

City of Suisun City Waterfront District Specific Plan Consistency Analysis



September 2016



City of Suisun City
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Plan Consistency Analysis**



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ACRONYMS AND ABBREVIATIONS

µg/l	micrograms per liter
AB	Assembly Bill
ACMs	asbestos-containing materials
ACMs	asbestos-containing materials
AFB	Air Force Base
ASTs	aboveground storage tanks
BAAQMD	Bay Area Air Quality Management District
bhp	brake horsepower
BMPs	best management practices
BTEX	benzene, toluene, ethylbenzene and xylenes
C/O/R	Commercial/Office/Residential
CAC	Certified Asbestos Consultant
Cal-OSHA	California Occupational Safety and Health Administration
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Suisun City
CWA	Clean Water Act
DC	Downtown Commercial
DFG	California Department of Fish and Game
DMU	Downtown Mixed-Use
DSOD	Division of Safety of Dams
DWR	California Department of Water Resources
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
ENGEO	ENGEO Environmental
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
FSURMP	Fairfield-Suisun Urban Runoff Management Program
GHG	greenhouse gas
HLC	Historic Limited Commercial
HMBP	Hazardous Materials Business Plans
HMBP	Hazardous Materials Business Plans
HR	Historic Residential

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LHMP	Local Hazard Mitigation Plan
LID	low impact development
LOS	level of service
LUCP	land use compatibility plan
LUST	Leaking Underground Storage Tank
MCL	maximum contaminant level
mg/kg	milligrams per kilogram
mgd	million gallons per day
MSMU	Main Street Mixed-Use
MtBE	methyl tert-butyl ether
MTC	Metropolitan Transportation Commission
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
Order 2009-0009-DWQ	SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities
OS	Open Space
PF	Public Facilities
RAW	removal action workplan
RECs	Recognized Environmental Conditions
RH	Historic Residential Zone
RHD	Residential High Density
RLD	Residential Low Density
RMD	Residential Medium Density
RWQCB	Regional Water Quality Control Board
SCEMD	Solano County Environmental Management Department
SID	Solano Irrigation District
SMP	Suisun Marsh Habitat Management, Preservation, and Restoration Plan
SR 12	State Route 12
SSWA	Suisun-Solano Water Authority
STA	Solano Transportation Authority
SVOCs	semi-volatile organic compounds
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCE	trichloroethylene
TPH	total petroleum hydrocarbons
TPHd	total petroleum hydrocarbons as diesel

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TPHg	total petroleum hydrocarbons as gasoline
TTLc	total threshold limit concentration
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish & Wildlife Service
USTs	underground storage tanks
VOCs	volatile organic compounds
WC	Waterfront Commercial
WDSP	Waterfront District Specific Plan
WET	waste extraction testing
WWTP	Wastewater Treatment Plant

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1 INTRODUCTION

The City of Suisun City (City) is proposing to amend and replace the 1999 Downtown Waterfront Specific Plan, with the Waterfront District Specific Plan (WDSP). This document provides the appropriate California Environmental Quality Act (CEQA) analysis and findings to support the City’s action on the WDSP.

The City previously prepared and certified an Environmental Impact Report (EIR) for the 2035 General Plan, which was adopted in 2015, and which analyzed the impacts of development anticipated under the WDSP. The impacts associated with the types of development proposed in the WDSP, proposed zoning and land use designations, development density, and the locations where WDSP development would occur, were previously analyzed in the 2035 General Plan EIR. Therefore, pursuant to CEQA and the CEQA Guidelines, the City, as the lead agency, intends to use the 2035 General Plan EIR as the CEQA document for the environmental impacts associated with the updated WDSP.

The 2035 General Plan EIR is available for review from the City’s website:

<http://www.suisun.com/departments/development-services/planning/general-plan/>. The 2035 General Plan EIR may also reviewed in person at the City Planning Department offices, located at 701 Civic Center Boulevard, Suisun City, CA.

1.1 CEQA GUIDELINES SECTION 15183

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. CEQA Guidelines Section 15183 was developed to assist lead agencies in implementing Public Resources Code Section 21083.3, which is described below.

1.2 PUBLIC RESOURCES CODE SECTION 21083.3

Public Resources Code Section 21083.3 (b) provides that, where a development project is consistent with the general plan of a local agency, and an environmental impact report was certified for the zoning or planning action or the general plan, the examination of environmental effects shall be limited to those that:

“...are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.”

Public Resources Code Section 21083.3(d) further defines that an effect of a project upon the environment shall not be considered peculiar to the parcel or to the project if uniformly applied development policies or standards have been previously adopted, with a finding based upon substantial evidence that the development policies or standards will substantially mitigate the environmental effect when applied to future projects.

1.3 GENERAL PLAN EIR STREAMLINING STRATEGIES

The City’s General Plan EIR was designed to support future environmental analysis for projects consistent with the General Plan. The City declared its intent to make use of the exemption set forth in the Public Resources Code Section 21083.3 as a part of the General Plan EIR:¹

“The City intends to use the 2035 General Plan EIR to streamline environmental review and approval of private and public projects that are consistent with the 2035 General Plan. The City will make full use of existing streamlining provided by CEQA ... The material provided under Public Resources Code 21083.3 and CEQA Guidelines 15183 is sometimes called the ‘partial exemption.’ Under this provision, CEQA only applies to issues ‘peculiar to the site.’ ... CEQA Guidelines Section 15183 (f) establishes that impacts are not peculiar to the project if uniformly applied development policies or standards substantially mitigate that environmental effect. The determination of whether or not uniformly applied development policies or standards would substantially mitigate each environmental effect shall be based on substantial evidence, but not necessarily presented in an EIR... In order to maximize the value of the General Plan EIR to future projects that promote the 2035 General Plan’s objectives, the City has strategically integrated the General Plan and the environmental review. The policy development process has been used to vet potential mitigation strategies. The General Plan Update process was used to investigate policies and programs that can serve as uniformly applied standards and substantially limit the scope of analysis for projects consistent with the 2035 General Plan.”

This document describes in detail how the General Plan EIR addressed the impacts associated with implementation of the WDSP.

¹ City of Suisun City. 2035 General Plan EIR, page 1-2.

2 PROJECT DESCRIPTION

In 1979, the Suisun City General Plan called for special treatment of the historic downtown and waterfront through preparation and adoption of a Specific Plan for Old Town and the waterfront. The first Specific Plan was adopted in 1983 and was last comprehensively amended in 1999. Since that time, many portions of the Specific Plan have been implemented. The document was previously known as the “Downtown Waterfront Specific Plan.” Along with the proposed amendment and replacement of the 1999 Downtown Waterfront Specific Plan, the City proposes to change the title of the Plan to “Waterfront District Specific Plan.”

2.1 2035 GENERAL PLAN

In 2015, the City adopted a comprehensively revised General Plan. The 2035 General Plan provides an updated set of policy guidance for 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. The 2035 General Plan includes a special focus on the waterfront area, as follows:

- ▶ Focus higher density development and mixed-use projects in areas adjacent to the train station.
- ▶ Promote a vibrant Downtown that provides both daytime and nighttime activities to attract visitors.
- ▶ Develop the Downtown as the social and cultural heart of the community.
- ▶ Provide convenient linkages from the train station and other regional connectors to bring patrons to the Downtown.
- ▶ Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- ▶ Strategically develop vacant, underutilized, and infill land throughout the City, and especially in the Downtown.
- ▶ Foster transit-oriented development around the train station.
- ▶ Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.

The updated WDSP implements the City’s General Plan for the downtown area.

The General Plan identifies a series of Land Use Designations, which are tied to allowable land use and standards of density and building intensity for areas where development is allowed. The WDSP Area is identified with the General Plan Land Use Designation, “Downtown Waterfront Specific Plan,” the name of the previous Specific Plan now proposed to be amended. The land uses allowed within this Land Use Designation are consistent with those proposed to be allowed within the WDSP. Namely, this Land Use Designation (Suisun City 2035 General Plan, Table 3-1):

“Provides for a wide range of uses allowed by the Downtown Waterfront Specific Plan, including “horizontal” (same site) and “vertical” (same building) mixed retail, commercial service, professional

Project Description

office, public services and facilities; research, assembly, fabrication; low-, medium-, and higher-density dwelling units; and other compatible uses. Mixed-use projects may use FAR to regulate intensity of combined residential and nonresidential sites or may use the FAR and density (units per acre) separately for the nonresidential and residential portions of the project.”

For developed uses within the Downtown Waterfront Specific Plan Land Use Designation, the allowable floor area ratio (FAR) is 0.5 to 3.0 and for residential only developments, the allowable density is between 8 and 45 units per gross acre. As a part of preparation of the WDSP, the minimum allowable FAR was decreased for non-residential zones within the WDSP in order to provide the flexibility for development that better matches existing adjacent developed properties in areas with an existing lower profile of development. The upper end of the FAR range for non-residential and mixed-development within the WDSP is within the range provided in the General Plan for the WDSP. The assumed location, type, and density/intensity of development under the WDSP and the General Plan are the same.

In addition to providing the above summarized guidance for developed uses in the WDSP Area, the General Plan also includes policy guidance for public facilities, bicycle and pedestrian access and mobility, and open space for recreational and natural resources. The General Plan Open Space Diagram illustrates the City’s intent for preserving important open spaces (Exhibit 7-3 of the General Plan). Priority conservation and recreational areas are highlighted in this Diagram, which shows areas along the eastern side of Suisun Channel in the WDSP Area, area south of the Civic Center, existing parks in the WDSP Area, and other locations for open space.

2.2 EXPANSION OF SPECIFIC PLAN AREA

The proposed update expands the Specific Plan Area to include two properties north of Highway 12: a 30-acre property north of the Central County Bikeway, and an approximately 5-acre area just north of State Route 12 (SR 12) known as “Denver Curve.” The expanded Specific Plan Area allows the City to better leverage the assets of the Suisun-Fairfield train depot to encourage infill development and establish a gateway entrance into Downtown on both sides of SR 12. The WDSP expanded boundary area was included in the analysis conducted for the 2035 General Plan EIR.

2.3 ALLOWABLE LAND USE

Allowable land use within the Specific Plan Area is described in Exhibit 2-1. The WDSP Land Use Map identifies zones that govern future development. Each zone has different allowable land uses, development standards, and other guidelines in the WDSP. Zones in the WDSP include:

- ▶ **Residential Low Density (RLD).** This zone provides for single-family and other lower-density residential development types between 8 and 12 dwelling units per net acre.
- ▶ **Residential Medium Density (RMD).** This zone provides for a wide variety of residential development of between 12.1–24 dwelling units per net acre, including detached and attached single-family and multi-family dwellings.
- ▶ **Residential High Density (RHD).** This zone provides for a wide variety of multi-family residential development types between 24.1–54 dwelling units per net acre. This zone is also intended to support high-

Project Description

density infill development in appropriate locations throughout the Planning Area, particularly near the Suisun-Fairfield Train Depot.

- ▶ **Historic Residential (HR).** The purpose of the HR zone is to allow compatible development between 8 and 16 units per acre, to ensure that this area continues as a viable residential neighborhood, and protect important characteristics of this area related to the community's cultural heritage. This zone allows residential development, as well as parks and playgrounds, bed and breakfast inns, home occupations, civic uses, and other compatible uses.
- ▶ **Main Street Mixed-Use (MSMU).** This zone is intended to facilitate a mix of retail, entertainment, and destination uses in the Downtown Core. Allowable FAR is 0.25 to 2.0.
- ▶ **Commercial/Office/Residential (C/O/R).** The C/O/R zone allows a mix of uses, including business/professional offices, retail commercial, dining, and entertainment uses. Residential development within the C/O/R Zone may use development standards for the RMD or RHD Zones. Allowable FAR for non-residential and mixed-use developments is 0.25 to 2.0.
- ▶ **Historic Limited Commercial (HLC).** This zone provides guidance to an area anticipate to transition from residential use to smaller-scale commercial and/or office uses that are compatible with residential uses. Allowable FAR is 0.25 to 1.0.
- ▶ **Downtown Mixed-Use (DMU).** The DMU zone allows a mix of retail, commercial service, civic, office, and other complementary non-residential uses, as well as higher-density residential development. Allowable FAR is 0.3 to 3.0.
- ▶ **Downtown Commercial (DC).** The DC zone is intended to accommodate primarily retail and commercial services, but also allows complementary office, civic, and recreational uses. Allowable FAR is 0.25 to 2.0.
- ▶ **Waterfront Commercial (WC).** The WC zone accommodates a mix of retail, entertainment, and destination uses, as well as uses that are needed to serve the marina and boat owners. Allowable FAR is 0.25 to 1.0.

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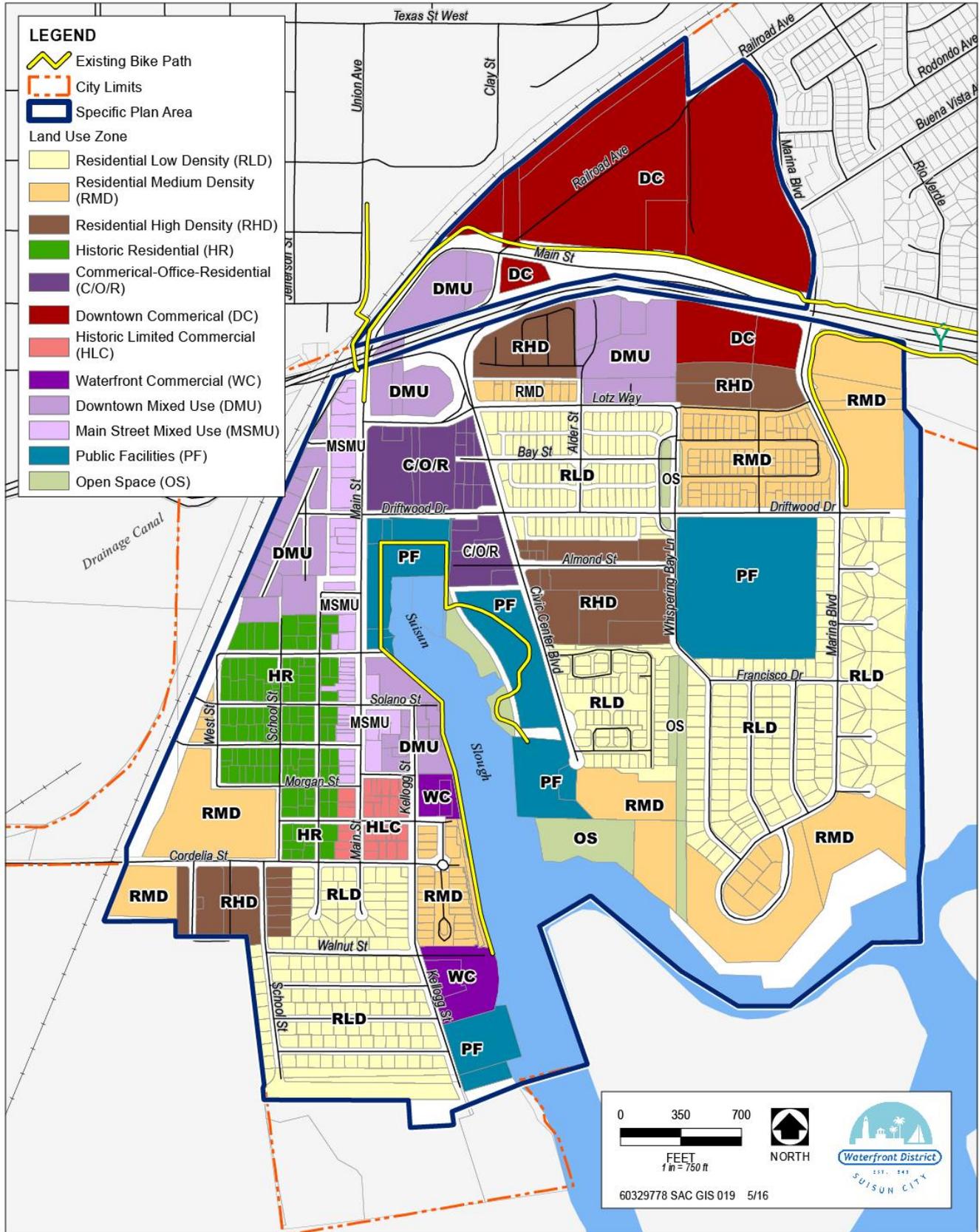


Exhibit 2-1: Land Use Map

Project Description

- ▶ **Public Facilities (PF).** The Land Use Map designates locations of existing and planned public facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The PF zone is intended to accommodate a variety of facilities, including but not limited to: parks, schools, civic facilities, parking, and trails provided for the recreation or service of the community.
- ▶ **Open Space (OS).** The Land Use Map also designates the location for open space within the Planning Area. This district is intended to accommodate a variety of passive recreational and open space facilities, including wetland and natural areas to remain open/undeveloped, drainage areas, and waterfront trails/promenades.

2.4 OPPORTUNITY AREAS

The concept of Opportunity Areas was introduced in the 2035 General Plan. Since there is a limited supply of developable land, the City’s policy, as established in the General Plan, is to ensure that development in these Opportunity Areas is efficient – providing substantial opportunity for reinvestment and infill development. As noted in the General Plan, “[t]he City’s intent in this General Plan is to promote full development of each of these Opportunity Areas to create local jobs, retail and services, revenue from sales tax and property tax, and a diversity of housing opportunities.”²

The General Plan identified five Opportunity Areas, three of which are in the WDSP Area. The three in the WDSP are: Northwest Downtown; Northeast Downtown; and Downtown Marina. The vision for the Northwest Downtown Opportunity Area is to promote transition of underutilized light industrial and service-oriented uses to entertainment, retail, higher-density residential, and professional office uses. For the Northeast Downtown Opportunity Area, the General Plan identifies a focus on transit-oriented development, including higher-density residential uses and employment uses that would be accessed by rail commuters. In the Downtown Marina Opportunity Area, the General Pan identifies that land use change should be consistent with the previous Downtown Waterfront Specific Plan, while exploring the viability of recreation-oriented uses.

2.4.1 DEVELOPMENT CONCEPTS FOR OPPORTUNITY AREAS: WATERFRONT DISTRICT SPECIFIC PLAN

During the WDSP Update process, the General Plan policy direction to promote full and efficient development of the Opportunity Areas was refined. During the public and decision maker outreach process, City staff developed maps that offered different conceptual ideas for future development and conservation. These maps were revised according to decision maker direction and consensus. The WDSP describes development concepts for Opportunity Areas A through J (Exhibit 2-2). Opportunity A is envisioned for medium-density residential development; Opportunity Area B for multi-story, mixed-use development; Opportunity Area C for multi-story, mixed-use development; Opportunity Area D for enhanced circulation connections with the city of Fairfield; Opportunity Area E for mixed-use commercial development; Opportunity Area F for mixed-use commercial and residential development; Opportunity Area G for single-family residential development; Opportunity Area H for medium-density residential development and recreational access; Opportunity Area I for destination uses and water-oriented uses; and Opportunity Area J for mixed-use development.

² City of Suisun City. 2035 General Plan, page 3-14.

Project Description

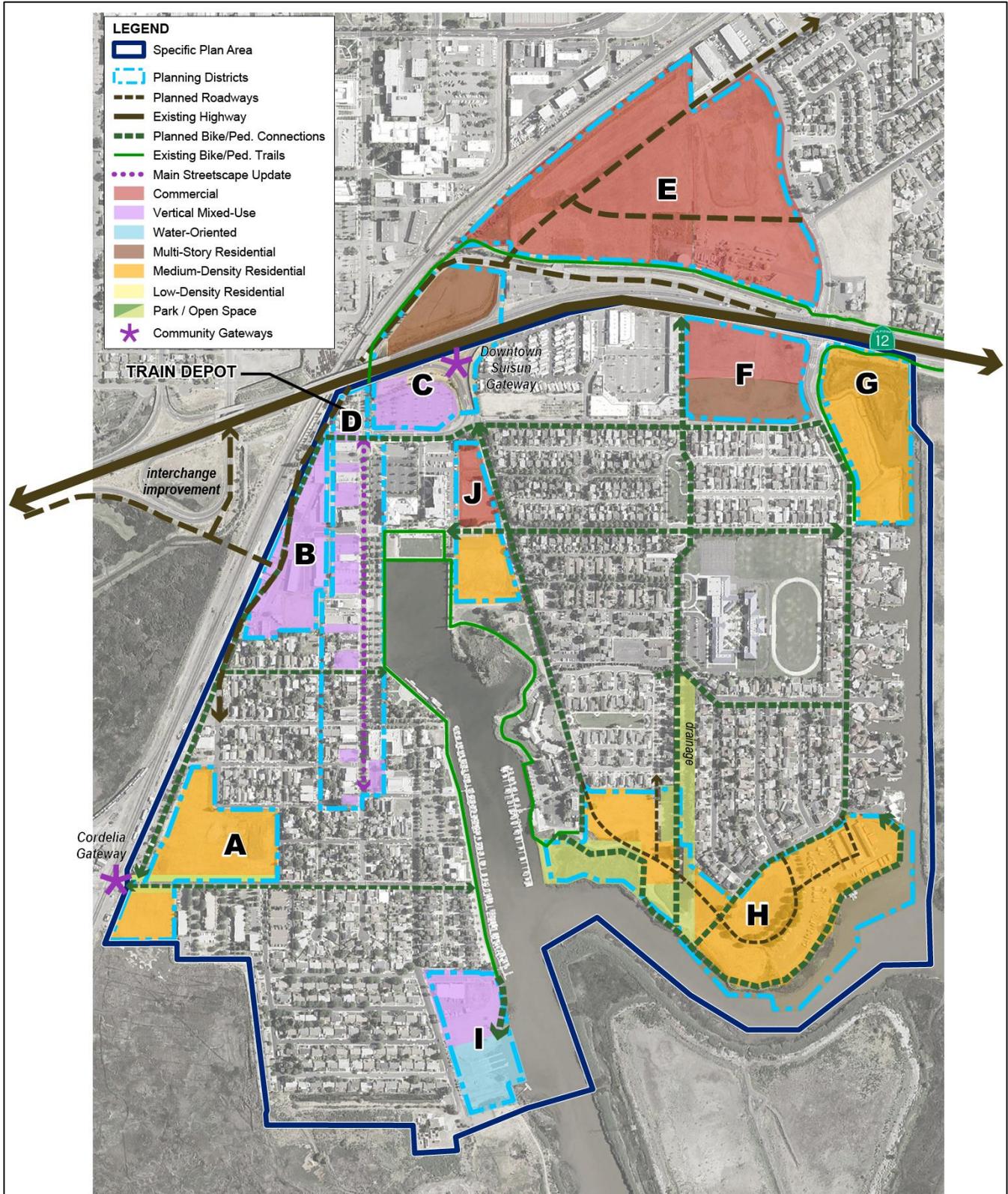


Exhibit 2-2: Opportunity Area Development Concepts

Project Description

The proposed WDSP includes an exhibit showing eight different planning districts that represent the primary opportunity areas for development during the Specific Plan horizon (Exhibit 2-3). Potential development concepts for each district are described below, with references to Opportunity Areas A through J. It is important to note that these are development concepts that do not necessarily represent what will actually be developed in the future – the Specific Plan regulatory direction would allow other combinations of land use, as well. These concepts, however, help the reader to understand what land use changes could occur in the WDSP Area in the future.

DISTRICT 1: WESTERN MARINA BOULEVARD AND HIGHWAY 12

This district consists of the 30-acre property (Opportunity Area E), north of Highway 12 and west of Marina Boulevard, designated for Downtown Commercial uses; a shopping center; and several vacant parcels south of Highway 12 (identified as Opportunity Area F).

Area E is designated for a mixed-use, pedestrian-friendly commercial district. New commercial development would occur along a central east-west main street, aligning with Buena Vista Avenue and along a central north-south roadway spine, creating a 100% retail corner, where a roundabout is proposed at the intersection of these two roadways. North of the roundabout, a central north-south spine is envisioned. Bicycle trail improvements are also proposed to connect with existing regional recreational multi-use trails.

Area F, adjacent to the existing commercial shopping center on Lotz Way is designated Downtown Commercial on its northern half and High Density Residential on the southern half of the site, adjacent to Lotz Way. Neighborhood retail and service uses are envisioned on the commercial portions of Area F. The residential half of the property would accommodate residential development with shared open space.

DISTRICT 2: SUISUN-FAIRFIELD TRAIN DEPOT

District 2, consisting of the historic train depot, the park-and-ride surface parking lot across the street, and Denverton Curve property to the north (Opportunity Area C), and the industrial uses along railroad tracks (Opportunity Area B), would accommodate a mix of commercial retail, service, and residential uses.

Area B is designated for Downtown Mixed-Use with a variety of commercial development on the ground floor and housing units and offices above. Caltrans, along with project partners the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC), has proposed improvements to SR 12, including interchange improvements at Webster and Jackson Streets in Fairfield. This improvement also identifies a new roadway connection across the Union Pacific railroad tracks into the WDSP Area. This new transportation facility is not a part of the Specific Plan and is not required to serve development anticipated under the Specific Plan, but the proposal has been factored into the City's land use and circulation diagrams in the Specific Plan Area, in the case that the project is constructed.

The Denverton Curve property on Area C would be developed with high-density residential uses, such as townhomes or multi-story condominiums or apartments, in proximity to the train station. Similarly, the surface

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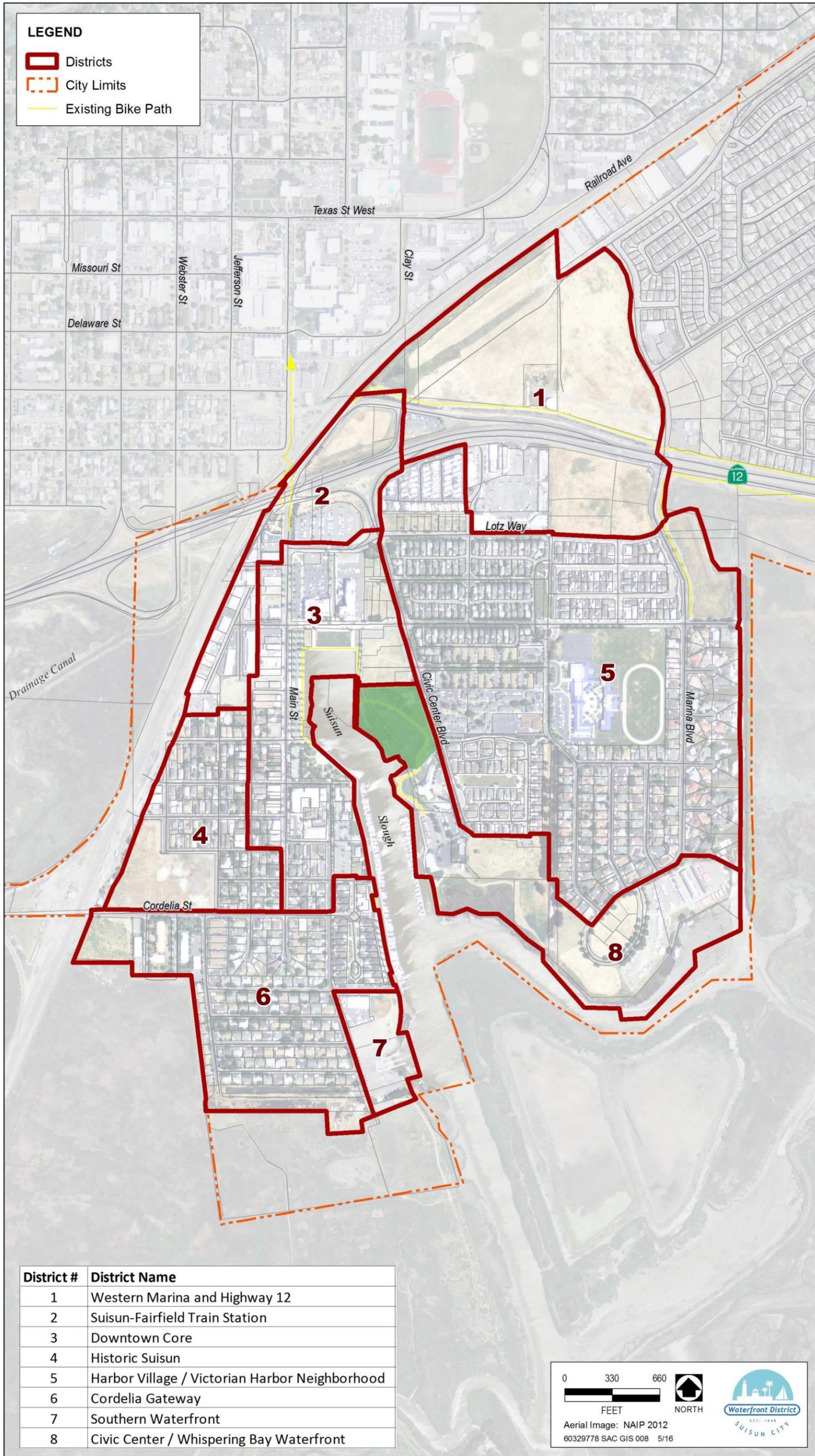


Exhibit 2-3: Districts

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park-and-ride lot (owned by CalTrans) could be redeveloped as a mixed-use site, with a parking structure (to replace existing parking spaces serving the train station) and with the potential for visitor information adjacent to the train depot, specialty retail shops, neighborhood services, and residential common space on the ground floor. New housing development is proposed on the upper floors, adjacent to the train station.

DISTRICT 3: DOWNTOWN COMMERCIAL CORE

District 3, consisting of the commercial properties surrounding the Suisun Channel, would support mixed-use development along infill sites on Main Street (Opportunity Area D) and vacant property to the east of the Suisun Channel (Opportunity Area J).

Main Street would be improved with new uniform streetscape enhancements, including improved planting and sidewalk areas along its western side. New infill development (particularly on the northern end of Main Street), façade improvements, and rehabilitation of existing structures would improve and enhance the historic character and identity of Main Street. New multi-story structures would be required by Specific Plan development standards and design guidelines to be compatible with the traditional forms and character of Main Street.

The north end of Area J, at the intersection of Lotz Way and Civic Center Boulevard, would be designated Commercial/Office/Residential, while the vacant property south of Driftwood Drive would be Medium Density Residential. Area J would also incorporate mixed-use development such as a hotel and additional housing. New buildings in Area J would be designed to orient units to the waterfront and would support development of internal pathways that connect with adjacent waterfront trails/promenade.

DISTRICT 4: HISTORIC SUISUN

The Historic Suisun district is largely developed. Opportunity Area A would be redeveloped with medium-density residential development, consistent with the scale of existing development within the historic residential core.

DISTRICT 5: HARBOR VILLAGE/VICTORIAN HARBOR NEIGHBORHOOD

This area is largely developed with a variety of low- and medium-density homes. However, low-density residential development with units fronting Marina Boulevard, along with housing, open space, and recreational trail connections fronting Suisun Slough, would be developed at the edge of the neighborhood on the southeast corner of Lotz Way and Marina Boulevard (Opportunity Area G).

DISTRICT 6: CORDELIA GATEWAY NEIGHBORHOOD

This residential area is largely developed with single-family development and two multi-family developments adjacent to Cordelia Street. The entrance into Suisun City on Cordelia Street would serve as a secondary gateway into Downtown. The vacant site south of Cordelia Street would support for medium density housing.

DISTRICT 7: SOUTH WATERFRONT

The existing city boat launch facility is located in this district, and would include related marine uses, boating activities, and recreation and entertainment opportunities.

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DISTRICT 8: CIVIC CENTER/WHISPERING BAY WATERFRONT

This district consists of the waterfront parcels on the southeastern end of the Suisun Slough and is the current site of the Suisun City Civic Center, a yacht club, and wetlands/ preserved open space areas. South and east of this area, along the Suisun Channel, are a number of vacant parcels (Opportunity Area H). Area H could support a variety of medium-density residential development, including both single-family and multi-family opportunities, as well as shared open space, and waterfront trail access. Linear open space and trails are proposed throughout the district.

3 CONSISTENCY ANALYSIS

The following checklist examines the potential environmental impacts that may result from implementation of the proposed WDSP.

This consistency analysis first describes each impact area, as addressed by the 2035 General Plan EIR. Then, this evaluation identifies whether there are any impacts beyond that already addressed as a part of the City’s General Plan and EIR. Then, the analysis describes applicable uniform development policies and standards that will be incorporated by development under the WDSP. The applicable uniform development policies and standards include both those that have been included in policy diagrams, narrative policies, standards, and design guidelines in the proposed WDSP, as well as those from the General Plan that will be required for new developments proposed under the WDSP. Applicable uniform development policies and standards that will be incorporated by development under the WDSP are summarized in Section 4, “Applicable General Plan Policies and Programs,” at the end of this checklist.

The checklist indicates whether the WDSP would result in significant impacts that:

- (1) are peculiar to the project;
- (2) were not identified as impacts in the 2035 General Plan EIR; or
- (3) are more severe as a result of substantial new information that was not known at the time that the 2035 General Plan EIR was certified.

Impacts attributable to implementation of the proposed WDSP that were addressed by the 2035 General Plan EIR are exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

The first Specific Plan was adopted in 1983 and was last comprehensively amended in 1999. Since that time, many portions of the Specific Plan have been implemented. The document was previously known as the “Downtown Waterfront Specific Plan.” Along with the proposed amendment and replacement of the 1999 Downtown Waterfront Specific Plan, the City proposes to change the title of the Plan to “Waterfront District Specific Plan.” The mere modification of a title does not create a significant adverse effect on the environment.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.1.1 SCENIC VISTAS AND VISUAL CHARACTER

The 2035 General Plan EIR found that aesthetic impacts associated with changes to scenic vistas, visual resources, and existing visual character would be significant. 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.”³ New development, depending on the design and location, could even increase public access to important aesthetic resources.

The City found that implementation of policies in the 2035 General Plan would preserve and enhance scenic views of the Suisun Marsh, the Coast Ranges, Cement Hill, the Potrero Hills, and the Vaca Mountains, to the extent feasible. However, urban development anticipated under the 2035 General Plan, including in the WDSP Area, could still alter and block some currently available public views of these scenic resources. Although the 2035 General Plan includes policies and programs that would guide new development, including those proposed as part of the WDSP, so that they contribute positively to the local visual character, the City found there was no additional feasible mitigation that would allow new developments, while also avoiding completely changes to existing scenic vistas and visual character. Therefore, these impacts were determined to be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General

³ City of Suisun City. 2035 General Plan EIR, page 3.15-2.

Consistency Analysis

Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with changes to scenic vistas and existing visual character by preserving the historic character and small-town quality of the area.

Residential Development Standards and Guidelines

Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern, smaller lots, diverse architectural styles, and a variety of housing types and sizes. The same grid street pattern that exists today is used as a framework for development facilitated under the WDSP, which has the effect of preserving existing view corridors along existing rights-of-way and substantially mitigating potential effects related to scenic vistas.

- ▶ Section 6.2.2 provides residential development standards for setbacks, density, and building heights. These standards will foster the continued development of a traditional downtown with a pedestrian-oriented environment. Implementation of these standards will reduce impacts related to the change in visual character.
- ▶ Section 6.2.3 contains residential site standards and design guidelines. The guidelines promote elements of historic residential styles in a modern context and ensure compatibility with existing residential development. The guidelines also provide direction for recreational space, open space, and landscaping. Implementation of these guidelines would reduce the change to visual character.
- ▶ Section 6.2.4 incorporates residential building design guidelines for architectural details, garages, and fencing in order to avoid a “cookie-cutter” appearance. The guidelines encourage architectural elements to provide variety, compatibility of color with the waterfront, recessed garages, and setbacks and landscaping for fencing. These guidelines would reduce the change in visual character related to the project and would reduce the impact on scenic vistas.

Commercial and Mixed-Use Development Standards and Guidelines

Section 3.2 provides standards and guidelines for the commercial and mixed-use zones. The guidelines address elements such as building heights, form and composition, storefront design, and signage to preserve the historic character of the WDSP.

- ▶ Section 6.3.2 provides standards for setbacks, density, and building heights. This ensures that development would be harmonious with adjacent buildings and would reduce the change to existing visual character and the impact on scenic vistas. These standards also substantially reduce adverse changes related to shadows and access to sunlight.

Consistency Analysis

- ▶ Sections 6.3.3 through 6.3.4 contain guidelines for building height, building form and style, exterior walls and materials, windows and doors, roofs, and color. The guidelines in these sections promote consistency with the unique architectural features and historical nature of the area and harmony with the existing character. Implementation of these guidelines would reduce the change to visual character.

Public Facilities and Open Space Standards and Guidelines

Section 6.4 provides standards for lot coverage, setback, and heights for public facilities and open space. Implementation of this policy would help reduce the change to the existing visual character.

General Development Standards

Section 6.5 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards. Implementation of these policies would ensure a clean, well-maintained area with a historical design that is consistent with neighboring areas.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts to aesthetic resources by protecting scenic resources such as waterways, riparian habitats and wetlands, and mature trees. New development facilitated by the WDSP will incorporate these policies, as relevant to each specific proposed project.

- ▶ **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- ▶ **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-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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.1.2 LIGHT AND GLARE

The 2035 General Plan EIR found that aesthetic impacts associated with increases in nighttime lighting and daytime glare would be significant. Although the 2035 General Plan includes policies and programs that would guide new development, the City found there was no additional feasible mitigation that would allow new developments, while also avoiding completely increases in nighttime lighting and daytime glare. Therefore, these impacts were determined to be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with increases in nighttime lighting and daytime glare.

Residential Development Standards and Guidelines

Section 6.2 provides standards and guidelines for residential development.

- ▶ Section 6.2.3 contains residential site standards and design guidelines. Per the guidelines, outdoor lighting should be designed so that it does not intrude on neighboring uses or shine directly into the street (this implements General Plan Policy CCD-8.4). Implementation of these guidelines would substantially mitigate the potential impacts of nighttime lighting.

Commercial and Mixed-Use Development Standards and Guidelines

Section 6.3 provides standards and guidelines for the commercial and mixed-use zones.

- ▶ Sections 6.3.3 through 6.3.4 contain guidelines on materials forbidding large expanses of glass and modern metal applications. This would reduce the amount of lighting and glare associated with new development facilitated under the WDSP.

General Development Standards

Section 6.5 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards.

- ▶ Section 6.5.3 promotes the use of non-reflective materials and indirect illumination such as “goose necked” light fixtures. No interior fluorescent, flashing, or intermittent illumination signs are permitted. Neon exterior signs are only permitted under certain conditions. This would reduce impacts from nighttime lighting.

General Plan

The 2035 General Plan includes policies that would avoid light spillage and ensure that new developments do not create significant effects related to light or glare. For example, the City will review and condition new development, as necessary, to ensure that low, pedestrian-scaled, ornamental lighting is emphasized in order to avoid adverse effects on adjacent uses. New developments proposed within the City will be required to use attractive lighting that is complementary to the design of proposed structures. Light fixtures are required to aim light sources downward and provide shielding to prevent glare and reflection. The City will not allow permanent lighting that will blink, flash, or be of unusually high intensity or brightness. Lighting standards are required to avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods and the transition to LED streetlights would further reduce nighttime light and glare. In addition, the City will prohibit reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures will be required to be painted to minimize reflectance.

New development facilitated by the WDSP will incorporate these policies, as relevant to each specific proposed project.

- ▶ **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-8.2:** New developments shall use attractive lighting that is complementary to the design of proposed structures.
- ▶ **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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.1.3 STATE SCENIC HIGHWAYS

The 2035 General Plan EIR determined that there were no designated state scenic highways located within the Planning Area. State Route 37 in the extreme western portion of Solano County is eligible for the State Scenic Highway System, but has not been officially designated as a scenic highway. Since the 2035 General Plan EIR was prepared, no new state scenic highways have been officially designated within the Planning Area.

Consistency Analysis

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

There are no state scenic highway views that would be affected by either implementation of the General Plan or the WDSP or impacts that would be more severe for the WDSP than the General Plan.

CONCLUSION

Since no state-scenic highways are within the project area, there are no applicable uniform development policies and standards.

3.2 AGRICULTURE & FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
II. Agriculture and Forestry Resources.				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 CONVERSION OF IMPORTANT FARMLAND, CONFLICTS WITH FOREST LAND OR TIMBERLAND ZONING, AND CONVERSION OF FOREST LAND TO NON-FOREST USE

The 2035 General Plan EIR found that future land use changes would not result in conversion of important farmland to non-agricultural uses, conflicts with existing zoning for forest land or timberland, or conversion of forest land to non-forest use. Therefore, the City determined that no impacts would occur related to these issues.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conversion of important farmland, conflicts with forest land or timberland zoning, or conversion of forest land to non-forest use would occur, there are no applicable uniform development policies and standards.

3.2.2 CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE OR A WILLIAMSON ACT CONTRACT

The 2035 General Plan EIR determined that future land uses could result in cancellation of active Williamson Act contracts and could result in conflicts with existing agricultural zoning. Therefore, the City determined that this impact was potentially significant.

Although the 2035 General Plan includes policies and programs that would partially offset conversion of land under Williamson Act contracts, no new farmland would be made available, and the productivity of existing farmland would not be improved. The City found there was no additional feasible mitigation available to fully reduce impacts associated with the cancellation of these Williamson Act contracts and the potential for conflicts with existing zoning for agricultural uses. Therefore, this impact was determined to be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is located within the already developed and highly urbanized area of downtown Suisun City. The WDSP facilitates infill development, and redevelopment of existing developed areas. There are no existing Williamson Act contracts within the WDSP area. Grazing land that is currently designated with agricultural zoning is adjacent to and west of the WDSP area, south of Highway 12. However, the grazing land is separated from the WDSP by an existing buffer (approximately 200 feet wide) that includes the Union Pacific Railroad tracks. Land within the WDSP is zoned for urban development. Therefore, development proposed under the WDSP would not result in cancellation of any Williamson Act contracts and would not conflict with existing zoning for agricultural uses.

Consistency Analysis

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conflict with agricultural zoning or Williamson Act contracts would occur, there are no applicable uniform development policies and standards.

3.2.3 LAND USE CONFLICTS WITH EXISTING AGRICULTURAL USES

The 2035 General Plan EIR determined that proposed development would not conflict with existing agricultural uses, which consist of ongoing grazing activities. Furthermore, the 2035 General Plan contains policies and programs designed to reduce the potential for compatibility conflicts between the proposed land use changes and adjacent grazing activities. Therefore, the City found that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

Grazing land is adjacent to and west of the WDSP area, south of Highway 12. However, the grazing land is separated from the WDSP by an existing buffer (approximately 200 feet wide) that includes the Union Pacific Railroad tracks. Much of the WDSP area has been developed and has not conflicted with this grazing land. The proposed development would not bring the development any closer to the grazing land. Grazing lands are not generally associated with dust, noise, spraying, and other activities that would result in compatibility issues with the adjacent land designated for development under the WDSP.

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conflict with existing agricultural use would occur, there are no applicable uniform development policies and standards.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3.1 EMISSIONS OF CRITERIA AIR POLLUTANTS, CONSISTENCY WITH AIR QUALITY PLANNING EFFORTS

The 2035 General Plan EIR found that impacts from generation of construction and operational emissions of criteria air pollutants and precursors and consistency with air quality planning efforts would be potentially significant.

The 2035 General Plan EIR determined that implementation of policies and Draft Climate Action Plan reduction measures would reduce air pollutant emissions that affect both Suisun City and the region. However, the City determined that development under the 2035 General Plan would still result in construction and operational emissions in excess of significance thresholds used by the Bay Area Air Quality Management District (BAAQMD). Although future projects would be required to implement all applicable BAAQMD site-specific mitigation measures, the City determined there are no additional feasible policies or programs that would reduce long-term impacts associated with construction and operational air pollutants within Suisun City below relevant thresholds. Therefore, these impacts were considered **significant and unavoidable**.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with the generation of construction and operational emissions of criteria air pollutants and precursors by reducing automobile travel. The 2035 General Plan establishes the framework for the WDSP, identifying that the Specific Plan will: focus higher density development and mixed-use projects in areas adjacent to the train station; provide convenient linkages from the train station and other regional connectors to bring patrons to the Waterfront District; ensure safe and efficient walking, biking, driving, and parking in the Waterfront District; foster transit-oriented development around the train station; and provide transportation alternatives to the automobile, especially capitalizing on the location of the train station. These features, which are included not just in narrative policy, but also in the WDSP land use plan and development standards, would help to reduce travel demand and therefore reduce a major source of air pollutant emissions.

- ▶ Section 4.1.4 contains roadway design standards that aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel and would reduce air pollutant emissions impacts.
- ▶ Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced. This would reduce air pollutant emissions impacts.
- ▶ Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel and would reduce air quality impacts.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from criteria air pollutants and consistency with air quality planning efforts by

Consistency Analysis

requiring impact fees, appropriate bicycle facilities, travel demand management, and that projects implement basic control measures identified by the BAAQMD.

- ▶ **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- ▶ **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- ▶ **Policy PHS-3.4:** The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District (BAAQMD) for construction, grading, excavation, and demolition.
 - **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.
- ▶ **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-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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.3.2 TOXIC AIR CONTAMINANTS

The 2035 General Plan EIR found that impacts from exposure of sensitive receptors to toxic air contaminants (TACs) would be potentially significant.

Consistency Analysis

However, the 2035 General Plan includes policies and programs designed to reduce exposure of sensitive receptors to concentrations of TACs and help reduce future land use incompatibilities of sources that could potentially emit TACs and exposure of sensitive uses to harmful air pollutants. When implemented in conjunction with existing BAAQMD regulations, the City found that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from TACs by requiring facilities that may produce them are located at an adequate distance from sensitive receptors. In addition, the City requires site planning and building design to reduce emissions and compliance with BAAQMD standards and thresholds.

- ▶ **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-3.2:** 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.
 - **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.

Consistency Analysis

- ▶ **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.
 - **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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.3.3 CARBON MONOXIDE AND ODOROUS EMISSIONS

The 2035 General Plan EIR found that local mobile-source emissions of carbon monoxide would not be expected to substantially contribute to emissions concentrations that would exceed the 1-hour ambient air quality standard, and that major sources of odors would not be anticipated as part of future land use changes. In addition, the 2035 contained policies in order to reduce carbon monoxide and odorous emissions, including compliance with the BAAQMD basic control measures. In addition, any BAAQMD rules and regulations would apply to all development in this area. Therefore, the City determined that these impacts would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would also help to reduce impacts associated with exposure to odorous emissions as described above.

- ▶ Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel and would reduce air quality impacts due to carbon monoxide.
- ▶ Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced. This would reduce air quality impacts due to carbon monoxide.
- ▶ Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel and would reduce air quality impacts due to carbon monoxide.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from odors by requiring compliance with BAAQMD standards and thresholds and reducing automobile use.

- ▶ **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 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 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 BIOLOGICAL RESOURCES

The 2035 General Plan EIR found that the following impacts related to biological resources would be potentially significant:

- ▶ loss and degradation of special-status plant habitat and potential loss of special-status plants;
- ▶ loss and degradation of habitat for special-status wildlife species and potential direct take of individuals;
- ▶ loss and degradation of riparian habitats or other sensitive natural communities;
- ▶ loss and degradation of federally protected wetlands;
- ▶ interference with wildlife movement corridors; and
- ▶ conflicts with an adopted habitat conservation plan or local plans protecting biological resources

Consistency Analysis

The City found that implementation of the policies and programs of the 2035 General Plan would avoid, minimize, or compensate for all potential impacts to biological resources; therefore, all impacts were found to be less than significant after mitigation.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR. The City had additional research and survey work completed for specific properties within the WDSP to support this consistency analysis.

Setting and Site Description

A biological reconnaissance survey was conducted at the City of Suisun City infill sites within the WDSP Area. The purpose of the reconnaissance survey was to characterize the general habitat types present on the infill sites, assess their potential to support special-status species or other sensitive biological resources, and identify potential biological constraints that may warrant special consideration during the planning process.

The study area for this survey consists of nine infill sites comprising a total of 113.7 acres. The biological reconnaissance survey was conducted on July 16, 2015. Please see Exhibit 3-1. The surveys consisted of walking meandering transects across each of the infill sites and noting plant species and habitat types present, as well as any waterways and potential wetlands, and evaluating habitat suitability for special-status species known to occur in the area. Additional information was obtained by reviewing the biological resources chapter of *City of Suisun City 2035 General Plan Technical Background Reports* (City of Suisun City 2015), which previously described biological resources on some of the infill sites, specifically, Sites 3, 4, 5, 6, and 8, based on reconnaissance surveys conducted on July 20, 2010.⁴ The biological resources background report provides detailed information about the biological resources throughout the City of Suisun City. The eastern, developed side of Site 1 was evaluated from aerial imagery because the site is surrounded by a chain-link fence with locked gates, preventing access.

Common Habitat Types and Vegetation

All of the infill sites, with the exception of Site 8 and east side of Site 1, are regularly mowed or disked and are characterized primarily by ruderal (i.e., weedy) annual grassland vegetation that is typical of regularly disturbed lands in the region. Common associate plant species observed in the ruderal vegetation include bristly ox-tongue (*Helminthotheca echioides*), prickly lettuce (*Lactuca serriola*), Bermuda grass (*Cynodon dactylon*), salt grass (*Distichlis spicata*), wild oat (*Avena* spp.), wild radish (*Raphanus sativus*), yellow starthistle (*Centaurea solstitialis*), cheeseweed (*Malva parviflora*), and ripgut brome (*Bromus diandrus*). Site 1 contains white mulberry (*Morus alba*) trees planted in rings on each side of Marina Circle. Site 8 and the east side of Site 1 are characterized by urban cover (paved parking areas, boat launch, marine sports store, and boat and RV storage). On Sites 4 and 6, dense stands of the invasive species Harding grass (*Phalaris aquatica*) are present. Patches of

⁴ For more information, please consult the City's website: http://www.suisun.com/download/Background_Reports_Fin_-_Vol_2_-_Ch_2_-_Biological_Resources.pdf.

Consistency Analysis

invasive Himalayan blackberry (*Rubus armeniacus*) occur on Site 4 between the ruderal herbaceous vegetation and the saline emergent wetlands.

Sensitive Habitats

Sites 1, 2, and 4 are bordered by Suisun Slough and contain saline emergent wetland (also known as coastal brackish marsh) habitat at the slough margins. This marsh habitat develops in shallow, standing or slow moving waters in coastal bays, estuaries and lagoons, where fresh water and salt water converge. The soils are perennially inundated or saturated and generally subject to some level of tidal fluctuation. In addition, water levels become elevated during the rainy season and gradually lower through the spring through evaporation, transpiration, and drainage. Species observed in the saline emergent wetland within the study area include hardstem bulrush (*Schoenoplectus acutus*), chairmaker's bulrush (*Schoenoplectus americanus*), broadleaf cattail (*Typha latifolia*), salt marsh fleabane (*Pluchrea odorata*), and Suisun Marsh aster (*Symphyotrichum lentum*). On the banks of the slough above the ordinary high water line, the invasive species perennial pepperweed (*Lepidium latifolium*), fennel (*Foeniculum vulgare*), and bristly ox-tongue become dominant and this vegetation quickly transitions into mowed ruderal field. Suisun Slough is a traditional navigable water of the United States. As such, the slough and saline emergent wetland habitat within are subject to regulation under Sections 404 and 401 of the Clean Water Act (CWA).

Site 6 may have historically supported vernal pools, but the topography has been substantially altered through disking, and possibly other activities, resulting in breaking down the banks of natural depressions that may have historically functioned as vernal pools. The remnants of some of these historic pools still retain moisture long enough to support a prevalence of vegetation adapted for life in saturated soil conditions. Dominant plant species observed in these degraded seasonal wetland habitats are mostly nonnative, generalist wetland species such as hyssop loosestrife (*Lythrum hyssopifolia*), swamp picklegrass (*Crypsis schoenoides*), and rabbit's foot grass (*Polypogon monspeliensis*). However, native species typical of vernal pool communities were also observed during surveys conducted in 2010, including coyote thistle (*Eryngium vaseyi*), smooth boisduvalia (*Epilobium campestre*), and Oregon woolly marbles (*Psilocarphus oregonus*). Study area 6 also contains a long, mostly linear seasonal wetland that extends across the site in a southwesterly direction. This seasonal wetland may be the result of excavation as it has an unnatural shape with very straight edges. The vegetation in this seasonal wetland is dominated by alkali mallow (*Malvella leprosa*), cocklebur (*Xanthium strumarium*), and Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), but also contains species found in the other degraded wetland depressions. Coyote thistle and curly dock (*Rumex crispus*) become dominant toward the west end of the linear wetland.

In addition to the seasonal wetland depressions, Site 6 contains a fresh emergent wetland (also known as a freshwater marsh) in the western corner. This feature is found within a distinct basin characterized by dense cover of white sweetclover (*Melilotus albus*), lamb's quarters (*Chenopodium album*), and cocklebur around the margins and swamp picklegrass, alkali weed (*Cressa truxillensis*), and western sea purslane (*Sesuvium verrucosum*) in the pond bottom. This feature also contains patches of emergent marsh vegetation (cattails and bulrush) around its edges. The presence of alkali mallow, alkali weed, and saltgrass on Site 6 indicate the soils are at least slightly alkaline. These alkaline soil indicator species, as well as alkali heath (*Frankenia salina*), also occur on Sites 2 and 4. The seasonal wetland depressions and the fresh emergent wetland feature on Site 6 may be subject to regulation under Sections 404 and 401 of the CWA.

Consistency Analysis

Waterways in the study area, besides Suisun Slough, consist of manmade ditches. A ditch running along the northern perimeter of Site 6 flows seasonally and supports sparse cover of aquatic plant species including water plantain (*Alisma triviale*), cattail, and tall flatsedge (*Cyperus eragrostis*). This ditch is approximately 9 feet wide at the high water line. The banks are characterized primarily by ruderal vegetation and the channel is heavily littered with garbage such as old appliances and furniture, lumber, bottles and cans, clothing, and toys. A 24-foot-wide, concrete-lined ditch (the Suisun Drainage Canal) runs along the southern perimeter of Site 6. The ditch along the northern perimeter of Site 6 connects with the Suisun Drainage Canal in the west corner of Site 6, which flows into the east arm of Suisun Slough under State Route 12 just north of Site 2. Another 24-foot wide ditch borders the eastern edge of Site 4 and connects to Suisun Slough to the south. It supports a narrow margin of marsh vegetation dominated by sedges (*Carex* spp.) at the ordinary high water line and eucalyptus trees (*Eucalyptus* sp.) on its upper banks. Although these ditches were created in uplands, they may be subject to regulation under Sections 404 and 401 of the CWA due to connectivity with Suisun Slough, a water of the United States.

An earthen stormwater ditch characterized by ruderal upland plant species runs north to south along the west boundary of Site 3 and a 5-foot-wide, concrete-lined stormwater ditch runs along the southern perimeter of Site 7. Both ditches drain into an underground residential drain system. These ditches are not likely subject to regulation under Sections 404 and 401 of the CWA because they support only ephemeral flow, are not relocated tributaries, were not excavated in tributaries, and drain only uplands.

Special-Status Plants

Suisun Marsh aster has been documented throughout Suisun Slough within the City limits and was observed on the slough banks at Site 2 during the reconnaissance survey. Mason's lilaopsis (*Lilaeopsis masonii*) has also been documented throughout Suisun Slough, including in the immediate vicinity of Sites 4 and 8. In addition, a floristic survey conducted at Site 6 on October 28, 2009 detected the presence of pappose tarplant (*Centromadia parryi* ssp. *parryi*), (Gallaway Consulting 2009). Mason's lilaopsis grows on mudflats in regularly flooded tidal zones, freshwater and brackish marshes, and riparian scrub habitats that are influenced by saline water. Suisun Marsh aster grows in brackish or freshwater marshes along the banks of sloughs and watercourses, often occurring with cattails, bulrushes, and blackberry. Pappose tarplant occurs most frequently in seasonally moist areas in coastal prairie, meadow, and grassland habitats, often on alkaline substrates.

Other special-status plants could occur in the study area, though the potential is relatively low outside of the slough areas because of the highly disturbed nature of the vegetation on the remainder of the sites.

Special-Status Wildlife

Ruderal vegetation and urban cover provide low habitat values to most wildlife; however, there are a few special-status wildlife species that may utilize the ruderal annual grassland habitat in the study area and the saline emergent wetland (i.e., marsh) habitat at the edges of Sites 1, 2, 4, and 8 could support additional special-status wildlife species. Burrowing owl is a ground (underground burrows) nesting species that could be found in ruderal habitats in the study area. Marsh nesting species that could nest in the study area include tricolored blackbird, common yellowthroat, California black rail, California clapper rail, and Suisun song sparrow. Northern harrier is a ground nesting species that could be found in ruderal or marsh habitats in the study area. In addition, the infill sites provide potential foraging habitat for Swainson's hawks. While most of the documented Swainson's hawks

Consistency Analysis

nest sites in Solano County are located in the croplands northeast of Travis Air Force Base (AFB) and the infill sites provide relatively low-value foraging habitat, mitigation may be required for loss of foraging habitat within 10 miles of active nest sites (i.e., nests that have been used within the previous 5 years). It is also possible that Swainson's hawks could nest in the large eucalyptus trees on Site 4. The saline emergent wetland habitat bordering Sites 1, 2, 4, and 8 could also support western pond turtle and this species could nest in adjacent uplands.

Suisun Marsh harvest mouse has been documented adjacent to Sites 2, 8, and 9 and Suisun shrew has also been documented in the general vicinity. Both of these species are associated with saline emergent wetland habitats, especially those containing pickleweed (*Salicornia pacifica*), and require non-submerged, salt-tolerant vegetation to escape the high tide. They may also move into the adjoining grasslands during the highest winter tides.

Conclusions

Exhibit 3-1 shows habitat types in the WDSP Area (Suisun Slough, saline emergent wetlands, and the Suisun Drainage Canal). This exhibit will be used in conjunction with applicable uniform development policies and standards from the General Plan to guide survey requirements, site planning, and mitigation for development facilitated under the WDSP. This exhibit also helps to highlight areas that would likely require a permit under Section 404 of the CWA before they could be altered, but are not as biologically valuable and do not necessarily need to be avoided. Special-status species could and do occur in other areas of the WDSP, as discussed above.

The WDSP Area is within the scope of development projected under the 2035 General Plan, and following the site-specific evaluation, there are no project-specific significant effects which are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts to biological resources. The WDSP designates "Open Space" areas, which are intended to accommodate a variety of passive recreational and open space facilities, including wetland and natural areas to remain open/undeveloped, drainage areas, and waterfront trails/promenades (please see proposed Specific Plan Figures 3-2 and 5-1).

General Plan

The following policies and programs of the 2035 General Plan would be implemented to minimize potential adverse effects to biological resources within the WDSP, and are considered to be uniformly applied development standards. Successful implementation of the policies and programs of the 2035 General Plan would avoid, minimize, or compensate for potential impacts on special-status species and their habitat because it would require new developments to identify and avoid special-status species and their habitats to the extent feasible and to mitigate unavoidable impacts in coordination with state and federal agencies charged with the protection of the subject species, including take authorization where applicable, and compliance with all conditions of the take authorization.

Consistency Analysis

Successful implementation of the General Plan policies and programs is expected to reduce significant impacts on wetlands and other waters of the United States, and waters of the state, to a less-than-significant level by requiring delineation and avoidance of these habitats to the maximum extent feasible, establishment of wetland habitat buffers, and by providing compensation for unavoidable impacts in a manner that would ensure no net loss of overall wetland habitat functions and values, in accordance with U.S. Army Corps of Engineers (USACE) and San Francisco Bay Regional Water Quality Control Board (RWQCB) standards.

- ▶ **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 site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **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-1.7:** New developments shall be designed to preserve fish and wildlife habitats along Suisun Slough and tributary watercourses to the maximum extent feasible.
- ▶ **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-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.
- ▶ **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-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.

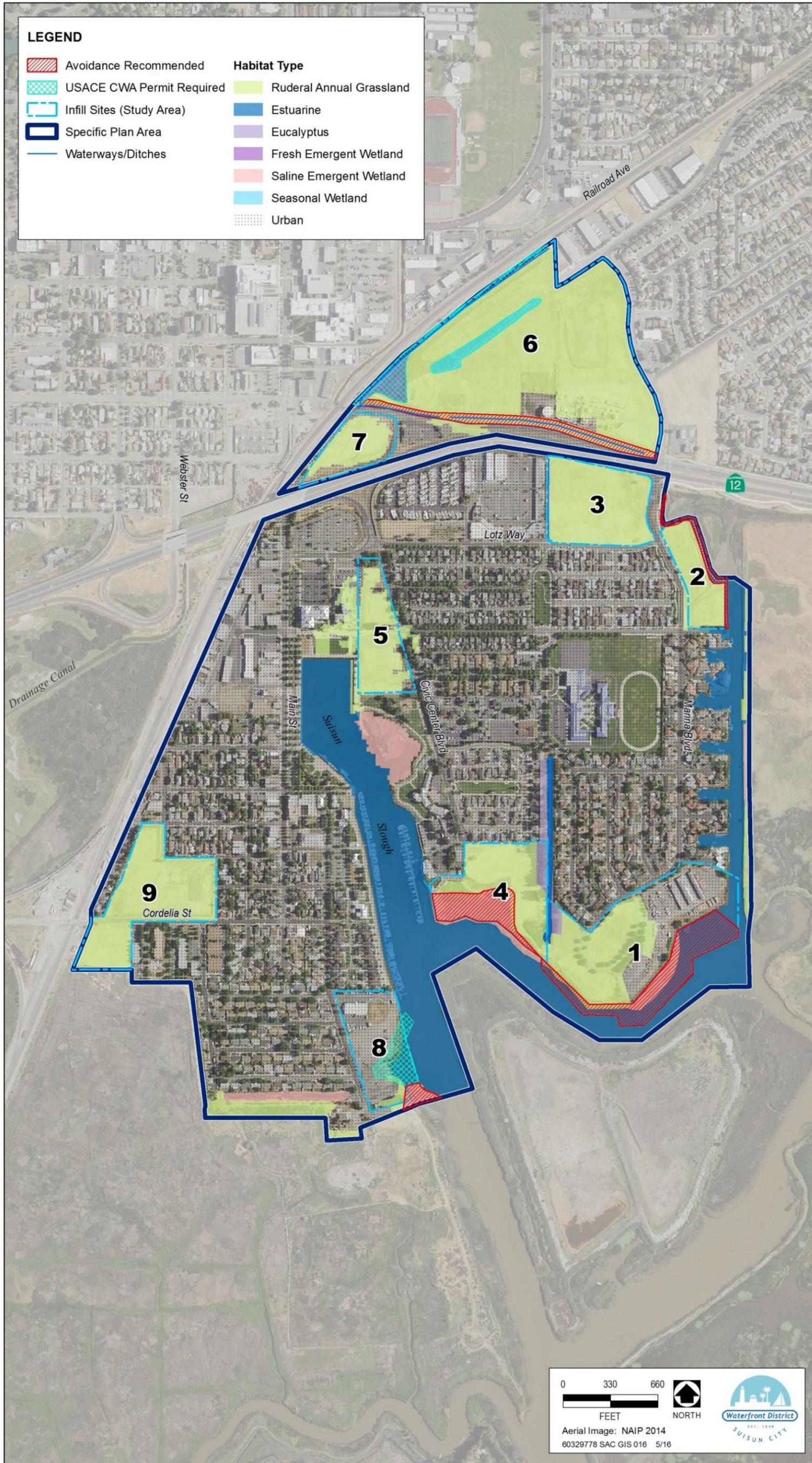


Exhibit 3-1: Habitat Types

Consistency Analysis

- **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-1.2: 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

Consistency Analysis

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

Consistency Analysis

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.

- **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.

Consistency Analysis

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.

- **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.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.5.1 HISTORIC RESOURCES, ARCHAEOLOGICAL RESOURCES, HUMAN REMAINS

The 2035 General Plan EIR found that impacts to historic and archaeological resources, along with human remains, would be potentially significant.

The City found that although policies and programs in the 2035 General Plan would help preserve and enhance preservation of significant historical resources in Suisun City’s Historic Downtown, new development could require demolition of historically significant resources. While documentation of resources prior to demolition would reduce the magnitude of the impact, the loss of the historical resource would result in a significant impact. Similarly, although the 2035 General Plan contains policies and programs that would, in most cases, avoid or minimize impacts on archaeological resources and human remains, it is not always feasible to preserve significant resources in place. Because there are no other feasible mitigation measures available, these impacts were determined to be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Based on a request to the Native American Heritage Commission (NAHC) to identify Native American tribes with a potential interest, the City sent invitations to consult to the Cortina Band of Indians and the Yocha Dehe Wintun Nation. The City did not receive correspondence from the Cortina Band of Indians, but did receive a letter from the Yocha Dehe Wintun Nation on April 4th, 2016 that requested the cultural resources study for the Specific Plan. Since the cultural resources study for the Specific Plan is the 2035 General Plan and General Plan EIR, the

Consistency Analysis

City on April 11th provided this information to the representative for the Yocha Dehe Wintun Nation. The City has not received further communication.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts to historical resources.

Residential Development Standards and Guidelines

Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern, smaller lots, diverse historic architectural styles, and a variety of housing types and sizes.

- ▶ Section 6.2.2 provides residential development standards for setbacks, density, and building heights. This standard would foster the continued development of a traditionally historic downtown with a pedestrian-oriented environment.
- ▶ Section 6.2.3 contains residential site standards and design guidelines. The guidelines promote elements of historic residential styles in a modern context and ensure compatibility with existing residential development.
- ▶ Appendix A provides guidance for architectural review of demolition and new construction within the City's Historic Residential Zone (RH).

Commercial and Mixed-Use Development Standards and Guidelines

Section 6.3 provides standards and guidelines for the commercial and mixed-use zones. The guidelines address elements such as building heights, form and composition, storefront design, and signage to preserve the historic character and small-town quality of the WDSP.

- ▶ Section 6.3.2 provides standards for setbacks, density, and building heights. This ensures that development would be harmonious with adjacent buildings and would reduce the change to existing historic character.
- ▶ Sections 6.3.3 through 6.3.4 contain guidelines for building height, building form and style, exterior walls and materials, windows and doors, roofs, and color. The guidelines in these sections promote consistency with the unique architectural features and historical nature of the area and harmony with the existing character. Implementation of these guidelines would reduce the change to the existing historic character.

General Development Standards

Section 6.5 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards. Implementation of these policies would ensure an area with a historical design that is consistent with neighboring areas.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts to historic and cultural resources by identifying resources, avoiding impacts if possible, or mitigating if necessary. Preservation of existing resources is encouraged where feasible.

- ▶ **Policy OSC-5.1:** The City will use geologic mapping and cultural and paleontological resource databases to determine the likely presence of resources and the appropriate level of cultural and paleontological 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.

Consistency Analysis

- 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.
- **Program OSC-6.1: Historic Resource Inventory.** The City will maintain an inventory of historic and potentially-historic structures and resources in the Waterfront District 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 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.5.2 PALEONTOLOGICAL RESOURCES

The 2035 General Plan found that construction in paleontologically sensitive rock formations (i.e., Pleistocene alluvium and the Tehama Formation) could result in potentially significant impacts to unique paleontological resources.

However, the 2035 General Plan includes policies and programs designed to reduce damage to or destruction of unique paleontological resources. Therefore, the City determined that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

As shown in Exhibit 7-10 of the 2035 General Plan Open Space and Conservation Element, projects within the WDSP would all be constructed within Holocene (11,700 years Before Present and younger) alluvium. In order to be considered a unique paleontological resource, a fossil must be more than 11,700 years old. Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered “unique” paleontological resources. Therefore, this formation is not considered to be paleontologically sensitive, and earthmoving activities associated with projects in the WDSP would have no impact on unique paleontological resources.

CONCLUSION

Since no unique paleontological resources are within the project area, there are no applicable uniform development policies and standards.

3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 LANDSLIDES

The 2035 General Plan EIR determined that there would be no impact related to landslides because slopes within and immediately adjacent to the Planning Area are nearly flat, ranging from 0–4%.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan, and there are no project-specific significant effects which are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no landslides would occur, there are no applicable uniform development policies and standards.

3.6.2 SEISMIC HAZARDS, SOIL EROSION, UNSTABLE SOIL, SOIL SUITABILITY FOR SEPTIC SYSTEMS

The 2035 General Plan EIR found that impacts related to surface fault rupture (along the Vaca-Kirby Hills Fault), strong seismic ground shaking, liquefaction, soil erosion, construction in unstable soils, and soil suitability for septic systems would be potentially significant.

However, the City determined that with implementation of policies and programs in the 2035 General Plan, combined with adherence to current laws, regulations, and ordinances, these impacts would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR. The Vaca-Kirby Hills Fault is not near the WDSP Area.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential seismic hazards, soil erosion, and impacts from unstable soil by implementing state and local building codes, requiring the preparation of geotechnical site investigations for new development, ensuring consistency with the Local Hazard Mitigation Plan, reducing stormwater runoff, and protecting emergency access. The General Plan also prohibits septic systems.

- ▶ **Policy PHS-5.2:** New development 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, reduce localized flooding, and reduce pollutants close to their source.
- ▶ **Policy PHS-5.7:** Septic systems are not allowed in new developments, which must connect to the regional sewer system for treatment of wastewater.
- ▶ **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.

Consistency Analysis

- ▶ **Policy PHS-14.2:** The City will require the preparation of a geotechnical site investigation for new development projects, which will be required to implement recommendations to reduce the potential for ground failure due to geologic or soil conditions.
- ▶ **Policy PHS-14.3:** The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.
- ▶ **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 OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
 - **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.
 - **Program PHS-5.1: Stormwater Development Requirements.** 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 reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.7.1 GREENHOUSE GAS EMISSIONS, CONFLICTS WITH GREENHOUSE GAS REDUCTION PLANS

The 2035 General Plan EIR found that future land use changes would increase greenhouse gas (GHG) emissions at a rate higher than what would be required statewide to achieve California’s statewide mandate under Assembly Bill (AB) 32. Therefore, climate change attributable to human-caused GHG emissions was found to be 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. Therefore, the City determined that the impact would be less than cumulatively considerable with implementation of 2035 General Plan policies and programs.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce GHG emissions by reducing automobile travel and encouraging mixed-use, infill development within the City's Priority Development Area.

- ▶ Chapter 1 explains that the purpose of the WDSP is to promote higher density development and mixed-use infill development in areas adjacent to the train station. This would reduce the use of energy and GHG emissions.
- ▶ Section 4.1.4 contains roadway design standards that aim to enhance pedestrian, bicycle, or transit safety and connections such as lane width, pedestrian refuges, or traffic slowing devices. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. In addition, block lengths of 300 feet or less are encouraged and the use of cul-de-sacs must be minimized. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel and would reduce GHG emissions.
- ▶ Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced. This would reduce GHG emissions.
- ▶ Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern with short blocks. Implementation of this standard would promote pedestrian activity instead of automobile travel and would reduce GHG emissions.
- ▶ Section 6.3.3 encourages climate-appropriate landscaping, pervious paving surfaces, and deciduous plant materials to allow maximum winter sun and summer shade. This would reduce energy use and GHG emissions by reducing the amount of water use and associated power required to move water to end users.
- ▶ Section 6.5.3 describes parking standards. Shared parking facilities are encouraged. Implementation of these standards would help reduce automobile use and would help reduce GHG emissions. Development patterns that involve too much parking introduce barriers to non-vehicular access.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from GHGs by both land use planning and specific site design measures.

Additionally, the General Plan policies and programs reduce automobile use, increase natural drainage and landscaping, support pedestrians, promote mixed-use, higher-density, infill development, and reduce parking requirements.

Consistency Analysis

- ▶ **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-4.3:** New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.
- ▶ **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- ▶ **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.
- ▶ **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-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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.8:** 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 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.7.2 EFFECTS OF CLIMATE CHANGE

The 2035 General Plan EIR found that the effects of climate change could result in a variety of potentially significant impacts, such as increase in temperature; 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 City determined that implementation of the policies and programs in the 2035 General Plan would reduce the extent and severity of impacts associated with climate change by proactively planning for changes in climate and conditions and providing methods for adapting to these changes. However, the City found that the efficacy of the City's policy approach for dealing with the local effects of climate change was unknowable at the time the EIR was prepared, and because there are no other feasible mitigation measures available, the City determined that the impact from climate change on Suisun City would be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

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 discussed potential impacts of climate change on Suisun City occur over a time span beyond buildout of the 2035 General Plan and the WDSP. 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.

Consistency Analysis

CONCLUSION

General Plan policies and programs will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.8.1 ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

The 2035 General Plan EIR found the impacts from routine transport, use, or disposal of hazardous materials would be potentially significant.

However, the City determined that with implementation of 2035 General Plan policies and programs, and adherence to federal, state, and local laws, regulations, and ordinances, this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from the routine transport, use, or disposal of hazardous materials by implementing the Local Hazard Mitigation Plan, placing facilities that use hazardous wastes away from development that could be substantially and adversely affected, monitoring and protecting sites that may transport or use hazardous materials, and reduce runoff.

- ▶ **Policy OSC-3.4:** New developments shall control debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- ▶ **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-10.4:** The City will prohibit the transportation of hazardous materials through residential areas in quantities greater than those used in routine household maintenance.
- ▶ **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 off-site and neutralized to a nonhazardous state and appropriately disposed.
- ▶ **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.
- ▶ **Policy PHS-10.8:** The City will require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties.
- ▶ **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.

Consistency Analysis

- ▶ **Policy T-4.2:** The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.
 - **Program PHS-10.2 Hazardous Materials Business Plans:** Businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division.
 - **Program PHS-10.3 Hazardous Building Materials Analysis:** 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8.2 EXPOSURE TO EXISTING HAZARDOUS MATERIALS, INCLUDING KNOWN CONTAMINATION AT TRAVIS AIR FORCE BASE

The 2035 General Plan EIR found that potential exposure to existing hazardous materials, including known soil and groundwater contamination at Travis AFB, would be a potentially significant impact.

However, the City found that implementation of policies and programs in the 2035 General Plan and compliance with applicable state and federal regulations would reduce the potential for exposure of land uses accommodated under the 2035 General Plan to hazardous materials to a less-than-significant level.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is not located in proximity to Travis AFB; therefore, known hazardous materials contamination at the AFB would have no impact on properties within the WDSP.

In 2015, AECOM retained the services of Ninyo & Moore to perform a Phase I Environmental Site Assessment (ESA) to investigate the potential that hazardous materials might be present on specific properties within the

Consistency Analysis

WDSP. Relevant findings contained in the Phase I ESA are discussed below. Exhibit 2-2 shows Opportunity Areas that are correlated to the discussion below.

Historical research dating back to the 1930s revealed that much of the WDSP area consisted of undeveloped marsh land with some rural residential and commercial/industrial development. A tank farm was located at the north end of Suisun Slough (Opportunity Area J) dating back to the 1930s. This tank farm was operated by Sheldon Oil Company until the late 1980s/early 1990s. Suisun Slough was subsequently expanded in the 1990s across a portion of the former Sheldon Oil Company tank farm, which caused the southern area of the former tank farm to be inundated with water. In the 1930s and 1940s, development within Suisun City was primarily focused on areas to the west and north of Suisun Slough. Suisun City continued to grow and expand during the 1940s and 1950s, and the WDSP areas were developed to include a school (Opportunity Area A), commercial development (Opportunity Areas B and C), residential and industrial/commercial development (Opportunity Area J), and a boat launch facility (Opportunity Area I), while the remainder of the WDSP areas remained mostly undeveloped. By the 1960s and 1970s, further development of the WDSP areas included a corporation yard (Opportunity Area E), a wastewater treatment plant, and a marina (Opportunity Area H). By the early 1990s, the residential development within Opportunity Area J had been removed and replaced with open space. The former Sheldon Oil Company tank farm was demolished in the early 1990s, and the wastewater treatment plant was demolished sometime between 1993 and 1998.

Quantities of hazardous substances or petroleum products used or stored on individual properties were not observed during Ninyo & Moore's site reconnaissance with the exception of materials used, stored, and handled by the various repair/service shops, or other agency permitted facilities.

Indications of aboveground storage tanks (ASTs), underground storage tanks (USTs), or hazardous material spills or leaks were not observed from public right-of-ways during the site reconnaissance, with the exception of two 6,000-gallon fuel ASTs at 1240 Kellogg Street (Opportunity Area I). These ASTs are located in the northcentral portion of the property at Kellogg Street and are enclosed within a masonry brick enclosure. The ASTs provide boat fuel to the adjacent marina via underground piping. No evidence of leaks or spills was observed around the ASTs.

Many of the properties within the WDSP were listed on various regulatory databases searched by Environmental Data Resources, Inc. (EDR) at the request of Ninyo & Moore. These properties include Suisun Roofing Supply (Opportunity Area B, 260 Benton Court, UST database), William Bowman (Opportunity Area B, 263 Benton Court, UST database), and Sheldon Oil Company (Opportunity Area J, 426 Main Street, Leaking Underground Storage Tank [LUST] and UST databases). Suisun Roofing Supply was referenced as having a 10,000-gallon diesel UST removed in 1987, and the William Bowman property had a 2,000-gallon gasoline UST removed in 1987. Both of these properties received "no further action" determinations from the Solano County Environmental Management Department (SCEMD). As stated previously, Sheldon Oil company operated a tank farm facility at 426 Main Street from the 1930s until the late 1980s/early 1990s. As part of the downtown redevelopment, Suisun Slough was subsequently expanded in the 1990s across a portion of the former Sheldon Oil Company tank farm, which resulted in the southern area of the former Sheldon Oil tank farm becoming inundated by the marsh. This facility received case closure from the RWQCB in 1995.

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Ninyo & Moore requested regulatory files from SCEMD for the nonagency-listed properties within the WDSP and determined that four Recognized Environmental Conditions (RECs) are present within the WDSP area, as summarized below:

- ▶ **Former Crystal School.** A 2010 report indicated that a fuel oil bunker was discovered in May 2007 at the former Crystal School on Cordelia Street (Opportunity Area A), during demolition work just south of the Morgan Street sidewalk. Subsurface soil contaminated with petroleum was found at the north end of the former Crystal School play yards. Fuel oil had apparently been used to heat the former grammar school. The concrete bottom of the bunker was briefly exposed during excavation (at a depth of approximately 7–8 feet), and was subsequently left in place. Fuel oil had apparently leaked into the subsurface. Based on samples from June 2007 and December 2009, the soil around the bunker had been contaminated with petroleum hydrocarbons at concentrations exceeding State regulatory levels. In August 2010, a removal action workplan (RAW) was prepared and subsequently approved by SCEDM, for the excavation and removal of approximately 3,000 square feet of contaminated soil to a depth of approximately 8 feet below the ground surface. To date, however, the City has not acquired the funds to complete the RAW, and therefore, concentrations of petroleum hydrocarbons above regulatory screening levels remain in the soil at this location.
- ▶ **Former Sheldon Oil Truck Washing Facility.** Several of the properties within Opportunity Area B (260 and 263 Benton Court) had USTs removed in 1987, and one property (526 School Street) is a former truck washing facility. Both the 260 and 263 Benton Court properties subsequently received a determination of "no further action" required from the SCEHD. However, the former Sheldon Oil truck washing facility at 526 School Street has undergone several soil, soil vapor, and groundwater investigations, as well as some soil excavation, over the past 20-plus years. Concentrations of chlorinated solvents remain in the soil at this property. The site has been recommended for closure as a low risk solvent case. However, during a conversation with Ninyo & Moore in 2015, Mr. Martin Musonge with the State Water Resources Control Board (SWRCB) indicated that he did not believe that the facility would be granted closure at this time because detected concentrations of trichloroethylene (TCE) at the wash rack area wells are still very high. TCE was reported in a July 15, 2015 deep groundwater sample at a concentration of 10,000 micrograms per liter ($\mu\text{g}/\text{l}$), and in a shallow groundwater sample at 87 $\mu\text{g}/\text{l}$, which are substantially higher than the State of California maximum contaminant level (MCL) of 5.0 $\mu\text{g}/\text{l}$. SWRCB is reviewing the closure request, but noted that it is possible they would be recommending additional monitoring and/or additional remedial actions. The property is under regulatory oversight and the facility is considered an "open case."
- ▶ **Former City Corporation Yard.** The former City Corporation yard was located within Opportunity Area E. In 1989, a leaking diesel UST of unknown capacity was removed from the northwest corner of the Corporation yard parcel, which resulted in soil and groundwater contamination. In 1990, two 1,000-gallon gasoline USTs were removed from the Corporation yard parcel. Three groundwater monitoring wells were installed and were sampled quarterly until 1997. A workplan for soil characterization and remediation was submitted to the County in May/June 1994. Information was not available as to whether the workplan scope of work was ever completed. In May/June 2005, ENGEO Environmental (ENGEO) conducted a Phase II ESA of the Corporation yard parcel. The assessment included collection and analysis of groundwater samples for total petroleum hydrocarbons (TPH) as diesel (TPHd), TPH as gasoline (TPHg), benzene, toluene, ethylbenzene and xylenes (BTEX), and methyl tert-butyl ether (MtBE). The Phase II ESA also entailed collecting and analyzing seven soil samples for TPHd, TPHg, BTEX, and MtBE; and a groundwater

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investigation along the Kinder Morgan pipeline and analysis of four groundwater samples for TPHd, TPHg, BTEX, and fuel oxygenates, including MtBE. ENGEО concluded that limited groundwater contamination was present in the vicinity of the former USTs, and that the detected TPH/BTEX concentrations were likely associated with the isolated groundwater within the former UST backfill material. Additional groundwater characterization was not recommended by ENGEО. However, they reported that benzene was present at 13,000 µg/l, which exceeded the RWQCB Environmental Screening Level (ESL) for the groundwater to indoor air residential exposure pathway. ENGEО recommended that if land use changes from commercial to residential were to occur, some remediation or engineering controls, such as vapor barriers, would be necessary prior to new construction.

- ▶ **Former Fairfield-Suisun Sewer District Wastewater Treatment Plant (WWTP).** The former WWTP (Opportunity Area H) underwent soil and groundwater testing in 1991. The investigation included collecting 10 near-surface soil samples from sludge ponds, and installing two, 20-foot-deep groundwater monitoring wells. One well was located south of the former sludge ponds and the other well was located southwest of the WWTP. The soil samples were analyzed for total threshold limit concentration (TTLC) CAM-17 (California Administrative Manual) metals. Monitoring well soil samples were tested for metals, volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). Groundwater samples were analyzed for metals, VOCs, SVOCs, and total extractable petroleum hydrocarbons. Laboratory analytical results for the groundwater samples were non-detect for the compounds tested. Based on the laboratory test results, ENGEО concluded there were no indications that the WWTP had resulted in groundwater contamination in the site vicinity. Results of the soil analyses found that concentrations of detected metals in the near surface soil varied across the sampled areas. Lead was reported at a concentration of 295 milligrams per kilogram (mg/kg) in the southwestern sludge pond, and nickel was reported at 226 mg/kg from the southeastern sludge pond. ENGEО noted that the results of waste extraction testing (WET) on select soil samples showed that the high lead and nickel concentrations detected in the near surface soil samples were not soluble and therefore the soil would not be classified as a hazardous waste. ENGEО recommend that following any further grading activities at the sludge pond areas, near surface soil samples should be collected to verify that no significant concentrations of lead or nickel remain in the near surface soil in this area.

Ninyo & Moore noted that an asbestos and lead-based paint survey was beyond the scope of work of the Phase I ESA due to the size of the WDSP area. However, as noted in the 2035 General Plan EIR, asbestos-containing materials (ACMs) and lead-based paints may be present in older structures, particularly in the historic downtown. The renovation or demolition of existing structures constructed before 1978 could pose an exposure risk to workers from lead-based paint and those constructed before 1989 could pose an exposure risk to workers from ACMs. Asbestos may also be found in pipelines that may need to be relocated or replaced during the construction of capital improvements.

The presence of hazardous materials at the former Crystal School and Sheldon Oil Company was specifically noted in the 2035 General Plan EIR (Section 3.8, "Hazards and Hazardous Materials"), along with potential hazards in the historic downtown area from ACMs and lead-based paint.

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General

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Plan EIR. The General Plan includes applicable development policies and standards, listed below, that would be required prior to development, consistent with the recommendations of the hazardous materials site assessments described above.

General Plan

Implementation of the General Plan would reduce the potential impacts from existing hazardous materials by requiring compliance with the Local Hazard Mitigation Plan, protecting emergency access, monitoring and protecting sites with known hazardous materials from construction encroachment, remediation, requiring hazardous building analysis for demolition that may disturb asbestos or lead-based paint, and other appropriate actions that would be required to ensure the public and environmental health for projects within the WDSP Area. The policies and programs outlined below are required for projects that could have adverse hazardous materials impacts, and must be implemented consistent with the recommendations of site-specific assessments, as summarized above under the heading, “Impacts Were Addressed by the 2035 General Plan EIR.”

- ▶ **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-10.8:** The City will require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties.
- ▶ **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.
 - **Program PHS-10.2 Hazardous Materials Business Plans:** Businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division.
 - **Program PHS-10.3 Hazardous Building Materials Analysis:** 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

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asbestos and lead. The lead-containing materials and ACMs shall be handled properly and transported to an appropriate disposal facility.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8.3 HAZARDOUS MATERIALS WITHIN ONE-QUARTER MILE OF A SCHOOL

The 2035 General Plan EIR found that new development that would emit or handle hazardous waste would not occur within ¼ mile of an existing school. Although population growth from new land uses accommodated under the 2035 General Plan could result in the need for new schools, enforcement of California Department of Education school siting regulations, permitting requirements for individual hazardous material handlers and emitters, and enforcement of Public Resources Code Section 21151 during project-level environmental review would prevent future conflicts between hazardous materials handling and emissions and schools. Therefore, the City determined that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from hazardous materials within one-quarter mile of a school by requiring that new private development or City-initiated actions assess and mitigate hazardous materials risks.

- ▶ **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.

CONCLUSION

Enforcement of the General Plan, California Department of Education school siting regulations, permitting requirements for individual hazardous material handlers and emitters, and enforcement of Public Resources Code Section 21151 during project-level environmental review would prevent future conflicts between hazardous materials handling and emissions and schools.

3.8.4 SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING NEAR TRAVIS AIR FORCE BASE

The 2035 General Plan EIR found that hazards from land use conflicts between new development near Travis AFB and the airport would be potentially significant.

However, the City determined that implementing policies and programs in the 2035 General Plan would ensure consistency with the Travis AFB land use compatibility plan (LUCP) and new land uses would not result in substantial obstructions that could contribute to plane crashes or otherwise result in safety hazards for people residing or working near Travis AFB. Other land uses that could potentially involve “hazards to flight,” as defined by the LUCP, are required to be reviewed, conditioned if necessary, and approved by the Solano County Airport Land Use Commission prior to development. In addition, compliance with requirements outlined in Air Force Manual 91-201 would ensure public safety and reduce risk associated with munitions and explosions. Therefore, the City determined that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The Travis AFB LUCP presents six compatibility zones, Zones A, B1, B2, C, D, and E, as well as two overlay zones, the ALZ Training Overlay Zone and the Height Review Overlay Zone. These zones restrict maximum densities and intensities, prohibit certain types of incompatible uses, and contain other development requirements. In addition, the Travis AFB LUCP includes a Bird Strike Hazard Zone and an Outer Perimeter Zone to identify areas where wildlife could pose a hazard to AFB operations. The WDSP Area within Zone D, outside the Bird Strike Hazard Zone, and within the Outer Perimeter (Solano County ALUC 2015). According to the Travis Air AFB LUCP, neither Zone D nor the Outer Perimeter includes limits for densities or intensities. However, the following conditions would apply:

- ▶ Zone D: Hazards to flights (physical, visual, and electronic forms of interference with the safety of aircraft operations) are prohibited. ALUC review is required for all objects over 200 feet above ground level (AGL). In addition, a notice regarding aircraft operational impacts must be attached to property deeds.
- ▶ Outer Perimeter: Any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes must have a Wildlife Hazard Analysis (WHA). The WHA must consider the potential for the project to attract hazardous wildlife, wildlife movement, or bird strike hazards and demonstrate that wildlife movement that may pose hazards to aircraft in flight will be minimized.

The WDSP limits heights in residential districts to under 35 or 55 feet, depending on the zone, and in commercial and mixed-use districts to under 35, 50, or 60 feet, depending on the zone. Public facilities and parks have height limits of 50 and 35 feet, respectively. Development that conforms to these standards and does not pose any other hazard to flight operations would not need to undergo ALUC review. Per the Specific Plan, buildings at key intersections in the Main Street Mixed Use and Downtown Mixed Use Zones (such as Main Street and Driftwood Drive) should be designed to “mark the corner” with architectural features, such as a tower or cupola that may exceed the height limits. However, these architectural features would not be constructed at a height that would approach the compatibility limits for Travis AFB. The Specific Plan does not propose or plan for development that would cause a hazard to flights (such as wind turbines, solar panels, or meteorological towers) or substantially attract hazardous wildlife (such as waste disposal operations, water management facilities, water

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features, or agricultural activities) (Federal Aviation Administration 2007). The Specific Plan is consistent with the Travis AFB LUCP. Thus, there would be no impact from airport safety hazards associated with Travis AFB.

CONCLUSION

Since no safety hazard would occur related to the Travis AFB, there are no applicable uniform development policies and standards.

3.8.5 INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EMERGENCY EVACUATION PLAN

The 2035 General Plan EIR found that future land use changes would indirectly generate additional vehicular travel and would involve the development of additional residences requiring evacuation in case of an emergency. However, the City determined that implementation of 2035 General Plan policies and programs and the Local Hazard Mitigation Plan (LHMP), as well as continued coordination with the Solano County Office of Emergency Services and participation in the County's Multi-Hazard Mitigation Plan, would ensure that future development would not interfere with emergency-response or emergency-evacuation plans. Therefore, the City determined that this impact would be less than significant. The LHMP addresses risk assessment and prioritization, and provides mitigation strategies and recommendations that are intended to be integrated with day-to-day operations of the City.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with interference with an adopted emergency response or emergency evacuation plan.

- ▶ Section 4.1.4 contains roadway design standards that aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. In addition, new local streets, connectors, and arterials are proposed to increase connectivity (please see Figure 4-1). The development of a circulation system with multiple access points would support emergency access.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from interference with an adopted emergency response or emergency evacuation plan. The City provides public access to emergency response procedures in such locations as City Hall, Suisun City Library, and public schools and promotes awareness of emergency response and evacuation plans. The City designates evacuation routes in the event of a large-scale or fire or other citywide emergency requiring the evacuation of a substantial portion of the city's residents. The City also requires development and improvement standards to provide a circulation system with multiple access points, adequate provision for emergency equipment access, and evacuation egress. In addition, the City will review and condition, as necessary, development and redevelopment projects, plans, and public investment decisions to ensure consistency with the LHMP.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8.6 EXPOSURE TO URBAN AND WILDLAND FIRES

The 2035 General Plan EIR found that most of the undeveloped portions of the Planning Area are characterized as moderate fire risk, although there are areas of high fire risk in the south-central and western portions of the Planning Area. The City determined that implementation of policies and programs in the 2035 General Plan and compliance with the Suisun Fire Protection District and California Fire Code regulations would ensure people and structures would not be exposed to a significant risk of loss or injury involving wildland fires. Therefore, the City determined that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

According to Figure 9-5 from the 2035 General Plan, the WDSP is not in a high or very high fire risk area. The edges of the WDSP have a moderate fire risk.

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General Plan

The 2035 General Plan includes policies and program that are intended to reduce the risk of wildland fire hazards. Suisun City will require setbacks future development adjacent to Suisun Marsh to provide defensible space and reduce potential for exposure to wildfires.

- ▶ **Policy PHS-12.6:** The City will require setbacks for future development adjacent to Suisun Marsh to provide defensible space and reduce potential for exposure to wildfires.
- ▶ **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.

CONCLUSION

In addition to the 2035 General Plan policies, existing and new buildings and development would be required to comply with the Suisun City Fire Department and California Fire Code regulations related to construction, maintenance, and use of buildings would further reduce the risk of wildland fires. The California Fire Code addresses fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code addresses wildland-urban interfaces, including requirements for vegetation and fuel management, maintenance of defensible space, the use of fire-resistant building materials, and implementation of construction methods to reduce the potential for wildland fire risks.

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.9.1 INCREASED EROSION AND VIOLATION OF WATER QUALITY STANDARDS

The 2035 General Plan EIR found that development facilitated under the General Plan could result in additional short-term construction-related and long-term operational erosion and discharges of pollutants to receiving water bodies. Such pollutants could result in violation of water quality standards and could result in downstream

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siltation. However, the City determined that with implementation of 2035 General Plan policies and programs, and with compliance with land use, stormwater, grading, and erosion control regulations—such as the *Fairfield-Suisun Urban Runoff Management Program (FSURMP)* and the *SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ)—these impacts would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

General Plan

Implementation of the General Plan would reduce the potential impacts from short-term construction-related and long-term operational erosion and discharges of pollutants to receiving water bodies by requiring the implementation of recommendations from geotechnical site investigations, controlling runoff and complying with land use, stormwater, grading, and erosion control regulations—such as the *Fairfield-Suisun Urban Runoff Management Program (FSURMP)* and the *SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ).

- ▶ **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- ▶ **Policy OSC-3.4:** New developments shall control the movement of debris and 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-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.
 - **Program PHS-5.1: Stormwater Development Requirements.** 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 reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational 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

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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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.2 INCREASED FLOODING AND HYDROMODIFICATION FROM INCREASED STORMWATER RUNOFF

The 2035 General Plan EIR found that land use changes would increase the amount of impervious surfaces, thereby increasing surface runoff. This increase in surface runoff would result in an increase in both the total volume and the peak discharge rate of stormwater runoff, and therefore could result in greater potential for hydromodification and on- and off-site flooding.

However, the City determined that with implementation of federal, state, and local stormwater requirements—such as Suisun City Municipal Code Section 15.12.080 (requires preparation and approval of a runoff control plan), the City’s *Engineering Standards and Specifications*, and the San Francisco Bay RWQCB permit for the discharge of regional municipal stormwater runoff (Order R2-2009-0074 NPDES Permit No. CAS612008)—this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts from hydromodification and increased stormwater runoff by reducing the addition of pervious surfaces.

- ▶ Section 6.3.3 encourages landscaping and pervious paving surfaces.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from hydromodification and increased stormwater runoff by requiring fair-share contributions for drainage facilities, limiting the pollutants in runoff, and protecting and preserving natural drainage to the greatest extent feasible.

- ▶ **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- ▶ **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- ▶ **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-3.4:** New developments shall control the movement of debris and 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-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.
- ▶ **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- ▶ **Policy PHS-5.2:** New development 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.
 - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit.

Consistency Analysis

New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.3 FLOOD HAZARDS FROM PLACEMENT OF STRUCTURES WITHIN A 100-YEAR FLOODPLAIN OR FROM LEVEE FAILURE

The 2035 General Plan EIR found that land use changes could result in potentially significant impacts from construction of residential or commercial structures in floodplains, thereby exposing people and structures to flood hazards. Similar exposure could occur in areas subject to flooding because of failure of levees in and near Suisun Marsh.

The City determined that with implementation of 2035 General Plan policies and programs, combined with flood control regulations and levee improvements included in the Suisun Marsh Habitat Management, Preservation, and Restoration Plan (SMP), would reduce the exposure of people or structures to flood hazards. However, there is no defined schedule nor are there agreed-upon funding mechanisms to implement the levee improvements that would be addressed by the SMP. Furthermore, implementation of the SMP lies outside the jurisdiction of Suisun City and is therefore under the control of other lead agencies (i.e., the “Suisun Principal Agencies,” which consists of a diverse group of organizations such as U.S. Bureau of Reclamation, USFWS, California Department of Water Resources (DWR), California Department of Fish and Game (DFG), and CALFED). There are no other feasible mitigation measures that are available that would further reduce the level of impact. Thus, the City determined that 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 be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant

Consistency Analysis

effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from placing structures in a floodplain by requiring that development within a floodplain comply with state and federal requirements.

- ▶ **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.
- ▶ **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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.4 POTENTIAL FLOODING HAZARD FROM DAM FAILURE

The 2035 General Plan EIR found that of the 18 dams in Solano County, the State Office of Emergency Services has identified 10 dams where failure has the potential to cause human injury or loss of life, 2 of which may result in damage to Suisun City. In the unlikely event of dam failure, people and structures would be exposed to inundation, and death, injury, or loss of property could result. However, the City determined that implementation of 2035 General Plan policies and programs, combined with other relevant state and local regulations, would minimize the potential for effects on the Planning Area from dam failure and therefore this impact was determined to be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant

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effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with dam failure by providing a well-connected circulation system for evacuation (see Future 4-1).

- ▶ Section 4.1.4 contains roadway design standards which aim to enhance safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

General Plan

The City's 2035 General Plan policies and programs, combined with other relevant state regulations, would minimize the potential for effects from inundation as a result of dam failure because DWR, Division of Safety of Dams (DSOD) regulations are intended to ensure the prevention of dam failure to the maximum extent feasible and the City would designate and provide information to the public on evacuation routes.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.5 INTERFERENCE WITH GROUNDWATER RECHARGE

The 2035 General Plan EIR found that land use changes would result in additional impervious surfaces, which could reduce the amount of groundwater recharge. Reductions in groundwater recharge could, in turn, affect the yield of hydrologically connected wells. However, soils in the Planning Area generally have low permeability. Most of the natural groundwater recharge in the Planning Area occurs in areas located along active stream channels. Policies in the 2035 General Plan direct projects to incorporate natural drainage into site plans, where feasible, which would help preserve the groundwater recharge potential of certain areas. The City's Land Use and Open Space Diagrams preserve locations that are most important for groundwater recharge (i.e., waterways) as open space. Existing regulations require best management practices, including such features as infiltration beds, swales, and basins that allow water to collect and soak into the ground. Furthermore, many of the construction and operational source-control measures for urban runoff contained in the FSURMP would also serve to encourage groundwater recharge at development sites. Therefore, the City determined that with implementation of existing regulations and 2035 General Plan policies, this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts from interference with groundwater recharge by reducing the addition of pervious surfaces. The WDSP identifies areas along waterways for open space (see Figure 3-2).

- ▶ Section 6.3.3 encourages landscaping and pervious paving surfaces.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts by requiring fair-share contributions for drainage facilities, limiting the pollutants in runoff, and protecting and preserving natural drainage to the extent feasible.

- ▶ **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- ▶ **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- ▶ **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-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

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- ▶ **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 PHS-5.2:** New development 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.
 - **Program PHS-5.1: Stormwater Development Requirements.** 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 reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational 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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 DISRUPTION OR DIVISION OF ESTABLISHED COMMUNITIES

The 2035 General Plan EIR found that future planned land uses would not divide or disrupt any existing community. The 2035 General Plan supports reinvestment and infill development, with a focus on vacant and underutilized properties. Existing neighborhoods would not be transformed relative to their existing character. Furthermore, the 2035 General Plan does not identify future transportation facilities or other type of infrastructure that would divide existing developed communities. Therefore, the City determined that the 2035 General Plan did not propose changes that would disrupt or divide existing neighborhoods, and this impact was determined to be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no disruption or division of existing communities would occur, there are no applicable uniform development policies and standards.

3.10.2 CONFLICT WITH APPLICABLE LAND USE PLANS

The 2035 General Plan EIR (Section 3.10, “Land Use”) noted that the City has developed the WDSP to guide development and conservation in the historic downtown area. The WDSP provides zoning and development standards, with customized and specific guidance for land use change, site planning, and building designed for the City’s historic core. The WDSP is subservient to, and must be consistent with, the 2035 General Plan. The 2035 General Plan includes a program to review and amend the WDSP to ensure consistency with the 2035 General Plan and account for current environmental, economic, and social conditions. The City determined that goals, policies, and programs of the 2035 General Plan would not conflict with relevant plans, programs, and regulations in a way that would cause adverse physical effects under CEQA. Therefore, this impact was determined to be less than significant in the 2035 General Plan EIR.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

The WDSP is within the scope of analysis of the 2035 General Plan EIR and does not conflict with any plans, programs, or regulations in a way that would create any adverse physical environmental effect. Since all applicable uniform development policies or standards have been incorporated as identified throughout this Chapter, and the WDSP is consistent with all applicable land use plans, policies or regulations, then no conflict between land use plans would occur.

3.10.3 CONFLICT WITH APPLICABLE HABITAT CONSERVATION PLANS

This impact was evaluated in the 2035 General Plan EIR Section 3.3, “Biological resources.” See checklist question IV (f) in Section 3.4, “Biological Resources,” above.

CONCLUSION

This is analyzed in Section 3.4, “Biological Resources,” above.

3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XI. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11.1 LOSS OF AVAILABILITY OF MINERAL RESOURCES

The 2035 General Plan EIR found that 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, the City determined that implementation of the land use changes consistent with the 2035 General Plan would have no impact related to the loss of availability of mineral resources.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no loss of availability of mineral resources would occur, there are no applicable uniform development policies and standards.

3.12 NOISE

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 TEMPORARY, SHORT-TERM EXPOSURE OF SENSITIVE RECEPTORS TO CONSTRUCTION NOISE

The 2035 General Plan EIR found that short-term construction source noise levels including demolition activities, site grading and excavation, building erection, paving, and pile-driving at some development sites could exceed the applicable City standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours, construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels. Therefore, this impact was considered potentially significant.

The City determined 2035 General Plan policies and programs would substantially reduce construction noise impacts and provide guidance for acceptable construction noise levels. Although the 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 be exposed to temporary noise in exceedance of the City’s standards. The 2035 General Plan EIR also found that in order to encourage development in the WDSP, 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

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Planning Area. Because there are no other feasible mitigation measures that would fully reduce construction noise, the City determined that this impact would be significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

General Plan

Implementation of the General Plan would reduce the potential impacts from temporary construction noise by requiring mitigation to meet the City’s performance standards.

- ▶ **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 in the 2035 General Plan EIR].

Table 3.11-6* Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses			
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	--	--

*Note: the table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document.

- ▶ **Policy PHS-1.9:** New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.
 - **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

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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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.12.2 LONG-TERM NOISE EXPOSURE FOR NOISE-SENSITIVE LAND USES

The 2035 General Plan EIR found that existing and planned noise-sensitive land uses could occur in areas that either are currently adversely affected by transportation and non-transportation noise sources, or will be in the future. This could expose noise-sensitive uses to noise levels in excess of the 2035 General Plan noise policies. Implementation of the 2035 General Plan would also permanently and substantially increase existing ambient noise levels in certain locations. Therefore, this impact was considered potentially significant.

Policies in the 2035 General Plan establish noise performance standards and require feasible mitigation. The City found that although implementation of policies and programs in the 2035 General Plan would reduce the potential for noise exposure impacts, noise-sensitive uses could be exposed to noise in exceedance of the City's standards, including noise generated by new development anticipated under the 2035 General Plan. Implementation of the 2035 General Plan would also increase noise levels in some locations substantially above existing ambient conditions. Because no other feasible mitigation measures are available that would fully reduce long-term noise exposure, the City found that this impact was significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

General Plan

Implementation of the General Plan would reduce the potential impacts from long-term noise exposure by employing land use planning, encouraging traffic reduction, and requiring mitigation for noise-generating new uses.

Consistency Analysis

- ▶ **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 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 in the 2035 General Plan EIR].

Table 3.11-6*			
Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses			
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	--	--

*Note: the table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document.

- ▶ **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 [Waterfront District] 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 T-4.3:** The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.
 - **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

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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 the 2035 General Plan Section 3.11, “Noise”], 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 the 2035 General Plan EIR] as measured at outdoor activity areas of noise sensitive land uses, then:

Table 3.11-4* Noise Level Performance Standards for New Projects Affected By, or Including, Non-Transportation Noise Sources		
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

Note:
 * The table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document. 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 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 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 the 2035 General Plan EIR], as measured at outdoor activity areas of any affected noise sensitive land use except:

Table 3.11-5* 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:

* The table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document.

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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.12.3 INCREASES IN VIBRATION LEVELS

The 2035 General Plan found that construction activities could cause a temporary, short-term disruptive vibration impact if it were to occur near sensitive receptors. In addition, future development of new vibration-sensitive land uses could occur within vibration-generating areas such as Highway 12 and the Union Pacific Railroad. Therefore, this impact was considered potentially significant.

The City found that the 2035 General Plan requires use of project-specific vibration mitigation measures, and implementation of policies in the 2035 General Plan would reduce the potential for vibration levels in areas of new vibration-sensitive land uses to exceed the standards contained in Policy PHS-2.2 (i.e., 78 VdB). Because no other feasible mitigation measures are available that would fully reduce exposure to vibration impacts, the City found that this impact was significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from vibration by requiring mitigation for vibration-generating new uses.

- ▶ **Policy PHS-1.9:** New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.
- ▶ **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 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,

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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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.12.4 AIRPORT NOISE EXPOSURE

The 2035 General Plan found that future development of noise-sensitive uses (e.g., residential dwellings, schools, hospitals, parks, hotels, places of worship, and libraries) would occur in areas with aircraft overflights associated with Travis AFB. If the City approves noise-sensitive uses in areas with substantial aircraft noise, this could create an adverse impact. Therefore, this impact was determined to be potentially significant.

The City found that the 2035 General Plan includes land use restrictions relative to Travis AFB to avoid compatibility issues and review and conditioning for projects in areas affected by Travis AFB noise. Therefore, the City determined that with implementation of 2035 General Plan policies and programs, the impact was considered less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is located approximately 3.5 miles southwest of the southern end of the runway at Travis AFB, and is not located within any of the AFB land use compatibility zones (2035 General Plan EIR Exhibit 3.8-1, Section 3.8, "Hazards and Hazardous Materials"). Thus, there would be no impact from airport noise exposure associated with Travis AFB.

CONCLUSION

Since no airport noise exposure would occur, there are no applicable uniform development policies and standards.

3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 SHORT-TERM CONSTRUCTION-RELATED INCREASE IN POPULATION AND SUBSEQUENT HOUSING DEMAND

The 2035 General Plan found that future land uses would generate a short-term, temporary increase in employment and subsequent housing demand from construction jobs. However, because a substantial permanent relocation of these workers is not anticipated as a result of construction activity accommodated under the 2035 General Plan, neither substantial population growth nor an increase in housing demand in the region is anticipated from generation of these jobs.

With the available construction workers available locally, and considering that the General Plan will be implemented over a long period of time, neither substantial population growth nor an increase in housing demand in the region is anticipated following generation of these jobs. Therefore, the temporary increase in population growth and housing demand associated with generation of construction jobs is a less-than-significant impact.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since impact related to the short-term construction-related population increases and associated housing demand would be less than significant, there are no applicable uniform development policies and standards.

3.13.2 LONG-TERM OPERATIONAL POPULATION INCREASES AND ASSOCIATED HOUSING DEMAND

The 2035 General Plan found that long-term population growth associated with development of residential land uses and indirectly through development of commercial, retail, office, and light industrial uses would occur throughout the Planning Area.

The City found that because the 2035 General Plan provides a framework for the orderly and efficient long-term growth within Suisun City through the year 2035, substantial population and employment increases over existing conditions would be expected, and the 2035 General Plan would encourage substantial growth over the existing levels in the City. The level of population growth that could potentially be accommodated under the 2035 General Plan is less than that projected in the Association of Bay Area Governments regional population projections. In addition, the City found that implementation of the 2035 General Plan would help create a substantially more balanced jobs/housing index by providing new housing and local jobs for existing and future residents. Therefore, the City determined that these impacts would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since impact related to long-term operational population increases and associated housing demand would be less than significant, there are no applicable uniform development policies and standards.

3.13.3 DISPLACEMENT OF EXISTING PEOPLE OR HOUSING

The 2035 General Plan EIR found that the General Plan supports reinvestment and infill development of vacant and underutilized properties, including infill and redevelopment in the WDSP area. The 2035 General Plan does not include policies that propose displacing existing housing within Suisun City. The City determined that most neighborhoods in Suisun City are built out or nearly built out, and not likely to change substantially over the next couple of decades. The City will encourage reinvestment efforts that maintain and improve the functionality and attractiveness of these areas. The 2035 General Plan does not encourage existing development to transition to another land use or to change the land use or development character of existing developed residential areas. The 2035 General Plan does not propose displacement of people or housing. However, the City determined that it is

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possible that some housing could be removed during buildout. Therefore, the impact was considered potentially significant.

Because there are no additional feasible mitigation measures that would completely prevent potential removal of some of the existing housing, the City found that this impact was significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Like the General Plan, the WDSP does not propose to displace substantial numbers of housing or people necessitating the construction of replacement housing elsewhere. The WDSP does not propose converting established residential areas to a non-residential land use or redeveloping existing residential areas with new residences by removing existing dwelling units. The WDSP 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. However, it is possible that some housing could be removed during buildout.

General Plan

The City's 2009–2014 Housing Element encourages preservation of the existing housing stock and neighborhoods. The Housing Element includes a strategic goal to “preserve the stock of existing housing.” The WDSP does not change the approach envisioned in the 2015–2023 Housing Element where it relates to preservation and improvement of existing housing and neighborhoods.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 DEMAND FOR ADDITIONAL PUBLIC SERVICES

The 2035 General Plan EIR found that construction of new physical structures and population would create additional increased demand for fire protection and law enforcement services. The increased demand for services would result in the need for new fire stations, and the 2035 General Plan contemplates construction of two new fire stations. The increased demand could also result in the need for new police protection facilities, schools, and parks. The construction of new fire stations, police facilities, schools, and parks could result in adverse impacts on the physical environment. However, the environmental effects of construction such facilities were analyzed throughout the 2035 General Plan EIR and there were no additional significant impacts beyond those that were already identified and fully addressed. Therefore, the City determined that these impacts would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Because the new public services facilities would be constructed within the footprint of development envisioned by the 2035 General Plan, the construction and operation of the new facilities has been analyzed at a program level throughout the General Plan EIR. The 2035 General Plan includes mitigating policies and programs, where necessary, that would reduce or avoid environmental impacts. These are identified in the environmental topic-specific sections of the General Plan and General Plan EIR under air quality, biological resources, cultural resources, etc. In addition, the following policy applies to demand for services and utilities.

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.15 RECREATION

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 NEED FOR NEW OR EXPANDED PARKS AND/OR RECREATION FACILITIES AND/OR RECREATION FACILITIES AND POTENTIAL FOR ACCELERATED DETERIORATION OF EXISTING PARKS

The 2035 General Plan EIR found that development of new residences in Suisun City would add new population what would in turn increase the demand for new and existing parks, as well as recreation facilities. However, the City requires new development to provide parkland to meet the demands of new residences (i.e., at least 3 acres of community and neighborhood parks for every 1,000 residents living in the city per the Quimby Act standard) or payment in-lieu fees, which would aid in providing an increased amount of parkland such that the likelihood of overuse by new residents and accelerated physical deterioration of existing facilities would be reduced. In-lieu fees provided by new development could also be used by the City to improve, expand, and maintain existing city parks to ensure that accelerated deterioration does not occur. The increased demand for parks and recreation facilities would require the development of new parks, the construction of which could result in adverse impacts on the physical environment. However, the environmental effects of construction such facilities were analyzed throughout the 2035 General Plan EIR and there were no additional significant impacts beyond those that were already identified and fully addressed. Therefore, the City determined that these impacts would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

The WDSP plans for a cohesive open space system of parks and open space, linked by paths, sidewalks, and promenades extending out from the waterfront.

- ▶ Policy 6.2.3 includes guidelines for parks or play areas and encourage new multi-family residential development with common open space and recreational features unless there is existing parkland within one-quarter mile walking distance.
- ▶ Policy 6.3.7 specifically for the Highway 12 Commercial District indicates that public spaces, plazas, and courtyards should be designed as outdoor living rooms, enhanced with seating and other pedestrian furniture, street lights, shade, and landscaping.

Chapter 5 includes park, open space, and public facility concepts. Future park, open space, and recreation facilities in the Planning Area include:

- ▶ **The expansion of the Southern Waterfront Area Boat Launch.** Plans prepared for the Southern Waterfront Area in 2007 envision expanding the existing facility to enhance the staging area with additional short-term automobile and trailer parking. The waterfront promenade trail is proposed to be extended from the Delta Cove neighborhood to the state-owned nature trail to the south. New marina slips and a new two-story, retail/office mixed-use building on the waterfront and several smaller buildings for water recreation and storage uses are proposed. Additionally, a public viewing area/pier, plaza areas and greens for waterfront events, a reconstructed dock for crew and kayak use, and a relocated fuel dock are planned.
- ▶ **Parks/Plazas required for new development.** To comply with General Plan policy, parks and plazas shall be provided at a ratio of at least 3 acres per 1,000 residents. New development shall be required to dedicate and/or contribute on a fair-share basis to improving publicly accessible parkland according to City park standards.

General Plan

Because the new park facilities would be constructed within the footprint of development envisioned by the 2035 General Plan, the construction and operation of the new parks has been analyzed program level throughout the General Plan EIR. The 2035 General Plan includes mitigating policies and programs, where necessary, that would reduce or avoid impacts, such as the requirement for site-specific methods to reduce hazards from construction in unstable and expansive soils or avoiding, minimizing, or compensating for potential impacts on special status wildlife and their habitat. In addition, the City has provided for incentives to help facilitate infill and compact development, including, but not limited to Program LU-3.2.

- **Program LU-3.2: Development Review Process in Opportunity Areas.** The City will explore a variety of incentives intended to induce development consistent with the General Plan in Opportunity Areas, which may include streamlined entitlement and environmental review, priority permitting, public/private partnerships, fee structures that create incentives for infill and compact development, reduced parking requirements, design flexibility, and other feasible approaches.

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CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 ROADWAY TRAFFIC CAPACITY – CALTRANS AND NON-CALTRANS ROADWAYS

The 2035 General Plan EIR found that compared to existing conditions, traffic volumes with implementation of the 2035 General Plan would increase substantially. However, with the one exception of Walters Road near Air Base Parkway in Fairfield, all local jurisdiction (non-Caltrans) roadways are projected to meet their respective level of service (LOS) standards. Because the Walters Road LOS would drop below LOS standards, this impact was found to be potentially significant.

Suisun City has a long history of cooperative transportation planning with the neighboring City of Fairfield, as evidenced by the partnership in planning for the Jepson Parkway. The City determined that implementing 2035 General Plan policies and programs would help to reduce travel demand throughout the Planning Area. However, because the LOS on Walters Road would drop below City standards, the City determined that this impact was cumulatively significant and significant and unavoidable.

Consistency Analysis

The 2035 General Plan EIR also found that segments of Highway 12 (managed by Caltrans) are projected to fall to LOS D, E, or F in 2035, which is below the Caltrans LOS C/D standard. Although Highway 12 is planned for future widening projects, these projects are not anticipated until after 2035. The City determined that implementing 2035 General Plan policies and programs would help to reduce travel demand throughout the Planning Area. However, because the LOS on Highway 12 would drop below City standards, the City determined that this impact was cumulatively significant and significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Walters Road is not within the WDSP Area.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with roadway traffic capacity by reducing automobile travel.

- ▶ Chapter 1 explains that the purpose of the WDSP is to promote higher density development and mixed-use infill development in areas adjacent to the train station. This would reduce travel demand associated with buildout of the Specific Plan.
- ▶ Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel.
- ▶ Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced.
- ▶ Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel.

Consistency Analysis

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts on roadway traffic capacity by requiring fair-share contributions, reducing automobile traffic, and supporting alternative modes of transportation.

- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- ▶ **Policy T-1.2:** New transit-supportive developments within the [Waterfront District] Specific Plan and Priority Development Area are exempt from the City's transportation Level of Service policy.
- ▶ **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-1.7:** 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-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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.2 ROADWAY TRAFFIC CAPACITY – CONGESTION MANAGEMENT PROGRAM ROUTES

The 2035 General Plan EIR found that certain segments of Highway 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 Congestion Management Program LOS standards for these routes are F (for SR 12) and E (for Walters Road); therefore, the standards would not be exceeded by future development projected under the 2035 General Plan. Furthermore, the City determined that implementing 2035 General Plan policies and programs would help to reduce travel demand throughout the Planning Area. Thus, the City determined that this impact was less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with congestion by reducing automobile travel.

- ▶ Chapter 1 explains that the purpose of the WDSP is to promote higher density development and mixed-use infill development in areas adjacent to the train station. This would reduce travel demand associated with buildout of the Specific Plan.
- ▶ Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel.
- ▶ Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced.
- ▶ Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel.

Consistency Analysis

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce potential congestion by requiring fair-share contributions, reducing automobile traffic, and supporting alternative modes of transportation.

- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- ▶ **Policy T-1.2:** New transit-supportive developments within the Waterfront District Specific Plan and Priority Development Area are exempt from the City’s transportation Level of Service policy.
- ▶ **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-1.7:** 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-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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.3 ROADWAY NETWORK POLICY CONSISTENCY

The 2035 General Plan EIR found that the 2035 General Plan contains appropriate goals, objectives, policies, and programs with respect to roadway network planning, operations, and maintenance that are internally consistent

Consistency Analysis

with the other Transportation Element policies and with the land use projections and policies in the Land Use Element. Therefore, the City determined that this impact was less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

None of the development standards and guidelines contained in the WDSP conflict with the Transportation Element policies or with the land use projections and policies in the Land Use Element.

General Plan

The 2035 General Plan roadway network policies are designed to set performance standards for the roadway network that accommodate all modes of travel, and do not require maintenance of an auto level of service that would by definition make it difficult to achieve the desired performance of the bicycle, pedestrian, and transit networks in the city.

- ▶ **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.
- ▶ **Policy T-1.2:** New transit-supportive developments within the Waterfront District Specific Plan and Priority Development Area are exempt from the City's transportation Level of Service policy.
- ▶ **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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.4 CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES

The 2035 General Plan EIR found that the General Plan identifies bicycle and pedestrian networks appropriate to serve forecast development and the goals, objectives, policies, and programs related to bicycling, walking, and transit use support goals and plans of neighboring and affected jurisdictions, including STA, Fairfield, Solano County, Caltrans, and the Public Utilities Commission. Furthermore, the 2035 General Plan bicycle and pedestrian network provides good connectivity, both internally and to neighboring Fairfield via the primary arterial connector roadways, and contains policies and programs designed to foster public transit, bicycle, and pedestrian connectivity. Thus, the City determined that no impact would occur.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur, there are no applicable uniform development policies and standards.

3.16.5 HAZARDS DUE TO A DESIGN FEATURE OR INCOMPATIBLE USES

The 2035 General Plan EIR found that the Transportation Element contains policies and programs guiding the development and maintenance of the City's roadway, bicycle, and pedestrian networks and all associated transportation infrastructure. Furthermore, all infrastructure projects designed and constructed under the direction of Suisun City will be subject to the design review and approval of the City Engineer, and will be required to conform to the City's design standards and related requirements, which are designed to avoid such hazards. Therefore, the City determined that this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce hazards from design features or incompatible uses.

- ▶ Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from transportation hazards.

- ▶ **Policy T-1.9:** The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.6 EMERGENCY ACCESS

The 2035 General Plan EIR found that all Suisun City roadways will remain under the City's LOS E standard, indicating that congestion levels will not create unacceptable delays for emergency vehicles. Furthermore, the Transportation Element is designed to ensure that emergency access will be considered at all stages of the City's development and maintenance of the roadway network. Therefore, the City determined implementing the 2035 General Plan would not result in inadequate emergency access, and this impact would be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with emergency access by ensuring a well-connected circulation system.

- ▶ Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. The use of cul-de-sacs is minimized and alleys are required to have a minimum width of 20 feet in order to accommodate vehicles. Implementation of these standards would ensure access for emergency vehicles.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from lack of emergency access.

- ▶ **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-1.9:** The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.
- ▶ **Policy T-2.6:** In the instances where the City allows new cul-de-sacs, pedestrian, bicycle, and emergency through access is required, with lighting installed to ensure safety and security.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XVII. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project’s projected demand, in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.17.1 EXCEED WASTEWATER TREATMENT REQUIREMENTS

The 2035 General Plan found that future land use changes would increase wastewater effluent discharged to wastewater systems. However, the City determined that there are no land uses proposed in the 2035 General Plan that would be expected to generate wastewater of such poor quality and concentration or in such amounts that the Fairfield-Suisun Wastewater Treatment Plant’s (WWTP) treatment systems would not be able to treat according to applicable water quality standards, and individual development projects would be required to meet federal, state, and local wastewater discharge requirements and water quality standards enforced by the San Francisco Bay RWQCB. Therefore, this impact was considered less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with

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those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Fairfield-Suisun Sewer District has identified a need for a new parallel force main between the Suisun Pump Station and the WWTP Headworks. These improvements will be funded largely by connections fees from utility users, and are anticipated in 2018 to 2020. According to the FSSD, the Specific Plan improvements would not require any backbone conveyance improvements or other downstream improvements (Herston, pers. comm. 2016).

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would require that infrastructure is available to serve new development and would reduce the potential impacts from wastewater by requiring land uses with high wastewater generation rates or high effluent pollutant concentrations to pre-treat wastewater.

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- ▶ **Policy PHS-5.5:** Industrial land uses with high wastewater generation rates or high effluent pollutant concentrations may be required by the Fairfield Suisun Sewer District to install equipment for pre-treatment of wastewater.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.2 INCREASED DEMAND FOR WATER SUPPLY TREATMENT AND CONVEYANCE FACILITIES

The 2035 General Plan found that water supply infrastructure, such as water transmission mains, pumping stations, and storage tanks, will be required in currently undeveloped areas where no such infrastructure currently exists and existing infrastructure would require upgrades to serve new development. In addition, new or expanded Suisun-Solano Water Authority (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. Therefore, this impact was found to be potentially significant.

The City determined that with implementation of 2035 General Plan policies and programs, individual development projects would be required to assess project impacts during the environmental review process to ensure that the City and SSWA has sufficient water supply treatment and conveyance facilities to meet demand. Each project applicant would be required to coordinate with, and meet the requirements of, the City and SSWA applicable requirements. The City further determined that SSWA would construct additional water supply infrastructure, as necessary, to meet demand. SSWA would conduct a separate environmental analysis to analyze specific impacts and identify any required mitigation measures for construction and operation of their water treatment and conveyance facilities. Implementation of mitigation measures would be the responsibility of SSWA, 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. Therefore, the City determined that this impact was significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previously planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Suisun-Solano Water Authority has identified a need for a new 2 million gallon storage tank with a booster station, along with several pipelines. Since both development and existing customers will benefit, the project is assumed to be funded 50% from capacity charges and 50% from replacement reserves.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for water supply treatment by requiring fair-share contributions and water conservation technologies.

Consistency Analysis

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- ▶ **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- ▶ **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.
- ▶ **Policy OSC-7.8:** New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.3 CONSTRUCTION OF NEW OR EXPANDED WASTEWATER COLLECTION, CONVEYANCE, AND TREATMENT PLANT FACILITIES

The 2035 General Plan EIR found that future land use changes would increase the local demand for wastewater collection and conveyance facilities and require the expansion and extension of wastewater infrastructure to deliver services to individual land uses within Suisun City. Wastewater collection and conveyance facilities would be provided by FSSD. Individual development projects proposed pursuant to the General Plan would be required to assess project impacts during the environmental review process to ensure that the City and FSSD has sufficient wastewater collection and conveyance facilities to meet demand. Each project applicant would be required to coordinate with, and meet the requirements of the City and FSSD applicable requirements. Implementation of the 2035 General Plan would not result in the expansion of existing or construction of new wastewater treatment facilities; 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. Therefore, this impact was found to be potentially significant.

The City determined that 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

Consistency Analysis

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. Therefore, this City determined that this impact was potentially significant and unavoidable.

According to the Fairfield-Suisun Sewer District, no new conveyance facilities are needed to serve the WDSP at buildout, although a planned pump station would be required to serve development in Fairfield and Suisun City at some point in the future.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Fairfield-Suisun Sewer District has identified a need for a new parallel force main between the Suisun Pump Station and the WWTP Headworks. These improvements will be funded largely by connections fees from utility users, and are anticipated in 2018 to 2020.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Within the last decade numerous improvements have been made to the treatment facilities to increase peak capacity and improve upon the treatment process. The Central-Suisun Forcemain Equalization Project, completed in 2013, increased the reliable peak capacity of the Suisun pump station from 31.7 to 38.3 million gallons per day (mgd), allowing for more water to be processed. This has enabled the pump station to meet current and near-term capacity needs until growth and revenue projections become more certain. New projects identified in the master plan will still be needed to meet long-term capacity requirements.

None of the development standards and guidelines contained in the WDSP apply to impacts from increased demand for wastewater collection and conveyance facilities.

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for wastewater collection and conveyance facilities by requiring fair-share contributions and requiring land uses with high wastewater generation rates or high effluent pollutant concentrations to pre-treat wastewater.

Consistency Analysis

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- ▶ **Policy PHS-5.5:** Industrial land uses with high wastewater generation rates or high effluent pollutant concentrations may be required by the Fairfield Suisun Sewer District to install equipment for pre-treatment of wastewater.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.4 CONSTRUCTION OF NEW OR EXPANDED STORM WATER DRAINAGE FACILITIES

The 2035 General Plan EIR found that a variety of land use changes could occur, including intensification of development on existing sites, demolition of existing structures with replacement land uses, and changes from undeveloped lands to developed, urban uses. Each type of land use change would each contribute different relative amounts of stormwater runoff corresponding to the percentage of impervious surface added. The construction of new facilities and conveyance infrastructure or the expansion of existing facilities and infrastructure to handle this runoff could generate significant environmental effects. Therefore, this impact was found to be **potentially significant**.

The City determined that although 2035 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 result in impacts that remain significant after implementation of mitigation, or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level. Therefore, this City determined that this impact was potentially significant and unavoidable.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant

Consistency Analysis

effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Fairfield-Suisun Sewer District has identified a need for a new parallel force main between the Suisun Pump Station and the WWTP Headworks. These improvements will be funded largely by connections fees from utility users, and are anticipated in 2018 to 2020.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

WDSP Chapter 5, “Open Space + Public Facilities and Services” found that the City’s storm drainage system, which includes creek flows along McCoy Creek, Laurel Creek, and Union Avenue Creek, would likely be contained within the existing creek bank during a 100-year storm, except for localized flooding and standing water that may occur during brief, intense storms when runoff exceeds storm drain system capacity.

Upgrades to storm drainage pipes over the past 10 years include improvements required and funded by new developments. All new commercial and residential subdivisions are required to conform to the City storm drainage standards, protect water quality, and meet Regional Water Quality Control Board requirements.

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for stormwater drainage facilities by requiring fair-share contributions, implementing natural stormwater drainage technologies, and preserving existing natural drainage.

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- ▶ **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- ▶ **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.

Consistency Analysis

- ▶ **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.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.5 WATER SUPPLY

The 2035 General Plan found that future land uses would increase water demand. Existing regulations require additional water conservation measures in new development and for large developments to demonstrate ongoing reliable water supply. The SSWA would have sufficient water supplies available to serve buildout of the 2035 General Plan from existing or permitted entitlements in normal, single-dry, and multiple-dry water years. The City determined that considering existing regulations that require conservation and demonstration of water supply, and implementing 2035 General Plan policies and programs—such as conditioning approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a) (also known as Senate Bills 610 and 221)—and considering that that SSWA has sufficient supplies to meet demands, the impact was determined to be less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

WDSP Chapter 5, “Open Space + Public Facilities and Services” found that water demand is anticipated to be less than available water supplies through 2035 in normal water years. A joint powers agreement between Solano Irrigation District (SID) and Suisun City ensures that water will be provided from the SID water supplies and therefore there will be sufficient water supplies to meet demands.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The

Consistency Analysis

Suisun-Solano Water Authority has identified a need for a new 2 million gallon storage tank with a booster station, along with several pipelines. Since both development and existing customers will benefit, the project is assumed to be funded 50% from capacity charges and 50% from replacement reserves.

General Plan

The 2035 General Plan includes measures to ensure that sufficient water sources are made available to serve new development. The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a). The City will also 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; encourage use of recycled water for outdoor irrigation, fire hydrants, and commercial and industrial processes; and require new development to incorporate climate-appropriate landscaping to reduce water demand.

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- ▶ **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- ▶ **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.
- ▶ **Policy OSC-7.8:** New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.6 INCREASED DEMAND FOR SOLID WASTE DISPOSAL AND COMPLIANCE WITH SOLID WASTE REGULATIONS

The 2035 General Plan EIR found that future land use changes would increase the population of Suisun City, with an associated increase in solid waste streams. Based on this generation rate, buildout could generate an additional 10.6 tons of solid waste per day (3,864 tons per year), conservatively estimated. Because Potrero Hills Landfill has sufficient permitted capacity to accommodate solid-waste disposal needs, no new facilities would need to be constructed to serve 2035 General Plan buildout. In addition, new development accommodated under the 2035 General Plan would be required to comply with any applicable federal, state, or local solid waste regulations, including those related to solid waste diversion. Therefore, the City determined that this impact was less than significant.

IMPACTS WERE ADDRESSED BY THE 2035 GENERAL PLAN EIR

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for solid waste disposal by requiring fair-share contributions.

- ▶ **Policy CFS-9.2:** New developments will be required to demonstrate adequate capacity to accommodate solid waste demand, including processing, recycling, transportation, and disposal.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

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4 APPLICABLE GENERAL PLAN POLICIES AND PROGRAMS

Public Resources Code Section 21083.3(d) states that an effect of a project upon the environment shall not be considered peculiar to the project if uniformly applied development policies or standards have been previously adopted, with a finding based upon substantial evidence, that the development policies or standards will substantially mitigate the environmental effect when applied to future projects. The following policies and programs from the adopted 2035 General Plan would be applied to the WDSP, and are considered uniformly applied development policies under Public Resources Code Section 21083.3(d).

4.1 AESTHETICS

- ▶ **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- ▶ **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-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 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-8.2:** New developments shall use attractive lighting that is complementary to the design of proposed structures.
- ▶ **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.

4.2 AGRICULTURE AND FORESTRY RESOURCES

N/A

4.3 AIR QUALITY

- ▶ **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- ▶ **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-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-3.2:** 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-3.4:** The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District (BAAQMD) for construction, grading, excavation, and demolition.
- ▶ **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-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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.
 - **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

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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.

4.4 BIOLOGICAL RESOURCES

The policies and programs outlined below are required for projects that could have adverse biological resources impacts, and must be implemented consistent with site-specific assessments, as summarized above in Impact 3.4.1 under the heading, “Impacts Were Addressed by the 2035 General Plan EIR.”

- ▶ **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 site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **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-1.7:** New developments shall be designed to preserve fish and wildlife habitats along Suisun Slough and tributary watercourses to the maximum extent feasible.

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- ▶ **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-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.
- ▶ **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-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.
- **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-1.2: 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.

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- **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.

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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.

- **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;

Applicable General Plan Policies and Programs

- 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.

- **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

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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.

4.5 CULTURAL RESOURCES

- ▶ **Policy OSC-5.1:** The City will use geologic mapping and cultural and paleontological resource databases to determine the likely presence of resources and the appropriate level of cultural and paleontological 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.

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- 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.
- **Program OSC-6.1: Historic Resource Inventory.** The City will maintain an inventory of historic and potentially-historic structures and resources in the Waterfront District 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 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.

4.6 GEOLOGY AND SOILS

- ▶ **Policy PHS-5.2:** New development 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, reduce localized flooding, and reduce pollutants close to their source.
- ▶ **Policy PHS-5.7:** Septic systems are not allowed in new developments, which must connect to the regional sewer system for treatment of wastewater.
- ▶ **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, which will be required to implement recommendations to reduce the potential for ground failure due to geologic or soil conditions.

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- ▶ **Policy PHS-14.3:** The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.
- ▶ **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 OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **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-1.8:** 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-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
 - **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.
 - **Program PHS-5.1: Stormwater Development Requirements.** 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 reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational 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.

4.7 GREENHOUSE GASES

- ▶ **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.

Applicable General Plan Policies and Programs

- ▶ **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-4.3:** New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.
- ▶ **Policy CCD-4.5:** New developments shall provide for trees at an average frequency of one every 20 feet on center along City streets.
- ▶ **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- ▶ **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.
- ▶ **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-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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.8:** 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 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.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The policies and programs outlined below are required for projects that could have adverse hazardous materials impacts, and must be implemented consistent with the recommendations of site-specific assessments, as summarized above in Impact 3.8.2 under the heading, “Impacts Were Addressed by the 2035 General Plan EIR.”

- ▶ **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- ▶ **Policy OSC-3.4:** New developments shall control debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- ▶ **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-10.4:** The City will prohibit the transportation of hazardous materials through residential areas in quantities greater than those used in routine household maintenance.
- ▶ **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 off-site and neutralized to a nonhazardous state and appropriately disposed.
- ▶ **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.
- ▶ **Policy PHS-10.8:** The City will require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties.
- ▶ **Policy PHS-12.6:** The City will require setbacks future development adjacent to Suisun Marsh to provide defensible space and reduce potential for exposure to wildfires.
- ▶ **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 T-4.2:** The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.
 - **Program PHS-10.2 Hazardous Materials Business Plans:** Businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services

Applicable General Plan Policies and Programs

Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division.

- **Program PHS-10.3 Hazardous Building Materials Analysis:** 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.

4.9 HYDROLOGY AND WATER QUALITY

- ▶ **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- ▶ **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- ▶ **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- ▶ **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- ▶ **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- ▶ **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-3.4:** New developments shall control the movement of debris and 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.

Applicable General Plan Policies and Programs

- ▶ **Policy OSC-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.
- ▶ **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- ▶ **Policy PHS-5.2:** New development 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.
- ▶ **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.
- ▶ **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.
 - **Program PHS-5.1: Stormwater Development Requirements.** 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 reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational 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.

4.10 LAND USE AND PLANNING

N/A

4.11 MINERAL RESOURCES

N/A

4.12 NOISE

- ▶ **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 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 in the 2035 General Plan EIR].

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	--	--

Note:
* The table numbering does not match the section and is not in order by appearance, and instead uses the same numbering from the General Plan EIR.

- ▶ **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 Waterfront District 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-1.9:** New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.

Applicable General Plan Policies and Programs

- ▶ **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.
- ▶ **Policy T-4.2:** The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.
- ▶ **Policy T-4.3:** The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.
- **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 the 2035 General Plan Section 3.11, “Noise”], 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 the 2035 General Plan EIR] as measured at outdoor activity areas of noise sensitive land uses, then:

Table 3.11-4*		
Noise Level Performance Standards for New Projects Affected By, or Including, Non-Transportation Noise Sources		
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
Note: * The table numbering does not match the section and is not in order by appearance, and instead uses the same numbering from the General Plan EIR. 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 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.

Applicable General Plan Policies and Programs

- ✓ 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 the 2035 General Plan EIR], as measured at outdoor activity areas of any affected noise sensitive land use except:

Table 3.11-5*		
Noise Level Performance Standards for Non-Transportation Noise Sources		
Cumulative Duration of a Noise Event¹ (Minutes)	Maximum Exterior Noise Level Standards²	
	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:

* The table numbering does not match the section and is not in order by appearance, and instead uses the same numbering from the General Plan EIR.

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.

Applicable General Plan Policies and Programs

- **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.

4.13 POPULATION AND HOUSING

N/A

4.14 PUBLIC SERVICES

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.

4.15 RECREATION

N/A

4.16 TRANSPORTATION/TRAFFIC

- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- ▶ **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.
- ▶ **Policy T-1.2:** New transit-supportive developments within the Waterfront District Specific Plan and Priority Development Area are exempt from the City’s transportation Level of Service policy.
- ▶ **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-1.7:** 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.

Applicable General Plan Policies and Programs

- ▶ **Policy T-1.9:** The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.
- ▶ **Policy T-2.6:** In the instances where the City allows new cul-de-sacs, pedestrian, bicycle, and emergency through access is required, with lighting installed to ensure safety and security.
- ▶ **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-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- ▶ **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

4.17 UTILITIES

- ▶ **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- ▶ **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- ▶ **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- ▶ **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- ▶ **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- ▶ **Policy CFS-9.2:** New developments will be required to demonstrate adequate capacity to accommodate solid waste demand, including processing, recycling, transportation, and disposal.
- ▶ **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.

Applicable General Plan Policies and Programs

- ▶ **Policy OSC-7.8:** New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.
- ▶ **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- ▶ **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.
- ▶ **Policy PHS-5.5:** Industrial land uses with high wastewater generation rates or high effluent pollutant concentrations may be required by the Fairfield Suisun Sewer District to install equipment for pre-treatment of wastewater.

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