emissions of criteria air pollutants and precursors that could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant

concentrations. Based on the modeling conducted, construction-related activities associated with buildout of the 2035 General Plan would result in short-term emissions of ROG and NOx that exceed BAAQMD's significance thresholds.

The 2035 General Plan provides policies and programs intended to reduce construction related emissions, including the requirement that new development incorporate applicable emission control measures recommended by BAAQMD for construction, grading, excavation, and demolition. The City has developed a program to require standard construction mitigation, consistent with guidance from BAAQMD. However, the incorporation of BAAQMD-recommended control measures cannot be analyzed in detail for the large and diverse set of projects that could be accommodated under the 2035 General Plan; therefore, the City cannot demonstrate at this time that these measures would reduce impacts to a less-than-significant level. It is possible that emission control measures would be applied for certain larger projects, but emissions could still exceed BAAQMD significance thresholds. As a result, construction-related emissions could violate an air quality standard, contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.2.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to air quality.

4.2.2.3 Facts in Support of Finding

The 2035 General Plan includes numerous policies and programs drafted to reduce short-term construction-related emissions of criteria air pollutants and precursors, including:

- ▶ Policy PHS-3.4: The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District for construction, grading, excavation, and demolition.
- ▶ Policy CCD-2.3: The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.
- ▶ Policy CCD-3.4: The City will support construction of attractive civic landmarks, public artworks, and other public improvements in areas near Key Community Gateways.
- ▶ Policy CCD-5.6: The City encourages the construction of additional buildings to replace underutilized parking in the South Sunset Avenue Opportunity Area. Additional commercial buildings could be constructed adjacent to Sunset Avenue. New buildings should be placed close to the front property line throughout the South Sunset Avenue Opportunity Area, both north and south of SR 12.
- ▶ Policy T-6.1: The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network

- connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.
- ▶ Policy T-6.2: The City will require design, construction, operation, and maintenance of “complete streets” that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
 - ▶ Policy T-6.5: The City will prioritize construction of bike lanes, bike paths, and pedestrian amenities, such as wider sidewalks, street lighting, and crosswalks near commercial services, retail, parks, schools, other civic uses, trails, and transit stops.
 - ▶ Policy T-6.9: The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.
 - ▶ Policy T-7.7: The City discourages construction of new surface parking spaces in amounts greater than required by City standards.
 - ▶ Policy CCD-4.1: New streets shall provide comfortable travel areas for pedestrians, bicyclists, and drivers to facilitate multi-modal travel for people of all ages.
 - ▶ Program PHS-3.2. Construction Mitigation. The City will require new developments to incorporate applicable constructed mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are includes standard mitigation measures designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.

4.3 Cultural Resources

4.3.1 Impacts to Historic Resources of Suisun City (Impact 3.4-1)

4.3.1.1 Significant

A total of 16 individually significant or potentially significant cultural resources and one historic district with 95 contributing resources have been identified within the City limits and the Sphere of Influence. The resources are buildings dating back to the late-19th and 20th centuries, and include resources such as a railroad depot, residences, and commercial buildings. Buildout of the 2035 General Plan could impact these historical resources in Suisun City if land use changes under the Plan require demolition of historically significant buildings or structures.

The City has developed policies and programs in the 2035 General Plan to help preserve and enhance Suisun City’s Historic Downtown by maintaining an inventory of historic and potentially-historic structures and resources in the Downtown Waterfront Specific Plan Area; encouraging preservation of buildings, building features, and other elements that have historical or architectural value; encouraging design and placement of development to be compatible with adjacent historical buildings and features; exploring tax and financial programs to encourage preservation of historical resources; and requiring documentation of historical resources when preservation is not feasible. While these policies and programs would encourage and enhance preservation of significant historical resources, it possible that new development could require demolition of historically significant resources. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.3.1.2 *Finding*

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to cultural resources.

4.3.1.3 *Facts in Support of Finding*

The 2035 General Plan includes numerous policies and programs drafted to reduce impacts to historic resources of Suisun City, including:

- ▶ **Policy OSC-6.1:** Buildings and other resources that have historical or architectural value should be preserved, wherever feasible.
- ▶ **Policy OSC-6.2:** Infill development in the Downtown Waterfront District shall be designed so that building placement and massing, shape, design, color, and detail are architecturally compatible with surrounding historic buildings.
- ▶ **Policy OSC-6.3:** Infill development in the Downtown Waterfront District shall be designed to preserve the overall pedestrian-scaled environment, including building configuration, setting, and orientation.
- ▶ **Policy OSC-6.4:** The City will encourage private property owners to preserve and maintain historic structures in the Downtown Waterfront District, consistent with applicable Department of the Interior historic preservation standards.
- ▶ **Policy OSC-6.5:** The City will encourage adaptive reuse of historic structures where as much of the historic character as possible is preserved.
- ▶ **Policy OSC-6.6:** New developments should be designed to retain as many key character-defining features as possible in the restoration or renovation of historic buildings.
- ▶ **Policy OSC-6.7:** Wherever possible, new developments involving historic structures should maintain or restore original building proportions, dimensions, and elements.
- ▶ **Policy OSC-6.8:** The City will provide information to property owners regarding tax incentives and other federal and state programs, including the State Historical Building Code, to encourage the preservation and rehabilitation of historic structures.
- ▶ **Program OSC-6.1: Historic Resource Inventory.** The City will maintain an inventory of historic and potentially-historic structures and resources in the Downtown Waterfront Specific Plan Area. The inventory will include the date of construction; information regarding the architectural style and significance; information regarding significant historical figures or events that had occurred at or near the resource; and additional background about why the resource should be preserved.
- ▶ **Program OSC-6.2: Documentation of Historic Resources.** In cases where the preservation of a historic resource is not feasible, the City will require that the resource be documented and the information regarding the resource be retained in a secure, but publicly accessible location. The resource proposed for removal should be described and incorporated into historic and/or interpretive signage. The reuse and display of historic materials and artifacts from the resource is encouraged.

- ▶ **Program OSC-6.3: Historic Rehabilitation Projects.** The City will proactively research opportunities for funding that can be used to provide financial support for historic rehabilitation projects, particularly in the Downtown Waterfront District. The City will prioritize and give special emphasis to the potential for rehabilitation projects involving structures that are grouped in close proximity, particularly rural, agricultural, settlement-related structures, and structures associated with the railroad.

4.3.2 Destruction or Damage to Archaeological Resources, Paleontological Resources, or Human Remains (Impact 3.4-2)

4.3.2.1 Significant

Land use change accommodated under the 2035 General Plan would involve grading, excavation, and potentially other ground-disturbing activities which could disturb or damage as-yet-undiscovered archaeological resources, paleontological resources, or human remains. It is possible that resources have been covered by deposits that could be removed, exposing the cultural deposits during project-related construction activities.

The City has developed policies and programs in the 2035 General Plan to minimize impacts to archaeological resources, including requiring cultural and paleontological resource investigations to be conducted for new development that has the potential to inadvertently damage or destroy archaeological resources, paleontological resources, or human remains during construction activities. While the actions encouraged and required by these policies and programs would, in most cases, avoid or minimize impacts on archaeological resources, paleontological resources, or human remains, it is not always feasible to preserve significant resources in place. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. The impact is considered significant and unavoidable.

4.3.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to cultural resources.

4.3.2.3 Facts in Support of Finding

The 2035 General Plan includes the following policies and programs designed to reduce the impact to archaeological resources, paleontological resources, or human remains:

- ▶ **Policy OSC-5.1:** The City will use geologic mapping and cultural resource databases to determine the likely presence of resources and the appropriate level of cultural resources analysis and mitigation required for new developments.
- ▶ **Policy OSC-5.2:** New developments shall be designed to avoid adverse impacts to any known archaeological and paleontological resources, wherever feasible.
- ▶ **Program OSC-5.1: Cultural Resource Review and Mitigation.** New development projects that could have significant adverse impacts to prehistoric or historic resources shall be required to assess impacts and provide feasible mitigation. The following steps, or those deemed equally effective by the City, will be followed:

- Request information from the Native American Heritage Commission regarding Native American groups that may have important sites in areas that could be affected by project development.
- Involve the local Native American community in determining the appropriate mitigation of impacts to significant prehistoric sites.
- Consult updated information from the Northwest Information Center regarding cultural resource sites, structures, or landscapes that could be affected by project activities.
- Based upon the sensitivity of the subject proposed project area, additional technical work may be required. Where a cultural resources survey has not been performed:
 - a pedestrian survey may be required in areas of low sensitivity;
 - a pedestrian survey will be required in areas of moderate and high sensitivity; and
 - Based on findings of the pedestrian survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis, Native American consultation, ethnographic studies, or other analysis scaled according to the nature of the individual project.
- Determination of impacts, significance, and mitigation (i.e., site monitors, avoidance, and/or other measures) shall be made by a qualified professional archaeologist or architectural historian, as appropriate.
- If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required. Such measures may consist of, but are not limited to actions, such as data recovery excavations, photographic documentation, or preparation of design drawings documenting the resource subject to significant impacts.
- Provide the Northwest Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports documenting resources that may be identified through technical work performed to review projects accommodated under the General Plan.
- If human remains are discovered during construction of projects occurring under General Plan buildout, the project proponent and landowner shall comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 7050.5.

4.4 Greenhouse Gas Emissions

4.4.1 Impacts of Climate Change on Suisun City (Impact 3.5-2)

4.4.1.1 *Significant*

The 2035 General Plan would result in the release of GHGs into the atmosphere. Human-induced increases in GHG concentrations in the atmosphere has led to increased global average temperatures (global warming) through the intensification of the greenhouse effect, and associated changes in local,

regional, and global average climatic conditions. Scientists have identified several ways in which global climate change could alter the physical environment in California, such as:

- ▶ Increase in average temperature, number of extreme heat days (daytime peak temperature 97 degrees or more), and duration of heat waves (three or more days of extreme heat in a row), with a projected increase in the average annual number of extreme heat days from 4 to 25 or more by 2100;
- ▶ modifications to the timing, variability, and amount of rain, with increased variability of multi-year droughts and extreme storm events, ;
- ▶ changes in the timing and amount of runoff;
- ▶ reduced water supply;
- ▶ deterioration of water quality; and
- ▶ elevated sea level and increased frequency of extreme storm events that result in a greater proportion of the City's planning area vulnerable to 100-year floods and storm surge

The changes listed above may translate into a variety of other issues and concerns that may affect Suisun City, such as, but not limited to:

- ▶ changes in the composition, health, and distribution of terrestrial and aquatic ecosystems, particularly associated with increased saltwater intrusion in freshwater areas;
- ▶ reduced hydroelectric energy production caused by changes in the timing and volume of runoff;
- ▶ increase in vector borne diseases;
- ▶ increased energy demand associated with increased temperatures;
- ▶ water supply conflict;
- ▶ increased risk of flooding and wildfire associated with changes to precipitation patterns; and,
- ▶ inundation of low lying areas associated with rising sea levels.

Implementation of the policies and programs in the 2035 General Plan would reduce the extent and severity of climate change-associated impacts by proactively planning for changes in climate and conditions and providing methods for adapting to these changes. Projections for the above discussed potential impacts of climate change on Suisun City occur over a time span beyond buildout of the 2035 General Plan. The 2035 General Plan proposes feasible mitigation to respond and adapt to foreseeable impacts of climate change in the form of General Plan policies and programs, but the efficacy of the City's policy approach for dealing with the local effects of climate change is unknowable at this time; therefore, the City cannot demonstrate at this time that these measures would reduce impacts to a less-than-significant level. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. The impact is significant and unavoidable.

4.4.1.2 Findings

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to greenhouse gas emissions.

4.4.1.3 *Facts in Support of Finding*

The following 2035 General Plan Update contains many goals, policies, and programs that have the potential to aid the City's adaptation to climate change (reducing energy demand, reducing flood potential, decreasing wildfire risk, ensuring adequate water supply, increasing water conservation, preserving important habitat and open space areas):

- ▶ Policy PHS-4.6. The City will use the Local Hazard Mitigation Plan and other opportunities for long-term disaster recovery to include adaptation strategies associated with the possible impacts of climate change, most notably the potential for sea level rise. Possible strategies include, but are not limited to, building moratoriums in potentially affected areas, the construction of raised foundations in new development, and the construction of levees and dikes to prevent increased sea levels from affecting the City.
- ▶ Policy PHS-4.7. The City will support Solano County's Sea Level Rise Strategic Program, as feasible.

In addition, the City has developed a program to more specifically implement adaptation strategies:

- ▶ Program PHS-4.2. Coordinate with Regional Adaptation Strategy. The City will seek funding to collaborate with other local, regional, and state agencies to assess local vulnerability to climate change and develop strategies to adapt to the effects of climate change and promote the other objectives of the 2035 General Plan. The vulnerability assessment would generally include identification of the primary climate change effects; the local sensitivity to these effects; level of community resiliency to climate change effects; and estimates of the timing of climate change effects on Suisun City. Development of an adaptation strategy would generally be anticipated to include a prioritization of adaptive needs based on the vulnerability assessment; identification of strategies for priority adaptation needs; consider potential strategies relative to costs, benefits, co-benefits, feasibility, and other relevant local factors; and phasing and funding approach for the strategies. The City anticipates that adaptation strategies – particularly those that are designed to protect existing structures, facilities, and infrastructure – would require regional cooperation and funding. The City will prioritize those areas in the City with properties that contain development of special value and that merit special protection and identify areas where hazardous substances could be released into the environment as a result of sea level rise. The City will investigate and recommend sea level rise management actions, such as the construction of levees or sea walls to protect areas that merit special protection, or plans to relocate buildings and infrastructure that could become inundated. The City will update land use designations and development regulations, as appropriate, in order to protect public safety, welfare, and health. The City will adopt construction standards that account for flood hazards for public roads and bridges used as evacuation routes.

4.5 Energy

4.5.1 Increased Energy Demands and Need for Energy-Related Infrastructure (Impact 3.6-2)

4.5.1.1 *Significant*

Land use change accommodated under the 2035 General Plan would increase the local demand for electrical and natural gas supplies and require the expansion and extension of utility infrastructure to deliver services to individual land uses within Suisun City. However, the General Plan and Draft Climate Action Plan would improve energy efficiency in new development by ensuring that new development projects use design features, building materials, and building practices that would increase the energy

efficiency of new structures developed within the City and the Planning Area, thereby reducing the demand for electricity and natural gas supplies. In addition, federal, State, and local regulations and policies would be implemented and would ensure that sufficient energy supplies are available to serve the needs of the City.

By adhering to the policies proposed in the 2035 General Plan, as well as all applicable state and federal requirements pertaining to energy facilities construction and operation, indirect physical impacts associated with construction and operation of energy facilities to meet 2035 General Plan demands would be reduced. Although the City will require public facilities constructed to serve new development to avoid substantial impacts, the electrical and natural gas supplies and size, location, and types of facilities required to serve individual development projects proposed pursuant to the General Plan is not known at this time and may result in significant environmental effects; therefore, the City cannot demonstrate at this time that these measures would reduce impacts to a less-than-significant level. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.5.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to energy.

4.5.1.3 Facts in Support of Finding

Technical sections of the EIR evaluate the effects of construction activities relative to specific environmental issue areas, such as biological resources, air quality, etc., at a programmatic level of detail, as is appropriate for a general plan. These sections comprehensively address direct impacts of 2035 General Plan implementation, as well as indirect effects related to changes needed to support General Plan implementation, such as the construction and operation of new energy facilities. The 2035 General Plan policies and programs that would reduce the physical impacts associated with the construction and operation of new electrical and natural gas infrastructure include:

- ▶ **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.
- ▶ **Policy OSC-5.2:** New developments shall be designed to avoid adverse impacts to any known archaeological and paleontological resources, wherever feasible.
- ▶ **Program PHS-1.5:** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

- ▶ Program PHS-3.2: The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.
- ▶ Program PHS-5.1: The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to mitigate impacts from construction work and during post construction to mitigate post-construction impacts to water quality. Long-term water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

These policies and programs would mitigate construction impacts to a less than significant level. Please refer to the Open Space and Conservation and Public Health and Safety Elements for more details.

4.6 Hydrology and Water Quality

4.6.1 Flood Hazards from Placement of Structures within a 100-Year Floodplain or from Levee Failure (Impact 3.9-3)

4.6.1.1 Significant

Land use change accommodated under the 2035 General Plan could include residential or commercial structures in floodplains, thereby exposing people and structures to flood hazards. A 100-year floodplain, as mapped by FEMA, exists to the north of the City. The northern part and the entire southwest portion of the Planning Area (including the Downtown Waterfront Areas) are within the 100-year floodplain; however, the elevated embankment of the Union Pacific Railroad does protect the northern part of the Planning Area by channeling 100-year flood flows out into Suisun Bay. As a participant in the NFIP, Suisun City must adhere to the components of the FEMA Floodplain Management Requirements (2010), which are intended to ensure that (1) new development does not cause increased flooding elsewhere, and (2) new buildings will be protected from the base flood.

There are over 200 miles of levees in the Suisun Marsh. However, only about 20 miles of these levees receive public funding. One of the purposes of the Suisun Marsh Habitat Management, Preservation, and Restoration Plan (SMP) is to maintain and improve the Suisun Marsh levee system integrity to protect property, infrastructure, and wildlife habitats from catastrophic flooding. While the SMP incorporates recommendations by CALFED's Suisun Marsh Levee Investigation Team, including levee improvements, the SMP lies outside the jurisdiction of Suisun City and is therefore under the control of other lead agencies. Additionally, as of the writing of the EIR, there is no defined schedule nor are there agreed-upon funding mechanisms to implement the levee improvements that would be addressed by the SMP; therefore, even with implementation of the 2035 policies and programs, the potential for flooding from failure of a Delta/Suisun City Marsh levee or from placement of structures within the 100-year floodplain would remain. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. The impact is considered significant and unavoidable.

4.6.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to hydrology and water quality.

4.6.1.3 Fact that Support Finding

Along with existing flood control regulations and levee improvements included under the SMP, the following 2035 General Plan policies and programs would reduce exposure of people and structures to flood hazards resulting from development under the Plan:

- ▶ **Policy PHS-11.1:** The City will coordinate with Solano County Water Agency, the California Department of Water Resources, the San Francisco Bay Conservation and Development Commission, and others to plan, construct, repair, and maintain flood control facilities protecting Suisun City that are capable of protecting existing and proposed structures from flooding, in accordance with state law.
- ▶ **Policy PHS-11.5:** The City will require that structures intended for human occupancy within the 100-year floodplain are appropriately elevated and flood proofed for the profile of a 100-year flood event. Flood proofing may include a combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.
- ▶ **Policy PHS-11.6:** The City will require new developments within a 100-year floodplain to demonstrate that such development will not result in an increase to downstream flooding.
- ▶ **Policy PHS-4.7:** The City will support Solano County's Sea Level Rise Strategic Program, as feasible.
- ▶ **Program PHS-4.2.** Coordinate with Regional Adaptation Strategy. The City will seek funding to collaborate with other local, regional, and state agencies to assess local vulnerability to climate change and develop strategies to adapt to the effects of climate change and promote the other objectives of the 2035 General Plan. The vulnerability assessment would generally include identification of the primary climate change effects; the local sensitivity to these effects; level of community resiliency to climate change effects; and estimates of the timing of climate change effects on Suisun City. Development of an adaptation strategy would generally be anticipated to include a prioritization of adaptive needs based on the vulnerability assessment; identification of strategies for priority adaptation needs; consider potential strategies relative to costs, benefits, co-benefits, feasibility, and other relevant local factors; and phasing and funding approach for the strategies. The City anticipates that adaptation strategies – particularly those that are designed to protect existing structures, facilities, and infrastructure – would require regional cooperation and funding. The City will prioritize those areas in the City with properties that contain development of special value and that merit special protection; and identify areas where hazardous substances could be released into the environment as a result of sea level rise. The City will investigate and recommend sea level rise management actions, such as the construction of levees or sea walls to protect areas that merit special protection, or plans to relocate buildings and infrastructure that could become inundated. The City will update land use designations and development regulations, as appropriate, in order to protect public safety, welfare, and health. The City will adopt

construction standards that account for flood hazards for public roads and bridges used as evacuation routes.

4.7 Noise and Vibration

4.7.1 Potential for Temporary, Short-Term Exposure of Sensitive Receptors to Construction Noise (Impact 3.11-1)

4.7.1.1 *Significant*

Buildout of the 2035 General Plan and implementation of the Climate Action Plan would result in the potential for temporary, short-term exposure of sensitive receptors to construction noise because residences and businesses located adjacent to areas of construction activity would be exposed to short-term construction noise that could exceed the applicable City standards. In addition, if construction activities were to occur during more noise-sensitive hours (early morning, evening, or nighttime hours), construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels. Noise generating construction activities related to General Plan implementation would include demolition activities, site grading and excavation, building erection, paving, and landscaping. The highest construction noise levels are typically generated during grading and excavation. Relatively lower noise levels typically occur during building construction.

For both transportation and non-transportation noise sources, the General Plan establishes allowable noise levels for different land uses and various strategies to reduce noise exposure. Acknowledging the importance of encouraging development in the Downtown Waterfront Area, the City's noise standards are relaxed compared to other portions of the Planning Area, to promote the overall objective of higher-density, compact, transit-supportive, mixed-use development in this portion of the Planning Area. Although 2035 policies and programs are designed to avoid substantial disturbances to noise-sensitive receptors, the City anticipates that, despite implementation of feasible noise reduction strategies, noise-sensitive uses could still be exposed to temporary noise in exceedance of the City's standards. The City cannot demonstrate that potentially significant impacts would be avoided or reduced to a less-than-significant level in every case. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.7.1.2 *Finding*

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to noise and vibration.

4.7.1.3 *Facts in Support of Finding*

The 2035 General Plan anticipates development and, as a necessary outcome of this development, both temporary and long-term sources of noise; however, the short-term significant impact of exposure of sensitive receptors to construction noise will be reduced by virtue of the following 2035 General Plan policies and programs, as identified in the Final EIR and incorporated into the project:

- ▶ Policy PHS-1.9: The City shall require all feasible noise mitigation to reduce construction and other short-term noise impacts as a condition of approval.
- ▶ Program PHS-1.1. Reduce Noise Exposure for Noise-Sensitive Land Uses. Development of noise-sensitive land uses in areas with existing noise from mobile, stationary, or agricultural sources will be reviewed and conditioned according to the City’s noise policies. Projects that could expose noise-sensitive uses will be required to incorporate feasible mitigation to address potentially significant noise effects. Methods may include, but are not limited to: traffic calming, site planning that orients noise-sensitive outdoor gathering areas away from sources, buffering, sound insulation, and other methods deemed effective by the City. Development projects that are affected by non-transportation related noise shall be mitigated to achieve acceptable levels specified in Table 9-2 [as labeled in the General Plan and Table 3.11-4, as labeled in this section], as measured at outdoor activity areas of existing and planned noise-sensitive land uses. If existing noise levels exceed acceptable levels in Table 9-2 [Table 3.11-4 in this section] as measured at outdoor activity areas of noise sensitive land uses, then:

Noise Level Descriptor	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)
Hourly L_{eq}	60 dBA	45 dBA
L_{max}	75 dBA	65 dBA

Notes: Each of the noise levels specified shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech, or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

- Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.
 - Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that available exterior noise level reduction measures have been implemented.
 - The City will identify regional, state, and federal sources of funding to make improvements that would attenuate noise as experienced by existing noise-sensitive land uses, where feasible.
- ▶ Program PHS-1.2: Review and Conditioning of Noise-Generating New Uses. New developments that generate noise will be reviewed and feasible mitigation will be required to reduce effects on existing noise-sensitive land uses. Methods may include, but are not limited to: operating at less noise-sensitive parts of the day, better distribution of vehicle traffic to avoid large volumes on any one street, traffic calming, buffering, sound insulation, and other methods deemed effective by the City. The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section], as measured at outdoor activity areas of any affected noise sensitive land use except:

Table 3 [Table 3.11-5 of the General Plan EIR] Noise Level Performance Standards for Non-Transportation Noise Sources		
Cumulative Duration of a Noise Event ¹ (Minutes)	Maximum Exterior Noise Level Standards ²	
	Daytime ^{3,5}	Nighttime ^{4,5}
30-60	50	45
15-30	55	50
5-15	60	55
1-5	65	60
0-1	65	60

Notes:

¹ Cumulative duration refers to time within any one-hour period.

² Noise level standards measured in dBA.

³ Daytime = Hours between 7:00 a.m. and 10:00 p.m.

⁴ Nighttime = Hours between 10:00 p.m. and 7:00 a.m.

⁵ Each of the noise level standards specified may be reduced by 5 dBA for tonal noise (i.e., a signal which has a particular and unusual pitch) or for noises consisting primarily of speech or for recurring impulsive noises (i.e., sounds of short duration, usually less than one second, with an abrupt onset and rapid decay such as the discharge of firearms).

- If the ambient noise level exceeds the standard in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section], the standard becomes the ambient level plus 5 dBA.
- Reduce the applicable standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section] by 5 decibels if they exceed the ambient level by 10 or more decibels.

► **Program PHS-1.5. Construction Noise and Vibration Reduction Measures.** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

4.7.2 Long-Term Noise Exposure for Noise-Sensitive Land Uses (Impact 3.11-2)

4.7.2.1 Significant

With implementation of the 2035 General Plan, future development of noise-sensitive uses (e.g., residences, schools, hospitals, parks, hotels, places of worship, libraries) would occur in areas that either are currently exposed to or would be exposed to future traffic or railroad noise levels that exceed the 1992 General Plan's exterior noise standard for noise-sensitive uses of 65 dBA CNEL. It is also possible that these and other noise-sensitive uses could be developed in areas where transportation-related noise could exceed 2035 General Plan exterior and interior noise standards, including the somewhat relaxed standard established for the Downtown Waterfront Areas and portions of the

Planning Area designated for mixed-use development (70 dBA Ldn or CNEL for outdoor activity areas and 45 dBA Ldn for interior areas).

It is also possible that noise-sensitive development could be exposed to non-transportation noise in excess of the City's 2035 General Plan non-transportation standards (45 dB Leq nighttime, 60 dBA Leq daytime, 65 dBA Lmax nighttime, 75 dBA Lmax daytime). The 2035 General Plan would accommodate a variety of land uses, including residential; commercial, office, and industrial; open space and recreation; and institutional and public facilities (e.g., electrical substations, wastewater conveyance facilities, and schools). The long-term operation of these uses could result in stationary and area noise from, but not limited to, the following potential sources: landscape and building maintenance activities (e.g., hand tools, power tools, lawn and garden equipment); voices; amplified music; mechanical equipment (e.g., pumps, generators heating, ventilation, and cooling systems); loading dock activities; parking lots; garbage collection; and other noise sources.

The 2035 General Plan establishes the City's standards for land use and noise compatibility and strategies for addressing conflicts. While the policy approach would reduce adverse noise exposure impacts, the City cannot demonstrate that potentially significant impacts would be avoided or reduced to a less-than-significant level in every case. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.7.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to noise and vibration.

4.7.2.3 Facts in Support of Finding

The 2035 General Plan anticipates development and, as a necessary outcome of this development, both temporary and long-term sources of noise; however, significant impact of exposure of noise-sensitive receptors to long-term noise will be reduced by virtue of the following 2035 General Plan policies and programs, as identified in the Final EIR and incorporated into the project:

- ▶ Policy PHS-1.1: Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 OR Arterials and avoid Collectors and Local Streets.
- ▶ Policy PHS-1.2: New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- ▶ Policy PHS-1.3: Industrial and other noise-generating land uses should be located away from noise-sensitive land uses or should use noise attenuation methods, such as enclosing substantial noise sources completely within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.
- ▶ Policy PHS-1.4: The City will use all feasible means to reduce the exposure of sensitive land uses to excessive noise levels and mitigate where noise levels exceed those specified in Table 9-1 [as labeled in the General Plan and Table 3.11-6 as labeled in this section].

Land Use	Outdoor Activity Area (dBA L _{dn})	Interior Spaces	
		dBA L _{dn}	dBA L _{eq}
Residential	60	45	--
Residential (Downtown Waterfront and Mixed Use)	65	45	--
Transient Lodging	60	45	--
Hospitals, Nursing Homes	60	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60	--	40
Office Buildings	--	--	45
School, Libraries, Museums	60	--	45
Playgrounds, Neighborhoods	70	--	--

- ▶ **Policy PHS-1.5:** It is the City's policy to allow outdoor transportation noise levels for residential uses in mixed-use land uses designations, including the Downtown Waterfront Specific Plan Area up to 70 dBA L_{dn} and this level of noise exposure will not be considered a significant impact for the purposes of California Environmental Quality Act review.
- ▶ **Policy PHS-1.7:** The City should coordinate with Union Pacific and the Public Utilities Commission to replace at-grade railroad crossings with Federal Railroad Administration-approved quiet zone rated crossing systems designed to reduce or eliminate the use of rail horn blasts within the City, as funding is available.
- ▶ **Policy PHS-1.8:** Soundwalls are prohibited as a method for reducing noise exposure that could be addressed through other means, such as, site design, setbacks, earthen berms, or a combination of these techniques.
- ▶ **Policy PHS-1.10:** Public events, such as school sporting events, festivals, and other similar community and temporary events are exempt from the noise standards outlined in this Element.
- ▶ **Program PHS-1.1. Reduce Noise Exposure for Noise-Sensitive Land Uses.** Development of noise-sensitive land uses in areas with existing noise from mobile, stationary, or agricultural sources will be reviewed and conditioned according to the City's noise policies and ordinance. Projects that could expose noise-sensitive uses will be required to incorporate feasible mitigation to address potentially significant noise effects. Methods may include, but are not limited to: traffic calming, site planning that orients noise-sensitive outdoor gathering areas away from sources, buffering, sound insulation, and other methods deemed effective by the City. Development projects that are affected by non-transportation related noise shall be mitigated to achieve acceptable levels specified in Table 9-2 [as labeled in the General Plan and Table 3.11-4, as labeled in this section], as measured at outdoor activity areas of existing and planned noise-sensitive land uses. If existing noise levels exceed acceptable levels in Table 9-2 [Table 3.11-4 in this section] as measured at outdoor activity areas of noise sensitive land uses, then:
 - Where existing exterior noise levels are between 60 and 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.

- Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.
 - Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that feasible exterior noise level reduction measures have been implemented.
 - The City will identify regional, state, and federal sources of funding to make improvements that would attenuate noise as experienced by existing noise-sensitive land uses, where feasible.
- **Program PHS-1.2: Review and Conditioning of Noise-Generating New Uses.** New developments that generate noise will be reviewed and feasible mitigation will be required to reduce effects on existing noise-sensitive land uses. Methods may include, but are not limited to: operating at less noise-sensitive parts of the day, better distribution of vehicle traffic to avoid large volumes on any one street, traffic calming, buffering, sound insulation, and other methods deemed effective by the City. The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section], as measured at outdoor activity areas of any affected noise sensitive land use except:
- If the ambient noise level exceeds the standard in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section], the standard becomes the ambient level plus 5 dBA.
 - Reduce the applicable standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section] by 5 decibels if they exceed the ambient level by 10 or more decibels.
 - The City shall exempt all school related events and City sponsored events from noise standards outlined in this EIR.

4.7.3 Increases in Vibration Levels (Impact 3.11-3)

4.7.3.1 Significant

Construction and demolition activities associated with future projects implemented under the 2035 General Plan have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used, the location of construction activities, and operations/activities involved. Construction of projects could cause a temporary, short-term disruptive vibration if it were to occur near sensitive receptors.

The required construction equipment for future projects is not known at this time, but could include maximum generation of vibration from trucks and bulldozers. Temporary, short-term vibration levels from project construction sources could exceed FTA's maximum-acceptable vibration standard of 80 VdB with respect to human response for residential uses (i.e., annoyance) at vibration-sensitive land uses. Under the 2035 General Plan, future development of new vibration-sensitive land uses could also occur within vibration-generating areas (e.g., railroads).

The 2035 General Plan requires use of project-specific vibration mitigation measures. Although the 2035 General Plan policies and programs are designed to avoid substantial disturbances to vibration-sensitive receptors, the City anticipates that, despite implementation of feasible vibration reduction strategies, vibration-sensitive uses could be exposed to vibration in exceedance of the City's standards. The City cannot demonstrate that potentially significant impacts would be avoided or reduced to a less-

than-significant level in every case. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. The impact is considered significant and unavoidable.

4.7.3.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to noise and vibration.

4.7.3.3 Facts in Support of Finding

The General Plan anticipates development and, as a necessary outcome of this development, both temporary and long-term sources of vibration; however, the following policies and programs of the 2035 General Plan would reduce these vibration impacts:

- ▶ Policy PHS-2.1: New developments that propose vibration-sensitive uses within 100 feet of a railroad or heavy industrial facility to analyze and mitigate potential vibration impact, as feasible.
- ▶ Policy PHS-2.2: New developments that would generate substantial long-term vibration shall provide analysis and mitigation, as feasible, to achieve velocity levels, as experienced at habitable structures of vibration-sensitive land uses, of less than 78 vibration decibels.
- ▶ Program PHS-1.5. Construction Noise Reduction Measures. The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

4.8 Population and Housing

4.8.1 Displace Existing People or Housing (Impact 3.12-3)

4.8.1.1 Significant

The 2035 General Plan supports reinvestment and infill development of vacant and underutilized properties in the Planning Area. The 2035 General Plan does not include policies that propose displacing existing housing and does not propose converting established residential areas to a non-residential land use within Suisun City. The 2035 General Plan proposes policies and programs that facilitate additional residential development opportunities and a variety of housing types on undeveloped land, vacant land, underutilized parcels, and through infill and redevelopment. The 2035 General Plan is intended to guide long-term land use change. The 2035 General Plan does not propose to displace substantial numbers of housing or people necessitating the construction of replacement housing elsewhere; however, it is possible that some housing could be removed during buildout. There is no feasible mitigation that would prevent against the possibility of displacement. This impact is significant and unavoidable.

4.8.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to population and housing.

4.8.1.3 Facts in Support of Finding

The City's 2009-2014 Housing Element encourages preservation of the existing housing stock and neighborhoods. The strategic goals of the Housing Element include a goal to, "maintain and improve the quality of the existing housing stock and preserve existing residential neighborhoods" (City of Suisun City 2009). The 2035 General Plan does not change the approach envisioned in the 2009-2014 Housing Element where it relates to preservation and improvement of existing housing and neighborhoods.

4.9 Utilities and Service Systems, Public Services, and Recreation

4.9.1 Increased Demand for Water Supply Treatment and Conveyance Facilities (Impact 3.13-2)

4.9.1.1 Significant

Land use change accommodated under the 2035 General Plan would increase the local demand for water supply treatment and conveyance facilities and require the expansion and extension of water supply infrastructure to deliver services to individual land uses within Suisun City. Water supply treatment to potable water standards is provided by SSWA's Cement Hill Water Treatment Plant where the water is treated and piped to Suisun City. Based on analysis, current projections indicate a maximum daily demand of 11.7 mgd would be required to serve existing and future development within the SSWA service area. The current treatment capacity of the Cement Hill WTP is 8.5mgd; therefore, additional treatment capacity will be required to meet water treatment demands at buildout of the SSWA service area. This additional capacity can be achieved by upgrading the Cement Hill Water Treatment Plant, obtaining additional treatment capacity provided by service from the City of Fairfield water system, or replacing of the Gregory Hill Treatment Plant. Multiple pipeline extensions, upgrades to pumping stations, and the construction of additional storage tanks will also be required. In addition, new or expanded SSWA water treatment and conveyance facilities would be required to serve land uses accommodated under the 2035 General Plan. Construction of new or expansion of existing water treatment and conveyance facilities could have adverse effects on the physical environment.

The 2035 General Plan includes policies and programs, as well as feasible mitigation measures included in the EIR, to reduce or avoid impacts. Although General Plan policies and programs will require infrastructure and facilities to be provided in a way that reduces environmental impacts, the extent of infrastructure required to serve future demand, depending on phasing of future development, could create currently unknown but potentially significant impacts. Despite implementation of 2035 General Plan policies and programs, including:

- ▶ Policies OSC-1.8 and OSC-5.2, which would require public facilities constructed to serve new development to avoid substantial impacts to biological resources, including special-status species, riparian areas, and wetlands, to the greatest extent feasible, and known cultural, archaeological, and paleontological resources, wherever feasible;

- ▶ Program PHS-1.5, which would require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards;
- ▶ Program PHS-3.2, which would require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures;
- ▶ Program PHS-5.1, which would require the City to review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to mitigate impacts from construction work and during post construction to mitigate post-construction impacts to water quality. Long-term water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces, construction and operation of new or expanded water supply conveyance facilities may result in significant environmental effects.

There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.9.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to utilities and service systems, public services, and recreation.

4.9.1.3 Facts in Support of Finding

The 2035 General Plan includes numerous policies and programs drafted to reduce impacts related to increased demand for water supply treatment and conveyance facilities, including:

- ▶ Policies OSC-1.8 and OSC-5.2: Require public facilities constructed to serve new development to avoid substantial impacts to biological resources, including special-status species, riparian areas, and wetlands, to the greatest extent feasible, and known cultural, archaeological, and paleontological resources, wherever feasible.

- ▶ **Program PHS-1.5:** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.
- ▶ **Program PHS-3.2:** The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.
- ▶ **Program PHS-5.1:** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to mitigate impacts from construction work and during post construction to mitigate post-construction impacts to water quality. Long-term water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

4.9.2 Construction of New or Expanded Wastewater Collection, Conveyance, and Treatment Plant Facilities (Impact 3.13-4)

4.9.2.1 Significant

Land use change contemplated under the 2035 General Plan would increase the local demand for wastewater collection and conveyance facilities. Wastewater collection and conveyance facilities would be provided by the FSSD which operates the Fairfield-Suisun Subregional WWTP. Based on analysis, the Fairfield-Suisun Subregional WWTP would have sufficient capacity to treat wastewater flows generated at buildout of the FSSD service area; however, wastewater conveyance infrastructure, such as gravity sewer, force mains, and pumping stations, will be required in currently undeveloped areas where no such infrastructure currently exists and existing infrastructure would require upgrades to serve new development. Construction of new or expansion of existing wastewater facilities could have adverse effects on the physical environment and require the expansion and extension of wastewater infrastructure to deliver services to individual land uses within Suisun City.

FSSD would construct additional wastewater infrastructure, as necessary, to meet demand. FSSD would conduct a separate environmental analysis to analyze specific impacts and identify any required mitigation measures for construction and operation of their wastewater conveyance facilities. Implementation of mitigation measures would be the responsibility of FSSD, and such measures would be implemented in accordance with the certified environmental documents. However, impacts could remain significant after implementation of mitigation, or no feasible mitigation may be available to

fully reduce impacts to a less-than-significant level. This impact is considered significant and unavoidable.

4.9.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to utilities and service systems, public services, and recreation.

4.9.2.3 Facts in Support of Finding

The policies and programs of the 2035 General Plan (including Policy CFS-7, which requires that the City will establish and maintain standards for the location and capacity of sewer infrastructure and ensure sufficient capacity to serve buildout under the 2035 General Plan, and Policy CFS-7.2, which requires that new developments contribute on a fair-share basis toward implementation of system improvements) and compliance with other relevant requirements represent all feasible mitigation. The policies of the 2035 General Plan are intended to ensure new development, redevelopment, and infill projects occur in an orderly fashion. However, this new development and redevelopment inherently requires provision of expanded infrastructure, including wastewater infrastructure. No further mitigation is feasible while meeting basic project objectives.

4.9.3 New or Expanded Storm Water Drainage Facilities (Impact 3.13-5)

The 2035 General Plan is anticipated to accommodate a variety of land use changes, including intensification of development on existing sites, demolition of existing structures with replacement land uses, and changes from undeveloped lands to developed, urban uses. Depending on the amount of impervious surface added, each type of land use change would contribute to a corresponding amount of stormwater runoff. The increased flow in stormwater would increase demand for stormwater conveyance and discharge facilities.

General Plan policies and programs will require infrastructure and facilities to be provided in a way that reduces environmental impacts. Relevant policies include:

- ▶ Policies OSC-1.8 and OSC-5.2, which would require public facilities constructed to serve new development to avoid substantial impacts to biological resources, including special-status species, riparian areas, and wetlands, to the greatest extent feasible, and known cultural, archaeological, and paleontological resources, wherever feasible.
- ▶ Program PHS-1.5, which would require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

- ▶ Program PHS-3.2, which would require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.
- ▶ Program PHS-5.1, which would require the City to review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to mitigate impacts from construction work and during post construction to mitigate post-construction impacts to water quality. Long-term water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

However, the extent of infrastructure required to serve future demand, depending on phasing of future development, but could create significant impacts. The specific environmental impacts of each phase of improvements to the drainage infrastructure will be evaluated at the project level and is beyond the scope and purpose of a General Plan programmatic EIR. Despite implementation of 2035 General Plan policies and programs and the application of necessary mitigation measures, construction and operation of new or expanded drainage facilities may result in significant environmental effects. This impact is considered significant and unavoidable.

4.9.3.1 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR:

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to utilities and service systems, public services, and recreation.

4.9.3.2 Facts in Support of Finding

The 2035 General Plan includes numerous policies and programs drafted to reduce impacts related to increased demand for new storm water facilities, including:

Policies OSC-1.8 and OSC-5.2, require public facilities constructed to serve new development to avoid substantial impacts to biological resources, including special-status species, riparian areas, and wetlands, to the greatest extent feasible, and known cultural, archaeological, and paleontological resources, wherever feasible. New development will also be required to comply with the following programs to reduce construction impacts:

- ▶ Program PHS-1.5: The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of

intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

- ▶ Program PHS-3.2: The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.
- ▶ Program PHS-5.1: The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to mitigate impacts from construction work and during post construction to mitigate post-construction impacts to water quality. Long-term water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

The policies and programs of the 2035 General Plan and compliance with other relevant requirements represent all feasible mitigation.

4.10 Visual Resources

4.10.1 Adverse Impacts on Scenic Vistas and Visual Resources (Impact 3.15-1)

4.10.1.1 *Significant*

Implementation of the 2035 General Plan would involve land use change that could permanently alter and block some views of the Suisun Marsh, the Coastal Range, Cement Hill, the Potrero Hills, and the Vaca Mountains, which are important local scenic vistas. Relevant policies and programs which would reduce effects on these scenic vistas and visual resources include:

- ▶ Policy CCD-6.2: New developments shall be designed to retain or enhance views along existing public rights-of-way of locally important scenic resources, to the extent feasible.
- ▶ Policy CCD-6.3: New developments should be designed, where feasible, to frame views of locally important scenic resources, by providing direct lines of sight along public rights-of-way and open space in areas where these features are prominently visible.
- ▶ Policy CCD-6.5: The City will preserve and enhance visual connections to Suisun Marsh, including the development of environmentally-sensitive recreational facilities, as funding is available.

Although the City has included, in the form of General Plan policy, all feasible mitigation, it is not possible at this time to conclude that no important local scenic vistas would be adversely affected by land use change that is accommodated under the 2035 General Plan. There are no other identified feasible mitigation measures that could reduce this impact to less than significant. This impact is considered significant and unavoidable.

4.10.1.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating to visual resources.

4.10.1.3 Facts in Support of Finding

2035 General Plan policies are intended to preserve and enhance scenic views in Suisun City and increase visual access to the Suisun Marsh, the Coastal Range, Cement Hill, the Potrero Hills, and the Vaca Mountains. For example, under Policy CCD-6.2, the City will require new developments to be designed to retain or enhance views along existing public rights-of-way of locally important scenic resources, to the extent feasible. Policy CCD-6.3 requires the City to review and, if necessary, condition new developments to frame views of locally important scenic resources, by providing direct lines of sight along public rights-of-way and open space in areas where these features are prominently visible. Finally, 2035 General Plan Policy CCD-6.5 establishes that the City will preserve and enhance visual connections to Suisun Marsh, including the development of environmentally-sensitive recreational facilities, as funding is available. Please refer to the 2035 General Plan and, in particular, the Community Character and Design Element for more details.

The City does not necessarily consider changes to the existing visual character through urban development to be an adverse change and new development can be designed with existing scenic views in mind. New development, depending on the design and location, could even increase public access to important aesthetic resources. Implementation of policies in the 2035 General Plan would preserve and enhance scenic views of the Suisun Marsh, the Coastal Range, Cement Hill, the Potrero Hills, and the Vaca Mountains, to the extent feasible. However, urban development anticipated under the 2035 General Plan could still alter and block some currently available public views of these scenic resources. There may be other considerations related to economic sustainability or other factors that the City will need to weigh in relation to policies intended to preserve and enhance local scenic vistas.

4.10.2 Degradation of the Existing Visual Character (Impact 3.15-3)

4.10.2.1 Significant

The Downtown Waterfront Area, the Suisun City Historic District, the Suisun Marsh and other nearby waterways, the Coastal Range, Cement Hill, the Potrero Hills, and the Vaca Mountains define the city's aesthetic environment. Implementation of the 2035 General Plan would substantially alter the existing visual character of the Planning Area because it would accommodate a geographic expansion of the developed area of Suisun City. Although visual conditions in the Planning Area following implementation of the 2035 General Plan would be similar to existing views of urban settings found throughout Suisun City and in other communities along SR 12, implementation of the 2035 General Plan would alter the existing visual character of the City.

The policies of the 2035 General Plan are intended to ensure new development, redevelopment, and infill projects contribute in a positive way to the overall visual character of the community. An assessment of visual quality is a subjective matter, and individuals may consider changes in the visual character accommodated under the 2035 General Plan to be either positive or negative. There are no feasible policies or programs that could maintain the existing visual character, while also

accommodating the City's long-term population growth and economic development needs. This impact would be significant and unavoidable.

4.10.2.2 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating visual resources.

4.10.2.3 Facts in Support of Finding

The policies of the 2035 General Plan are intended to ensure new development, redevelopment, and infill projects occur in an orderly fashion. However, this new development and redevelopment inherently changes the visual character of its surroundings, including existing developed and undeveloped areas. No further mitigation beyond the General Plan policies and programs implementing Objective CCD-1 (Enforce design policies and standards that ensure a unique sense of place in new developments so that the City's overall design character is improved between present and 2035) is feasible while meeting basic project objectives.

4.10.3 Increase in Nighttime Lighting and Daytime Glare (Impact 3.15-4)

Implementation of the 2035 General Plan would accommodate land use change and new developments that would introduce substantial new light sources. This could inadvertently cause increased light and glare, potentially obscuring views of stars and other features of the nighttime sky. In addition, nighttime lighting or the presence of reflective surfaces on buildings may result in glare shining on residences and motorists traveling along SR 12, Petersen Road, and other roadways in day and nighttime conditions.

Policies and programs of the 2035 General Plan would reduce or avoid impacts that could result from lighting sources in association with future projects proposed under the General Plan. These policies and programs include:

- ▶ Policy CCD-8.1: Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.
- ▶ Policy CCD-8.4: Light fixtures shall aim light sources downward and provide shielding to prevent glare and reflection.
- ▶ Policy CCD-8.5: Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.
- ▶ Policy CCD-8.6: New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.
- ▶ Policy CCD-8.7: Sports lighting shall be located and designed to direct lighting to playfields and avoid light spillage outside of the property.
- ▶ Program 8-1: The City will review and condition new developments, as necessary, to avoid introduction of light and glare that would adversely affect motorists, bicyclists, and pedestrians

using public travelways. New developments have several design options that can be used, as appropriate to avoiding substantial adverse light and glare effects, including: carefully planning the location and orientation of on-site lighting, use of non-reflective paint and building materials, use of vegetation screening or shielding of light at the source, use of directional or lower-intensity lighting, use of timing devices or sound/motion-controlled lighting, or other techniques.

However, these impacts would not be reduced to a less than significant level. Because no mitigation measures beyond the policies and programs of the 2035 General Plan are feasible that would fully preserve existing nighttime views, this impact is considered significant and unavoidable.

4.10.3.1 Finding

Pursuant to CEQA Guidelines Section 15091 (a)(3), specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse impacts relating visual resources.

4.10.3.2 Facts in Support of Finding

The 2035 General Plan includes the following policies and programs related to light and glare:

- ▶ **Policy CCD-8.1:** Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.
- ▶ **Policy CCD-8.4:** Light fixtures shall aim light sources downward and provide shielding to prevent glare and reflection.
- ▶ **Policy CCD-8.5:** Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.
- ▶ **Policy CCD-8.6:** New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.
- ▶ **Policy CCD-8.7:** Sports lighting shall be located and designed to direct lighting to playfields and avoid light spillage outside of the property.
- ▶ **Program 8-1:** The City will review and condition new developments, as necessary, to avoid introduction of light and glare that would adversely affect motorists, bicyclists, and pedestrians using public travelways. New developments have several design options that can be used, as appropriate to avoiding substantial adverse light and glare effects, including: carefully planning the location and orientation of on-site lighting, use of non-reflective paint and building materials, use of vegetation screening or shielding of light at the source, use of directional or lower-intensity lighting, use of timing devices or sound/motion-controlled lighting, or other techniques.

With implementation of these policies and programs, the potential light and glare impacts of future development projects would be minimized to the maximum extent feasible.

5. Cumulative Impacts

5.1 Aesthetics

Growth and development in Solano County and in the region as a whole would substantially change visual conditions as open viewsheds, including views of agricultural landscapes, are replaced with urban development. New development would also lead to increased nighttime light and glare in the region and more limited views of the nighttime sky and skyglow effects.

Although general plans and other adopted community design standards include design, architectural, development, and lighting standards to ensure that development in the region complies within certain aesthetic guidelines, there is no mechanism to allow regional development, while also avoiding the conversion of local viewsheds to urban development. The change of views and visual resources in the region attributable to urban development and supportive infrastructure and the associated increase in nighttime light and glare are considered significant cumulative impacts.

Regardless, implementation of the 2035 General Plan will change some scenic vistas and locally important visual resources and will contribute light and glare and skyglow effects. Policies and programs of the 2035 General Plan are intended to preserve and enhance scenic views; ensure new developments contribute positively to the community's visual character; and reduce or avoid light or glare effects. But, no feasible mitigation beyond the policies and programs of the 2035 General Plan is available that could fully address impacts associated with adverse impacts on scenic vistas, degradation of the existing visual character, and the contribution of nighttime lighting and daytime glare, while also accommodating long-term growth needs of the City. The incremental contribution of new development accommodated under the 2035 General Plan is cumulatively considerable and significant and unavoidable.

5.1.1 Finding

Despite inclusion of policies and strategies to reduce impacts related to aesthetics, the impacts are a cumulatively considerable contribution to a significant cumulative impact. With the exception of the policies and programs of the 2035 General Plan identified in the EIR, no additional feasible mitigation is available to reduce this impact. The impacts are considered significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to aesthetics.

5.2 Agriculture

Past development in Solano County and other nearby agricultural counties has converted thousands of acres of farmland, including Important Farmland, land with agricultural zoning, and lands protected by Williamson Act contracts. Development throughout Solano County would convert additional agricultural land to urban and other uses. The conversion of agricultural land to urban use is a significant cumulative impact.

The 2035 General Plan could accommodate land use change that could require cancellation of active Williamson Act contracts. Existing contracts will expire between 2012 and 2015. The 2035 General Plan could accommodate land use change in these areas, potentially prior to the time when the current

contracts would expire. Implementation of the 2035 General Plan could accommodate land use change to a non-agricultural use for parcels with current Solano County agricultural zoning designations. Impacts related to the actual loss of farmland could be considered cumulative, but the separate impacts related to the Williamson Act and agricultural zoning are not cumulative.

The Solano County Important Farmland map designates the Planning Area and surrounding lands as Urban and Built-Up Land and Grazing Land. The 2035 General Plan would not create indirect pressure to convert grazing lands to urban uses or conflict with ongoing grazing operations. These farmland designations are not considered Important Farmland. There is no cumulative contribution.

5.2.1 Finding

There is no cumulatively considerable incremental contribution to a significant cumulative impact with regard to agricultural resources.

5.3 Air Quality

5.3.1 Construction Emissions

Construction activities throughout the region would emit criteria air pollutants from earthmoving activities and construction equipment, resulting in a significant cumulative impact. During the horizon of the General Plan, through 2035, daily construction emissions would contribute criteria air pollutant and precursor emissions to the region that when added to the other emissions occurring within the San Francisco Bay Area Air Basin (SFBAAB). Pollutant emissions, taken together, could cause an exceedance of a National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). This is a significant cumulative impact.

The 2035 General Plan requires implementation of applicable emission control measures recommended by the BAAQMD for construction, grading, excavation, and demolition. BAAQMD has different "tiers" of recommended mitigation to address projects with different levels of construction-related pollutant emissions. The application of such mitigation would reduce air pollutant emissions associated with the 2035 General Plan. However, the land use change estimates included as a part of the 2035 General Plan include a substantial amount of development and if enough development is occurring simultaneously, this could represent a cumulatively considerable contribution to the significant cumulative construction emissions impact.

5.3.2 Operational Emissions

Operations of developments throughout the region would emit criteria air pollutants, resulting in a significant cumulative impact. Operational emissions would have a long-term impact on a region's emission profile and ability to attain and maintain NAAQS and CAAQS. The cumulative effects long-term criteria air pollutants generated from the proposed 2035 General Plan, combined with related projects, creates a significant cumulative impact.

The General Plan's operational emissions would exceed the BAAQMD's threshold of significance for ROG and NO_x. Therefore, it is anticipated that the General Plan would have a cumulatively considerable contribution to air pollutants in the region. The General Plan includes strategies to reduce long-term cumulative mobile-source emissions, which represent the majority of countywide NO_x emissions; however, these strategies could not reduce impacts to a less-than-significant level. There is no additional feasible mitigation other than the policies and programs identified throughout the 2035 General Plan.

5.3.3 Toxic Air Contaminants

Increased vehicular traffic and rail traffic along the region's roadway and railroad lines could create substantial pollutant concentrations, representing a significant cumulative impact. Cumulative impacts related to PM_{2.5} concentrations from a new source or emissions affecting a new receptor would be considered significant where ground-level concentrations of PM_{2.5} from any source would result in an average annual increase greater than 0.8 µg/m³.

5.3.3.1 Stationary Sources

The City does not anticipate that the General Plan would involve establishment of any new substantial stationary source of TACs that could expose receptors to increased cancer risk greater than 100 in one million. The impact is less than cumulatively considerable.

5.3.3.2 Roadways

Buildout of the 2035 General Plan would increase traffic levels along SR 12 and other regional roadways that may have existing residential properties exposed to substantial pollutant concentrations in excess of the levels recommended in the BAAQMD Air Quality Guidelines. Increased traffic – particularly increases in diesel truck traffic – from past, present, and future projects, along with buildout of the 2035 General Plan could result in increased risk. The impact is cumulatively considerable.

5.3.3.3 Railroad

It is possible that during buildout of the 2035 General Plan, freight and passenger movement could increase TAC concentrations from increased rail traffic along the Union Pacific railroad line. Increases would be dependent on economic activity beyond the control of the City and the relative competitiveness of regional rail commuting and rail freight use compared to other available modes. Demand for rail freight deliveries associated with past, present, and future development, including development anticipated under the 2035 General Plan, may lead to an increase in traffic along this railroad line. This impact is cumulatively considerable.

5.3.4 Odors

During construction, on-site diesel powered equipment and vehicles will emit diesel particulate matter, which is odorous to some. Also during construction, there would be short-term emissions of ROG_s during asphalt paving. These odors will dissipate with distance and should not reach an objectionable level at nearby residences. There is no significant cumulative impact.

5.3.5 Finding

Despite inclusion of policies and strategies to reduce impacts related to construction emissions, long-term operational emissions, and exposure to TACs related to increased vehicular traffic on roadways and rail traffic, the impacts are cumulatively considerable contribution to a significant cumulative impact. With the exception of the policies and programs of the 2035 General Plan identified in the EIR, no additional feasible mitigation is available to reduce this impact. The impacts are considered significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to construction emissions, long-term operation emissions, and exposure to TACs related to increased vehicular traffic on roadways and rail traffic.

5.4 Biological Resources

Although many future projects proposed in the County would be required to mitigate substantial impacts on biological resources, it may not be possible to mitigate all of these impacts in a manner that results in no net loss of these resources within the County and region because there is a finite amount of land and habitat available to compensate for unavoidable losses. Therefore, it can be expected that the net loss of native habitat for plants and wildlife, agricultural lands, and open space areas that support important biological resources in Solano County and the Greater San Francisco Bay region will continue. This is a significant cumulative impact.

Implementing the 2035 General Plan would result in potentially significant impacts related to (1) loss and degradation of habitat for special-status plants, including Contra Costa goldfields; (2) loss of habitat for special-status wildlife species, including vernal pool branchiopods, California tiger salamander, Swainson's hawk, burrowing owl, and salt marsh harvest mouse; and (3) loss of federally protected wetlands. These impacts would be mitigated to less-than-significant levels with implementation of the General Plan programs and policies as outlined in the EIR. In addition, the 2035 General Plan policies and programs require avoidance and minimization of impacts related to special-status species and compensation for unavoidable losses and would not result in habitat fragmentation that would convert large, open habitat areas into smaller patches surrounded by urban development and expose remaining habitat to extensive indirect impacts associated with habitat fragmentation.

5.4.1 Finding

For the reasons discussed above, implementing the 2035 General Plan would not result in a cumulatively considerable incremental contribution to a significant cumulative impact on biological resources.

5.5 Cultural Resources

The 2035 General Plan recognizes the value of heritage resources, particularly in the Downtown Waterfront Area, and includes extensive policy and program guidance to preserve architectural resources and their context, identify incentives that can be used to rehabilitate historic structures consistent with relevant standards, and inventory the City's historic structures in order to inform future preservation and rehabilitation efforts. Development and infrastructure improvements consistent with the 2035 General Plan would avoid cumulatively considerable effects.

The cultural resources records search did not indicate any known archaeological resources or sites within the Planning Area. However, it is possible that resources could be discovered as a part of excavation or other earth-moving activities required in implementing the 2035 General Plan. The incorporation of General Plan policies and programs addressing the response when undocumented resources are discovered would address this potential impact. The impact is less than cumulatively considerable.

5.5.1 Finding

For the reasons discussed above, implementing the 2035 General Plan would not result in a cumulatively considerable incremental contribution to a significant cumulative impact on cultural resources.

5.6 Greenhouse Gas Emissions

5.6.1 Increase in Greenhouse Gas Emissions (Impact 3.5-1)

Long-term growth anticipated under the 2035 General Plan would accommodate land use changes that would generate direct and indirect emissions of GHGs from mobile, energy, area, solid waste, and waste-related emission sources. Direct GHG emissions are those emissions that are generated at the location of consumption or use. Conversely, indirect emissions are those emissions that occur at a different time or location from the point of consumption or use. The 2035 General Plan would increase GHG emissions at a rate higher than what is required statewide to achieve California's statewide mandate under AB 32 (i.e., reduce statewide GHG emissions to 1990 levels by 2020). Climate change attributable to human-caused GHG emissions is a significant cumulative impact.

The 2035 General Plan would accommodate land use change that would increase GHG emissions at a rate higher than what is required statewide to achieve California's statewide mandate under AB 32. Climate change attributable to human-caused GHG emissions is a significant cumulative impact. The 2035 General Plan policies are implemented, in part, through development of the City's Draft Climate Action Plan, which addresses GHG emissions associated with energy use, water and wastewater, and solid waste. The Draft Climate Action Plan reduction measures have been demonstrated to reduce GHG emissions at a level that is consistent with, and supportive of the State of California's legislative emissions mandate embodied in AB 32. The reduction measures identified in the Draft Climate Action Plan illustrate how the City can meet the 2020 GHG reduction target and put the City on a trajectory towards longer-term reduction targets. The impact is less than cumulatively considerable.

5.6.1.1 Finding

The 2035 General Plan would not contribute to cumulative impacts that are cumulatively considerable with regard to increasing greenhouse gas emissions.

5.6.1.2 Facts in Support of Finding

The 2035 General Plan includes the following policies and programs that, when combined with the City's Draft Climate Action Plan reduction measures, would promote consistency with the mandates of AB 32 and reduce the impact to less than cumulatively considerable:

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
	Policy	Affected GHG Emissions Sector
Policy PHS-3.3	The City will require projects that could result in significant air pollutant emissions impacts to reduce operational emissions from vehicles, heating and cooling, lighting, equipment use, and other proposed new sources.	Transportation, Energy
Policy PHS-3.5	The City's vehicle fleet will be updated over time with more fuel-efficient, low-emission vehicles.	Transportation
Policy PHS-3.6	The City will increase the use of low-maintenance, climate-appropriate landscaping and low-emissions landscape maintenance equipment in parks and other City-maintained landscaped areas and open space.	Transportation

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
Policy		Affected GHG Emissions Sector
Policy PHS-4.1	The City will coordinate with the Association of Bay Area Governments, Solano County, the Bay Area Air Quality Management District, and California Air Resources Board, and other relevant agencies, to orient its plans, policies, and regulations to take best local advantage of regional and statewide AB 32-related infrastructure investment and other programs.	All
Policy PHS-4.2	The City will guide land use change, direct investments, and apply its fees and programs to encourage more GHG-efficient development patterns, as feasible.	All
Policy PHS-4.3	The City will actively pursue funding for transportation systems that promote public transit, bicycling, and pedestrian travel and other needed infrastructure, building and public realm energy efficiency upgrades, renewable energy production, land use-transportation modeling, and other projects to reduce local GHG emissions.	Transportation, Energy
Policy PHS 4.4	The City will collaborate with the Association of Bay Area Governments, Solano County, the Bay Area Air Quality Management District, and California Air Resources Board, and other relevant agencies, where feasible, to fund transportation and other infrastructure and service improvements that increase local GHG efficiency.	Transportation, Energy
Policy PHS-4.5	The City will, as feasible, conduct regionally coordinated land use, transportation, and public facility planning to support GHG-efficient local development.	Transportation
Policy PHS-4.6	The City will use the Local Hazard Mitigation Plan and other opportunities for long-term disaster recovery to include adaptation strategies associated with the possible impacts of climate change, most notably the potential for sea level rise. Possible strategies include, but are not limited to, building moratoriums in potentially affected areas, the construction of raised foundations in new development, and the construction of levees and dikes to prevent increased sea levels from affecting the City.	Adaptation
Policy PHS-5.2	New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.	Water, Wastewater
Policy PHS-5.3	New developments should minimize the land area covered with driveways, loading areas, and parking lots in order to reduce stormwater flows, reduce pollutants in urban runoff, recharge groundwater, and reduce flooding.	Wastewater
Policy PHS-5.4	New developments should use permeable surfaces for hardscape, where feasible.	Wastewater
Policy PHS-6.1	The City will promote healthy lifestyles by encouraging a land use pattern and community design that includes public spaces to facilitate social interaction.	Adaptation

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
	Policy	Affected GHG Emissions Sector
Policy PHS-6.2	The City will ensure that the land use pattern and community design support walking and biking to promote physical activity by providing safe infrastructure such as sidewalks, bike lanes, and trails, and by providing access to parks, recreation services, and open space.	Transportation
Policy PHS-6.3	The City will allow for convenient transportation options that accommodate people of all ages and physical abilities, including complete and safe sidewalks, public transit, and bicycle lanes.	Transportation
Policy PHS-6.4	The City will increase access to parks and recreation facilities and encourage the development of new parks in areas lacking sufficient facilities.	Transportation
Policy PHS-8.1	The City will encourage access to grocery stores for all residents by allowing the development of such uses within walking or biking distance of all homes.	Transportation
Policy PHS-11.1	The City will coordinate with Solano County Water Agency, the California Department of Water Resources, the San Francisco Bay Conservation and Development Commission, and others to plan, construct, repair, and maintain flood control facilities protecting Suisun City that are capable of protecting existing and proposed structures from flooding, in accordance with state law.	Adaptation
Policy PHS-11.2	The City will use the most current flood hazard and floodplain information from state and federal agencies (such as the State Department of Water Resources, the Federal Emergency Management Agency, and the Army Corps of Engineers) as a basis for project review and to guide development in accordance with federal and state regulations.	Adaptation
Policy PHS-11.3	The City will regulate development within floodplains according to state and federal requirements to minimize human and environmental risks and maintain the City's eligibility under the National Flood Insurance Program.	Adaptation
Policy PHS-11.5	The City will require that structures intended for human occupancy within the 100-year floodplain are appropriately elevated and flood proofed for the profile of a 100-year flood event. Flood proofing may include a combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.	Adaptation
Policy PHS-11.9	The City will support Solano County's Sea Level Rise Strategic Program, as feasible.	Adaptation
Policy CCD-1.13	The City will maintain and enhance a strong pedestrian orientation in the Downtown Waterfront Specific Plan Area through the design of buildings, streets, and sidewalks.	Transportation
Policy CCD-1.16	Walls and landscape buffers are not encouraged between residential and nonresidential uses unless there is no feasible alternative through site planning and design to address noise, vibration, light, glare, air pollution, and or other demonstrated physical compatibility issues between adjacent land uses.	Transportation

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
	Policy	Affected GHG Emissions Sector
Policy CCD-2.1	The City will support projects in existing developed areas to add and enhance pedestrian connections, public art, natural drainages, shade trees and other landscaping, and make other improvements to the public realm, as needed, to improve the quality of design in existing neighborhoods and business districts.	Transportation
Policy CCD-2.3	The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.	Transportation
Policy CCD-4.1	New streets shall provide comfortable travel areas for pedestrians, bicyclists, and drivers to facilitate multi-modal travel for people of all ages.	Transportation
Policy CCD-4.2	New developments shall provide connecting streets with short blocks that create a pedestrian-scale environment.	Transportation
Policy CCD-4.3	New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.	Transportation
Policy CCD-4.5	New developments shall provide for trees at an average frequency of one every 20 feet on center along City streets.	Transportation
Policy CCD-4.6	Redevelopment projects should incorporate new trees into project design, as feasible.	Transportation, Sequestration
Policy CCD-4.7	The City will add street trees in existing developed areas, as feasible, with the goal of a complete street tree canopy.	Transportation, Sequestration
Policy CCD-4.9	Benches, trash receptacles, drinking fountains, bus shelters, signage, and other improvements should be located along sidewalks and designed to enhance the visual environment and provide a welcoming place for pedestrians.	Transportation
Policy CCD-4.10	The City will work with Caltrans to install aesthetic and functional improvements along the SR 12 corridor, including landscaping, trees, pedestrian and bicycle pathways, separated from the travelway, and noise attenuation improvements.	Transportation
Policy CCD-5.1	The City will encourage – through entitlement streamlining, flexibility in development standards, fee structures, and other incentives – infill development of vacant or underutilized properties within Opportunity Areas.	Transportation
Policy CCD-5.2	The City will encourage creative design approaches, where necessary, to allow for mixed-use development within Opportunity Areas.	Transportation
Policy CCD-7.3	New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.	Transportation
Policy LU-1.1	The City will encourage reinvestment in existing buildings and development of vacant and underutilized properties within existing neighborhoods.	Transportation
Policy LU-1.2	The City will encourage renovation, remodeling, additions, and redevelopment of single-family homes in order to help add diversity to the existing housing stock.	Energy, Water

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
	Policy	Affected GHG Emissions Sector
Policy LU-1.3	The City will guide land use change so that public gathering places, commercial services, recreational other civic uses, and cultural destinations are within walking or biking distance, or accessible via public transit to as many Suisun City residents as feasible.	Transportation
Policy LU-2.2	The City will encourage business and personal services, government and other civic uses, professional offices, and high-density residential uses to locate within the Priority Development Area.	Transportation
Policy LU-2.3	The City will accommodate transit-oriented, mixed-use, residential and employment development within the City's Priority Development Area between present and 2035.	Transportation
Policy LU-3.1	In the Northwest Downtown Opportunity Area, the City will promote transition of underutilized light industrial and service-oriented uses to entertainment, retail, higher-density residential, and professional office uses.	Transportation
Policy LU-3.2	In the Northeast Downtown Opportunity Area, the City will encourage development that is specifically designed with an orientation to the train station. This may include, but is not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.	Transportation
Policy LU-3.4	In the South Sunset Avenue Area, the City will encourage additional retail, commercial service, professional office, and similar development that is oriented to, and accessible by nearby residential development.	Transportation
Policy LU-3.5	In the North Sunset Avenue Area, the City will facilitate higher-intensity retail, commercial service, and professional office development that is oriented to, and accessible by nearby residential development.	Transportation
Policy LU-4.1	The City will support the provision of facilities, services, or infrastructure only in areas that are planned for development. The City will not induce growth by supporting the provision of services or infrastructure in areas that are not planned for development under the General Plan.	Transportation, Construction
Policy LU-4.2	The City will only allow annexation of land that is on or adjacent to lands with available urban services.	Transportation, Construction
Policy LU-4.3	Annexation requests shall provide an analysis of infrastructure and public facilities demand, as well as the financing necessary to support planned development.	Transportation, Construction
Policy LU-4.5	The City will create a fee structure and public investment strategy that provides incentives for compact development within the Downtown Waterfront Specific Plan Area, Opportunity Areas, and land within existing City limits.	Transportation
Policy LU-4.6	The City will maintain development and infrastructure standards that promote infill development and allow lot consolidation for redevelopment, where necessary.	Transportation
Policy LU-4.7	The City will support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment.	Transportation

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
	Policy	Affected GHG Emissions Sector
Policy LU-4.8	The City will use performance-based standards to address important aspects of land use compatibility (air, noise, vibration, heavy truck traffic, light, and glare) without impeding mixed-use infill development.	Transportation
Policy T-1.1	The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.	Transportation
Policy T-1.6	The City will design and operate streets and intersections to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.	Transportation
Policy T-1.7	The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.	Transportation
Policy T-1.8	The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.	Transportation
Policy T-2.1	The City will require and maintain an interconnected street network with short blocks to support pedestrian, bicycle, transit, automobile, and emergency access.	Transportation
Policy T-2.2	New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.	Transportation
Policy T-2.3	New developments shall be highly connected internally and connected with adjacent developed areas.	Transportation
Policy T-2.4	The City will support improvements that connect existing gaps in the transportation system, and that provide visual cues directing users onto through streets.	Transportation
Policy T-2.5	The City prefers direct connections that allow cars, bikes, and pedestrian through traffic over “doglegs” or “T” intersections.	Transportation
Policy T-2.7	The City will support improvements to regional connectivity, including connections to Fairfield, SR 12, Jepson Parkway, and I-80 that reduce trip lengths and provide redundant routes for emergency responders.	Transportation
Policy T-2.8	The City will use unified streetscapes and signage to create visual links for pedestrians, cyclists, and motorists and communicate routes that connect to the Downtown Waterfront Area.	Transportation
Policy T-3.1	The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies to reduce commute period travel demand.	Transportation

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
Policy		Affected GHG Emissions Sector
Policy T-3.2	The City will encourage new developments and public facility investments designed to minimize vehicle trips and vehicle miles traveled.	Transportation
Policy T-3.3	The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.	Transportation
Policy T-3.4	The City's analytical methods, review requirements, impact fees, and investments will be designed and implemented, in part, to reduce VMT by Suisun City residents and to local commercial and employment uses.	Transportation
Policy T-3.5	The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.	Transportation
Policy T-3.6	New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.	Transportation
Policy T-6.1	The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.	Transportation
Policy T-6.2	The City will require design, construction, operation, and maintenance of "complete streets" that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.	Transportation
Policy T-6.3	The City will proactively coordinate with regional transportation and transit agencies to enhance the local transportation network in a way that encourages bicycling, walking, and transit use.	Transportation
Policy T-6.4	The City will collaborate with public transit agencies to provide a safe, efficient, comprehensive and integrated transit system. The City will prioritize improvements to the local bus system that connect with passenger train service.	Transportation
Policy T-6.6	Bicycle parking shall be provided near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.	Transportation
Policy T-6.9	The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.	Transportation
Policy T-6.10	The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.	Transportation

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
Policy		Affected GHG Emissions Sector
Policy T-6.12	New building frontages shall be oriented to pedestrians. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking areas.	Transportation
Policy T-6.13	New developments shall provide pathways that link to sidewalks, trails, streets, and adjacent transit stops.	Transportation
Policy T-6.14	Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.	Transportation
Policy T-7.1	Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.	Transportation
Policy T-7.4	The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.	Transportation
Policy T-7.6	The City will reduce parking requirements for mixed-use developments, for developments providing shared parking, for developments within ¼ mile of a bus stop or the train station, and for developments that incorporate travel demand measures.	Transportation
Policy T-7.7	Unless unusual circumstances warrant, the City discourages construction of new surface parking spaces in amounts greater than required by City standards.	Transportation
Policy T-7.8	New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.	Transportation
Policy T-7.9	The City may waive or relax off-site parking requirements for infill and affordable housing projects that use shared parking, on-street parking, and techniques to reduce vehicular travel demand.	Transportation
Policy T-7.10	The City will establish parking maximums for new developments within the Downtown Waterfront Specific Plan Area and all areas within ½ mile walking distance from the train station.	Transportation
Policy OSC-6.3	Infill development in the Downtown Waterfront District shall be designed to preserve the overall pedestrian-scaled environment, including building configuration, setting, and orientation.	Transportation
Policy OSC-7.4	The City will require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements.	Water, Energy
Policy OSC-7.6	The City will support Fairfield-Suisun Sewer District efforts to explore the feasibility of using treated wastewater for irrigation in parks, landscaped areas, and other appropriate locations.	Wastewater, Energy
Policy OSC-7.7	The City will use climate-appropriate landscaping in new parks and landscaping within rights-of-way in order to reduce water demand and ongoing maintenance costs.	Water

Table 1 [Table 3.5-2 from the General Plan EIR] 2035 General Plan Policies Designed to Reduce Greenhouse Gas Emissions in Suisun City		
Policy		Affected GHG Emissions Sector
Policy OSC-7.8	New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.	Water
Policy-OSC-8.1	The City will implement relevant policies from the Land Use and Transportation Elements that encourage connected transportation networks, provide for alternate modes of transportation, and encourage mixed-use and compact development patterns to reduce transportation energy use in Suisun City.	Transportation
Policy OSC-8.2	The City will require that new developments are designed for maximum energy efficiency, taking into consideration such factors as building-site orientation and construction, articulated windows, roof overhangs, appropriate building and insulation materials and techniques, and other architectural features that improve passive interior climate control.	Energy
Policy OSC-8.3	The City will encourage landscaping methods, materials, and designs that promote energy conservation.	Water, Energy
Policy OSC-8.4	The City will preserve existing trees and plant new trees along streetscapes to provide shade.	Transportation
Policy OSC-8.5	The City will require that new buildings meet state standards for energy efficiency and provide for renewable energy development and use, to the greatest extent feasible.	Energy
Policy OSC-8.6	The City will encourage the retrofitting of existing buildings with energy efficient systems, energy-efficient appliances, insulation, energy-efficient doors and windows, and other elements that conserve resources.	Energy
Policy OSC-8.7	The City will seek regional, state, and federal funding for energy efficiency improvements in existing buildings and the public realm.	Energy
Policy OSC-8.8	The City will encourage the installation and use of active solar systems to reduce electricity use from the grid.	Energy
Policy OSC-8.9	The City will conduct energy efficiency audits of all City-owned buildings to identify efficiency improvements.	Energy
Policy OSC-8.10	The City will consider the installation of renewable energy systems on City buildings and properties and transition the City's fleet to hybrid vehicles.	Energy
Policy OSC-8.11	The City will explore the viability of LED streetlights to reduce energy consumption and provide more reliable and constant illumination.	Energy
Policy OSC-8.12	The City will provide City staff training and public outreach on methods to reduce energy consumption and available incentives for energy efficiency measures.	Energy

The 2035 General Plan policies are implemented, in part, through development of the City's Draft Climate Action Plan, which addresses GHG emissions associated with energy use, water and wastewater, and solid waste. The Draft Climate Action Plan reduction measures have been demonstrated to reduce GHG emissions at a level that is consistent with, and supportive of the State of California's legislative emissions mandate embodied in AB 32. The reduction measures identified in the

Draft Climate Action Plan illustrate how the City can meet the 2020 GHG reduction target and put the City on a trajectory towards longer-term reduction targets. While the Draft Climate Action Plan outlines proactive measures to which the City has committed, compliance with the body of policy listed in this section would also serve to reduce GHG emissions through buildout of the 2035 General Plan. Please see the Draft Climate Action Plan, on file with the City for more details.

While the City's GHG emissions rate would be consistent with that which is needed statewide to achieve California's 2020 GHG target established under AB 32, in order to meet future GHG reduction targets, emissions rates may need to be further reduced. The 2035 General Plan includes a program to monitor and reduce GHG emissions associated with buildout of the 2035 General Plan:

- ▶ Program PHS-4.1. Greenhouse Gas Reduction Program. The City will seek funding to maintain a GHG reduction program. The reduction program will address sources attributable to land uses operating within Suisun City at General Plan buildout. The City will address the following in its GHG reduction program:
 - Quantified estimates of GHG emissions attributable to development within Suisun City, along with population and employment estimates;
 - Emissions reduction target or GHG efficiency target that is consistent with, and supportive of the legislative mandate embodied in AB 32 and applicable efficiency-based targets for years after 2020;
 - Reduction measures, performance standards, incentives, and/or verifiable offsets that would collectively achieve the specified emissions reduction target or GHG efficiency target and could apply to both existing and new development; and
 - A monitoring mechanism to consider changes to the GHG reduction plan, as necessary, to ensure progress toward the specified target.

The City will participate in and support relevant regional GHG reduction programming to the extent that these efforts are consistent with the 2035 General Plan and to the extent that funding is available.

5.6.2 Impacts of Climate Change on Suisun City (Impact 3.5-2)

As discussed previously in Section 4.4, climate change is expected to result in a variety of effects that could potentially impact Suisun City, including changes to terrestrial and aquatic ecosystems, increased energy demand, decreased water supply, increased risk of flooding, and increased frequency and intensity of wildfire. Substantial negative effects on residents, resources, structures, and the economy could result. Human-induced increases in GHG concentrations in the atmosphere have led to increased global average temperatures (global warming) through the intensification of the greenhouse effect, and associated changes in local, regional, and global average climatic conditions. This impact is cumulatively considerable.

5.6.2.1 Finding

Despite inclusion of policies and strategies to reduce impacts related to climate change, the impacts are a cumulatively considerable contribution to a significant cumulative impact. With the exception of the policies and programs of the 2035 General Plan identified in the EIR, no additional feasible mitigation is available to reduce this impact. The impacts are considered significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to climate change.

5.6.2.2 Facts in Support of Finding

As noted in Chapter 4.4, the 2035 General Plan Update contains many goals, policies, and programs that have the potential to aid the City's adaptation to climate change (reducing energy demand, reducing flood potential, decreasing wildfire risk, ensuring adequate water supply, increasing water conservation, preserving important habitat and open space areas). These policies and actions are included throughout the 2035 General Plan. Relevant policies include PHS-4.6 (Local Hazard Mitigation Plan) and Policy PHS-4.7 (Support of the Solano County's Sea Level Rise Strategic Program). In addition, the City has developed a program to more specifically implement adaptation strategies: Program PHS-4.2 (Coordinate with Regional Adaptation Strategy).

The 2035 General Plan Update contains many goals, policies, and programs that have the potential to aid the City's adaptation to climate change (reducing energy demand, reducing flood potential, decreasing wildfire risk, ensuring adequate water supply, increasing water conservation, preserving important habitat and open space areas). These policies and actions are included throughout the 2035 General Plan. Relevant policies include:

- ▶ **Policy PHS-4.6.** The City will use the Local Hazard Mitigation Plan and other opportunities for long-term disaster recovery to include adaptation strategies associated with the possible impacts of climate change, most notably the potential for sea level rise. Possible strategies include, but are not limited to, building moratoriums in potentially affected areas, the construction of raised foundations in new development, and the construction of levees and dikes to prevent increased sea levels from affecting the City.
- ▶ **Policy PHS-4.7.** The City will support Solano County's Sea Level Rise Strategic Program, as feasible.
- ▶ **Program PHS-4.2.** Coordinate with Regional Adaptation Strategy. The City will seek funding to collaborate with other local, regional, and state agencies to assess local vulnerability to climate change and develop strategies to adapt to the effects of climate change and promote the other objectives of the 2035 General Plan. The vulnerability assessment would generally include identification of the primary climate change effects; the local sensitivity to these effects; level of community resiliency to climate change effects; and estimates of the timing of climate change effects on Suisun City. Development of an adaptation strategy would generally be anticipated to include a prioritization of adaptive needs based on the vulnerability assessment; identification of strategies for priority adaptation needs; consider potential strategies relative to costs, benefits, co-benefits, feasibility, and other relevant local factors; and phasing and funding approach for the strategies. The City anticipates that adaptation strategies – particularly those that are designed to protect existing structures, facilities, and infrastructure – would require regional cooperation and funding. The City will prioritize those areas in the City with properties that contain development of special value and that merit special protection and identify areas where hazardous substances could be released into the environment as a result of sea level rise. The City will investigate and recommend sea level rise management actions, such as the construction of levees or sea walls to protect areas that merit special protection, or plans to relocate buildings and infrastructure that could become inundated. The City will update land use designations and development regulations, as appropriate, in order to protect public safety, welfare, and health. The City will adopt construction standards that account for flood hazards for public roads and bridges used as evacuation routes.

5.7 Energy

Developments within other parts of the region, as with the City, are required to implement Building Energy Efficiency Standards (Title 24 of the California Code of Regulations) and other applicable regulations. Therefore, there is no significant cumulative impact related to land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy.

Land use change accommodated under the 2035 General Plan would increase local energy demand and would require that additional energy resources be delivered to residents and business within the Planning Area. Electrical and natural gas supplies and size, location, and types of facilities required to serve individual development projects proposed pursuant to the General Plan are not known at this time. The City concludes that the 2035 General Plan could have a cumulatively considerable contribution to this significant cumulative impact. All feasible mitigation is included as policies and programs of the 2035 General Plan. This impact is significant and unavoidable.

5.7.1 Finding

Despite inclusion of policies and strategies to reduce impacts related to energy demand, the impacts are a cumulatively considerable contribution to a significant cumulative impact. With the exception of the policies and programs of the 2035 General Plan outlined in the EIR, no additional feasible mitigation is available to reduce this impact. The impacts are considered significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to energy demand.

5.8 Geology, Soils, Minerals, and Paleontological Resources

5.8.1 Geology and Soils

Implementation of cumulative plans and projects could expose additional structures and people to seismic and soils hazards. However, compliance with existing local policies and regulations, including state earthquake protection law and CBC site analysis, development design, and construction requirements, impacts associated with seismic risks for developments, seismic hazards related to surface fault rupture, strong seismic ground shaking, and liquefaction, would reduce seismic and soil hazards to less than significant. There is no additive effect. There is no significant cumulative impact.

5.8.2 Mineral Resources

There are no areas of known mineral resources within the Planning Area (i.e., areas that have been classified as MRZ-2 by the California Division of Mines and Geology). Therefore, implementation of the land use changes consistent with the 2035 General Plan would not contribute to any cumulative impact related to the availability of mineral resources.

5.8.3 Paleontological Resources

A site-specific analysis would be required in order to determine whether any specific site within the Planning Area contains a source of unique paleontological resources. When unique, scientifically-important fossils are encountered by construction activities, the subsequent opportunities for data collection and study generally provide a benefit to the scientific community. Development of cumulative plans could cumulatively and adversely affect paleontological resources. This is a significant cumulative impact.

The Planning Area is underlain by Holocene- and Pleistocene-age alluvium, and by the Tehama Formation. By definition, in order to be considered a fossil, an object must be more than 11,000 years old. Because of the number of vertebrate fossils recovered from the Pleistocene alluvium and the Tehama Formation, both are considered to be paleontologically sensitive. However, compliance with policies and programs in the 2035 General Plan would reduce impacts of development to less than cumulatively considerable.

5.8.4 Finding

For the reasons discussed above, implementing the 2035 General Plan would not result in a cumulatively considerable incremental contribution to a significant cumulative impact on geological, mineral, and paleontological resources.

5.9 Hazards and Hazardous Materials

Projected growth both within the Planning Area and in surrounding jurisdictions would involve storage, use, disposal, and transport of hazardous materials to varying degrees during construction and operation. The storage, use, disposal, and transport of hazardous materials are extensively regulated by various Federal, state, and local laws, regulations, and policies. Health and safety impacts associated with the past or current uses of proposed development sites usually occur on a project-by-project basis, rather than in a cumulative manner. Individual development projects in the Planning Area and in surrounding jurisdictions would implement and comply with existing hazardous materials laws, regulations, and policies. It is possible that the cumulative plans and 2035 General Plan would increase demand for petroleum and other hazardous materials, which may be transported in the future along the Union Pacific Railroad line through the Planning Area. The extent to which the cumulative plans and 2035 General Plan would increase such demand, and the extent to which increased demand would result in local transport of hazardous materials is unknown, as is the degree to which additional transport activities would increase risk.

5.9.1 Finding

There is no known significant cumulative impact.

5.10 Hydrology and Water Quality

5.10.1 Water Quality

Construction activities associated with land use change accommodated under the 2035 General Plan would involve grading and movement of earth. Construction-related alteration of site-specific drainages could result in soil erosion and stormwater discharges of suspended solids, increased

turbidity, and potential mobilization of other pollutants from project-related construction sites. This contaminated runoff could enter local drainage channels and ultimately drain into Suisun Marsh. Notwithstanding compliance with extensive requirements, it is possible that the cumulative plans could result in a significant cumulative impact.

However, adherence to the Low Impact Development (LID) principles required in the NPDES permit, and conformance with policies contained in the Fairfield-Suisun Urban Runoff Management Program (FSURMP) and the 2035 General Plan, would substantially reduce water quality and erosion impacts from an increase in stormwater runoff. Development under the 2035 General Plan is required to comply with NPDES discharge permits from the San Francisco Bay RWQCB, which adjusts requirements on a case-by-case basis to avoid substantial degradation of water quality. The impact is less than cumulatively considerable.

5.10.2 Drainage

The cumulative plans include urban development that could substantially alter drainage courses and runoff patterns from existing conditions. Regulatory requirements, in general, apply to new development. Notwithstanding the extensive requirements outlined in the EIR, it is possible that the cumulative plans could result in a significant cumulative impact.

Compacting soils and constructing impervious surfaces can reduce the net amount of infiltration of rain water into the soil, thereby increasing runoff rates and volumes, which can result in localized flooding and hydromodification. However, existing regulations and requirements as outlined in the EIR would reduce this impact to less than cumulatively considerable.

5.10.3 Flood Protection

Historic evidence has shown that in the Delta and the Central Valley, as urban development continues, placement of structures within 100-year floodplains and within low-lying areas that are subject to flooding when levees fail has resulted in property damage and loss of life. Some of the cumulative plans in the region may result in the placement of structures in areas that are protected by levees, or in areas designated as 100-year floodplains.

The Planning Area is protected by levees that are subject to failure and subsequent inundation as a result of subsidence and overtopping. Regulatory requirements, in general, apply to new development. Notwithstanding the applicable requirements outlined in the EIR, it is possible that the cumulative plans could result in a significant cumulative impact.

Implementation of applicable state and local regulations regarding flooding and flooding hazards, as well as policies and programs in the 2035 General Plan require that proposed development within a 100-year floodplain is elevated and designed to withstand flood flows. However, even with implementation of the 2035 General Plan policies and programs, the potential for flooding from failure of a Delta/Suisun Marsh levee or from placement of structures within a 100-year floodplain would remain. The impact is cumulatively considerable and significant and unavoidable.

5.10.4 Dam Failure

The California Water Code designates the regulatory Dam Safety Program to the California Department of Water Resources (DWR), Division of Safety of Dams (DSOD). Dam failure is an extremely unlikely event. The Solano County Office of Emergency Services (OES) provides for the development, establishment, and maintenance of programs and procedures to help protect the lives and property of Solano County residents from the effects of natural or human-caused disasters,

including floods from dam failures. There is no additive (cumulative) impact related to development under the 2035 General Plan combined with past, present, and future development accommodated by the cumulative plans. There is no known significant cumulative impact.

5.10.5 Groundwater Recharge

Development of the related projects, depending on their size and location, could result in substantial increases in impervious surfaces over large tracts of land in areas that are conducive to natural groundwater recharge. This is a significant cumulative impact.

Development under the 2035 General Plan would include increases in impervious surfaces and therefore a reduction in the surface area that is currently available for water to percolate into the groundwater aquifer. However, soils in the Planning Area have a poor capacity for groundwater recharge, with most of the substantial recharge occurring along active stream channels where new development is not anticipated. The 2035 General Plan would result in a small area of new impervious surfaces (as compared to the existing areas for natural recharge within Solano County). The impact is less than cumulatively considerable.

5.10.6 Finding

Despite inclusion of policies and strategies to reduce impacts related to flood protection, the impacts are a cumulatively considerable contribution to a significant cumulative impact. With the exception of the policies and programs of the 2035 General Plan identified in the EIR, no additional feasible mitigation is available to reduce this impact. The impacts are considered significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to flood protection.

5.11 Land Use and Planning

Future growth under cumulative conditions may result in a variety of physical impacts related to consistency with adopted land use plans. Impacts involving adopted land use plans or policies generally would not combine to result in cumulative impacts. The determination of significance for impacts related to these issues, as described by Appendix G of the State CEQA Guidelines, is whether a project would conflict with any applicable land use plan or policy adopted for the purpose of avoiding or mitigating environmental impacts. Such a conflict is site-specific. It is addressed on a project-by-project basis. There is no significant cumulative impact. Indirect effects from those plans and policies adopted for the purpose of avoiding or mitigating environmental impacts can lead to physical environmental impacts, which are considered in the appropriate sections of the EIR. The impact is less than cumulatively considerable.

Additionally, the 2035 General Plan does not propose other changes that would disrupt or divide existing neighborhoods within or in the vicinity of the Planning Area. Given that the 2035 General Plan would not divide an established community, the Plan would not contribute to any potential cumulative impacts.

5.11.1 Finding

There is no significant cumulative impact related to direct conflicts with other adopted land use plans. Indirect impacts related to conflicts with other adopted plans are less than cumulatively considerable.

Therefore, the 2035 General Plan would not contribute to any potential cumulative impacts that are cumulatively considerable.

5.12 Noise and Vibration

5.12.1 Construction

It is possible that construction occurring outside the City's Planning Area could add construction traffic to some of the same roadways that would be expected to handle construction traffic during buildout of the General Plan. However, it is too speculative at this time to assess whether there would be large construction projects directly adjacent to construction accommodated under the General Plan and occurring simultaneously in a way that would create cumulative construction noise impacts.

5.12.2 Roadway Traffic

Implementation of the General Plan would generate traffic, which would increase ambient noise levels along local and regional roadways. Outdoor activity areas associated with noise-sensitive uses could potentially be exposed to noise levels in excess of applicable standards if they are located adjacent to high-volume roadways and not designed to place structures between the noise source and outdoor gathering spaces. This is a significant cumulative impact.

Implementation of the 2035 General Plan would result in a net change in traffic noise levels ranging from 0.1 dB to +2.9 dB above cumulative condition without implementation of the General Plan. The traffic noise level increase is substantial in some areas relative to existing conditions. For noise level increases, a 1-dB increase is imperceptible; a 3-dB increase is just perceptible; a 6-dB increase is clearly noticeable; and a 10-dB increase is subjectively perceived as approximately twice as loud (Egan 1988:21). The impact is less than cumulatively considerable.

Residential building facades exposed to traffic noise levels of 70 dB Ldn or less would be expected to comply with typical interior standards of 45 dB Ldn/CNEL (70 dB – 25 dB = 45 dB). The only roadway segments anticipated to exceed 70 dB Ldn are segments of SR 12 and Railroad Avenue between Birchwood Court and Village Drive. Homes along this segment are set back further than 50 feet from the centerline where the cumulative noise level would be less than 70 dB Ldn. There is no significant cumulative impact.

5.12.3 Finding

Impacts associated with the implementation of the 2035 General plan with regard to a net change in traffic noise levels are less than cumulatively considerable. There is no significant cumulative impact with regard to traffic noise on residential buildings. Cumulative impacts related to construction noise are unknown.

5.13 Population, Employment and Housing

Population growth, by itself, is not considered a significant cumulative effect because it is not an environmental impact. However, the direct and indirect effects, such as housing and infrastructure needs that are related to population growth, can lead to physical environmental effects. Increased population and employment in the region could generate the need for additional housing and infrastructure, which could lead to conversion of undeveloped land and associated adverse physical

environmental impacts of the sort that are considered in the topic-specific sections of the EIR. Considering the indirect effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact.

Impacts associated with development of residential and non-residential land uses, such as traffic, air quality degradation, noise generation, GHG emissions, and increased demand for public services and utilities, are evaluated throughout the EIR. There is no cumulatively considerable impact that is not already addressed and, as appropriate, mitigated through implementation of the 2035 General Plan policies and programs, in the EIR or found to be significant an unavoidable, but justified due to overriding considerations.

5.13.1 Finding

There is no cumulatively considerable impact that is not already addressed and mitigated for, to the extent feasible, in the EIR or found to be significant an unavoidable, but justified due to overriding considerations.

5.14 Public Services and Recreation

In terms of cumulative impacts, the appropriate service providers are responsible for ensuring adequate provision of utilities and service systems, public services, and parks and recreation facilities within their service boundaries. The following discussion analyzes the cumulative impacts on these service providers from implementation of the 2035 General Plan and future projects in other jurisdictions within their respective service areas:

5.14.1 Solid Waste

The primary landfill that serves Suisun City is the Potrero Hills Landfill, which currently accepts wastes from Solano County as well as numerous communities and transfer facilities located in the San Francisco Bay Area and throughout Northern California. With implementation of the Green Building Code and other recycling programs throughout the counties and cities within its service area, the life of the Potrero Hills Landfill will likely be extended beyond 2048. There is no significant cumulative impact.

5.14.2 Fire Protection Services

Increased demand for fire protection from the cumulative plans would be served through expansion of services and could involve construction of additional facilities. Considering the effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact. The environmental effects of constructing such facilities are analyzed at the program level throughout the environmental subsections of the EIR and there are no additional significant impacts beyond those which are already fully addressed. The impact is less than cumulatively considerable.

5.14.3 Law Enforcement Services

Increased demand for law enforcement services from the cumulative plans would be served through expansion of services and could involve construction of additional facilities. Considering the effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact. The environmental effects of constructing such facilities are analyzed at the program level throughout the environmental subsections of the EIR and there are no additional significant impacts beyond those which are already fully addressed. The impact is less than cumulatively considerable.

5.14.4 Public Schools

The implementation of the 2035 General Plan and related projects within the F-SUSD's boundaries are required to pay state-mandated school impact fees that may be used to finance new schools and equipment, and to reconstruct existing facilities to maintain adequate school facilities for all F-SUSD's students. The California Legislature has declared that the school impact fee is deemed to be full and adequate mitigation under CEQA. There is no cumulative impact.

5.14.5 Parks and Recreation

Development anticipated under the cumulative plans would increase the demand for parks and recreational facilities. If jurisdictions in the region do not have a mechanism to plan for and fund such facilities, this may cause deterioration in existing facilities. Considering the effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact.

However, the Quimby Act (California Government Code Section 66477) allows cities and counties to establish requirements for new development to dedicate land for parks, pay an in-lieu fee, or provide a combination of the two and each of the jurisdictions included in the cumulative scenario has goals and policies for parkland. Local demand is served through expansion of services and facilities. The environmental effects of constructing such facilities are analyzed at the program level throughout the environmental subsections of the EIR and there are no additional significant impacts beyond those which are already fully addressed. The impact is less than cumulatively considerable.

5.14.6 Finding

There is no significant cumulative impact related to solid waste services and schools. Impacts related to fires protection, law enforcement services and parks and recreational facilities are less than cumulatively considerable. Therefore, the 2035 General Plan would not contribute to any potential cumulative impacts that are cumulatively considerable.

5.15 Traffic and Transportation

5.15.1 Roadway Traffic Capacity – Non-Caltrans Roadways (Impact 3.14-1)

Implementing the 2035 General Plan would increase traffic volumes on non-Caltrans roadways within Suisun City, the City of Fairfield, and Solano County. On one roadway segment, Walters Road south of Air Base Parkway, the projected LOS would exceed the City of Fairfield's arterial LOS standard of D, falling to LOS E. Walters Road is part of the regional Jepson Parkway corridor, which has been planned as a regional connector between the Cities of Suisun City, Fairfield, and Vacaville. The volume growth is generated by land use change in both Fairfield and Suisun city, and reflects trip making between compatible uses both within Fairfield and between the two cities.

The 2035 General Plan includes a broad range of policies and programs that will help to reduce travel demand, but the City cannot demonstrate at this time that these policies and programs would avoid changes to traffic level of service on Walters Road in Fairfield. This impact is considered a significant cumulative impact and the contribution of the 2035 General Plan is cumulatively considerable.

5.15.1.1 Finding

The 2035 General Plan would contribute to cumulative impacts that are cumulatively considerable. The impact is significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to impacts on non-Caltrans roadways (specifically as to Walters Road in Fairfield).

5.15.1.2 Facts in Support of Finding

The following 2035 General Plan policies and programs will help reduce travel demand throughout the Planning Area. Implementation of 2035 General Plan policies and programs will help to minimize the impact of Suisun City traffic on Walters Road (Jepson Parkway) in Fairfield:

- ▶ Policy T-1.8: The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.
- ▶ Program T-1.3: Transportation Funding and Implementation. The City will maintain and implement transportation plans, including the Capital Improvement Program. The City will collaborate with Caltrans, STA, MTC, Solano County, Fairfield, and other relevant agencies to plan transportation improvements with the goal of maintaining or increasing the level of regional funding for transportation improvements in the Planning Area.
- ▶ Policy T-3.1: The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies to reduce commute period travel demand.
- ▶ Policy T-3.2: The City will encourage new developments and public facility investments designed to minimize vehicle trips and vehicle miles traveled.
- ▶ Policy T-3.3: The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.
- ▶ Policy T-3.4: The City's analytical methods, review requirements, impact fees, and investments will be designed and implemented, in part, to reduce VMT by Suisun City residents and to local commercial and employment uses.
- ▶ Policy T-3.5: The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.
- ▶ Policy T-3.6: New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- ▶ Program T-3.1: Trip Reduction Program. As resources are available, Suisun City will adopt a trip reduction ordinance, consistent with the 2035 General Plan and coordinated with the City's impact fees/Off-site Street Improvement Program.
- ▶ Policy PHS-4.1: The City will coordinate with the Association of Bay Area Governments, Solano County, the Bay Area Air Quality Management District, and California Air Resources Board, and other relevant agencies, to orient its plans, policies, and regulations to take best local advantage of regional and statewide AB 32-related infrastructure investment and other programs.

- ▶ **Policy PHS-4.2:** The City will guide land use change, direct investments, and apply its fees and programs to encourage more GHG-efficient development patterns, as feasible.
- ▶ **Policy PHS-4.3:** The City will actively pursue funding for transportation systems that promote public transit, bicycling, and pedestrian travel and other needed infrastructure, building and public realm energy efficiency upgrades, renewable energy production, land use-transportation modeling, and other projects to reduce local GHG emissions.
- ▶ **Policy PHS 4.4:** The City will collaborate with the Association of Bay Area Governments, Solano County, the Bay Area Air Quality Management District, and California Air Resources Board, and other relevant agencies, where feasible, to fund transportation and other infrastructure and service improvements that increase local GHG efficiency
- ▶ **Policy PHS-4.5:** The City will, as feasible, conduct regionally coordinated land use, transportation, and public facility planning to support GHG-efficient local development.
- ▶ **Policy PHS-6.2:** The City will ensure that the land use pattern and community design support walking and biking to promote physical activity by providing safe infrastructure such as sidewalks, bike lanes, and trails, and by providing access to parks, recreation services, and open space.
- ▶ **Policy PHS-6.3:** The City will allow for convenient transportation options that accommodate people of all ages and physical abilities, including complete and safe sidewalks, public transit, and bicycle lanes.
- ▶ **Policy PHS-8.1:** The City will encourage access to grocery stores for all residents by allowing the development of such uses within walking or biking distance of all homes.
- ▶ **Policy CCD-1.13:** The City will maintain and enhance a strong pedestrian orientation in the Downtown Waterfront Specific Plan Area through the design of buildings, streets, and sidewalks.
- ▶ **Policy CCD-1.16:** Walls and landscape buffers are not encouraged between residential and nonresidential uses unless there is no feasible alternative through site planning and design to address noise, vibration, light, glare, air pollution, and or other demonstrated physical compatibility issues between adjacent land uses.
- ▶ **Policy CCD-2.1:** The City will support projects in existing developed areas to add and enhance pedestrian connections, public art, natural drainages, shade trees and other landscaping, and make other improvements to the public realm, as needed, to improve the quality of design in existing neighborhoods and business districts.
- ▶ **Policy CCD-2.3:** The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.
- ▶ **Policy CCD-4.1:** New streets shall provide comfortable travel areas for pedestrians, bicyclists, and drivers to facilitate multi-modal travel for people of all ages.
- ▶ **Policy CCD-4.2:** New developments shall provide connecting streets with short blocks that create a pedestrian-scale environment.
- ▶ **Policy CCD-4.3:** New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.

- ▶ Policy CCD-4.9: Benches, trash receptacles, drinking fountains, bus shelters, signage, and other improvements should be located along sidewalks and designed to enhance the visual environment and provide a welcoming place for pedestrians.
- ▶ Policy CCD-4.10: The City will work with Caltrans to install aesthetic and functional improvements along the SR-12 corridor, including landscaping, trees, pedestrian and bicycle pathways, separated from the travelway, and noise attenuation improvements.
- ▶ Policy CCD-5.1: The City will encourage – through entitlement streamlining, flexibility in development standards, fee structures, and other incentives – infill development of vacant or underutilized properties within Opportunity Areas.
- ▶ Policy CCD-5.2: The City will encourage creative design approaches, where necessary, to allow for mixed-use development within Opportunity Areas.
- ▶ Policy CCD-7.3: New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- ▶ Policy LU-1.1: The City will encourage reinvestment in existing buildings and development of vacant and underutilized properties within existing neighborhoods.
- ▶ Policy LU-1.3: The City will guide land use change so that public gathering places, commercial services, recreational other civic uses, and cultural destinations are within walking or biking distance, or accessible via public transit to as many Suisun City residents as feasible.
- ▶ Policy LU-2.2: The City will encourage business and personal services, government and other civic uses, professional offices, and high-density residential uses to locate within the Priority Development Area.
- ▶ Policy LU-2.3: The City will accommodate transit-oriented, mixed-use, residential and employment development within the City's Priority Development Area between present and 2035.
- ▶ Policy LU-3.1: In the Northwest Downtown Opportunity Area, the City will promote transition of underutilized light industrial and service-oriented uses to entertainment, retail, higher-density residential, and professional office uses.
- ▶ Policy LU-3.2: In the Northeast Downtown Opportunity Area, the City will encourage development that is specifically designed with an orientation to the train station. This may include, but is not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.
- ▶ Policy LU-3.4: In the South Sunset Avenue Area, the City will encourage additional retail, commercial service, professional office, and similar development that is oriented to, and accessible by nearby residential development.
- ▶ Policy LU-3.5: In the North Sunset Avenue Area, the City will facilitate higher-intensity retail, commercial service, and professional office development that is oriented to, and accessible by nearby residential development.
- ▶ Policy LU-4.1: The City will support the provision of facilities, services, or infrastructure only in areas that are planned for development. The City will not induce growth by supporting the provision of services or infrastructure in areas that are not planned for development under the General Plan.
- ▶ Policy LU-4.2: The City will only allow annexation of land that is on or adjacent to lands with available urban services.

- ▶ **Policy LU-4.5:** The City will create a fee structure and public investment strategy that provides incentives for compact development within the Downtown Waterfront Specific Plan Area, Opportunity Areas, and land within existing City limits.
- ▶ **Policy LU-4.6:** The City will maintain development and infrastructure standards that promote infill development and allow lot consolidation for redevelopment, where necessary.
- ▶ **Policy LU-4.7:** The City will support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment.
- ▶ **Policy LU-4.8:** The City will use performance-based standards to address important aspects of land use compatibility (air, noise, vibration, heavy truck traffic, light, and glare) without impeding mixed-use infill development.
- ▶ **Policy T-1.6:** The City will design and operate streets and intersections to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- ▶ **Policy T-1.8:** The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.
- ▶ **Policy T-2.1:** The City will require and maintain an interconnected street network with short blocks to support pedestrian, bicycle, transit, automobile, and emergency access.
- ▶ **Policy T-2.2:** New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.
- ▶ **Policy T-2.3:** New developments shall be highly connected internally and connected with adjacent developed areas.
- ▶ **Policy T-2.4:** The City will support improvements that connect existing gaps in the transportation system, and that provide visual cues directing users onto through streets.
- ▶ **Policy T-2.5:** The City prefers direct connections that allow cars, bikes, and pedestrian through traffic over “doglegs” or “T” intersections.
- ▶ **Policy T-2.7:** The City will support improvements to regional connectivity, including connections to Fairfield, SR 12, Jepson Parkway, and I-80 that reduce trip lengths and provide redundant routes for emergency responders.
- ▶ **Policy T-2.8:** The City will use unified streetscapes and signage to create visual links for pedestrians, cyclists, and motorists and communicate routes that connect to the Downtown Waterfront Area.
- ▶ **Policy T-3.1:** The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies to reduce commute period travel demand.
- ▶ **Policy T-3.2:** The City will encourage new developments and public facility investments designed to minimize vehicle trips and vehicle miles traveled.
- ▶ **Policy T-3.3:** The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.

- ▶ **Policy T-3.4:** The City's analytical methods, review requirements, impact fees, and investments will be designed and implemented, in part, to reduce VMT by Suisun City residents and to local commercial and employment uses.
- ▶ **Policy T-3.5:** The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.
- ▶ **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- ▶ **Policy T-6.1:** The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.
- ▶ **Policy T-6.2:** The City will require design, construction, operation, and maintenance of "complete streets" that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
- ▶ **Policy T-6.3:** The City will proactively coordinate with regional transportation and transit agencies to enhance the local transportation network in a way that encourages bicycling, walking, and transit use.
- ▶ **Policy T-6.4:** The City will collaborate with public transit agencies to provide a safe, efficient, comprehensive and integrated transit system. The City will prioritize improvements to the local bus system that connect with passenger train service.
- ▶ **Policy T-6.6:** Bicycle parking shall be provided near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.
- ▶ **Policy T-6.9:** The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.
- ▶ **Policy T-6.10:** The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.
- ▶ **Policy T-6.12:** New building frontages shall be oriented to pedestrians. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking areas.
- ▶ **Policy T-6.13:** New developments shall provide pathways that link to sidewalks, trails, streets, and adjacent transit stops.
- ▶ **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.1:** Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.
- ▶ **Policy T-7.4:** The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.

- ▶ **Policy T-7.6:** The City will reduce parking requirements for mixed-use developments, for developments providing shared parking, for developments within ¼ mile of a bus stop or the train station, and for developments that incorporate travel demand measures.
- ▶ **Policy T-7.7:** Unless unusual circumstances warrant, the City discourages construction of new surface parking spaces in amounts greater than required by City standards.
- ▶ **Policy T-7.8:** New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.
- ▶ **Policy T-7.9:** The City may waive or relax off-site parking requirements for infill and affordable housing projects that use shared parking, on-street parking, and techniques to reduce vehicular travel demand.
- ▶ **Policy T-7.10:** The City will establish parking maximums for new developments within the Downtown Waterfront Specific Plan Area and all areas within ½ mile walking distance from the train station.
- ▶ **Policy OSC-6.3:** Infill development in the Downtown Waterfront District shall be designed to preserve the overall pedestrian-scaled environment, including building configuration, setting, and orientation.
- ▶ **Policy-OSC-8.1:** The City will implement relevant policies from the Land Use and Transportation Elements that encourage connected transportation networks, provide for alternate modes of transportation, and encourage mixed-use and compact development patterns to reduce transportation energy use in Suisun City.

5.15.2 Roadway Traffic Capacity – Caltrans Routes (Impact 3.14-2)

Implementation of the 2035 General Plan is projected to cause segments of SR 12 to fall to LOS D, E, or F in 2035, which is below the Caltrans standard of the LOS C/D threshold. The volume growth is generated by development in Suisun City, Fairfield, and the rest of the region, including Rio Vista and communities to the east. While the Solano Transit Authority (STA) plans on widening SR 12, most of the work is projected to occur beyond the year 2035. While SR 12 is a Caltrans-owned and operated facility, Suisun City participates in planning for operational and capacity improvements on the route, as a member agency of the Solano Transportation Authority. This impact is considered a significant cumulative impact and the contribution of the 2035 General Plan is cumulatively considerable.

5.15.2.1 Finding

The 2035 General Plan would contribute to cumulative impacts that are cumulatively considerable. The impact is significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to impacts on Caltrans routes (specifically as to SR 12 between Beck Avenue and Walters Road).

5.15.2.2 Facts in Support of Finding

The following 2035 General Plan policies and programs provide the basis for Suisun City's ongoing cooperation with the STA and Caltrans to minimize traffic growth on the corridor and plan for improvements to this corridor:

- ▶ Policy T-1.8: The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.
- ▶ Policy T-3.1: The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies.

5.15.3 Roadway Traffic Capacity – CMP Routes (Impact 3.14-3)

Implementing the 2035 General Plan would increase traffic volumes on CMP routes. Certain segments of SR 12 are projected to fall to LOS D, E, or F, and Walters Road near Air Base Parkway (in Fairfield) is projected to reach LOS E. However, the traffic increases would not cause these CMP routes to exceed the CMP LOS standard of F (for SR 12) and E (for Walters Road). There is no significant cumulative impact.

No mitigation measures are required because impacts are less than significant. However, to further reduce the roadway traffic capacity on CMP Routes, the 2035 General Plan incorporates the following policies and programs:

- ▶ Policy T-1.8: The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.
- ▶ Policy T-3.1: The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies.

5.15.3.1 Finding

There is no significant cumulative impact.

5.16 Utilities and Energy

5.16.1 Water Supply

Implementation of the 2035 General Plan would designate land uses that, if developed to full buildout, would increase water demand. The policies of the General Plan incorporate and reference the existing requirements of state law that require demonstration of adequate long-term water supply for large development projects. The County has also incorporated water conservation policies in its General Plan, which supplement water conservation that is already required as a part of building code compliance. Collectively, these policies and laws would apply to all new water-consuming land uses that would occur under buildout to ensure that sufficient water sources are made available to serve new development.

Water supply is projected to be sufficient in normal water years through 2035. However, water supply in single-dry and multiple-dry water years is insufficient to meet demand within the SSWA service area over the 20-year planning period. Therefore, SSWA could have insufficient water supplies available to

serve buildout of the 2035 General Plan from existing or permitted entitlements in single-dry and multiple-dry water years.

Several recent studies have shown that existing water supply systems are sensitive to climate change. Potential impacts of climate change on water supply and availability could directly and indirectly affect a wide range of institutional, economic, and societal factors. Much uncertainty also exists with respect to how climate change will affect future demand of water supply. Considering the influence of climate change, the City conservatively finds that there could be a significant cumulative impact. Because implementation of the 2035 General Plan would contribute to the need for new water supply entitlements to provide potable water supplies to the City, implementation of the 2035 General Plan could contribute to currently unknown but potentially significant and unavoidable environmental effects. Additionally, impacts could remain significant after implementation of mitigation, or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level. This impact is cumulatively considerable and significant and unavoidable.

5.16.2 Water Conveyance and Treatment Facilities

Buildout of the Draft General Plan would require the extension and expansion of water conveyance and treatment facilities and potentially new facilities in the future. Construction of new or expansion of existing water treatment and conveyance facilities could have adverse effects on the physical environment. Considering the effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact. The 2035 General Plan includes policies and programs to reduce or avoid impacts, as noted this EIR. The environmental effects of constructing such facilities are analyzed program level throughout the environmental subsections of this EIR and there are no additional significant impacts beyond that which is already fully addressed. The impact is less than cumulatively considerable.

5.16.3 Water Collection, Conveyance, and Treatment Facilities

Implementation of the Draft General Plan would require the extension and expansion of wastewater collection, conveyance, and treatment facilities and potentially new facilities in the future. Construction of new or expansion of existing wastewater facilities could have adverse effects on the physical environment. Considering the effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact. The 2035 General Plan includes policies and programs to reduce or avoid impacts, as noted throughout this EIR. The environmental effects of constructing such facilities are analyzed program level throughout the environmental subsections of this EIR and there are no additional significant impacts beyond that which is already fully addressed. The impact is less than cumulatively considerable.

5.16.4 Stormwater Drainage Facilities

The 2035 General Plan is anticipated to accommodate a variety of land use changes which would require stormwater system improvements. Construction of new or expansion of existing facilities could have adverse effects on the physical environment. Considering the effects from past, present, and future development under the cumulative plans, this is a significant cumulative impact. The 2035 General Plan includes policies and programs to reduce or avoid impacts, as noted throughout this EIR. The environmental effects of constructing such facilities are analyzed program level throughout the environmental subsections of this EIR and there are no additional significant impacts beyond that which is already fully addressed. The impact is less than cumulatively considerable.

5.16.5 Finding

Despite inclusion of policies and strategies to reduce impacts related to water supply, the impacts are a cumulatively considerable contribution to a significant cumulative impact. With the exception of the policies and programs of the 2035 General Plan identified in the EIR, no additional feasible mitigation is available to reduce this impact. The impacts are considered significant and unavoidable. The impact is significant and unavoidable.

As is explained in the Statement of Overriding Considerations in Section 7, the environmental, economic, social, and other benefits of the Project outweigh and override the remaining significant adverse cumulative impacts relating to impacts on water supply (specifically as it relates to the impacts of climate change).

6. Project Alternatives

CEQA requires that an EIR include an analysis of a reasonable range of feasible alternatives to a proposed project capable of avoiding or substantially lessening any significant adverse environmental impact associated with the project. The discussion of alternatives is required to include the "No Project" alternative. CEQA requires further that the City of Suisun City identify an environmentally superior alternative. If the "No Project" alternative is the environmentally superior alternative, an environmentally superior alternative must be identified from among the other alternatives (CEQA Guidelines, Section 15126.6).

As set forth in these Findings, the implementation of Project will result in significant impacts that are considered unavoidable.

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, whether there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. An alternative may be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. Thus, "feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." of a project (City of Del Mar, *supra*, 133 Cal.App.3d at p. 417; see also Sequoyah Hills, *supra*, 23 Cal.App.4th at p. 715).

During the General Plan Update process, there were a number of conceptual land use alternatives considered by City staff, decision makers, and the public. The City developed a series of diagrams, with accompanying analysis and narrative to facilitate a public discussion regarding the preferred alternative that should be used as the basis of developing the 2035 General Plan.

The primary difference between General Plan and EIR alternatives has to do with their purpose. General Plan alternatives are designed to evaluate various development and conservation concepts for the purpose of exploring different policy directions and emphasis in the General Plan Update process. General Plan alternatives provide the platform for a discussion of pros and cons of different conceptual approaches to managing land use change, resource conservation, transportation, local economy, and other key General Plan policy topics. EIR alternatives – those presented in this section – are developed specifically to reduce potentially significant impacts attributable to implementing the 2035 General Plan.

The following alternatives to the project were considered and evaluated in the EIR.

6.1 Alternative 1 – No Project

This alternative assumes that the 2035 General Plan would not be implemented but instead the City would build out as provided in the 1992 General Plan, as it has been amended in the time since adoption. This alternative would involve a slightly smaller development footprint compared to the 2035 General Plan

6.1.1 Impact Analysis

6.1.1.1 Agriculture

This alternative would avoid development of an area west of the City that has a current Solano County agricultural zoning of A-40 and would preserve in agricultural open space an area north of Peterson Road that currently has a Solano County agricultural zoning of A-20; both are identified for development under the 2035 General Plan. Otherwise, impacts related to agricultural resources under this alternative are similar to impacts under the 2035 Draft General Plan.

6.1.1.2 Air Quality

Compared to the 2035 General Plan, this alternative would reduce vehicle miles traveled (VMT) by approximately 10%, reducing criteria air pollutant emissions and air quality impacts. VMT per capita would be reduced by approximately 5% under this alternative when compared with the 2035 General Plan. The smaller development footprint would also result in reduced construction-related emissions.

6.1.1.3 Biological Resources

This alternative would reduce the development footprint for an area west of the City that could support special-status species anticipated for development under the 2035 General Plan. As a result, biological resources impacts would be reduced under this alternative compared to the 2035 General Plan.

6.1.1.4 Cultural Resources

The smaller development footprint would reduce potential impacts to cultural resources compared to the 2035 General Plan. This alternative anticipates development of the Downtown Waterfront Area in the same way as does the 2035 General Plan and potential impacts to historic resources would be the same.

6.1.1.5 Greenhouse Gas (GHG) Emissions

This alternative would reduce vehicle miles traveled (VMT) by approximately 10% resulting in reduced criteria air pollutant emissions and air quality impacts. VMT per capita would be reduced by approximately 5%, when compared with the 2035 General Plan; however, per-employee emissions would increase of approximately 7%. The smaller development footprint under this alternative would result in reduced construction-related GHG emissions.

6.1.1.6 Energy

Alternative 1 is anticipated to slightly increase energy demand compared to the 2035 General Plan, based on the increased residential development potential. However, since the transportation sector is the single largest consumer of energy, and since this alternative would also reduce travel demand slightly compared to the 2035 General Plan, energy use would also be reduced compared with the 2035 General Plan.

6.1.1.7 Geology, Soils, Mineral Resources, and Paleontological Resources

Alternative 1 provides for a similar level and location of development as does the 2035 General Plan; therefore, this alternative would have similar impacts related to soils limitations, seismic risk, and paleontological resources. Alternative 1 reduces the development footprint in an area with moderate liquefaction potential, and preserves in open space an area north of Peterson Road that has high shrink-swell potential and a paleontology sensitive geologic formation. Otherwise, impacts would be similar to those anticipated under the 2035 General Plan.

6.1.1.8 Hazards and Hazardous Materials

Alternative 1 would involve the same overall level and type of development and the same location of development as anticipated under the 2035 General Plan; therefore, impacts related to hazards and hazardous materials would be similar. Alternative 1 includes a smaller development footprint west of the existing City limits, compared to the 2035 General Plan, in an area of high fire risk. Otherwise, impacts would be similar.

6.1.1.9 Hydrology and Water Quality

With a similar level and character of development, it is anticipated that under this alternative, impacts related to water quality standards would be similar to those anticipated under the 2035 General Plan. However, the smaller development footprint would reduce impacts related to erosion, construction-related effects, and interference with groundwater recharge.

6.1.1.10 Land Use and Planning

This alternative anticipates the same basic mix of land uses as anticipated under the 2035 General Plan and a similar location for future development. Similar to the 2035 General Plan, this alternative is not anticipated to divide existing communities. Future annexations under Alternative 1 would be subject to the same Solano Local Agency Formation Commission and Travis Air Force Base Land Use Compatibility Plan requirements as the 2035 General Plan.

6.1.1.11 Noise and Vibration

Since this alternative involves the same overall location, scale, and type of development, construction noise and vibration impacts would be similar to those anticipated for the 2035 General Plan, assuming the same level and extent of development. However, the smaller development footprint would result in reduced construction-related noise and vibration. Since Alternative 1 would have lower travel demand compared to the 2035 General Plan, traffic noise impacts would also be reduced.

6.1.1.12 Population, Employment, and Housing

Alternative 2 would accommodate slightly less housing and population relative to the 2035 General Plan, although population growth in and of itself is not an adverse effect. Overall, impacts attributable to the implementation of this alternative would be similar to those anticipated for the 2035 General Plan.

6.1.1.13 Utilities and Service Systems, Public Services, and Recreation

Because Alternative 1 would accommodate more housing and population relative to the 2035 General Plan, this alternative would slightly increase the demand for solid waste services, fire protection, law enforcement, and recreational facilities; however, this alternative also anticipates less non-residential square footage. Water demand, and demand for wastewater collection and treatment services would be similar. Overall, public services and utilities impacts attributable to this alternative would be similar to those anticipated for the 2035 General Plan.

6.1.1.14 Traffic and Transportation

Alternative 1 would reduce VMT by approximately 10% compared with the 2035 General Plan, reducing potential traffic and transportation impacts.

6.1.1.15 Visual Resources

Although the same area, in large part would be developed resulting in similar impacts to scenic view, this alternative has a smaller footprint area outside City limits to the west, in a currently undeveloped area. This alternative also would retain in open space areas north of Peterson Road east of the existing City limits. This would reduce nighttime lighting impacts in these portions of the City's Planning Area. Otherwise, impacts associated with Alternative 1 are similar to those anticipated under the 2035 General Plan.

6.1.2 Feasibility/Ability to Meet Project Objectives

Under the No Project Alternative, the City would continue to implement its existing (pre-update) General Plan adopted more than 20 years ago (1992), which would remain as the adopted long-range planning policy document for the City. Adoption of this alternative would not provide the City a comprehensive update to goals and policies to help incorporate current planning, environmental, and regulatory trends and objectives. The updated General Plan better reflects current on-the-ground conditions than the existing General Plan. The No Project Alternative would also not establish long-term policies and guidance to direct Suisun City's growing population through the year 2035.

Further, failure to adopt new economic strategies, such as those outlined in the Economic Development Element and the failure to update the City's land use designations make this alternative inconsistent with objectives to support economic development. Without changes in the City's land use policies, the City could not achieve economic objectives, but would also not allow the City to achieve related objectives for fiscal sustainability, non-vehicular transportation, resource conservation, and enhanced local City quality of life.

Additionally, the 2035 General Plan recognizes the importance of co-ordinating with the County and nearby cities. The County, regional government, and nearby cities are essential to the success of the General Plan's policies and programs. Of particular relevance for regional coordination are the City's policies on regional transportation and assessing local vulnerability to climate change and development of strategies to adapt to the effects of climate change.

The 2035 General Plan is focused on the community planning issues suggested by the public, Planning Commission, and City Council during the extensive outreach that accompanied the General Plan update process. The 2035 General Plan addresses greenhouse gas emissions and climate change, where the current General Plan does not. The 2035 General Plan addresses energy demand, where the current General Plan does not. In many other ways, the current General Plan does not address, or does not adequately address the full range of key social, economic, and environmental issues that will confront Suisun City between now and 2035. The current General Plan does not address redevelopment and revitalization of the Downtown Waterfront Area.

6.1.3 Finding

The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a project. For these reasons stated above, the City Council rejects Alternative 1 - No Project alternative as infeasible within the meaning of CEQA.

6.2 Alternative 2

Alternative 2 anticipates the same basic mix of land uses as anticipated under the 2035 General Plan and a similar location or future development. However, it would reduce the overall footprint (preserving in open space an area outside City limits to the west of the City), accommodating slightly less housing relative to the 2035 General Plan. This alternative would increase flexibility in allowable land use by increasing the amount of mixed-use development allowed in certain development opportunity areas throughout the City. This alternative would facilitate a greater number of professional office jobs by increasing the amount of this type of development and reducing slightly the amount of service sector jobs compared to the 2035 General Plan, but would still allow for all local retail and service needs to be met, however. As identified in Chapter 4 of the EIR ("Alternatives"), for purposes of the EIR, Alternative 2 is environmentally superior.

6.2.1 Impact Analysis

6.2.1.1 Agriculture

This alternative would avoid development of an area west of the City that has a current Solano County agricultural zoning of A-40, and that is identified for development under the 2035 General Plan. Otherwise, impacts related to agricultural resources under this alternative are similar to impacts under the 2035 Draft General Plan.

6.2.1.2 Air Quality

This alternative would result in marginally fewer dwelling units and population, increased local office employment opportunities, and involves a smaller overall development footprint which would result in slightly fewer vehicle and construction-related emissions. Alternative 2 also reduces commercial retail and service development compared to the 2035 General Plan, which would reduce air pollutant emissions from these sources. Impacts related to air quality would be reduced under this alternative.

6.2.1.3 Biological Resources

This alternative would avoid development in an area west of the current City limits that could support special-status species and is anticipated for development under the 2035 General Plan. As a result, biological resources impacts would be reduced under this alternative compared to the 2035 General Plan.

6.2.1.4 Cultural Resources

Compared to the 2035 General Plan, this alternative would involve a smaller development footprint, resulting in reduced potential impacts to cultural resources. This alternative anticipates development of the Downtown Waterfront Area in the same way as does the 2035 General Plan and potential impacts to historic resources would be the same.

6.2.1.5 Greenhouse Gas (GHG) Emissions

This alternative would result in marginally fewer dwelling units and population, increased local office employment opportunities, less commercial retail and service development, and involve a smaller overall development footprint which would result in slightly fewer vehicle, construction, and operational (e.g. heating and cooling of buildings) GHG emissions. Impacts related to GHG emissions would be reduced under this alternative.

6.2.1.6 Energy

Alternative 2 anticipates a very slight reduction in dwelling units and population compared with the 2035 General Plan; therefore, residential energy use would be reduced. This alternative also includes

increased local employment opportunities for residents. Since transportation is the major consumer of energy for the 2035 General Plan and for this alternative, energy use would be reduced under this alternative. Less commercial retail and service development under this alternative would also reduce energy use associated with these types of operations (e.g., heating and cooling of buildings).

6.2.1.7 *Geology, Soils, Mineral Resources, and Paleontological Resources*

Alternative 2 provides for a similar level and location of development as does the 2035 General Plan. Therefore, this alternative would have similar impacts related to soils limitations, seismic risk, and paleontological resources. Alternative 2 reduces the development footprint in an area with moderate liquefaction potential. Otherwise, impacts would be similar to those anticipated under the 2035 General Plan.

6.2.1.8 *Hazards and Hazardous Materials*

Alternative 2 would involve the same overall level and type of development and the same location of development as anticipated under the 2035 General Plan; therefore, impacts related to hazards and hazardous materials would be similar. Alternative 2 includes a smaller development footprint west of the existing City limits, compared to the 2035 General Plan, in an area of high fire risk. Otherwise, impacts would be similar.

6.2.1.9 *Hydrology and Water Quality*

With a similar level and character of development, it is anticipated that under this alternative, impacts related to water quality standards would be similar to those anticipated under the 2035 General Plan. However, the smaller development footprint would reduce impacts related to erosion, construction-related effects, and interference with groundwater recharge.

6.2.1.10 *Land Use and Planning*

This alternative anticipates the same basic mix of land uses as anticipated under the 2035 General Plan and a similar location for future development. Similar to the 2035 General Plan, this alternative is not anticipated to divide existing communities. Future annexations under Alternative 2 would be subject to the same Solano Local Agency Formation Commission and Travis Air Force Base Land Use Compatibility Plan requirements as the 2035 General Plan.

6.2.1.11 *Noise and Vibration*

Alternative 2 would have similar noise and vibration impacts as those anticipated under the 2035 General Plan since the same overall location, scale, and type of development would occur. Alternative 2 has a smaller development footprint than the 2035 General Plan, so the extent of construction-related noise and vibration would be reduced.

6.2.1.12 *Population, Employment, and Housing*

This alternative would accommodate slightly less housing and population relative to the 2035 General Plan, although population growth in and of itself is not an adverse effect. Overall, impacts attributable to the implementation of this alternative would be similar to those anticipated for the 2035 General Plan.

6.2.1.13 *Utilities and Service Systems, Public Services, and Recreation*

Alternative 2 would accommodate the same amount of housing and population relative to the 2035 General Plan, and the same level of impacts related to solid waste services, fire protection, law enforcement, and recreational facilities. However, this alternative also anticipates a reduced overall amount of non-residential square footage and therefore, impacts may be reduced related to water demand, construction of water and wastewater facilities, storm drainage, and other service systems

6.2.1.14 Traffic and Transportation

This alternative anticipates a very slight reduction in dwelling units and population compared with the 2035 General Plan, reducing residential vehicular trips, and includes increased local employment opportunities for residents which could help reduce travel demand compared to the 2035 General Plan. Alternative 2 also reduces commercial retail and service development, which would also reduce transportation impacts.

6.2.1.15 Visual Resources

Although the same area, in large part would be developed resulting in similar impacts to scenic view, this alternative has a smaller footprint area outside City limits to the west, in a currently undeveloped area. This would reduce nighttime lighting impacts and a change in visual character for this portion of the City's Planning Area. Otherwise, impacts associated with Alternative 2 are similar to those anticipated under the 2035 General Plan.

6.2.2 Feasibility/Ability to Meet Project Objectives

Alternative 2 would not achieve the Project objectives to the same degree that the 2035 General Plan would for the following reasons:

- ▶ The alternative would not avoid the significant impacts of the Project.
- ▶ This alternative would not fully meet the project objective to maintain an economic base that is fiscally balanced and provides a wide range of job opportunities, or retain and attract new businesses to support the tax base because it would focus job growth primarily in professional office employment opportunities while reducing the amount of commercial retail and service development and associated jobs compared to the 2035 General Plan.
- ▶ This alternative would not fully meet the project objective to promote a diverse and desirable balance of land uses that can help support the City's fiscal viability.
- ▶ A diversity of land uses also has positive effects on community livability and quality of life. This alternative would not fully meet the objective to maximize the quality of community life in Suisun City in fostering an inclusive, multigenerational community that is economically diverse, providing a full-spectrum of activities and services to meet the needs of the entire community, including youth and seniors.
- ▶ This alternative would not fully meet the objective of creating a tourism and entertainment destination by encouraging the development of diverse land uses that provides a more vibrant and active community with both daytime and nighttime activities, including those that promote arts and culture. While creating more local professional office jobs, opportunities for other non-residential development for retail and services such as theaters, music venues, and galleries, would be reduced under Alternative 1 when compared to the 2035 General Plan.

6.2.3 Finding

The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a project. For the above reasons, the City Council rejects Alternative 2 as infeasible within the meaning of CEQA.

6.3 Alternative 3

This alternative would avoid development in sensitive natural areas outside City limits to the west and would also avoid development of properties outside City limits to the east. Alternative 3 also increases the number of compact residential development opportunities in areas with good transportation access. Alternative 3 would provide roughly 1/3rd of dwelling units in a higher-density residential category compared to approximately 1/5th in the 2035 General Plan. This alternative also is designed to ensure adequate capacity to serve local retail and service needs.

6.3.1 Impact Analysis

6.3.1.1 Agriculture

This alternative would avoid development of an area west of the City that has a current Solano County agricultural zoning of A-40 and would preserve in agricultural open space an area north of Peterson Road that currently has a Solano County agricultural zoning of A-20; both are identified for development under the 2035 General Plan. Otherwise, impacts related to agricultural resources under this alternative are similar to impacts under the 2035 Draft General Plan.

6.3.1.2 Air Quality

Alternative 3 anticipates an increase in residential density in some areas served by transit and close to services and employment opportunities compared to the 2035 General Plan. These factors together may increase non-automobile trips which could offset the increased residential development and associated air quality impacts. Alternative 3 also increases local employment opportunities for residents which could reduce vehicle miles traveled (VMT) and related air pollutant emissions relative to the 2035 General Plan. Alternative 3 also reduces commercial retail and service development which would also reduce air pollutant emissions. Finally, this alternative would reduce the overall development footprint compared to the 2035 General Plan, resulting in reduced construction-related emissions.

6.3.1.3 Biological Resources

This alternative would reduce the development footprint for an area west of the City that could support special-status species anticipated for development under the 2035 General Plan. As a result, biological resources impacts would be reduced under this alternative compared to the 2035 General Plan.

6.3.1.4 Cultural Resources

Compared to the 2035 General Plan, this alternative would involve a smaller development footprint, resulting in reduced potential impacts to cultural resources. This alternative anticipates development of the Downtown Waterfront Area in the same way as does the 2035 General Plan and potential impacts to historic resources would be the same.

6.3.1.5 Greenhouse Gas (GHG) Emissions

Alternative 3 anticipates an increase in residential density in some areas served by transit and close to services and employment opportunities compared to the 2035 General Plan. These factors together may increase non-automobile trips which could offset the increased residential development in terms of GHG emissions impacts. Alternative 3 also includes increased local employment opportunities for residents which could reduce vehicle miles travelled (VMT) and related GHG emissions relative to the 2035 General Plan. Alternative 3 also reduces commercial retail and service development, which would also reduce GHG emissions associated with transportation and heating and cooling of buildings, among other sources. Finally, this alternative would reduce the overall development footprint compared to the 2035 General Plan, resulting in reduced construction-related emissions.

6.3.1.6 *Energy*

Alternative 3 anticipates an increase in residential density in some areas served by transit and close to services and employment opportunities compared to the 2035 General Plan. These factors together may increase non-automobile trips which could offset the increased residential development in terms of total energy use. Alternative 3 also includes increased local employment opportunities for residents which could reduce vehicle miles travelled (VMT) and related energy use relative to the 2035 General Plan. Alternative 3 also reduces commercial retail and service development, reducing related energy use (e.g., transportation, building cooling) compared to the 2035 General Plan.

6.3.1.7 *Geology, Soils, Mineral Resources, and Paleontological Resources*

This alternative provides for a similar level and location of development as does the 2035 General Plan. Therefore, this alternative would have similar impacts related to soils limitations, seismic risk, and paleontological resources. Alternative 3 reduces the development footprint in an area with moderate liquefaction potential. Alternative 3 also preserves in open space an area north of Peterson Road that has high shrink-swell potential and a paleontology sensitive geologic formation. Otherwise, impacts would be similar to those anticipated under the 2035 General Plan.

6.3.1.8 *Hazards and Hazardous Materials*

Alternative 3 would involve the same overall level and type of development and the same location of development as anticipated under the 2035 General Plan. Therefore, hazards and hazardous materials impacts would also be similar. Alternative 3 includes a smaller development footprint west of the existing City limits, compared to the 2035 General Plan, in an area of high fire risk. Otherwise, impacts would be similar.

6.3.1.9 *Hydrology and Water Quality*

With a similar level and character of development, it is anticipated that under this alternative, impacts related to water quality standards would be similar to those anticipated under the 2035 General Plan. However, the smaller development footprint would reduce impacts related to erosion, construction-related effects, and interference with groundwater recharge.

6.3.1.10 *Land Use and Planning*

This alternative anticipates the same basic mix of land uses as anticipated under the 2035 General Plan and a similar location for future development. Similar to the 2035 General Plan, this alternative is not anticipated to divide existing communities. Future annexations under Alternative 3 would be subject to the same Solano Local Agency Formation Commission and Travis Air Force Base Land Use Compatibility Plan requirements as the 2035 General Plan.

6.3.1.11 *Noise and Vibration*

Alternative 3 anticipates an increase in total dwelling units in areas with good transportation access and also somewhat elevated transportation noise levels. This could increase noise impacts compared to the 2035 General Plan if future residential projects in these areas were not designed to avoid adverse impacts to future residents. This alternative would reduce the overall development footprint compared to the 2035 General Plan resulting in reduced construction-related noise and vibration.

6.3.1.12 *Population, Employment, and Housing*

Alternative 3 would accommodate more housing and population relative to the 2035 General Plan, although population growth in and of itself is not an adverse effect. Overall, impacts attributable to the implementation of this alternative would be similar to those anticipated for the 2035 General Plan.

6.3.1.13 Utilities and Service Systems, Public Services, and Recreation

Because Alternative 3 would accommodate more housing and population relative to the 2035 General Plan, this alternative would slightly increase the demand for solid waste services, fire protection, law enforcement, and recreational facilities; however, this alternative also anticipates less non-residential square footage. Water demand, and demand for wastewater collection and treatment services would be similar. Overall, public services and utilities impacts attributable to this alternative would be similar to those anticipated for the 2035 General Plan.

6.3.1.14 Traffic and Transportation

Alternative 3 anticipates an increase in residential density in some areas served by transit and close to services and employment opportunities compared to the 2035 General Plan. These factors together may increase non-automobile trips which could offset the increased residential development compared to the 2035 General Plan, in terms of travel demand impacts. Alternative 3 also includes increased local employment opportunities for residents which could reduce commute-related travel demand relative to the 2035 General Plan. Alternative 3 reduces commercial retail and service development, also reducing related travel demand.

6.3.1.15 Visual Resources

Although the same area, in large part would be developed resulting in similar impacts to scenic view, this alternative has a smaller footprint area outside City limits to the west, in a currently undeveloped area. This would reduce nighttime lighting impacts and a change in visual character for this portion of the City's Planning Area. Alternative 3 would also preserve in open space an area outside City limits to the east, which would avoid nighttime lighting impacts and a change in visual character for this portion of the City's Planning Area. Otherwise, impacts associated with Alternative 3 are similar to those anticipated under the 2035 General Plan.

6.3.2 Feasibility/Ability to Meet Project Objectives

Alternative 3 would not achieve the Project objectives to the same degree that the 2035 General Plan would for the following reasons:

- ▶ The alternative would not avoid the significant impacts of the Project.
- ▶ With the substantially increased residential densities in Alternative 3, the array of housing types would be somewhat narrowed, compared to the 2035 General Plan. Whereas the 2035 General Plan encourages more compact development patterns than present today in Suisun City and elsewhere in growing East Bay Area communities, Alternative 3 would envision very substantial changes in residential density. While the 2035 General Plan provides a balance of housing opportunities with somewhat increased densities, Alternative 3 would not provide as many new opportunities for lower-density housing. With the narrower range of housing opportunity provided under Alternative 3, it is likely the absorption rate for new development would be slower.
- ▶ Alternative 3 would not achieve City objectives to the extent as the proposed project in relation to economic vitality, providing jobs, services, and revenues, or retaining or attracting new businesses to support the tax base and provide jobs and services for the community.
- ▶ This alternative would not fully meet the objective of creating a tourism and entertainment destination by encouraging the development of diverse land uses that provides a more vibrant and active community with both daytime and nighttime activities, including those that promote arts and culture. While creating more local professional office jobs, opportunities for other non-

residential development for retail and services such as theaters, music venues, and galleries, would be reduced under Alternative 3 when compared to the 2035 General Plan.

6.3.3 Finding

The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a project. For the above reasons, the City Council rejects Alternative 2 as infeasible within the meaning of CEQA and CEQA case law.

6.4 Conclusion Regarding Project Alternatives

Based on the foregoing analysis and pursuant to CEQA Guidelines Section 15126.6, the City has considered a range of reasonable alternatives to the proposed Project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen certain significant effects of the project. The City has evaluated the comparative merits of the various alternatives and identified and analyzed potential environmentally superior alternatives in addition to the No Project alternative.

As shown in Chapter 4 of the EIR ("Alternatives"), for the purposes of the EIR, Alternative 2 is environmentally superior because the alternative would reduce impacts in the most topic areas compared to the proposed 2035 General Plan.

Based on this analysis and substantial evidence in the record, the City finds and determines that certain components of both Alternatives 2 and 3 are economically, legally, socially, technologically and environmentally feasible. However, the General Plan update must be adopted and implemented as a whole, and the components must be internally consistent. As explained more fully above, none of the alternatives, in its pure form, is feasible within the meaning of CEQA and therefore each alternative is rejected in favor of the 2035 General Plan.

7. Statement of Overriding Considerations

Pursuant to State CEQA Guidelines Section 15092, the City Council of the City of Suisun City finds that, in approving the 2035 General Plan, it has eliminated or substantially lessened all significant and potentially significant effects of the 2035 General Plan on the environment where feasible, as shown in the General Plan EIR and described in these Findings.

The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits, including regional or statewide environmental benefits of the 2035 General Plan against the remaining unavoidable environmental risks in determining whether to approve the 2035 General Plan and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with CEQA Guidelines Section 15093, in support of approval of the 2035 General Plan.

In the City Council's judgment, the 2035 General plan and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the City Council's judgment, the benefits of the 2035 General Plan as approved outweigh its unavoidable significant effects.

Any one of the stated reasons below is sufficient to justify approval of the 2035 General Plan in spite of the unavoidable impacts. Thus, even if a court were to conclude that not every reason set forth in these Statements is supported by substantial evidence, the City Council finds that any individual reason is separately sufficient. These Statements are supported by the substantial evidence set forth in the Draft EIR, Final EIR, the Findings set forth above, and in the documents contained in the administrative record.

7.1 Framework for Achieving the Community's Goals

The General Plan provides the basis for Suisun City's regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. As the City's "constitution," the 2035 General Plan fulfills state legal requirements for long-range comprehensive planning and provides a framework for the City to exercise its land use entitlement authority, as provided under state law. The General Plan is both comprehensive and internally consistent – it addresses a broad range of topics with policies that are mutually supportive.

The General Plan is intended to be implemented over the long-term. It identifies key locations within the City where there is capacity for future growth and identifies how the City will protect, enhance, and maintain a high quality of life along with growth and development. Because the General Plan includes projections of future development capacity, it serves as a tool for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation.

The 2035 General Plan is intended to be a decision making guide used on a daily basis. The City will rely on the General Plan when reviewing private development applications, public investments, and other important actions to ensure that they are consistent with General Plan goals. Actions taken by the City Council should help to achieve General Plan objectives. The General Plan also provides a guide for other public or private agencies or organizations that do business in the City's Planning Area.

Beyond its regulatory function, the 2035 General Plan articulates Suisun City's consensus vision for the future. Development of the 2035 General Plan was in part to promote a shared understanding among decision makers, City staff, other public agency staff, property owners, developers and builders, and the general public of the community's long-term goals. The General Plan addresses issues of great importance to the community, such as job creation, reinvestment, fiscal and economic sustainability, resource conservation, and the local quality of life.

The General Plan is meant to be a living document that is regularly reviewed and adjusted to remain consistent with the city's long term vision. The City will encourage projects that support General Plan goals, adhering to the framework presented in the General Plan to manage growth and development at a fiscally and environmentally supportable pace. Some variation from the policy language may be allowed, so long as such variations further General Plan goals. As conditions and needs change, the City may consider proposed amendments to the General Plan. Some of these will be policy changes, while others may be changes to land use designations.

7.2 Economic Development

One of the primary goals for the 2035 General Plan is to guide development and resource conservation in a way that expands the City's economic base. The General Plan is designed to provide greater fiscal stability for the City and offer residents a greater range of employment opportunities. While general plans are not precise tools for targeting and attracting businesses, the policy framework herein is

critical in establishing the overall context for economic development and economic opportunity in the City during the coming decades.

The City's economic goals and fiscal sustainability will depend on development patterns that allow for efficient and cost-effective infrastructure and public service provision. The City will manage public and private costs associated with infrastructure and services provision so that these cost savings can be passed along to future developers, businesses, and residents. Thoughtful community design and land use and transportation planning can reduce household and business transportation costs, improve energy efficiency, and minimize up-front and ongoing infrastructure costs. This Economic Development Element addresses each of the above mentioned topics in careful coordination with related policies and programs from the other elements.

The City and former Redevelopment Agency, along with private investors, have transformed the Downtown Waterfront Area. This history of successful redevelopment will be helpful in competing for funding to further enhance the economic base. The City intends to expand on previous revitalization efforts, increasing the vitality of the Downtown Waterfront Area with new offices, shops, and housing convenient to Suisun City Train Depot. In the 2035 General Plan, the City commits to further policies and programs intended to encourage development in the City's Downtown and in existing commercial and mixed-use areas, create new transit-oriented development opportunities around the train station, connect the historic and newer sections of the community, and enhance access to waterways and the Suisun Marsh.

7.3 Long-Range Guide for Growth and Conservation

The 2035 General Plan provides the City with a guide for day-to-day decision making toward long-term prosperity and sustainability. Together, the General Plan Elements are a comprehensive statement of the goals, policies, standards, and implementation programs for managing growth and conservation within the City's Planning Area.

The General Plan is structured to achieve its goals by the year 2035. The planning process allows periodic updates to address any deviations from the General Plan's goals or political-economic conditions. The General Plan's goals, objectives, and policies are intended to maintain and enhance the character of the community, while allowing for economic growth and conservation of environmental resources. The updated policies are considered feasible and as such, take into account current land economic conditions and realistic growth assumptions. The growth estimates used in developing the General Plan and analyzing environmental impacts are consistent with emerging land use policies and goals at the regional level. Population and employment growth forecasts were considered in the development of the 2035 General Plan, including updates to the land use diagram and allowable densities and development intensities. These updates were required in order to adequately provide for local population growth, economic development, and job expansion.

7.4 The General Plan Reflects Current Trends, Changes in the Regulatory Environment, and Emerging Opportunities

The City initiated this comprehensive General Plan Update to achieve a number of important community objectives. The General Plan required revisions to better address the emerging consensus vision of the community. Various updates were also necessary to address changes in the legislative, regulatory, and economic environment. The City wanted to draft a legally defensible General Plan and environmental analysis that provides clear and concise policy language to unambiguously guide

decisions on projects, plans, and public investments between present and 2035. The existing General Plan has outdated policies that do not provide locally relevant guidance related to current state laws that relate to General Plans.

In the updated General Plan, the City also wanted to take advantage of the state-of-the-art in policy planning and environmental analysis. The City recognized that advanced land use and environmental modeling tools, combined with a strategic and interdisciplinary approach to integrated planning and CEQA analysis can provide substantial long-term benefits to the City, its residents, and local businesses. The integration of policy development with environmental analysis can enhance the feasibility of projects that implement the General Plan, reduce up-front and ongoing mitigation costs, improve environmental performance, provide environmental streamlining for projects consistent with the General Plan, reduce administrative costs, and enhance predictability in the development process. The current General Plan does not have an integrated environmental analysis or mitigation strategy and, as a result, development projects have uncertainty relative to the extent of required mitigation, which can make new development that is necessary to achieve the City's objectives less feasible.

The 2035 General Plan addresses a range of central issues that were uncovered through the development and review of General Plan Technical Background Reports and through discussions with City staff, other public agency representatives, community members, and other stakeholders. The General Plan comprehensively addresses these central issues, mindful of the important co-benefits and interrelationships associated with the City's policy response on each issue.

Central issues incorporated into the 2035 General Plan include, but are not necessarily limited to the following.

7.4.1 Improving Fiscal Sustainability

The City's fiscal sustainability will be enhanced through expanding the local revenue base, while managing up-front and ongoing costs associated with new and existing development. Thoughtful community design is required for efficient and cost-effective infrastructure and public service provision. Thoughtful community design can also reduce household and business costs related to energy, transportation, and other infrastructure. In general, municipal costs can be reduced with compact, planned development. The City can help to free up discretionary income that can support expanded local retail activity through planning strategies that reduce travel and utility costs for households. The 2035 General Plan has provided a policy framework that will, through implementation of the General Plan, help to reduce household transportation costs and household and business utility costs.

City revenues come from a variety of sources. Property tax revenue increases as property values increase. Property values increase as the desirability of the community increases. Factors include good public safety, quality schools, proximity to retail and service businesses, low commute times, pedestrian amenities, proximity to "walk and ride" fixed rail transit stations, and other factors. Sales tax is also an important source of local revenue. Retail location decisions depend on local household composition, disposable income, access to labor and markets, and existing retail competition.

The ability of the City to attract additional retail activity will depend on attracting a concentration of additional households and associated household incomes. Population growth, including an increased daytime working population, will create opportunities for new retail and commercial services to serve expanding local needs, which will, in turn provide opportunities to increase City revenues.

7.4.2 Promoting Suisun City as a Destination

Suisun City has a rich history and character, which is represented by historic properties associated with early settlement, agriculture, transportation, and a working waterfront. The City has an opportunity during the implementation of the General Plan to better link historic preservation and celebration of the City's historic and cultural resources with tourism, business attraction and retention, and other economic development efforts. The City's location adjacent to the Suisun Marsh and other nearby natural open space and recreational assets can be leveraged in a way that promotes the community as a destination. The 2035 General Plan creates the policy framework necessary to expand economic development opportunities through promoting Suisun City as a destination.

7.4.3 Taking Best Advantage of the Capitol Corridor

Regional rail transit service is available in Suisun City from the Downtown train station. The train station represents an extremely important economic and transportation asset. Both work trips and recreational trips are available to City residents and employees by rail. This asset gives the City a distinct advantage over many other communities for attracting employers interested in transit access and offering residents access to Bay Area attractions without having to worry about traffic congestion. The 2035 General Plan provides the policy framework for the City to take best local advantage of this unique asset.

7.4.4 Leveraging Local Assets, Local Advantages, and the Local Quality of Life

A central focus of any community economic development program is recognizing the local advantages as they apply to employers. There are many local advantages available in Suisun City, including the unique Downtown Waterfront Area, the Capitol Corridor train station, attractive bicycle paths with potential to expand the network in the future, access to a diverse labor market (not just locally but in the Fairfield-Suisun City area), and transportation access along SR 12, among others. The local quality of life will be very important to attracting future employers. Recognizing this, the City has comprehensively provided for the long-term, local quality of life throughout the General Plan.

7.4.5 Promoting Reinvestment

The City has had many successes in reinvestment and redevelopment. There are further opportunities for community revitalization, which could be promoted by actions by the City, collaborations with other public agencies, and public/private partnerships. Such coordinated efforts can help identify and remove constraints to development, invest in infrastructure and streetscape improvements, identify matching grants for property owners to make façade improvements or other on-site improvements, provide favorable fee structures for infill development, in addition to other strategies. The 2035 General Plan promotes reinvestment in the Downtown Waterfront Area and other already developed areas with favorable locations for development.

7.4.6 Planning with Travis Air Force Base

The City has the opportunity to ensure that land use change does not adversely affect operations at Travis Air Force Base, as well as realize economic benefits associated with this important local asset. The 2035 General Plan establishes the required policy framework for mutually beneficial coordination between the City and the Air Force Base.

7.4.7 Connecting Local Jobs with the Local Labor Force

Relatively few employed residents of Suisun City work in Suisun City today. However, the community will derive many benefits from improving the match between local jobs and its resident labor force. By facilitating a better match between local jobs and the skills and interests of local workers, the City can provide a more vibrant local economy, more sustainable fiscal conditions, and improved quality of life. Quality of life can be enhanced through reduced commuting time, minimizing traffic congestion, improved air quality, and other benefits. In order to attract future employers, the City will need to maintain a balance of housing opportunities that can support a vibrant and diverse workforce.

7.4.8 Increasing Certainty in the Entitlement Process

The City has incorporated regulatory requirements into the General Plan to help guide development and create a greater awareness of the requirements of the entitlement process. The General Plan is designed to increase certainty for developments that are consistent with the City's policies, streamlining project-level reviews. The City has strategically integrated policies and programs into the General Plan that address the requirement for future projects to incorporate feasible mitigation under the California Environmental Quality Act (CEQA).

7.4.9 Accommodating Compact Development Patterns

Compact development can enhance local revenues, improve the efficiency of infrastructure and services delivery, and expand local choices for mobility. Compact development can be encouraged through policy, standards, impact fee structures, and public facilities planning. Joint use of public facilities for multiple purposes reduces the amount of land overall needed for such uses, providing more area for homes and businesses.

7.4.10 Reducing Traffic

The General Plan can encourage shifts in travel to transit, bicycling, and walking. Land use and transportation planning techniques can reduce vehicle trips, increase non-automobile mode share, reduce trip lengths, and reduce vehicle miles traveled (VMT). Land use and transportation policies that reduce VMT benefit not only pedestrians, cyclists, and transit users, but the community as a whole. Communities that make non-automobile trips (pedestrian, bicycle, transit) practical for more residents can also reduce traffic congestion for those who still need to drive. Land and transportation policies that reduce vehicle miles traveled (VMT) also reduce harmful air pollution, enhance mobility, and reduce commuting time. Communities that provide for efficient transportation choices can reduce household and business costs. Land-efficient development patterns reduce VMT and air pollution, but also reduce up-front and ongoing infrastructure costs (per unit). Pedestrian friendliness has been shown to increase home values. Many other benefits are available to communities that thoughtfully integrate land use, transportation, design, and infrastructure planning. The 2035 General Plan allows the City to comply with existing legislative requirements for non-vehicular transportation and optimizes local choices for practical alternatives to the single occupant vehicular trip.

7.4.11 Managing Flooding and Tidal Inundation

Flooding, tidal inundation, and sea level rise attributable to climate change are very important issues for Suisun City. The City is largely built out and there is limited opportunity to relocate buildings, facilities, and infrastructure to be more resilient in the face of sea level rise. During the General Plan time horizon, the City will explore options to adapt to, and prepare for the effects of climate change. This will require vulnerability assessments of critical infrastructure, civic buildings, and other municipal

facilities, as well as neighborhood assets. The City will need to examine options and determine the best strategies to increase the long-term integrity and function of important physical community assets and the 2035 General Plan establishes the City's policy approach to these critical issues.

In addition to sea level rise, the City will also need to incorporate community design strategies to reduce stream flooding, since the Planning Area contains natural floodplains. Adding impervious surfaces (rooftops, driveways, streets, parking lots) increases runoff during rain events, which can be a source of surface-water pollution, can alter drainage patterns, and result in localized flooding. Impacts can be addressed through stormwater management approaches, such as rain gardens, filter strips, swales, and other natural drainage strategies, which absorb stormwater, reduce pollution, recharge groundwater, and reduce flood risk.

7.4.12 Considering Wildlife Habitat and Movement Corridors

Much of the developable land remaining within the existing City limits does not contain rare species. However, there are waterways and canals in the area that provide movement corridors and dispersal opportunities for wildlife. Drainages can be preserved in new development and restored or enhanced in existing developed areas in order to improve habitat value. Lands within the City's Planning Area that could be annexed to the City do contain important habitat. Development of this land would require site design and mitigation strategies to reduce impacts, in consultation with the relevant resource agencies. The 2035 General Plan is structured to provide helpful guidance in this regulatory review process in order to streamline future projects that are consistent with the General Plan.

7.4.13 Addressing Air Quality and Greenhouse Gas Emissions

Land use planning decisions directly affect local air quality. Since transportation is a major source of criteria pollutants and toxic air contaminants, land use and transportation planning policies must be coordinated in order to protect the public health and the environment. Transportation is also the primary source of greenhouse gas (GHG) emissions in Suisun City, in Solano County, and in California.

Even for jurisdictions where reducing GHG emissions is not a high priority, it is very important to take advantage of co-benefits of planning to reduce GHG emissions. Land and transportation policies that reduce VMT and promote alternatives to automobile travel also reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, and reduce time spent commuting. Measures that promote energy efficiency reduce GHGs, but also save on household and business utility costs. Encouraging revitalization can reduce VMT and GHGs, but also helps to conserve important open space functions, such as agriculture, recreation, watershed protection, and others.

7.5 Conclusion

The City Council has considered these benefits and considerations and has considered the potentially significant unavoidable environmental effects of the 2035 General Plan. The City Council has determined that the economic, legal, social, technological, and other benefits of the 2035 General Plan, including regional benefits, outweigh the identified impacts. The City Council has determined that the 2035 General Plan benefits set forth above override the significant and unavoidable environmental costs associated with implementation of the 2035 General Plan.

The City Council adopts mitigating policies and programs outlined in the CEQA Findings of Fact, the 2035 General Plan, and the 2035 General Plan EIR as mitigation measures and as described in CEQA Guidelines Section 15097, these General Plan policies and programs serve as the mitigation and

monitoring plan for the 2035 General Plan EIR. The City intends to use the annual report on the General Plan to the Office of Planning and Research as the reporting program for the 2035 General Plan EIR.

The City finds that any residual or remaining effects on the environment resulting from the 2035 General Plan, identified as Significant and Unavoidable in the CEQA Findings of Fact, are acceptable, due to each of the benefits, individually and collectively, set forth in these Statement of Overriding Considerations. The City Council makes this statement of overriding considerations in accordance with State CEQA Guidelines Section 15093 in support of approval of the 2035 General Plan.

8. Mitigation Monitoring and Reporting Program

In accordance with CEQA and the CEQA Guidelines, the City Council must adopt a mitigation monitoring and reporting program (MMRP) to ensure that the mitigation measures adopted herein are implemented in the implementation of the Suisun City 2035 General Plan.

The Mitigation Monitoring and Reporting Program must identify the entity responsible for monitoring and implementation and the timing of such activities. The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

Further, with respect to the 2035 General Plan's goals, policies, and implementation measures intended to serve as mitigation, consistent with the CEQA Guidelines (Section 15097 (b)), the City's annual report on the status of the General Plan will serve as the basis for its mitigation monitoring and report program. As such, the City will not require a separate mitigation monitoring and reporting program for the General Plan goals, policies, and implementation measures, even those specifically drafted to address environmental impacts.

RESOLUTION NO. 2015-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
ADOPTING A COMPREHENSIVE UPDATE OF THE
SUISUN CITY GENERAL PLAN**

WHEREAS, the City of Suisun City, Development Services Department initiated General Plan Amendment Application No. 10/11-001, related to the Suisun City General Plan 2035 update, and

WHEREAS, the Suisun City General Plan 2035 (hereinafter GPU) is proposing to amend and update the existing *City of Suisun City General Plan 1992* (hereinafter “1992 General Plan”); and

WHEREAS, the proposed GPU includes a substantially greater level of development potential than does the 1992 General Plan; and

WHEREAS, the GPU preparation process focused on amending and updating each of the mandatory Elements as well as establishing an Economic Development Element; and

WHEREAS, the GPU has been prepared pursuant to California Government Code Section 65300 et seq., and

WHEREAS, the GPU is proposing to update the 1992 General Plan so as to serve as the principal policy document for guiding development; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Resources Code §21000 et seq. (CEQA)) the City of Suisun City, as the lead agency, determined that an Environmental Impact Report (“EIR”) was required to evaluate the impacts of the proposed GPU; and

WHEREAS, on October 24, 2013 the City issued a Notice of Preparation (NOP) and accepted comments until the close of the comment period on November 24, 2013; and

WHEREAS, on November 6, 2013 the City held a noticed public scoping meeting at the City of Suisun City Council Chambers, at 701 Civic Center Boulevard to receive public comments; and

WHEREAS, the City received six comment letters from various agencies, including responsible and trustee agencies, during the NOP comment period, which provided additional insight for the City with regard to the scope of the environmental analysis, alternatives and mitigation measures to include in the Environmental Impact Report; and

WHEREAS, the scope of environmental analysis and topics to be addressed within were the direct result of the public comments, technical studies and scope of the environmental issues that were raised during the scoping; and

WHEREAS, the City caused to have the Draft Environmental Impact Report (DEIR) prepared in accordance with CEQA, Public Resources Code, Sections 21000-21178, and the CEQA Guidelines, California Code of Regulations, title 14, Sections 15000-15387; and

WHEREAS, on October 10, 2014, the City issued a Notice of Availability of the Draft EIR (NOA), filed the NOA with the Solano County Clerk and filed a Notice of Completion of the Draft EIR with the State Clearinghouse along with the necessary copies of the Draft EIR, in compliance with the CEQA Guidelines, and circulated the Draft EIR for a 45-day public/agency review until the close of the comment period on November 24, 2014; and

WHEREAS, the issuance of the NOA included publication in the Daily Republic, which is a newspaper of general circulation, posting the NOA in City Hall and distribution of the NOA and copies of the Draft EIR to those individuals who requested notification, and to other responsible, trustee or affected agencies and interested organizations; and

WHEREAS, the City received thirteen comments on the DEIR from other governmental agencies and interested parties as part of the environmental review process for the proposed project; and

WHEREAS, the DEIR has identified the following impacts associated with the proposed project that can be mitigated to less than significant: Biological Resources, Geology, Soils, Minerals and Paleontological Resources, Hazards and Hazardous Materials, and Land Use and Planning; and

WHEREAS, the DEIR identified potential significant effects on the environment as discussed in the proposed Final EIR including Agricultural Resources, Air Quality, Cultural Resources, Green House Gas Emissions, Energy, Hydrology and Water Quality, Noise and Vibration, Population and Housing, Utilities and Services, , Visual Resources, Climate Change (cumulative), Roadway Traffic Capacity (cumulative), Air Quality (cumulative), Toxic Air Contaminants (cumulative), Energy (cumulative), Hydrology and Water Quality (cumulative), and Water Supply (cumulative) that would remain significant after the implementation of the recommended mitigation measures; and

WHEREAS, at a noticed public hearing held on March 30, 2015, the Planning Commission received and considered the EIR, and public testimony regarding the adequacy of the EIR; and

WHEREAS, after due consideration of all materials and testimony and using its independent judgment, the Planning Commission recommended on a vote of 7-0 that the City Council certify the General Plan EIR and approve Plan Amendment 10/11-001; and

WHEREAS, at a noticed public hearing held on April 21, 2015, the City Council received and considered the EIR, and public testimony regarding the adequacy of the EIR; and

WHEREAS, after due consideration of all materials and testimony and using its independent judgment, the City Council adopted by a vote of ___ to certify the General Plan EIR and approve Plan Amendment No. 10/11-001.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Suisun City, exercising its independent judgment as follows:

1. The above recitals are true and correct and incorporated herein by reference.
2. The City Council finds that General Plan Amendment Application No. 10/11-001 is consistent with and achieves the objectives prescribed in Suisun City Municipal Code.
3. The City Council finds the Suisun City General Plan 2035 update is consistent with California Government Code Section 65300 and State of California General Plan Guidelines.
4. The City Council adopts the Proposed Land Use Map.
5. The City Council adopts Plan Amendment Application No. 10/11-001 (Suisun City General Plan 2035).
6. This resolution is effective immediately upon adoption.

PASSED AND ADOPTED by the following vote at a regular meeting of the City Council of the City of Suisun City duly held on the 21st day of April 2015:

AYES: Council Members:
NOES: Council Members:
ABSENT: Council Members:
ABSTAIN: Council Members:

WITNESS my hand and the seal of said City this 21st day of April 2015.

Linda Hobson, CMC
City Clerk

