Walters Road West Project
Final Environmental Impact Report

State Clearinghouse Number 2006072026

Prepared for:

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

Prepared by:

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Bishop Ranch 3
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San Ramon, CA 94583

January 9, 2008

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Environmental Impact Report
Walters Road West Project
Suisun City, Solano County, California

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Prepared for:

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January 9, 2008

TABLE OF CONTENTS

Section 1: Introduction 1-1

Section 2: Responses to Written Comments on the Draft EIR 2-1

2.1 - List of Commentors 2-1
2.2 - Responses to Comments 2-8
2.2.1 - Introduction 2-8
2.2.2 - Master Responses 2-8
2.2.3 - Comment Letters and Individual Responses 2-51
2.2.4 - Federal Agencies 2-55
2.2.5 - State Agencies 2-61
2.2.6 - Local Agencies 2-97
2.2.7 - Private Organizations 2-131
2.2.8 - Private Individuals 2-175

Section 3: Errata 3-1

Appendix L: Solano County Airport Land Use Commission Documents

Appendix M: Trip Count Adjustments for Schools

Appendix N: Biological Resources Documents

SECTION 1: INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Suisun City, as the lead agency, has evaluated the comments received on the Walters Road West Project Draft Environmental Impact Report (Draft EIR). The responses to the comments and other documents, which are included in this document, together with the Mitigation Monitoring and Reporting Program, comprise the Final Environmental Impact Report (Final EIR) for use by Suisun City's City Council in their review.

The Final EIR consists of four components listed below.

- Draft EIR
- Draft EIR Appendices
- Responses to Comments on the Draft EIR and Draft EIR Errata (volume labeled "Response to Comments and Final EIR")
- Mitigation Monitoring and Reporting Program (MMRP)

This document contains the Responses to Comments on the Draft EIR and the Draft EIR Errata. The Draft EIR and Draft EIR Appendices are incorporated by reference. The MMRP is included as an attachment to this document.

The Responses to Comments document is organized into these sections:

- **Section 1** - Introduction
- **Section 2** - Responses to Written Comments on the Draft EIR: provides a list of the agencies, organizations, and individuals that commented on the Draft EIR. Copies of all of the letters received regarding the Draft EIR and responses thereto are included in this section.
- **Section 3** - Errata: includes an addendum listing corrections, refinements, and clarifications on the Draft EIR that have been incorporated.
- **Appendix L:** Solano County Airport Land Use Commission Documents
- **Appendix M:** Trip Count Adjustments for Schools
- **Appendix N:** Biological Resources Documents

Because of its length, the text of the Draft EIR is not included with these written responses; however, it is included by reference in this Final EIR. None of the corrections or clarifications to the Draft EIR identified in this document constitutes "significant new information" pursuant to Section 15088.5 of the CEQA Guidelines. As a result, a recirculation of the Draft EIR is not required.

SECTION 2: RESPONSES TO WRITTEN COMMENTS ON THE DRAFT EIR

2.1 - List of Commentors

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be crossed-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Commentor	Author Code
Federal Agencies	
Travis Air Force Base	TAFB
State Agencies	
Department of Fish and Game	CDFG
Department of Transportation	DOT
Office of Planning and Research, State Clearinghouse and Planning Unit	OPR
Public Utilities Commission	PUC
San Francisco Bay Regional Water Quality Control Board	RWQCB
Local Agencies	
City of Fairfield	FAIRF
Solano Irrigation District	SID
Solano Transportation Authority	STA
Private Organizations	
Center for Biological Diversity	CBD
Suisun Alliance	SA
Suisun Citizens League	SCL
Private Individuals	
Dwight Acey	ACEY
Hollis Alsbaugh	ALSBA.1
Hollis Alsbaugh	ALSBA.2
Hollis Alsbaugh	ALSBA.3
Adan Amaya	AMAYA
AngeCelli@aol.com	ANGEC
annpwr@frontiernet.net	ANNPW
Janet Ashley	ASHLE.1

Janet Ashley ASHLE.2
Janet Ashley ASHLE.3
Mr. and Mrs. Richard Avre ..... AVRE
Richard L. Avre RAVRE.1
Richard L. Avre RAVRE.2
Maria Babrak ..... BABRA
Denise Bailey ..... DBAIL
Robert W. Bailey ..... RBAIL
Calvin Banks BANKS.1
Calvin Banks BANKS.2
Calvin Banks BANKS.3
Robyn Barday ..... BARDA
Myrna Baylis ..... BAYLI
Sheila Beavers ..... BEAVE
J. Bowdoin ..... BOWDO
Charles D. and Cynthia J. Brantley BRANT.1
Charles D. and Cynthia J. Brantley BRANT.2
Marciana Browning ..... BROWN
Don Byrd ..... BYRD
Jean Cain ..... CAIN
Laura Calderon CALDE.1
Laura Calderon CALDE.2
Silvia and Joe Caruso ..... CARUS
David Casey ..... CASEY
Mildred H. Cellini CELLI.1
Mildred H. Cellini CELLI.2
Mildred H. Cellini CELLI.3
Mildred H. Cellini CELLI.4
Mildred H. Cellini CELLI.5
Mildred H. Cellini CELLI.6
Mildred H. Cellini CELLI.7
Christine A. Chandler ..... CHAND
Rodney Chin CHIN.1
Rodney Chin CHIN.2
Barbara Choy ..... CHOY
Ruth L. Clark ..... CLARK
Tony Cratz ..... CRATZ

[ILLEGIBLE] Crockett ..... CROCK
Chrys Dahl ..... DAHL
Joyletha M. Davis ..... DAVIS
Peter and Susan DeAlba DEALB.1
Peter and Susan DeAlba DEALB.2
Peter and Susan DeAlba DEALB.3
Yolanda Dillinger ..... DILLI
Karen Douglas ..... DOUGL
Sanders E. Dyson ..... DYSON
Cristina Esquejo ..... ESQUE
Jason Flanders ..... FLAND
Marvin R. Floyd ..... MFLOY
Zina Floyd ..... ZFLOY
Joanna Fon ..... FON
Vladimir Foronda and Jeanette Zanipatin ..... FORON
Kathi M. Fotinos ..... FOTIN
Ronald W. and Lou Bertha T. Ford ..... FORD
Marilyn George ..... GEORG
Rich Giangrasso ..... GIANG
Richard Giddens GIDDE.1
Richard Giddens GIDDE.2
Daryl Glover GLOVE.1
Daryl Glover GLOVE.2
Rosalinda Gotera ..... GOTER
Paul Greenlee ..... GREEN
Martha Grenhart ..... GRENH
Armando Gressel ..... GRESS
Don Grover ..... GROVE
Mina Guerrero ..... GUERR
Jan Gullion ..... GULLI
Guy ..... GUY
George Guynn, Jr. GUYNN.1
George Guynn, Jr. GUYNN.2
Ed Hall ..... HALL
Paul J. and Connie L. Hames ..... HAMES
Paul J. Hames PHAME.1
Paul J. Hames PHAME.2

Dwayne Hansen ..... HANSE
Rich and Peg Hanson ..... HANSO
Wendy Hanson ..... WHANS
Mary Harris ..... MHARR
Susan Harris ..... SHARR
Howard W. Herron HERRO.1
Howard W. Herron HERRO.2
Asleain Hodges ..... HODGE
Hopkins ..... HOPKI
Henry R. Howarth ..... HOWAR
Geri Hubbard GHUBB.1
Geri Hubbard GHUBB.2
Geri Hubbard GHUBB.3
Les Hubbard LHUBB.1
Les Hubbard LHUBB.2
Les Hubbard LHUBB.3
Dena and Roland Hudson ..... HUDSO
Dena Hudson DHUDS.1
Dena Hudson DHUDS.2
Roland Hudson ..... RHUDS
Kenny Huynh HUYNH.1
Kenny Huynh HUYNH.2
Kenny Huynh HUYNH.3
Kenny Huynh HUYNH.4
James Jackson JACKS.1
James Jackson JACKS.2
Herman James ..... JAMES
Marcus B. Johnson ..... MJOHN
Rudy Johnson RJOHN.1
Rudy Johnson RJOHN.2
Kevin and Katrina Jones ..... JONES
Michael R. Kan ..... KAN
Ann M. Kingeter ..... KINGE
Joi Keeling ..... KEELI
Nicolas Kuciak ..... KUCIA
Nicole Kuhn ..... KUHN
Mark Langdon ..... LANGD

Jennifer Limon ..... LIMON
Chanel A. Lopez ..... CLOPE
Jose Lopez ..... JLOPE
Magda Lopez ..... MLOPE
Jose Lopez-Ceja ..... L-CEJA
Marge Lyons ..... LYONS
Silvia G. Macias ..... MACIA
Mike Major ..... MAJOR
Patricia C. Matteson ..... MATTE
Steven L. McCall ..... MCCAL
Dave McElroy ..... MCELR
Jessica McIntosh ..... MCINT
Kristine McLemore ..... MCLEM
Dianne Melero ..... MELER
Katy Miessner ..... MIESS
Timothy Miner ..... MINER
Wayne I. Monger MONGE.1
Wayne I. Monger MONGE.2
Anna Moscarelli ANNAM.1
Anna Moscarelli ANNAM.2
Anna Moscarelli ANNAM.3
Anthony Moscarelli ANTHM.1
Anthony Moscarelli ANTHM.2
Nina ..... NINA
Marilyn Owens ..... OWENS
Cristina Padua-Hughes ..... PADUA
Pam ..... PAM
Ed Pawley III ..... PAWLE
Darla Penados ..... PENAD
Ollga S. Perez ..... PEREZ
Terri Phillips ..... PHILL
Joshua Quinley ..... QUINL
Joyce Quintana-Casey ..... QUINT
Steve Ramirez ..... RAMIR
Rhonda Ramos RAMOS.1
Rhonda Ramos RAMOS.2
Nathan Ratliff ..... RATLI

Hiroshi Reiko ..... REIKO
Martin Robinson ROBIS.1
Martin Robinson ROBIS.2
Martin Robinson ROBIS.3
Martin Robinson ROBIS.4
Martin Robinson ROBIS.5
Martin Robinson ROBIS.6
Martin Robinson ROBIS.7
Martin Robinson ROBIS.8
Martin Robinson ROBIS.9
Debbie and Dan Rodgers ..... RODGE
David Rolley ROLLE.1
David Rolley ROLLE.2
Barbara Romain ..... ROMAI
Sue J. and Donald F. Roper ROPER.1
Sue J. and Donald F. Roper ROPER.2
Sue J. and Donald F. Roper ROPER.3
Linda M. Rose ..... ROSE
Kelly Rutherford ..... RUTHE
Svfov Saetern ..... SAETE
Blanche L. Sales ..... BSALE
Rhea Sales ..... RSALE
Athena Salini-Moore ..... SALIN
Linda A. Savinelli SAVIN.1
Linda A. Savinelli SAVIN.2
Linda A. Savinelli SAVIN.3
Linda A. Savinelli SAVIN.4
Linda A. Savinelli SAVIN.5
Linda A. Savinelli SAVIN.6
Linda A. Savinelli SAVIN.7
Linda A. Savinelli SAVIN.8
Ann H. Short ASHOR.1
Ann H. Short ASHOR.2
Ann H. Short ASHOR.3
James L. Short ..... JSHOR
Caprell Simms ..... SIMMS
Eric Simoni ..... SIMON

Amy Singh and Edward Bobrovitsky ..... SINGH
George Smith ..... SMITH
Mike Socorro ..... SOCOR
Fred Spediacci ..... SPEDI
Jodi Spencer SPENC.1
Jodi Spencer SPENC.2
Heide M. Stack STACK.1
Heide M. Stack STACK.2
John E. Stokes, Jr. ..... STOKE
Julie Strain ..... JSTRA
Matthew Strain ..... MSTRA
Cecilia Strawn ..... STRAW
William Sweet ..... SWEET
Yoshiko Tagami ..... TAGAM
Tanisha S. ..... TANIS
Ken Taylor ..... TAYLO
Chareshma Thadani THADA.1
Chareshma Thadani THADA.2
Chareshma Thadani THADA.3
Paul Thoren THORE.1
Paul Thoren THORE.2
Jimmy Thorton ..... JTHOR
Tracey Thorton ..... TTHOR
John and Wiltrud Torres ..... TORRE
Joselito Villar VILLA.1
Joselito Villar VILLA.2
Noel Wall ..... WALL
Lou Webster ..... WEBST
N. White ..... WHITE
Deshawn Woodward ..... WOODW
Laurie Wolfskill WOLFS.1
Laurie Wolfskill WOLFS.2
Elizabeth Crowe Yeakley ..... YEAKL
Shirley L. Young ..... SHYOU
Susan Young ..... SUYOU

2.2 - Responses to Comments

2.2.1 - Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Suisun City, as the lead agency, evaluated the written comments received on the Draft EIR (State Clearinghouse No. 2006072026) for the Walters Road West Project and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the project in accordance with CEQA Guidelines Section 15132.

2.2.2 - Master Responses

Master responses address similar written comments made by multiple comment authors. Where an individual comment addresses a subject covered by a master response, a reference to the master response number is provided. Below is a list of the master responses.

- Master Response 1: Traffic-Related Mitigation Funding and Timing
- Master Response 2: Fairfield-Suisun Transit Bus Stop
- Master Response 3: Drainage
- Master Response 4: Urban Decay
- Master Response 5: Alternatives
- Master Response 6: Travis Air Force Base Land Use Compatibility
- Master Response 7: Greenhouse Gas Emissions Offsets
- Master Response 8: Trip Generation Rates
- Master Response 9: Crime
- Master Response 10: Light and Glare Impacts/Pylon Sign
- Master Response 11: Asthma
- Master Response 12: Stormwater Pollution Control Measures
- Master Response 13: Traffic Congestion
- Master Response 14: State Route 12 Safety (Suisun City to Rio Vista)
- Master Response 15: Air Pollution Health Risks
- Master Response 16: Homeless Encampments
- Master Response 17: Overnight Parking
- Master Response 18: Pipelines
- Master Response 19: Alternative Route Traffic Impacts
- Master Response 20: Suisun Marsh
- Master Response 21: Traffic, Circulation, and Parking Study/Retail Market Impact Analysis Consistency
- Master Response 22: Chadbourne Road Wal-Mart Expansion Alternative

Master Response 1 - Traffic-Related Mitigation Funding and Timing

Multiple comment authors inquired about the funding and timing of traffic-related mitigation measures identified in the Draft EIR. Several authors noted that several of the intersections impacted by project-related traffic are under the jurisdiction of Caltrans and the City of Fairfield and questioned how the improvements would be funded and timed.

Mitigation Measures TRANS-1a through -1g, TRANS-2a through -2e, and TRANS-3a through -3d all identify the proposed project's "fair share" contribution to the improvement. The project applicant will provide the full cost of 11 of the 16 improvements, and defined percentages for the five other improvements. The balance of the funding for the remaining five improvements will come from either existing funds collected by the City of Suisun City, the City of Fairfield, and Caltrans from other development projects or from fees from planned or approved projects. For improvements on roadways under the jurisdiction of Suisun City where the project applicant will bear most or all of the cost of the improvement, a provision now requires those improvement to be in place prior to project occupancy. These changes are noted in this Final EIR's Section 3, Errata. These changes are not substantial and do not change any of the conclusions presented in the Draft EIR.

Both Caltrans and the City of Fairfield requested that all project-related traffic mitigation measures that involved improvements to facilities under their jurisdiction be in place prior to project occupancy.

In response to Caltrans' request, several changes have been made to mitigation measures. Because Mitigation Measures TRANS-1g and -2d propose improvements at SR-12/Walters Road, a provision has been added to each measure requiring improvements to be in place prior to project occupancy. Mitigation Measure TRANS-3c, which proposes various queuing improvements at SR-12/Walters Road but only requires the project applicant to contribute 17 percent of the cost, has been modified to require the project applicant to install the most significant portion of the necessary improvements prior to project occupancy in order to fulfill its fair share obligations. In addition, a provision has been added to Mitigation Measures TRANS-1a, -1b, -1c, -1d, -2a, and -2b requiring that the applicant use best efforts, in working with Caltrans, to have the improvements in place prior to project occupancy. This latter provision recognizes that the project applicant will bear the full cost of these improvements but also acknowledges that the City of Suisun City does not have control over the timing of improvements to facilities under the jurisdiction of Caltrans. These changes are noted in this Final EIR's Section 3, Errata. These changes are not substantial and do not change any of the conclusions presented in the Draft EIR.

However, no such provisions will be required for any other intersections under the jurisdiction of Caltrans where the project applicant would provide only a partial share of the improvement cost. This reflects the fact that Caltrans may not have collected all of the funding necessary to implement the improvement.

In addition, no such provisions will be required for improvements at intersections under the jurisdiction of the City of Fairfield, whether fully funded or partially funded. This reflects the fact that the City of Suisun City cannot compel the City of Fairfield to implement the improvements prior to project occupancy.

On page 4.11-49 of Draft EIR, it was acknowledged that the City of Suisun City does not have existing agreements with Caltrans or the City of Fairfield to fund improvements at intersections under jurisdiction to those agencies that are necessitated by projects in Suisun City. Accordingly, the Draft EIR proposed Mitigation Measure TRANS-1h to address how improvements at those intersections would be timed and implemented in order for them to be in place by project occupancy. However, because the City of Suisun City does not have jurisdiction over those intersections, the City cannot guarantee that those improvements would be in place by the time of project occupancy. As such, the Draft EIR concluded that the possibility of Caltrans or the City of Fairfield not implementing necessary intersection improvements represented a significant unavoidable impact.

Note that the text of Mitigation Measure TRANS-1h has been revised to reflect considerations about the City of Suisun City fiscal situation and the fact that the City can only attempt to enter into agreements with Caltrans and the City of Fairfield. This changes are minor and do not alter the Draft EIR's conclusion that the residual significance of project-related intersection operations and queuing impacts would be significant and unavoidable.

Master Response 2 - Fairfield-Suisun Transit Bus Stop

Several comment authors provided questions or comments on the Fairfield-Suisun Transit bus stop required by the Mitigation Measure TRANS-8. One comment author inquired about the location of the stop. Another author stated that the bus stop should be located along Walters Road and that stops should be provided in the northbound and southbound directions. Finally, two authors expressed concern about the safety of a stop located along a street frontage and recommended that a stop be provided within the proposed project.

The exact location of the bus stop is not known, but is anticipated to be located on the Walters Road frontage.

Regarding the recommendation that bus stops be provided in the northbound and southbound direction, Mitigation Measure TRANS-8 has been revised to include a provision for a northbound stop on Walters Road. This change is noted in the Errata and is not considered a substantial change that alters any conclusions presented in the Draft EIR.

The primary constraint to locating a transit stop within the project site is the need to provide off-street parking in accordance with City requirements. The proposed project would provide 1,014 spaces, which is only six spaces above the code requirement of 1,008 spaces. Installing a transit stop within the project site would necessitate the removal of off-street parking spaces to the extent that the

proposed project would fail to meet minimum parking requirements. Furthermore, bus stops on street frontages are prevalent and are not considered risks to public safety. The proposed transit stop stipulated in Mitigation Measure TRANS-8 would incorporate amenities including a shelter and lighting that would enhance its safety for users. Both Fairfield-Suisun Transit and the City of Suisun City Public Works Department would review the design of the transit stop to ensure that it meets adequate safety standards and, therefore, provides a high degree of safety for users. For these reasons, the proposed transit stop is considered safe and appropriate given the design of the proposed project.

Master Response 3 - Drainage

Several authors inquired about the adequacy of the proposed project's drainage infrastructure to prevent flooding downstream in the Lawler Ranch subdivision. One author stated that the proposed project would result in a significant cumulative contribution to deficient downstream drainage problems.

The Draft EIR addressed downstream drainage impacts in Impact HYD-5. In recognition of the uncertainty of the condition of downstream drainage infrastructure, Mitigation Measure HYD-5 requires the project applicant to investigate the suitability of these facilities to accept runoff from the project site. The mitigation measure provides a provision requiring the applicant to either flush the downstream system to maximize capacity or, if not feasible, revise project drainage plans to limit offsite releases to no greater than the existing pre-development condition of the project site. With the implementation of this Mitigation Measure HYD-5, runoff from the project site would not contribute to downstream flooding and, therefore, the project would not cumulatively contribute to deficient downstream drainage problems.

Master Response 4 - Urban Decay

Several comment authors cited the Draft EIR's analysis of urban decay impacts and asserted that it understated project impacts. Two comment authors raised detailed concerns that will be addressed by topic below. This master response will begin by describing the Draft EIR's urban decay analysis.

For the purposes of background, the Draft EIR evaluated urban decay impacts in Section 4.12, Urban Decay. The analysis in this section was based on the Final Retail Market Impact Analysis prepared by Bay Area Economics and included in the Draft EIR's Appendix K. The urban decay analysis evaluated the existing retail conditions in Suisun City and potential impacts on competing businesses from the loss of sales diverted to the proposed project. CEQA is not concerned with economic or social effects of a project unless those effects can be traced through a chain of causation to reasonably foreseeable adverse physical consequences. For this reason, the City's "urban decay" analysis took a two-step approach in reaching its ultimate conclusions. The first step was to assess the likely economic effects of the project, including the prospect that the project could compete successfully with existing retailers in the market area. Bay Area Economics supplied the City with most of the economic information at this first step of the analytical process. The second step was to assess

whether these likely economic effects would translate, through a chain of causation, into reasonably foreseeable adverse environmental effects in the form of physical "urban decay." The urban decay analysis is relatively new and very much an evolving aspect of CEQA. There are no widely accepted thresholds of significance for evaluating urban decay impacts; therefore, in the absence of such standards, lead agencies are left to identify reasonable thresholds. In this case, the urban decay analysis cited several different approaches to evaluate the significance of impacts, including the language of the *Bakersfield Citizens for Local Control v. City of Bakersfield* decision ("a chain reaction of store closures and long-term vacancies…"), a definition of physical deterioration that is drawn and adapted from the text of California State Health and Safety Code Section 33031(a) and 33031(b), and a 3-percent diversion in sales sourced to an article in Retail Maxims from 2006. These are further explained on pages 4.12-25 and 4.12-26 of the Draft EIR.

As discussed in Impact UD-1, the proposed project's retail impacts are anticipated to be most significant in the general merchandise and food stores categories, with $1.2 million and $5.2 million, respectively, in diverted sales from existing retailers in 2009, and $700,000 and $2.8 million, respectively, in diverted sales in 2015. The two competitors anticipated to be impacted the most are the existing Rite Aid (general merchandise) and Raley's (food stores). Downtown Suisun City is not anticipated to be impacted by the proposed project because its businesses (e.g., restaurants, bars, convenience stores, and small specialty shops) would either not directly compete with the proposed project or not experience any lost sales, as in the case of eating and drinking establishments.

While the amount of diverted sales from the Rite Aid and Raley's would be as high as 16 percent in 2009 and 10 percent in 2015, these losses would decrease over time and still allow a sustainable level of business. In addition, both the Rite Aid and the Raley's are the only two stores in their respective categories in Suisun City and would likely benefit from long-standing customer loyalty as well as their location, which is some distance from the proposed project.

Moreover, even if one or both stores were to close, it is unlikely that the vacated retail space would become blighted because both stores are located within well-maintained shopping centers with high tenancy rates. Neither shopping center exhibits any indicators of urban decay (e.g., boarded up windows, graffiti, homeless encampments, etc.) and the Suisun City Redevelopment Agency indicated that property management of both centers has a track record of maintaining their properties. Therefore, urban decay is not considered a foreseeable consequence of the proposed project.

Specific Concerns Raised in Comment Letters

Two letters (City of Fairfield and Jason Flanders) provided detailed technical comments about the urban decay analysis. In some cases, the comments overlapped (e.g., definition of the Trade Area) and the responses below address all comments made by both authors on a specific subject.

Definition of Trade Area

The City of Fairfield letter stated the definition of the Trade Area is problematic for several reasons including: (1) grazing land accounting for a significant portion of the Trade Area; (2) the exclusion of the City of Fairfield, which contradicts the traffic analysis contained in the Draft EIR; and (3) the proposed project being closer to portions of Fairfield (e.g., Cordelia and Central Fairfield) than other retail nodes in Fairfield. The author stated that the Trade Area should be expanded to include all, or at least a significant portion, of Fairfield.

The Flanders letter asserted that the limitation of the Trade Area to Suisun City is arbitrary and has no economic or other rationale. The letter contends that shoppers generally do not care about municipal boundaries and the train tracks mentioned in the EIR as a physical boundary should not make much difference because trains on that line are relatively limited. The Flanders letter also asserted that approximately half of the City of Fairfield's residents would be closer to the Suisun City Wal-Mart Supercenter than the Fairfield Wal-Mart Supercenter on North Texas Street, therefore reinforcing the notion that the Trade Area boundaries are arbitrary. Additionally, the Flanders letter stated that drive times should be used to define the Trade Area because it is reasonable to assume that customers would patronize the nearest store location. Finally, the Flanders letter noted crowded parking lot conditions at the Hanford and Stockton Wal-Mart Supercenters and stated that because the proposed Suisun City store location is expected to have below average sales, it would have available parking supply that would attract customers from farther away who cannot find parking spaces at other Wal-Mart Supercenter locations.

Regarding the Fairfield letter's statement about the Trade Area including large swaths of grazing land, the inclusion of this land has no effect on the economic analysis because retail expenditures were estimated using population and income figures. As such, the inclusion of this land is no different from including any other type of undeveloped or unoccupied land (e.g., a city park, a creek, a marsh, etc.) within a market area.

In response to the City of Fairfield letter's reference to the scope of the Final Traffic, Circulation, and Parking Study as evidence that Fairfield residents would patronize the proposed project, refer to Master Response 21.

As for the rationale used to define the Trade Area as the Suisun City Sphere of Influence, the rationale is the fact that most points in Fairfield are closer to either the North Texas Street Supercenter or the American Canyon Supercenter than they are to the proposed project, which is at the eastern edge of Suisun City. As shown in Table 1, drive times to each of the stores from various sites in Cordelia, Fairfield, and Suisun City. While a few Fairfield locations south of West Texas are slightly closer to the Suisun City Supercenter than the one in Fairfield, these represent a minimal portion of Fairfield's population base.

Table 1: Comparative Drive Times to Wal-Mart Supercenters

Intersection	Time (Minutes)			Distance (Miles)		
	Suisun City	Fairfield	American Canyon	Suisun City	Fairfield	American Canyon
Sunset Avenue/E. Travis Boulevard (Southeastern Fairfield)	16	5	21	3.00	2.03	17.12
Red Top Road/Lopes Road (Cordelia)	14	12	12	10.51	9.01	8.71
Railroad Avenue/E. Tabor Avenue (Tolenas)	4	5	23	2.39	2.35	18.63
Clay Bank Road/E. Tabor Avenue (Eastern Fairfield)	5	5	23	2.53	2.22	18.49
Pennsylvania Avenue/ Broadway Street (Downtown Fairfield)	6	7	17	4.01	2.90	14.75
Beck Avenue/Diamond Way (Southwestern Fairfield)	7	6	16	4.69	3.49	13.68
Ohio Street/Webster Street (Downtown Fairfield)	5	7	18	3.69	2.62	14.96

Notes:
Time and distance obtained from MapQuest using shortest travel time.
Source: Bay Area Economics, 2007.

Contrary to the statement in the Flanders letter that trains on the Union Pacific railroad line are relatively limited, according to the Fairfield Station Area Specific Plan, "[i]ncluding the Capitol Corridor trains, approximately 50-60 trains pass through the study area per day, according to Union Pacific staff."[1] Moreover, as noted on page 4.11-15 of the Draft EIR, 32 Amtrak Capitol Corridor trains use the line daily on weekdays and 22 trains use the line daily on weekends. In combination with the limited number of crossings, many of them at grade, this represents a potential delay that shoppers may wish to avoid.

Regarding the Flanders letter's assertion that because the Suisun City Wal-Mart Supercenter would have below average sales and, therefore, attract customers from further away because of parking availability, this is speculation. Although the urban decay analysis anticipated that the Suisun City Wal-Mart Supercenter would have below average sales relative to other Wal-Mart Supercenters, this does not necessarily mean the parking lot will have ample parking capacity at peak shopping times. Moreover, the citation mentioning conditions in Stockton and Hanford having crowded parking lots is not relevant to Suisun City because those stores have no nearby competing Wal-Mart Supercenters. In Stockton, the next closest Wal-Mart Supercenter is in West Sacramento, approximately 50 miles

[1] Fairfield Station Area Specific Plan, "Existing Conditions, Opportunities & Constraints: Summary Report," September 2005, page 58. The study area is to the north of Suisun City, but there the limited spur lines in the area indicate that this would be the same range of trains passing through anywhere in the whole corridor.

away. In Hanford, the next closest Wal-Mart Supercenter is in Dinuba, approximately 20 miles away. These lots may be crowded because they have no nearby competing Wal-Mart Supercenters. In contrast, there are two existing Wal-Mart Supercenters within driving distance of the Fairfield-Suisun area (American Canyon and Dixon) and an approved Wal-Mart Supercenter in Fairfield. Another Wal-Mart Supercenter is planned for Vallejo. As such, the Suisun City Wal-Mart Supercenter would not be expected to attract customers from farther away based on parking availability.

Economic Impacts on Retailers Outside of Trade Area

The City of Fairfield letter stated that because the Trade Area should include Fairfield, the urban decay analysis should examine impacts of lost sales on Fairfield retailers. The letter noted that the Draft EIR identified substantial retail leakage from Suisun City to Fairfield and cited that as evidence that the Trade Area should be expanded to account for where the current Suisun City population shops. On this premise, the letter stated that the Draft EIR should be revised to address impacts on specific Fairfield retailers or retail nodes, including Laurel Creek Plaza, FoodMaxx (West Texas Street), Target, and Downtown Fairfield, and referencing a threshold identified in the Draft EIR, stated that a 3-percent sales diversion should be used to assess impacts.

The Flanders letter noted that the Fairfield Wal-Mart Supercenter EIR analysis found that the cumulative effect of the Fairfield and Suisun City Wal-Mart Supercenters would result in a 10-year oversupply of retail space resulting in conditions conducive to urban decay. The letter also inquired about why the Draft EIR ignored impacts on Fairfield (specifically Downtown Fairfield and south Fairfield).

The issue of capture of sales currently leaking from Suisun City to Fairfield is considered in the section "Impacts Outside of Trade Area" beginning on page 30 of the Final Retail Market Impact Analysis. This section also discusses potential impacts for downtown Fairfield. This passage has been added to the EIR text and the change is noted in Section 3, Errata. This change does not alter any conclusions presented in the Draft EIR and, therefore, is not considered substantial.

Regarding the Fairfield letter's assertion that the Draft EIR's urban decay analysis should expand the Trade Area to account for where the current Suisun City population shops, the Trade Area for a particular project is defined as where most of the shoppers for the proposed project come from, not where most of the shoppers are currently shopping. The leakage analysis does acknowledge that shoppers currently shop outside the Trade Area. As previously mentioned, the urban decay analysis examined impacts on Fairfield retailers from the diversion of sales to the proposed project. Therefore, the urban decay meets the requirements of CEQA by considering these impacts, even though they are outside the defined Trade Area.

Individual responses are provided below to comments in the City of Fairfield letter and Flanders letter that list specific examples of retailers or retail nodes likely to be impacted by the proposed project.

- **Laurel Creek Plaza:** Even though it is entitled, the Laurel Creek Plaza was a planned and proposed project at the time of the analysis and is still in that state today. Therefore, it is impossible to state that Laurel Creek Plaza would suffer from urban decay resulting from the existing physical environment. Any impacts (which might take the form of delayed construction or perhaps slower buildout) would thus not be significant per CEQA. In any case, Fairfield's growth will generate new demand that would backfill any sales lost to the Suisun City Wal-Mart Supercenter.
- **Food Maxx (West Texas Street):** The Food Maxx store on West Texas Street is closer to the approved Fairfield Wal-Mart Supercenter than the proposed store in Suisun City. If the Fairfield Wal-Mart Supercenter closer to the Food Maxx is unlikely to cause closure of that store or urban decay impacts, as concluded in the Fairfield Wal-Mart EIR, a more distant Wal-Mart Supercenter in Suisun City is even more unlikely to cause such a closure or any type of significant cumulative impact.
- **Target:** Target may benefit from the changes in the retail landscape; Target already competes as a general merchandise outlet with the existing Wal-Mart on Chadbourne. Both the new Wal-Mart Supercenters will be more distant than the existing Wal-Mart, so following closure of the Chadbourne store, shoppers closest to the Target may be more likely to choose to shop at Target (e.g., residents of the Cordelia area).
- **South Fairfield:** This area mostly contains heavy commercial and industrial uses associated with the Solano Business Park and a residential neighborhood between SR-12 and Downtown Suisun City. Aside from the Chadbourne Road Wal-Mart store, there are no significant retail nodes in this area.
- **Downtown Fairfield:** The Fairfield Wal-Mart Supercenter EIR, certified by the Fairfield City Council in December 2006, found no urban decay impact for downtown Fairfield; there was only one urban decay impact that reached a CEQA level of significance. The potential impact for vacancy of the existing Wal-Mart store would be mitigated to a less-than-significant level through the removal of restrictions on the reuse of that parcel. With respect to downtown Fairfield, the finding determined the downtown filled a unique market niche that does not compete with other retail districts in Fairfield, as stated in Fairfield Wal-Mart Supercenter EIR:

> Downtown Fairfield is characterized by small, "mom & pop" specialty stores, eating establishments, and service-oriented retail. It captures the smallest percent of total retail sales in the City, and has the smallest number of employees. Most of the businesses in Downtown offer unrelated goods and services and do not effectively compete with other districts in the City. (Fairfield Wal-Mart Supercenter Draft EIR, Page 209).

Regarding the City of Fairfield letter's reference to the 3-percent threshold, a 3-percent loss of sales is not necessarily "considered a significant impact" according to CEQA, but, as stated on page 4.12-26 of the Draft EIR, is merely a "threshold trigger for detailed analysis of potential impacts relating to urban decay." The Draft EIR acknowledges that the 3 percent threshold is reached for certain retail sectors and for certain retail outlets in a discussion beginning on page 4.12-38, but the subsequent discussion presents a finding that urban decay is not expected as a result. In other words, the Draft EIR used a 3-percent threshold as "screening level" indicator to determine if further analysis was necessary and not as a threshold of significance for urban decay impacts. Regarding the Flanders letter reference to the economic impacts identified in the Fairfield Supercenter EIR, the "Suisun City Retail Center" referred to in that document is a different project, which at that time was slated for up to 721,000 square feet of retail space at a different location (SR-12 and Pennsylvania Avenue), closer to Downtown Fairfield. That project contains substantially more retail space than this Walters Road West project, which consists largely of a Wal-Mart Supercenter. Therefore, the impacts are likely to be substantially different from and smaller than those estimated in the Fairfield Supercenter EIR.

Growth Rates

The City of Fairfield letter referenced Tables 4.12-1 through 4.12-4, which provide population, household, and income projections for the Trade Area, Fairfield, Solano County, and, in some cases, California, and the City questioned why Fairfield's growth rates are used, while Suisun City's are not, and requested that a breakdown for Suisun City should be provided.

The growth rate for the Trade Area in each table represents the Suisun City Sphere of Influence. As such, Suisun City's figures are shown. While not noted in the text of the Draft EIR itself, the rate shown for Fairfield is for the Fairfield Sphere of Influence (refer to the footnote in the Draft EIR's Appendix K, Final Retail Market Impact Analysis, Table 2). Thus, the numbers shown are consistent in being for the Sphere of Influence for each city.

Store Layout

The Flanders letter noted that Bay Area Economics, the economic consultant who prepared the Final Retail Market Impact Analysis, assumed that the grocery portion of the Suisun City Wal-Mart Supercenter would be 45,000 square feet, but assumed the grocery section at a similar sized store in Tracy would be 55,000 square feet. The author inquired why the grocery square footage differed between the two stores.

Wal-Mart uses a variety of configurations for the internal layout of their stores. For Suisun City, Bay Area Economics used a square footage breakdown provided on the project site plan prepared by Robert A. Karn and Associates, the project engineer. This showed 34,475 square feet of grocery sales area and 10,895 square feet of grocery support area, totaling 45,370 square feet.

Below Average Wal-Mart Supercenter Sales

The Flanders letter noted that the urban decay analysis stated that the Wal-Mart Supercenter would have below average sales and inquired why Wal-Mart would want to open a Supercenter with below average sales, especially in California, where costs are generally higher than elsewhere in the country. The author asserted that the Draft EIR failed to provide substantial evidence in support of this statement.

Level of sales is not a direct indicator of profitability. Even at a lower level of sales, this store may prove to be profitable. Even at the assumed level of sales, this store would have sales above average for Kmart or Target. The store only has to be profitable at levels marginally acceptable to Wal-Mart, not as profitable as the average existing store.

The substantial explanation as to why this store will perform below Wal-Mart averages can be found on pages 19 and 20 of the Draft EIR's Appendix K, Final Retail Market Impact Analysis.

Housing Market Slowdown Cumulative Impacts

The Flanders letter noted slowing in the housing market during the past year and stated that the urban decay analysis failed to account for the cumulative impacts of a depressed housing market. The author cited Stockton having the highest foreclosure rate in the country earlier this year and inquired whether the urban decay analysis considered the possibility of a multi-year housing downturn.

At the time of the preparation of the urban decay analysis, the reported housing slowdown had not yet begun, and thus was not accounted for in the analysis. While conditions in the area may have changed, the national inventory is not necessarily indicative of conditions in this part of Solano County, which is classified as part of the nine-county San Francisco Bay Area region and is still generally strong. In contrast, Stockton is located in the Central Valley, and its foreclosure rate is not necessarily relevant in describing conditions in the Suisun City area.

In Fairfield and Solano County, construction activity appears to have slowed over the last several months, but it has not halted. For October 2005 through September 2006, there were 300 building permits issued for residential units; for the following 12 months from October 2006 through September 2007, this declined to 253 units. Countywide, the number of residential permits dropped from 1,208 to 1,041 for the same compared periods. This may indicate some slowing of housing starts, but not a complete halt to growth. Furthermore, the Solano County economy is still strong, with continued growth in the employed labor force; the top employer in the Fairfield/Suisun area is Travis Air Force Base, which is relatively immune to ups and downs in the civilian economy. These factors, along with the relative strength of the Bay Area economy, indicate continued strong demand for housing in Suisun City, Solano County, and the region. Prices and demand for single-family homes may see a short-term decline related to the national mortgage crisis, but fundamental factors indicating long-term demand for housing in the area have not changed.

Conclusion

In summary, the Draft EIR urban decay analysis used appropriate assumptions and methodologies and provided a comprehensive evaluation of the proposed project's retail impacts. Therefore, the assertions made in both letters that the urban decay analysis is inadequate are differences of opinion.

Master Response 5 - Alternatives

Several authors referenced the Draft EIR's evaluation of project alternatives in Section 5 and stated that additional alternatives should be considered because the alternatives presented did not fully reduce project impacts to a level of less than significant. One comment author suggested that a residential alternative be evaluated. Another comment author suggested evaluating a senior housing alternative because it would avoid impacts associated with air quality, noise, traffic, and crime.

Section 15126.6(a) of the State CEQA Guidelines requires EIRs to describe "...a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of CEQA also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis, as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines further require that the alternatives be compared to the proposed project's environmental impacts and that the "no project" alternative be considered. (In defining "feasibility" (e.g., "…feasibly attain most of the basic objectives of the project..."), State CEQA Guidelines Section 15126.6 states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional

> context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives. (CEQA Guidelines Section 15126.6[f][1])

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives; the ultimate determination regarding whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here, the City Council for the City of Suisun. (See Public Resources Code, Section 21081[a][3].) At the time of action on the project, the City Council may consider evidence beyond that found in this EIR in addressing such determinations. The City Council, for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that ground, provided that the Council adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a "reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 714-716, in which the court upholds findings rejecting alternatives for not fully satisfying project objectives.)

Section 5 of the Draft EIR analyzes the alternatives to the proposed project. The alternatives evaluated in the Draft EIR represent potentially feasible alternatives to the proposed project. Because the project objectives emphasize the need for the economic benefits associated with commercial development and because the project site is designated for commercial uses, the Draft EIR evaluated potentially feasible commercial retail alternatives that were consistent with those objectives. This is consistent with the guidance established in CEQA Guidelines Section 15126.6, which states that, "…an EIR need not consider every conceivable alternative to a project. Rather it must consider a range of potentially feasible alternatives" that attain most of the basic objectives of the project. The Draft EIR evaluated in detail the following three alternatives: (1) No Project Alternative, (2) Reduced Density Alternative Option 1, and (3) Reduced Density Alternative Option 2. All three alternatives analyzed would reduce at least some of the project-related environmental impacts (Table 5-3) and, aside from the No Project Alternative, would meet most of the basic project objectives and would thus be potentially feasible. In addition to the alternatives evaluated in detail in the Draft EIR, the alternatives analysis considered two additional alternatives but eventually rejected them from further consideration as infeasible. (Refer to pages 5-12 to 5-14 of the Draft EIR.) The Draft EIR considered the possibility of a mixed-use alternative for the project site that would incorporate residential uses, but found it to be infeasible because of several inconsistencies between the proposal and the City of Suisun City's General Plan and Zoning Ordinance, as well as the Travis Air Force Base Land Use Compatibility Plan that rendered the proposal unsafe, unwise from a policy

standpoint, and infeasible. The Suisun City Zoning Ordinance does not allow residential development within the General Commercial zoning district and the Travis Air Force Base Land Use Compatibility Plan (LUCP) prohibits the re-designation of lands designated for non-residential use to residential use. Because a mixed-use alternative would require either re-zoning the project site or amending the Zoning Ordinance, and would be clearly in violation of the Travis Air Force Base LUCP, it was not considered a feasible or realistic project alternative. Although one author stated that the number or significance of land use designation changes should not be used as the basis of rejecting alternatives, this is ultimately considered a difference of opinion.

One author suggested an alternative that involved the development of senior housing as a means to eliminate or reduce impacts associated with traffic, air pollution, and noise, and another suggested residential housing generally. A housing development, whether general or senior, would be infeasible for many of the same reasons that the mixed-use facility was considered infeasible, as noted above. For instance, the site is neither designated nor zoned for residential development; such development would not be consistent with the Travis Air Force Base Land Use Compatibility Plan; moreover, such an alternative would fail to meet most of the basic project objectives as set out in Section 3, Project Description of the Draft EIR. As such, a housing alternative is not considered feasible.

Master Response 6 - Travis Air Force Base Land Use Compatibility

Multiple comment authors asserted that the Draft EIR did not properly evaluate the proposed project's compliance with the Travis Air Force Base LUCP maximum intensity usage limit recommendations. In addition, several authors asserted that the development of the proposed project could lead to closure of Travis Air Force Base, thereby causing significant harm to the local economy.

For the purposes of background, the Draft EIR analyzed the proposed project's consistency with the Travis Air Force Base LUCP in Impact LU-4. The Travis Air Force Base LUCP governs land uses around the air base under the jurisdictions of Solano County, Fairfield, Suisun City, Vacaville, and Dixon. The LUCP established six compatibility zones: A, B1, B2, C, D, and Height Review Overlay. Each compatibility zone sets forth specific requirements governing land use, including maximum usage intensity limits, prohibited land uses, and development conditions.

The Walters Road West project site is located within Zone C of the Travis Air Force Base LUCP. Zone C establishes the following policy recommendations for non-residential land uses:

- No more than an average of 75 persons per acre for the entire site at any given time.
- No more than 300 persons per any individual acre at any given time.

Appendix C to the Solano County Airport Land Use Compatibility Review Procedures document identifies three methodologies to calculate the number of people on a particular site at a given time to determine consistency with the LUCP's maximum allowable intensity limit recommendations:

- Parking Ordinance: Using parking spaces as the basis for calculating the number of people on a given site.
- Maximum Occupancy: Using the Uniform Building Code or the California Building Code as the basis for calculating the number of people on a given site.
- Survey of Similar Uses: Using similar uses to estimate the number of people on a given site, when building square footage or parking cannot be reasonably relied upon to provide an accurate estimate.

The Draft EIR analyzed the project's consistency with the LUCP. Utilizing the "Survey of Similar Uses" methodology, which is one of three recommended methodologies for determining consistency with the clustering requirements set forth in the Airport Land Use Compatibility Review Procedures document, Appendix C, Methods for Determining Concentrations of People, the Draft EIR calculated the maximum persons per acre and determined that the project would not exceed either clustering recommendation. (Draft EIR, pages 4.8-18 through 4.8-20.) As will be discussed later, the proposed project is also consistent with the LUCP safety supporting criteria using the Parking Ordinance methodology.

The proposed project was not analyzed under the Maximum Occupancy methodology, because such methodology cannot account for the unique design of a Wal-Mart Supercenter, which is not a typical "retail store." The analysis would provide an unreasonable estimate of maximum usage intensity because it would significantly overstate the potential usage of the project components. For instance, the table provided in Appendix C of the Airport Land Use Compatibility Review Procedures states that retail sales areas in "stores" have maximum occupancy of one person per 30 square feet. If applied to the 176,960 square feet of retail sales area in the Wal-Mart Supercenter, it would result in a maximum occupancy of 5,899 persons (176,960/30). For this tightly packed level of occupancy to be achieved, all 921 parking spaces assigned to the Wal-Mart would need to be filled with vehicles carrying an average of 6.4 persons. (If all 1,014 parking spaces were assumed to be filled, each vehicle would carry an average of 5.8 persons.) Achieving this level of density inside the Wal-Mart Supercenter is not considered realistic because shelf and display space would occupy a substantial amount of space such that the remaining space occupied by customers would only allow shoulder-to-shoulder conditions. Clearly, accurate population concentration cannot be reasonably estimated based on this method. As such, any methodology that requires unreasonable assumptions for commercial retail land uses, such as the proposed project, is not appropriate.

The determination of the project's consistency with the LUCP was made through the Solano County Airport Land Use Commission (ALUC) review process and the Suisun City Council's ultimate finding of consistency.

ALUC Review Process and Suisun City Council's Finding of Consistency with LUCP

The project site is located within the jurisdiction of the LUCP. The LUCP requires that all "major development" projects within its boundaries be referred to the ALUC for review until such time as the ALUC finds that a local agency's general plan is consistent with the LUCP or until the local agency overrules the ALUC's determination of inconsistency. The ALUC has not yet made a finding that the City of Suisun City's General Plan is consistent with the LUCP. Further, the proposed project would be considered a "major development," since it requires a discretionary approval and proposes a building floor area over 20,000 square feet. Therefore, the City of Suisun City referred the proposed project to the ALUC for review on September 24, 2007, which was shortly after the Draft EIR was published.

The ALUC was originally scheduled to consider the proposed project's consistency with the LUCP on October 11, 2007. Prior to the October 11, 2007 ALUC hearing, ALUC staff prepared and circulated a staff report ("Original October 2007 Staff Report"), which recommended that the ALUC find the project "substantially consistent" with the LUCP maximum intensity usage limit recommendations. Prior to the commencement of the October 11, 2007 ALUC hearing, however, the ALUC presented a supplemental sheet ("Revised October 2007 Staff Report"), which concluded that the "Parking Ordinance" methodology, rather than the "Survey of Similar Uses," was the appropriate methodology for determining the maximum number of people per acre for this project and that, according to that methodology and based on that methodology, the project was not consistent with the LUCP.

The public hearing was continued until November 8, 2007, to allow sufficient time for the City to study and respond to the revised calculations and conclusions in the Revised October 2007 Staff Report.

A review of the Revised October 2007 Staff Report revealed that the ALUC staff relied on imperfect information about the proposed project and project site. The City submitted additional data to ALUC staff, which showed that the project would be consistent with the LUCP's clustering recommendations, using both the Similar Uses methodology and the Parking Ordinance methodology (Appendix L).

Based on this supplemental information, the ALUC staff prepared a new staff report for the November 8, 2007 hearing (November 2007 Staff Report) and recommended that the ALUC adopt the Resolution determining that the project is consistent with the LUCP.

At the hearing on November 8, 2007, citing no technical basis, the ALUC rejected the recommendation of ALUC staff and, relying on the Revised October 2007 Staff Report (including the analysis that had been discounted by the ALUC staff), found the project to be inconsistent with the LUCP Safety Criteria.

State law allows this decision to be overridden by a two-thirds majority of the Suisun City Council, provided that the City finds that substantial evidence exists supporting the conclusion that the proposed project is consistent with the Travis Air Force Base LUCP. (See Section 21676.5 subd. (a) of the California Public Utilities Code.) At the time of this writing, the Suisun City Council intends to consider an override of the ALUC at a hearing scheduled for January 22, 2008. Such an action would require the City Council to make the necessary findings and adopt a resolution overruling the ALUC determination. City staff, in consultation with the environmental consultant and legal counsel, has recommended an override based its determination that the proposed project is consistent with the safety "Supporting Criteria" recommendations of the LUCP using both the Survey of Similar Uses methodology and the Parking Ordinance methodology.

Draft EIR Analysis - Similar Uses Methodology

The Draft EIR's analysis in Impact LU-4 analyzed the proposed project's consistency with the safety "Supporting Criteria" of the LUCP using the Survey of Similar Uses methodology, one of the three recommended methodologies for determining consistency with the LUCP. This methodology is the most accurate methodology for determining the proposed project's consistency with the LUCP, because it is based upon the project trip generation estimates from the Final Transportation, Circulation, and Parking Impact Study—prepared by Kimley-Horn and Associates, Inc. and dated August 2007 (Draft EIR Appendix J)—a project-specific traffic study that embodies recognized expert, industry-accepted traffic models and traffic counts for this specific site. In contrast, the other methods ("parking ordinance" and "maximum occupancy") are more theoretical and rely on assumptions that are not likely to occur in reality (e.g., the "maximum occupancy" methodology yields an estimate of more than 6,000 people inside the Wal-Mart Supercenter). The critical flaw in the "parking ordinance" methodology is the absence of any guidance from the ALUC or the Airport Land Use Compatibility Review Procedures document regarding how to obtain a sufficiently "conservative" vehicle occupancy rate from which to reasonably estimate population concentrations. For these reasons, the City determined that concentrations of people onsite could not be reasonably and accurately estimated based upon parking or square footage and that the "survey of similar use" was the most accurate and, thus, the proper methodology to use for the proposed project.

Maximum Site Usage Intensity

For indoor uses in Zone C, of which the proposed project would be primarily composed, the LUCP recommends a limit of 75 persons per acre averaged over the entire site at any given time.

The project site is 20.8 acres and, therefore, could accommodate up to 1,560 people at any one time (20.8 acres x 75 persons per acre). The Transportation, Circulation, and Parking Impact Study found that the proposed project would generate 877 trips during the weekday afternoon peak hour. This figure includes trips by customers and employees and represents the peak periods of vehicular trips to and from the project site. The 877 trips consist of 442 vehicles entering the project site and 435 vehicles exiting the project site during the two-hour (4:00 p.m. to 6:00 p.m.) weekday afternoon peak period.

For the purposes of disclosure, the 877-trip figure represents an adjusted total that included reductions for internal capture and pass-by trips diverted into the proposed project. When these reductions are eliminated, the unadjusted figure is 1,132 tips during the weekday afternoon peak hour (refer to Table 4.11-7 in the Draft EIR).

The trip generation figure represents the total number of vehicles that would be on the site at any time during the two-hour period, and it is not anticipated that all 1,132 vehicles would be onsite at any given time. Thus, an average of approximately 566 cars will be in the shopping center at any given time. Assuming each car holds an average of two people, only 1,132 people on average would be present onsite during the peak period. This would be less than the limit of 1,560 people allowed onsite at any one time (20.8 acres x 75 persons per acre). As will be explained below, this assumption of two people per vehicle is extremely conservative.

Maximum Individual Acre Usage Intensity

The LUCP recommends a limit of 300 persons on any individual acre at any given time.

The Wal-Mart Supercenter building area is approximately 4.6 acres and, therefore, would have a maximum allowable usage intensity of 1,380 people (4.6 acres x 300 persons per acre). Approximately 150 employees would work at the Wal-Mart Supercenter during a typical shift, which would allow for a maximum of 1,230 customers at any one time.

Because most customers of the Wal-Mart Supercenter would be expected to drive to the store, parking capacity would serve as a limiting factor to the maximum number of customers that could be in the store at any one time. There would be a total of 1,014 parking spaces onsite, with 921 spaces assigned to the Wal-Mart Supercenter. The remaining 93 parking spaces would be assigned to the sit-down restaurant and gas station.

As previously mentioned, 1,132 vehicle trips would occur for the total proposed project during the two-hour weekday afternoon peak period. Because not all 1,132 vehicle trips would be onsite for the full 2 hours, it is assumed that an average of 566 vehicles will be onsite at any one time during the entire 2 hours. If each vehicle averaged two persons, 1,132 persons would be onsite. The 1,132-person figure is for the entire project, including the Wal-Mart Supercenter, restaurant, and gas station, and would be less than the 1,230-customer limit for the Supercenter only.

Furthermore, the Wal-Mart Supercenter is a retail establishment and not a place where people tend to congregate. Customers generally circulate through the store, walking up and down the aisles as part of their shopping process. Moreover, the Wal-Mart Supercenter does not provide an environment conducive for people to congregate. Except for a possible fast-food restaurant within the store that may include some seating for patrons, the Wal-Mart Supercenter does not include amenities for people to sit and spend any significant amount of time. The store is designed to meet customers'

shopping needs quickly and efficiently. On average, customers spend relatively little time in a Wal-Mart Supercenter.

The sit-down restaurant would occupy 1.41 acres and, therefore, would have a maximum allowable usage intensity of 423 persons (1.41 acres x 300 persons per acre). The restaurant is estimated to employ 25 persons and would have an allowable customer capacity of 398 persons. The restaurant is expected to generate 87 peak-hour trips. If the average customer spends 60 minutes inside the restaurant, and there is an even distribution of the 87 peak-hour trips during the two-hour peak period, 44 trips would be onsite at any one time. Assuming five persons per trip, 220 customers would be in the restaurant. When added to the number of employees, the total number of people in the restaurant would be 245, which is well below the allowable total of 423. Note that the sit-down restaurant represents the most intensive use of this parcel, and other potential uses (retail or casual food) would generate fewer trips.

The gas station would occupy 1.05 acres and, therefore, would have a maximum allowable usage intensity of 315 persons (1.05 acres x 300 persons per acre). The gas station is estimated to employ five persons and, therefore, could accommodate 310 customers. The gas station is expected to generate 160 peak-hour trips. If the average customer spends 10 minutes at the gas station, and there is an even distribution of the 160 peak-hour trips during the two-hour peak period, 14 trips would be onsite at any one time. Assuming five persons per trip, 70 customers would be at the gas station. When added to the employees, the total number of people at the gas station would be 75, which is well below the allowable total of 315.

As noted above, using trip generation rates provided in the study, the maximum number of people calculated was found to be within the allowable limit recommendations. (Several authors disputed the validity of the trip generation rates used in the Final Transportation, Circulation, and Parking Impact Study. These comments are addressed in Master Response 8).

Reliability of Similar Uses Methodology Analysis

Various comment authors asserted that the analysis in Impact LU-4 was flawed because it did not (1) account for persons who use public transit, or bicycle or walk to the site; (2) it improperly assumed the Wal-Mart would not be a place of congregation even though it would be a large store and wide variety of food and merchandise and, therefore, cause customers to be in the store for longer periods of time; (3) did not account for congregation in the parking lot, particularly during the afternoon and early evening hours or on the weekend.

Although the “similar uses methodology” does not take into account every possible scenario in which a person may travel to the project site, the methodology provides a reasonable and reliable calculation of usage intensity. It is possible that persons may travel to the project site by means other than passenger vehicles. As described on Page 24 of the Final Transportation, Circulation, and Parking Impact Study (Draft EIR Appendix J) the 2000 Census found that only 2.6 percent of the Suisun City

population use public transportation to travel to work, 1.4 percent bicycle to work, and 1.0 percent walk to work. These numbers, which reflect home-to-work trips, are likely to be higher than home-to-shopping trips, as Wal-Mart customers typically leave the store with so many purchased goods that travel by transit, foot, or bicycle would be very difficult and inconvenient.

Nonetheless, even if these additional trips were factored into the "survey of similar uses" calculations of maximum intensity usage, they would still yield densities that are within the LUCP's recommended limits.

Under the "survey of similar uses" approach, an additional 57 persons would be on the project site during the two-hour afternoon peak hour, which translates to an hourly average of 29 persons. Adding 29 persons to the 1,132 persons who would be onsite from passenger car travel yields a maximum total of 1,161 persons, which translates to 55.82 person per acre (total site average) and 252.39 persons per acre (maximum individual acre average). Therefore, the proposed project would be consistent with the LUCP intensity recommendations.

The Draft EIR's statements concerning the congregation of people inside the Wal-Mart store are based on the premise that customers are in the store for the specific purpose of shopping. The analysis emphasized that the store is designed to facilitate this purpose and, aside from the fast food restaurant, does not provide an environment for congregation. Given the relatively small size of the fast food restaurant, it would not be expected to present a significant congregation facility to the extent that it would cause an exceedance of the 300-person-per-individual-acre standard. Although it would be expected that an average customer would likely spend more time circulating through a larger store than a smaller store, this is an insignificant factor relative to the Impact LU-4 analysis because the Draft EIR assumed that each customer would be in the store for 1 hour.

Furthermore, the claim that the parking lot would serve as a place of congregation during the afternoon hours and on the weekend is not supported by evidence. Retail parking lots experience the most traffic during the afternoon and early evening hours and on weekends, making it unlikely that large groups of people would desire to congregate in them. Moreover, the project site would be regularly patrolled by security personnel, who would serve as a deterrent to loitering and other forms of unauthorized congregation in the parking lot. Therefore, the claim that the parking lot would serve as a place of congregation area is considered speculative.

Solano County ALUC Staff Report Analysis - Parking Ordinance Methodology

As discussed above, following publication of the Draft EIR in September 2007, Solano County ALUC staff reviewed the calculations in the Draft EIR and disputed the use of the similar uses methodology in a Staff Report issued prior to the October 11, 2007 ALUC hearing. ALUC staff instead determined that the parking ordinance methodology was most appropriate for the proposed project and presented calculations showing that the proposed project exceeded the maximum site

intensity usage limit recommendation of 75 persons per acre and the maximum individual acre intensity usage limit recommendation of 300 persons per acre.

As previously mentioned, the project site would have a maximum site usage intensity of 1,560 persons. Citing information provided in the Draft EIR, the ALUC staff's Revised October 2007 Staff Report indicated that there would be 180 employees on the project site for all uses. Assuming an average of 1.2 employees per vehicle, 150 parking spaces would be occupied by employee parking, leaving the remaining 864 spaces for customer parking.

The Revised October 2007 Staff Report assumed that each customer vehicle would contain an average of 1.7 persons, which, when applied to the 864 spaces, would equal 1,469 persons. In total, the Revised October 2007 Staff Report concluded that a maximum of 1,649 people would be onsite at one time, which equates to an average of 79 persons per acre. The maximum usage intensity limit is 75 persons per acre and, therefore, the Revised October 2007 Staff Report concluded the project was inconsistent with this requirement.

The Revised October 2007 Staff Report also indicated that the Wal-Mart Supercenter would exceed the 300-person-per-acre limit. Citing information provided in the Draft EIR, the Revised October 2007 Staff Report indicated that there would be 150 employees in the Wal-Mart Supercenter, who would occupy 71 parking spaces assigned to the store, leaving 850 spaces for customers. Assuming all 850 customer spaces were filled with vehicles carrying an average of 1.7 customers each, 1,445 customers would be in the store. In total, the Revised October 2007 Staff Report concluded that a maximum of 1,595 people would be in the store at one time, which equates to an average of 346 persons per individual acre. The maximum usage intensity limit is 300 persons per individual acre; therefore, the Revised October 2007 Staff Report concluded the project was inconsistent with this requirement.

The City of Suisun City disputed the assumptions used in the Staff Report's parking ordinance calculations for the number of available parking spaces and vehicle occupancy rates. The number of available parking spaces assumed by the ALUC staff did not account for the 40 spaces that would not be available because of outdoor seasonal sales and that ALUC Staff Report's assumption of 1.2 employees per vehicle and 1.7 customers per vehicle were unreasonable estimates. A complete explanation of City's position and the analysis by MBA—the City's environmental consultant—are provided in the Draft EIR's Appendix L.

In response to the Staff Report calculations, the City prepared parking ordinance methodology calculations that accounted for the reduction in parking spaces and used an estimate of 1.5 persons per vehicle, which is closer to published United States Department of Transportation, Bureau of Transportation Statistics vehicle occupancy rates for Solano County. These calculations are presented below.

The November 2007 ALUC Staff Report analyzed the proposed project's consistency with the LUCP safety "Supporting Criteria" using the Parking Ordinance methodology and the City's assumptions. The proposed project is consistent with the LUCP safety "Supporting Criteria" based upon this methodology for the reasons that follow.

Maximum Site Usage Intensity

The time of maximum site usage would be the holiday shopping season, when the Wal-Mart Supercenter seasonal outdoor sales area would occupy an additional 40 spaces (Draft EIR, p. 3-13). Total onsite parking would be reduced form 1,014 spaces to 974 spaces.

A uniform vehicle occupancy rate for customers and employees of 1.5 persons per vehicle is assumed. Although two persons per vehicle are assumed for the "Survey of Similar Uses" analysis above, the assumption of two persons is an extremely conservative estimate intended to provide a "worst case" assumption for a scenario in which not all parking spaces would be occupied. Such a factor is inappropriate for use in calculations to determine parking capacity and maximum occupancy under the "Parking Ordinance" methodology, because all parking spaces are assumed to be occupied. As such, based upon consultation with multiple traffic engineers, a factor of two persons per vehicle was determined to be an elevated assumption. According to analysis by Omni-Means Engineering Planners, and as was discussed in the ALUC Staff Report issued prior to the November 8, 2007 ALUC meeting, a range of average vehicle occupancy rates was found for Solano County, the nine-county San Francisco Bay Area region, and the State. It was determined that the three most relevant average vehicle occupancy rates applicable to the proposed project were 1.303 (obtained from the United States Department of Transportation, Bureau of Transportation Statistics for home-to-shop trips for Solano County), 1.4 (obtained from Caltrans for "all-trips" for the nine-county San Francisco Bay Area region), and 1.5 (obtained from Caltrans for "all-trips" for the entire State). Since all three figures represent data for Solano County, the Bay Area, or the State, they are considered to be a more reliable indicator of local behavior rather than a national average, which the ALUC Chair suggested be used instead. As such, the City used 1.5 persons per vehicle in its calculations.

It should be noted that the LUCP, which was not prepared by transportation engineers, does not provide any guidance for identifying appropriate average vehicle occupancy rates for use in calculating maximum intensity usage. In the absence of any ALUC guidance, lead agencies and project applicants are left to use their best judgment and the best available information identifying an appropriate average vehicle occupancy rate. Through literature review and consultations with three different traffic engineering firms, all prompted by ALUC staff's insistence on documented and sourced statistics for this analysis, the City staff and their consultants have met this requirement and presented a defensible basis for determining an appropriate average vehicle occupancy rate for this specific project. Moreover, the absence of any studies or technical data for average vehicle occupancy in Solano County serves as a significant constraint to calculating consistency with the LUCP maximum usage intensity recommendations.

Considering this data, the maximum site usage is calculated as follows:

Maximum people permitted onsite per acre (average): 75 persons per acre
Maximum people permitted onsite (average): 75 persons x 20.8 acres = 1,560 persons
Total parking onsite: 1,014 spaces
Reduction for outdoor seasonal sales: 1,014 spaces - 40 spaces = 974 spaces
Number of people onsite: 974 spaces x 1.5 persons per vehicle = 1,461 customers
Maximum usage intensity: 1,461 persons/20.8 acres = **70.24 persons per acre**

Therefore, the proposed project would yield an average of 70.24 persons per acre, which is less than the 75-person-per-acre limit recommendation.

When trips associated with other modes of transportation (e.g., public transit, bicycling, and walking) are factored in to the "parking ordinance" calculations, the densities would still be within the LUCP recommended intensity limits. Applying the 2000 Census rates for public transit, bicycling, and walking to the number of people who would be onsite from passenger car travel yields an additional 73 persons onsite for the total site average. Adding 73 persons to the 1,461 persons who would be onsite from passenger car travel yields a maximum total of 1,534 persons, which translates to 73.75 persons per acre.

Maximum Individual Acre Usage Intensity

The Draft EIR assumes total onsite parking at 1,014 spaces; however, only 921 spaces are assigned specifically to the Wal-Mart Supercenter (Draft EIR, page 4.8-19). As noted above, the time of maximum site usage would be the holiday shopping season, when the Wal-Mart Supercenter seasonal outdoor sales area would occupy an additional 40 spaces and the designated parking would be reduced from 921 spaces to 881 spaces. (Draft EIR, page 3-13.) An assumption of 40 parking spaces was deemed reasonable, based on the size of the Wal-Mart Supercenter (214,919 square-feet). Although other area Wal-Mart stores in Solano or other nearby counties may devote fewer parking spaces to their seasonal outdoor sales areas, the operations at these stores are not representative of the project because conventional Wal-Mart stores are considerably smaller than the proposed Wal-Mart Supercenter.

Considering this data, the maximum individual acre usage is calculated as follows:

Maximum people permitted per individual acre: 300 persons per acre
Total spaces assigned to Wal-Mart Supercenter: 921 spaces
Reduction for outdoor seasonal sales: 921 spaces - 40 spaces = 881 spaces
Number of people in store: 881 spaces x 1.5 persons per vehicle = 1,321 persons
Maximum individual acre usage intensity: 1,321 persons/4.6 acres = **287.2 persons per acre**

The proposed project would yield an average of 287.2 persons per individual acre, which is less than the 300-person-per-acre limit recommendation.

When trips associated with other modes of transportation (e.g., public transit, bicycling, and walking) are factored in to the "parking ordinance" calculations, the densities would still be within the LUCP recommended intensity limits. Applying the 2000 Census rates for public transit, bicycling, and walking to the number of people who would be onsite from passenger car travel yields an additional 53 persons onsite for the maximum individual acre average (Wal-Mart Supercenter only). Adding 53 persons to the 1,321 persons who would be onsite from passenger car travel yields a maximum total of 1,374 persons, which translates to 298.69 persons per acre. When these rates are added in, the proposed project would still be consistent with the LUCP intensity recommendations.

Although, a portion of the store would be dedicated to employee-only areas, the Solano County Airport Land Use Compatibility Review Procedures document does not require that these areas be separated out from public areas when calculating maximum individual acre usage intensity. Furthermore, the potential for people congregating inside the store is not likely to occur because there would be no large waiting areas and because the store is designed to promote the efficient circulation of customers throughout the building.

Reliability of Parking Ordinance Methodology Analysis

The City of Suisun City believes that the above factors and assumptions are more reasonable and, thus, more appropriate for use in the calculations for determining project consistency with the maximum site usage intensity requirement of no more than 75 people per acre for the project site.

The ALUC staff's Revised October 2007 Staff Report that was distributed with the agenda prior to the October 11, 2007 hearing identified the holiday shopping season as the time of maximum site usage; however, it did not account for the parking spaces that would be occupied by the Wal-Mart Supercenter seasonal outdoor sales area during that time. As discussed on page 3-13 of the Draft EIR, up to 40 spaces would be used for outdoor seasonal sales, which, during the holidays, would consist of Christmas tree sales. Therefore, onsite parking would be reduced from 1,014 spaces to 974 spaces. The above calculations take this figure into account.

In addition, the ALUC staff's Revised October 2007 Staff Report makes a distinction between employee and customer vehicle occupancy rates. For the reasons previously stated, the City does not believe that there should be distinction between employee and customer vehicle occupancy rates. Instead, a uniform rate of 1.5 persons per vehicle is a more reasonable assumption, as such a number is closer to published United States Department of Transportation, Bureau of Transportation Statistics vehicle occupancy rates for Solano County, which are 1.29 and 1.303 persons per vehicle (refer to the Omni-Means memo in Appendix J).

Project Exposure to Aviation Safety Risks

The project site is not located in an area that unusually high exposure to aviation safety risks. As shown in Figures 3E (Aircraft Flight Tracks) and 3F (Aircraft Flight Tracks Below 3,000 Feet Altitude) of the Travis Air Force Base LUCP, the project site is not located under or near the main air traffic patterns for Travis Air Force Base. Figure 3E shows that only a lone "sample radar flight track" crosses over the project site. Figure 3F depicts no aircraft flight tracks over the project site. The lack of air traffic over the project site is also supported by Figure 3-6 of the Travis Air Force Base June 2007 Environmental Assessment, prepared pursuant to the National Environmental Policy Act, for the proposed C-17 practice short-field landing and takeoff proposal[2]. This figure clearly shows that there are no aircraft flight tracks over the project site. Accordingly, all three figures provide substantial evidence that the project site is not located in an area that exposed to unacceptably high aviation safety risks.

The California Airport Land Use Planning Handbook establishes guidance for safety compatibility zones for military airport facilities. This guidance is based upon the United States Air Force's standard delineations of "Clear Zones" and "Accident Potential Zones" around military runways. The California Airport Land Use Planning Handbook's Standard Military Airport Safety Compatibility Zones are depicted in Exhibit M, which shows how the guidance for safety compatibility zones, including the "Traffic Pattern Zone," would look if applied to the departure end of Runway 3L-21 Right at Travis Air Force Base. As shown in that exhibit, the project site would not be within any of the safety compatibility zones, including the "Traffic Pattern Zone."

Many airport land use compatibility plans for military facilities comparable to Travis Air Force Base used more deliberately the guidance in the California Airport Land Use Planning Handbook. For example, the Airport Land Use Plan for Marine Corps Air Station Miramar (San Diego County), dated 2004, used the safety compatibility zones recommended for Airport Land Use Commission consideration contained in the California Airport Land Use Planning Handbook. The LUCP compatibility zones, however, are not specifically based on the safety compatibility zones recommended for Airport Land Use Commission consideration contained in the California Airport Land Use Planning Handbook. Rather, the size, shape, and location of land use compatibility zones around Travis Air Force Base designated in the 2002 LUCP were apparently based on concerns regarding the operational future of the installation in light of ongoing Department of Defense Base Realignment and Closure (BRAC) action.

The LUCP zones are depicted in Exhibit 1, which shows the boundaries of Zone C and Zones D in the project vicinity. The LUCP defines Zone C as the "Traffic Pattern Zone" and Zone D as "Other Airport Environs." As shown in the exhibit, the project site falls with Zone C. The Zone C designation was broadly applied to nearly every undeveloped area at the eastern edges of Suisun City and Fairfield and the southern portion of Vacaville, considerably in excess of the military airport

[2] Available online at http://www.travis.af.mil/shared/media/document/AFD-070629-070.pdf

safety compatibility zones recommended by the California Airport Land Use Planning Handbook and the Department of Defense Air Installation Compatible Use Zone (AICUZ) requirements, as shown in the operative Travis Air Force Base's AICUZ. The Travis Air Force Base AICUZ incorporates the United States Air Force's standard delineations of "Clear Zones" and "Accident Potential Zones," which are also incorporated into the California Airport Land Use Planning Handbook. Furthermore, the LUCP states that Zone C, the "Traffic Pattern Zone," encompasses areas that are occasionally affected by concentrated numbers of low-altitude flights. As noted above, however, the project site is not located under or near the main air traffic patterns for Travis Air Force Base. Thus, the LUCP safety compatibility zone designations appear arbitrarily established and not based on actual air traffic patterns or exposure to aviation noise and safety risks, since the very restrictive "Traffic Pattern Zone" was designated even in areas where the actual likelihood of an aviation mishap was low, while other areas of higher risk were excluded from this zone. As shown in Exhibit 1, residential areas that are closer to the Travis Air Force Base extended runway centerline than the project site are considered to be outside the "Traffic Pattern Zone," and designated the less restrictive Zone D, even though they are at greater risk of exposure to excessive aviation noise and mishaps.

The designation of the project site within the Zone C, "Traffic Pattern Zone," bears little, if any, relation to actual "on-the-ground" exposure risks for people and property. No instances of aviation mishaps at or near Travis Air Force Base have occurred that have resulted in injury or death to persons on the ground. Moreover, page 9-24 of the California Airport Land Use Planning Handbook states that 80 percent of arrival and departure accidents occur within 2,000 feet of the runway centerline and 11,000 feet from the runway end, and 80 percent of departure accidents occur within 2,000 feet of the runway centerline and 6,000 feet from the runway end. This 80th percentile accident contour is shown in Exhibit 1. As shown in the exhibit, the project site is located well outside of the 80th percentile accident contour.

Furthermore, the land use compatibility zones established in the LUCP are far greater in scope than those recommended by the California Airport Land Use Planning Handbook. Figure 9L of the handbook provides an example of a safety compatibility zone for a military airport. Exhibit 2 depicts what they would look like if they were applied to the area around the end of the southern runway at Travis Air Force base. As shown in the exhibit, the project site would not be located close to any of the recommended military airport safety compatibility zones. It should be noted that Airport Land Use Plan for Marine Corps Air Station Miramar, a military installation similar in nature to Travis Air Force Base, has adopted this type of safety compatibility zone.

Thus, the overly conservative land use compatibility zone designations around Travis Air Force Base in the 2002 LUCP bear little if any relation to either statistical aircraft accident data of the California Airport Land Use Planning Handbook or the actual historical accident history at Travis Air Force Base. Based on information provided by the Flight Safety Foundation, there have been only five aviation mishaps at or near Travis Air Force Base in the 57-year period between 1950 and 2007, with

the most recent occurring in 1987, more than 20 years ago[3]. All of the mishaps occurred either within the grounds of Travis Air Force Base or within an area that would be with an accident potential zone recommended by the California Airport Land Use Planning Handbook that are shown in Exhibit 2.

Table 3B of the LUCP indicates that 62,300 aviation operations occur at Travis Air Force Base on an annual basis (based on information supplied by the United States Air Force in 2000), with an average of 170 operations occurring on a daily basis. Travis Air Force Base has been in operation since 1950, resulting in a total of 3,551,100 aviation operations over the last 57 years. Thus, the probability of an aviation crash at or near Travis Air Force Base, based on the five aviation mishaps in 57 years and annual operations figures, is 1.4 per 1 million flights—an extremely low figure. For the purposes of comparison, the United States Department of Transportation Bureau of Transportation Statistics reports that the average crash rate for domestic air carriers was 2.72 accidents per 1 million flights in 2006, which is almost double the mishap rate for Travis Air Force Base.

At the November 8, 2007 ALUC meeting, several commissioners stated that the commercial uses associated with the project would be exposed to an unacceptably high aviation safety risk because of the project's proximity to Runway 3L-21 Right. However, it is unlikely that, given the size and power of the airplanes routinely operating at Travis Air Force Base, a plane taking off from Runway 3L-21 Right towards Suisun Marsh would be hit with a strong gust of wind causing it to veer off course toward the project site and potentially crash into the Wal-Mart Supercenter. With the exception of one flight, almost all flights depart away from the project site. Thus, no analogous mishap has occurred in the past, and, furthermore, there have not even been any mishaps at Travis Air Force Base for 20 years.

Of the five mishaps that occurred at Travis Air Force Base between 1950 and 2007, four occurred between 1950 and 1963, and the fifth one occurred in 1987, more than 20 years ago. This indicates that Travis Air Force Base has had an exemplary aviation safety record, particularly during the past 20 years, and would suggest that the United States Air Force has very effective aviation safety measures in place to prevent mishaps. In fact, the military aircraft operations at Travis Air Force Base are much less susceptible to mishaps because of engine failures—a fairly common cause of departure and arrival accidents—because the operations primarily involve multi-engine aircraft (e.g., C-5, C-17, KC-10, E-6, and C-130).

Concerning aircraft safety, the proposed Wal-Mart Supercenter would have a maximum height of 40 feet, 8 inches, which is well below the 100-foot height limit set forth in the LUCP for Zone C. The ALUC found that development of the proposed project will not create new aircraft safety problems and found the proposed project consistent with the airspace safety "Supporting Criteria" of the LUCP.

[3] Information available online at http://aviation-safety.net/database/airport/airport.php?id=SUU; the mishaps occurred in 1950, 1956, 1958, 1963, and 1987.

Finally, it should be noted that no representative of Travis Air Force Base has expressed any concern about the proposed project's exposure to aviation safety risks.

Concluding Remarks

The City has supported and will continue to support any future development of Travis Air Force Base over the next 20 years. The proposed project is consistent with the City Zoning Code and will not restrict the orderly development of Travis Air Force Base or have any effect on its operational future.

With respect to aircraft safety, the General Plan and Zoning Code promote the safety of aircraft by limiting the height of structures on the project site to 35 feet. The project does not have any characteristics that would create hazards to aircraft in flight (e.g., smoke, dust, or steam emissions; intense glare or distracting lights that could be mistaken for airport lighting; sources of electro-magnetic interference; or uses that would attract birds). The proposed project will require a Conditional Use Permit to permit the project to construct up to approximately 40 feet, 8 inches, but this is significantly below the 100-foot height limit set forth in the LUCP. The ALUC found that development of the proposed project will not create new aircraft safety problems and found the project consistent with the airspace safety "Supporting Criteria" of the LUCP.

More broadly, the proposed project's commercial retail uses are similar in nature to other commercial land uses near Travis Air Force Base and do not possess any characteristics that would create hazards to aviation. Moreover, the project site has been contemplated for commercial retail development for more than two decades and is considered a suitable location for commercial land uses because of its adjacency to a major intersection. Therefore, it can be stated with a reasonable degree of certainty that the proposed project would not have any effect on the operational future of Travis Air Force Base. The project would also capture sales currently lost to other markets and provide substantial sales tax revenues to the City of Suisun City.

Master Response 7 - Greenhouse Gas Emissions Offsets

Several comment authors stated that the project applicant should purchase real, permanent, and verifiable offsets to mitigate for all greenhouse gas emissions that cannot be reduced through the previously suggested measures. One author provided an example of an offset that would require the project applicant to provide energy-efficient retrofit of existing building stock in the project area to offset the energy demands of the proposed project. Another author referenced several carbon offsets offered by non-governmental organizations such as Carbonfund.org, Terra Pass, or Native Energy.

Retrofitting existing buildings is not considered effective or feasible for several reasons. First, neither the applicant nor the City of Suisun City can require that existing buildings submit to a retrofit. These buildings are outside the control of these entities. Second, there is no certainty that energy-efficient retrofits of existing building stock would substantially reduce energy demand. The Energy Information Administration indicates that appliances account for 64.7 percent of all residential electricity consumption in the United States. Building retrofits would be quite costly both in terms of

out-of-pocket expense for the retrofit and the construction-related disruptions to established benefits, and they would have no effect on appliance energy efficiency. Therefore, requiring building retrofits as mitigation for offsetting project-related greenhouse gas emissions is not considered effective or feasible mitigation.

Regarding the recommendation that the project applicant purchase carbon offsets as mitigation, the primary constraint is the certainty of the effectiveness of these measures. The non-governmental organizations listed above provide several types of offsets, including tree planting, the development of renewable energy sources, and energy efficiency projects. There are a number of reasons why these types of carbon offsets may not actually be effective in reducing greenhouse gas emissions.

First, the carbon offset industry is almost entirely unregulated and, therefore, there are few, if any, accountability mechanisms in place to ensure that money for greenhouse gas emissions reduction projects is actually spent on such efforts. The City of Suisun City does not have the legal authority to regulate these entities and assure that they are spending the money in the manner promised. At least one investigation by the Financial Times found the following problems prevalent in the carbon-offset industry:

- Widespread instances of people and organizations buying worthless credits that do not yield any reductions in carbon emissions.
- Industrial companies profiting from doing very little—or from gaining carbon credits on the basis of efficiency gains from which they have already benefited substantially.
- Brokers providing services of questionable or no value.
- A shortage of verification, making it difficult for buyers to assess the true value of carbon credits.
- Companies and individuals being charged over the odds for the private purchase of European Union carbon permits that have plummeted in value because they do not result in emissions cuts.[4]

Second, the carbon offset industry often relies on planting trees to achieve its goals. Planting trees is a particularly problematical means of offsetting carbon emissions. Each tree planted must survive for years, some programs estimate up to 100 years, to provide significant emission offsets, which makes monitoring the effectiveness of reforestation offsets extremely difficult. Moreover, while trees act as carbon sinks when living, they emit carbon dioxide when they perish (e.g., in a fire, natural death, etc.). The development of renewable energy, as well, does not necessarily assure that less fossil fuel based energy will be consumed because renewable sources of electricity (e.g., solar and wind) often lack the reliability to be used as "base load" sources of power for most utilities. As well, the

[4] Financial Times, "Industry caught in carbon 'smokescreen,'" April 5, 2007, http://www.ft.com/cms/s/0/48e334ce-f355-11db-9845-000b5df10621.html?nclick_check=1.

manufacture and operation of renewable fuel sources can themselves be associated with considerable emissions.[5] Finally, as noted above, building energy efficiency measures may not have a significant effect on energy consumption. Therefore, the effectiveness of these carbon offset programs toward reducing greenhouse gas emissions is not certain at this time.

In addition, relying on non-governmental organizations to oversee mitigation of project-related impacts creates several legal problems for the City of Suisun City. As explained above, there is no accountability mechanism to assure that carbon offset programs would be in place and effectively mitigating greenhouse gas emissions by the time the project is operational. Moreover, delegating authority of overseeing and implementing mitigation measures to a non-governmental organization, particularly in cases where mitigation programs may take place in foreign countries, creates potential transnational legal and liability problems for the City of Suisun City and the project applicant. The State of California, in implementing AB 32, may be developing a state-regulated carbon offset program. When such a program is in place, carbon-offset credits may become a more feasible means of mitigating for greenhouse gas emissions.

For these reasons, at this time, carbon offset programs are not considered feasible mitigation measures for the proposed project's greenhouse gas emissions.

Master Response 8 - Trip Generation Rates

Several comment authors alleged that the Final Transportation, Circulation, and Parking Impact Study prepared by Kimley-Horn and Associates, Inc. (Draft EIR Appendix J) improperly used trip generation rates that understated the volumes of traffic the proposed project would likely generate. As evidence, multiple comment authors cited an article titled "Trip Generation Characteristics of Free-Standing Discount Supercenters," authored by Georgiena M. Vivian, which was published in the Institute of Transportation Engineers (ITE) Journal in August 2006. The article stated that the ITE Trip Generation Handbook Land Use Code 813 trip rates understated trip generation, citing observed trip generation during the weekday afternoon peak hour at big box commercial retail centers in Oklahoma and Texas. In addition, several authors alleged that the Wal-Mart Supercenter garden center was excluded from the trip generation calculation, which served to further understate total project trip generation.

Additionally, several authors alleged that MBA has been inconsistent in its use of ITE Land Use Codes for estimating trip generation for Wal-Mart Supercenters. The authors alleged that MBA used ITE Land Use Code 820 to estimate trip generation for two Wal-Mart Supercenters in Bakersfield, but used ITE Code 813 to estimate trip generation for the Walters Road West Wal-Mart Supercenter.

[5] Alsema, E.A.; Wild - Scholten, M.J. de; Fthenakis, V.M. Environmental impacts of PV electricity generation - a critical comparison of energy supply options ECN, September 2006; 7 pp. Presented at the 21st European Photovoltaic Solar Energy Conference and Exhibition, Dresden, Germany, 4-8 September 2006.; http://www.vestas.com/en/about-vestas/sustainability/wind-turbines-and-the-environment/life-cycle-assessment-(lca).aspx; Graham-Rowe, Duncan. Hydroelectric power's dirty secret revealed" New Scientist, 14:29 24 February 2005.

Before addressing these comments, note that project trip generation methodology is described in the Draft EIR on pages 4.11-31 to 4.11-33. Trip generation rates were calculating using methods established by the ITE in its publication entitled Trip Generation 7th Edition, which is a standard reference used by jurisdictions throughout the country to estimate the trip generation potential of proposed development projects. The Draft EIR took a conservative approach, however, to forecasting trip methodology for the proposed project. It employed ITE Land Use Category 813 (Free-Standing Discount Superstore) for weekday morning peak-hour forecasting, and Land Use Category 815 (Free-Standing Discount Store) for weekday afternoon peak-hour forecasting. As shown on Table 4.11-6 of the Draft EIR, this "blended" approach was the most conservative because it assumed the highest weekday morning peak trip generation and the highest weekday afternoon peak trip generation for Land Use Category 813 and Land Use Category 815. Thus, the methods employed in the Draft EIR were based on well-established methodologies and represent a conservative approach to forecasting trip generation for the project. It should be emphasized that the ITE has not "repudiated" this methodology, as suggested by one commenter. The Vivian article focused on a small sample of five Wal-Mart Supercenters in Texas and Oklahoma, and found that weekday afternoon peak-hour trip generation for the five stores ranged from 4.16 to 6.67, with an average of 5.50 trips per 1,000 square feet. There are numerous reasons why this result is not immediately applicable to the proposed Wal-Mart Supercenter in Suisun City.

First, the sample stores are located in Texas and Oklahoma, and do not necessarily reflect conditions in the nine-county San Francisco Bay Area region. Demographics, local economic characteristics, proximity to the stores, and other factors affecting trip generation in Texas and Oklahoma cannot necessarily be assumed to be the same as in California. For instance, these variables may account for the trip generation rates observed in the Vivian study, since the rates did not directly correlate with store size.) In contrast, trip generation rates contained in the ITE Trip Generation Handbook are specifically composed of a blend of locations throughout the United States, including California. Second, the survey data are incomplete and did not collect information regarding weekday morning peak hour or daily trip characteristics. Third, the average rate of the sample stores has not been officially accepted by ITE as the rate that should be applied to discount Wal-Mart Supercenters henceforth and, given the small sample size, may never be accepted as such unless additional survey information becomes available. Furthermore, the Vivian study and recommendations are not without their critics in the peer review community. (See, e.g., ITE Journal, May 2007, Letters to the Editor.) As shown in Table 4.11-6 (ITE Trip Generation Rates) of the Draft EIR, it is common for trip generation rates to differ markedly in the weekday morning and afternoon peak hours.

Even if the five-store Texas/Oklahoma data from the Vivian study were officially accepted and incorporated into the existing ITE Trip Generation Handbook data for Free Standing Discount Superstore, the data from that study would not stand alone but would likely be added to the existing data points from previous field studies, with a new average derived from the augmented data set. Since the data from the previous studies are readily available, this calculation was performed by

Kimley-Horn. The calculation resulted in an average weekday afternoon peak-hour trip generation rate of 4.54 trips/1,000 square feet of floor area, which is well below the 5.06/1,000 square feet of floor area weekday afternoon peak-hour rate applied in the Draft EIR. Therefore, the Draft EIR's traffic analysis is more conservative than the application of the findings reported in the ITE Journal article would be, assuming the new data would be applied in accordance with accepted ITE procedure.

In addition, in accordance with standard industry practice, the outside garden center would not be included. Trip generation calculations in the traffic report are prepared per ITE methodology based on gross floor area of the building. Gross floor area includes the sum of the floor area in square feet "including any cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices that are within the principle outside faces of exterior walls." ITE specifies that "unroofed areas and unenclosed roofed-over spaces, except those contained within the principle outside faces of exterior walls, should be excluded from the area calculations." Therefore, the square footage associated with outdoor and seasonal garden sales areas and other incidental outside areas are generally not included in the floor area calculation.

Excluding the areas outside the principle walls does not suggest that they do not generate trips to or from the project site; rather, it is a statement that the ITE methodology already incorporates these trips in the trip generation rates reported by ITE for the areas within the "principle outside faces of exterior walls." Adding the outside garden center essentially double counts trip generation contributed by the outdoor garden area.

Note that the Texas and Oklahoma data contained in the Vivian article included outside areas in their trip generation calculations, which is not within recommended industry practice. Thus, a straight comparison between ITE Trip Generation 7th Edition and the Vivian article findings results are an "apples to oranges" comparison.

Regarding the comment that MBA has been inconsistent in its use of ITE Land Use Codes, this statement is inaccurate. First, it should be clarified that MBA is not a traffic engineering firm and, therefore, did not calculate trip generation rates for the Bakersfield project. Rather, Ruettgers & Schuler Civil Engineers, Inc. prepared the traffic studies for both the Gosford Village and Panama Lane commercial retail projects in Bakersfield and used ITE Land Use Code 813 to estimate trip generation for the Wal-Mart Supercenter components of each project[6]. Both the Gosford Village and Panama Lane projects also had in-line retail components and ITE Land Use Code 820 was used to calculate trip generation for those components. Because the Walters Road project does not have any in-line retail components, ITE Land Use Code 820 was not used for trip generation because it was not applicable to the project. As such, the authors' claims are incorrect.

[6] The Gosford Village EIR and Technical Appendices and the Panama Lane EIR and Technical Appendices are available online at http://www.bakersfieldcity.us/weblink7/Browse.aspx?startid=602140 (in the Draft Environmental Impact Reports folder).

In summary, the Draft EIR's traffic analysis used appropriate trip generation rates in accordance with ITE Trip Generation 7th Edition. Although the Vivian study alleges that ITE Land Use Category 813 under-forecasts trip generation for freestanding discount superstores, its conclusions are disputed and are by no means universally adopted by ITE to supplant the methodology in the current Trip Generation 7th Edition. As such, the various claims that the Draft EIR understated the proposed project's trip generation rates are opinion and are not supported by the guidance established in ITE Trip Generation 7th Edition.

Master Response 9 - Crime

Multiple comment authors referenced the Draft EIR's discussion of police protection impacts in Impact PSU-2 and expressed concern that the proposed project would increase crime in the area around the project site. As evidence, several authors cited a study titled "Crime and Wal-Mart: Is Wal-Mart Safe" issued by Wake-Up Wal-Mart[7] that alleged that Wal-Mart stores experience higher than average rates of crime.

The CEQA requires that a project's physical impacts on the environment be identified and mitigated to the maximum extent feasible. In accordance with CEQA, impact PSU-2 addresses the potential for the proposed project to create a need for new or expanded police facilities that may have a physical impact on the environment. The Suisun City Police Department did not indicate that new or expanded police facilities would be required to serve the proposed project, which is the basis for the conclusion in Impact PSU-2 that impacts were less than significant.

The Police Department indicated that the proposed project would be expected to result in an increase in calls for service, which is acknowledged in the Draft EIR. The Police Department anticipates that most of the calls for service would be for non-violent incidents, such as property crimes, vehicle collisions, and noise complaints. None of these types of calls for service would have a physical impact on the environment and, therefore, the Draft EIR did not provide further analysis of their impacts. This is consistent with CEQA Guidelines Section 15131, which states that economic and social effects, which do not lead to reasonably foreseeable physical impacts, should not be treated as significant effects on the environment.

Regarding the broader issue of the proposed project representing a significant burden on the Suisun City Police Department, it should be emphasized that the Police agency indicated that the project would have only a "moderate" impact on its day-to-day operations. The Police Department indicated that its current staffing levels would be adequate to serve the proposed project. These statements indicate that the Police Department does not anticipate the project creating an undue burden on its ability to provide law enforcement services to its service area.

[7] Wake Up Wal-Mart is an organization funded by the United Food and Commercial Workers union that has been very critical of Wal-Mart Stores, Inc.

Regarding questions about whether Wal-Mart Stores, Inc. would fund the cost of responding to calls for service or additional patrols around the project site, the City does not require any other commercial retail centers to provide additional funding for such services and, therefore, it will not require the proposed project to provide such funding. The proposed project is anticipated to contribute significant increases in property and sales taxes to the City's coffers, which may be used to offset any increased demand for such services, although such a decision is ultimately at the discretion of the Suisun City Council.

Finally, concerning the Wake-Up Wal-Mart crime study, it does not provide any evidence suggesting that Draft EIR analysis of police protection impacts is insufficient. The study analyzed police calls for service at 551 Wal-Mart store locations and used that data to extrapolate estimates for calls for service for all store locations, as well as associated costs on law enforcement and a projection of costs for store security patrols. None of these data contradicts the analysis in Impact PSU-2, which acknowledged that the proposed Wal-Mart Supercenter would attract a large number of customers and, therefore, have a corresponding demand for police services. As previously noted, the Suisun City Police Department acknowledged the proposed project would increase calls for service, but indicated that its existing staffing levels are adequate to respond to the additional calls.

Master Response 10 - Light and Glare Impacts/Pylon Sign

Several authors alleged that Impact AES-3, which addresses light and glare impacts, did not thoroughly analyze these impacts because it does not include criteria that would reduce nighttime light impacts to a level of less than significant or include a photometric study. One author claimed that the Draft EIR provides no thresholds to assess the effectiveness of Mitigation Measure AES-3, which makes it uncertain that the mitigation would be effective. Another author stated that Impact AES-3 did not fully evaluate the potential of the proposed pylon sign LED electronic signboard distracting drivers on SR-12.

The CEQA Guidelines establish that light and glare impacts are significant if they result in adverse impacts to daytime or nighttime views. Neither the CEQA Guidelines nor the City of Suisun City General Plan or Zoning Ordinance provide quantifiable light and glare intensity thresholds for determining the significance of such impacts. In the absence of quantifiable thresholds, a qualitative, common-sense threshold was used, which considered light and glare impacts to be significant if they spilled over onto neighboring residential properties. As discussed in Impact AES-3, the proposed project would operate 24 hours a day and, therefore, have the potential to result in light and glare spillage onto surrounding land uses. The project would be subject to review under the City's standard Development Guidelines for Architecture and Site Planning, which includes several standards pertaining to lighting, including standards mandating that parking lot lighting be designed so that the light source is screened from view off the premises. Additionally, Mitigation Measure AES-3 requires that the project submit a lighting plan to the City of Suisun City for review and approval that identifies various measures to control light and glare spillage onto surrounding land uses. There is a

requirement in the mitigation measure for all lighting be directed downward and away from residences. Because project lighting would be directed downward and away from residences, this mitigation measure is considered to effectively prevent spillover onto neighboring residences and, therefore, the residual significance is less than significant.

As for the issue of the Draft EIR lacking a photometric plan, there is no requirement that such a plan be included in CEQA documents. Although such a plan may be prepared at a later time, it is not essential to the Impact AES-3 analysis. Moreover, because Impact AES-1 identified light and glare impacts as being potentially significant impacts requiring mitigation, the Draft EIR took a conservative, worst-case approach to this issue.

Regarding the LED signboard, such signs are common along commercial corridors and highways. The LED signboard is expected to display relatively innocuous items such as time, date, and temperature, and possibly brief announcements. Mitigation Measure AES-3 provides that the pylon sign shall be "designed so that potential glare or light spillover to surrounding land uses is minimized through appropriate sign design, dimming, and shielding." Thus, the LED signboard would not display deliberately distracting items such as intense strobe lighting or video images. Therefore, the LED signboard would not be expected to distract passing motorists on SR-12 and not create traffic safety hazards.

Master Response 11 - Asthma

Several authors noted that Solano County has high asthma rates and inquired about the effects of project air emissions on persons afflicted with that condition.

As background, a 2003 study by the California Health Interview Survey found that 19.5 percent of Solano County residents were afflicted with asthma, the highest rate of asthma symptom prevalence in California. To date, no health study has conclusively identified causal factors explaining why Solano County has the highest occurrences of asthma in the State, although the Solano County Department of Health and Social Services lists genetic factors, environmental factors, dietary changes, lack of exercise, and workplace irritants as influencing factors.[8]

As explained on pages 4.2-23 through 4.2-25 of the Draft EIR, ozone precursors and particulate matter are the air pollutants with the greatest potential to aggravate asthma conditions. Table 4.2-1 provides a summary of the number of days that ambient concentrations of ozone and particulate matter in Solano County exceeded state and federal air quality standards, which are primarily intended to protect human health from unhealthful concentrations of air pollutants. As shown in the table, ambient ozone concentrations exceeded state air quality standards on only four days between 2004 and 2006 and did not exceed federal standards during that period. Particulate matter concentrations did not exceeded state or federal standards on any days during that time period. Based

[8] The Solano County Department of Health and Social Services document is available online at http://www.solanocounty.com/resources/Health&SocialServices/UPDATE/Update-March05.pdf

on these figures, this indicates that Solano County is not exposed to excessive levels of air pollutants that aggravate asthma conditions and suggests that other non-environmental factors may play a greater role in explaining why asthma rates are higher than other counties in California.

The Draft EIR acknowledges that the proposed project's operational emissions of ozone precursors and particulate matter would exceed BAAQMD daily thresholds under Year 2008 and Year 2030 conditions.[9] However, because ambient concentrations of these pollutants in Solano County rarely exceeds state or federal air quality standards, the proposed project's emissions would not be considered substantial enough to cause ambient concentrations to exceed adopted standards and, therefore, create unhealthful local concentrations of such pollutants.

From a broader perspective, a benefit of the proposed project would be to reduce the distance needed for many Suisun City residents to drive to a grocery or general merchandise store. The nearest grocery and general merchandise stores to the east side of Suisun City are on the west side of the City, approximately 2 miles away. By locating a Wal-Mart Supercenter on the east side of the City, which would operate 24 hours day, residents would be able to make shorter trips to purchase household necessities, which would have a corresponding reduction in vehicular tailpipe emissions of ozone precursors and particulate matter. Moreover, the store would be served by Fairfield-Suisun Transit bus service (refer to Master Response 2) and would be within walking distance of many nearby residential areas, thereby creating the potential for customers use alternatives modes of transportation to the passenger vehicle. In this sense, the project would contribute to reducing emissions of air pollutants that aggravate asthma conditions at the local level relative to what would occur without the project.

For these reasons, the proposed project's air emissions would not be expected to cause any noticeable aggravation of asthma conditions in Solano County.

Master Response 12 - Stormwater Pollution Control Measures

Several authors referenced the discussion of project stormwater pollution control measures in Impact HYD-3 and questioned the effectiveness of several of the control measures identified in Mitigation Measure HYD-3b because of low soil permeability rates and high groundwater levels in the project area. One author questioned that the effectiveness of bioswales in terms of cleaning runoff. Another author recommended that 100 percent capture of all stormwater generated be implemented to avoid release of polluted runoff into downstream waterways. Finally, several authors stated that Wal-Mart stores in other places have been cited for water quality violations and, therefore, the proposed project would likely discharge polluted runoff into downstream waterways.

The Impact HYD-3 analysis acknowledges that infiltration technologies may not be appropriate for the project site because of low soil permeability and high groundwater levels. Reflecting this

[9] Note that emissions of reactive organic gases and oxides of nitrogen, both of which are ozone precursors, would be within BAAQMD thresholds under Year 2030 conditions.

condition, Mitigation Measure HYD-3b establishes that permeability testing must be performed to verify that the subsurface conditions are suitable for infiltration technologies. If infiltration is not found to be appropriate, the mitigation measure identifies other stormwater management technologies that shall be employed to detain and treat project runoff.

Regarding the effectiveness of bioswales, these treatment devices are not specifically identified in Mitigation Measure HYD-3b. Rather, the mitigation measure acknowledged that infiltration-related treatment devices may not be suitable for the project site and requires that permeability testing be performed before any infiltration devices are proposed. Therefore, bioswales would only be employed if they were found to be suitable for the project site.

Mitigation Measure HYD-4 identifies onsite retention or detention, with release of stormwater flows at a rate no greater that the pre-development condition as a possible stormwater management approaches. The selection of a stormwater management system will depend on several factors, including economic and technical feasibility, which may make 100 percent retention infeasible.

Finally, regarding the assertion that the proposed project would discharge polluted runoff because other Wal-Mart stores have been cited for such violations, this in itself does not demonstrate a causal relationship between the presence of a Wal-Mart store and degraded downstream water quality. Rather, water quality violations are often the result of unique, site-specific conditions that do not have the potential of being replicated at the proposed project. Moreover, with the implementation of the stormwater pollution control measures identified in Mitigation Measures HYD-3a and HYD-3b, adequate safeguards would be in place to prevent the release of urban pollutants into downstream waterways. Therefore, water quality violations at other Wal-Mart store locations do not have any bearing on the analysis contained in the Draft EIR.

Master Response 13 - Traffic Congestion

Multiple authors asserted that project-generated trips would create congestion on local roadways, including SR-12 and Walters Road, and causing delays for local residents, workers, and Travis Air Force Base personnel. In addition, several authors asserted that project-related trips would adversely impact roadway safety.

Project-related impacts on local roadways were evaluated in the Draft EIR in Section 4.11, Transportation. The Draft EIR evaluated 18 intersections in Suisun City and Fairfield, which are shown on Exhibit 4.11-1. Study intersections included SR-12/Marina Boulevard, SR-12/Sunset Avenue, SR-12/Emperor Drive, SR-12/Woodlark Drive, SR-12/Walters Road, Walters Road/Petersen Road, Walters Road/Montebello Drive, Walters Road/Pintail Drive, Walters Road/Bella Vista Drive, Walters Road/Tabor Avenue, and Walters Road/Air Base Parkway. Intersection operations are the best indicator of roadway performance. As discussed in Impacts TRANS-1 and TRANS-2, the proposed project would implement mitigation measures including intersection improvements for its intersection operations impacts on Walters Road. After the implementation of the mitigation, every

impacted intersection would operate more efficiently than the "without project" scenario under both near-term and long-term conditions.

Under the "without project" scenarios, a number of intersections are projected to operate at unacceptable levels of service (LOS). After the implementation of the proposed project's mitigation measures, all intersections would operate with less delay, although several intersections on SR-12 and Walters Road would still operate at unacceptable LOS. Refer to Table 4.11-9 and Table 4.11-11 in the Draft EIR.

Therefore, all roadways affected by project-generated trips would operate with less congestion under the "with project" scenario than under the "without project" scenario. As such, the proposed project would not create additional delays for local residents, workers, or Travis Air Force Base personnel.

Moreover, roadway safety would be expected to improve relative to the "without project" condition because of fewer delays at intersections, which reduces the potential for accidents associated with intersection blockage, rear-end collisions because of traffic jams, or impatient driving.

Master Response 14 - State Route 12 Safety (Suisun City to Rio Vista)

Several comment authors expressed concern that project-related trips, particularly from Wal-Mart trucks, would contribute to existing safety problems on SR-12 between Suisun City and Rio Vista and requested that the Draft EIR evaluate this issue.

As shown in Exhibit 4.11-7, only 3 percent of project trips are anticipated to use SR-12 east of Walters Road. This translates to 15 additional trips during the weekday morning peak hour (7 a.m. to 9 a.m.) and 27 trips during the weekday afternoon peak hour (4 p.m. to 6 p.m.). SR-12 in this segment is principally a 2-lane rural highway along rolling terrain. Roadway shoulder width varies.

Table 2 summarizes the proposed project trip contribution to SR-12 east of Walters Road during the morning and afternoon peak hours. The 2006 trip count data for SR-12 at Scandia Road[10] was provided the California Department of Transportation. As shown in the table, the proposed project would increase trip counts on SR-12 at Scandia Road by 1.25 percent in morning peak hour and 2.25 percent during the afternoon peak hour. Neither increase represents a significant amount of traffic relative to existing trip counts.

According to 2006 traffic volume information, average Annual Daily Traffic for SR-12 between the project site and State Route 113 near Rio Vista is 14,000 vehicles with afternoon peak hour volume between 1,100 and 1,200 vehicles depending on location along the segment. At these volumes, LOS is E, with average vehicle speeds of 39 mph where roadway shoulders are wide and 36 mph where

[10] The SR-12/Scandia Road trip count location is the intersection of Walters Road/SR-12. The SR-12/Scandia Road intersection formerly existed near the western edge of the project site, but was eliminated with the extension of Walters Road to SR-12 in the mid-1990s. Caltrans has not updated its trip count records to reflect the Walters Road location.

shoulders are narrow. With the addition of project traffic, average speeds remain unchanged; therefore, no significant impact is identified.

Therefore, because the proposed project would not significantly increase traffic volumes on SR-12 between Suisun City and Rio Vista, it would not have the potential to substantially exacerbate existing roadway safety or operational deficiencies on this roadway.

Table 2: Project Trip Contribution to SR-12 East of Walters Road

Peak Hour	Project Generated Trips on SR-12 East of Walters Road	SR-12/Scandia Road Peak Hour Trip Count (2006)	Percent Increase
AM	15	1,100[1]	1.25
PM	27		2.25

Notes:
[1] Trip counts obtained from http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2006all/r012-15i.htm.
Source: Michael Brandman Associates, 2007.

Regarding the issue of Wal-Mart trucks exacerbating safety problems on SR-12, there are currently numerous existing truck trips on this roadway, most notably associated with the Potrero Hills Landfill. It is anticipated that the Wal-Mart Supercenter would receive six 18-wheeler deliveries a day, seven days a week. These trips are included in the project's trip distribution discussed above including the segment of SR-12 east of the project site. The truck routing (I-80 to SR-12, I-5 to SR-12, or Peabody Road to Walters Road) is unknown at the time of this writing and will be dictated by Wal-Mart's operational practices. However, assuming all truck trips would use SR-12 between Suisun City and Rio Vista (albeit unlikely), the addition of 12 trips per day (six inbound, six outbound) to this roadway, would not represent a significant increase above existing truck volumes. For this reason, Wal-Mart truck deliveries are not anticipated to exacerbate existing safety or operational issues on SR-12.

Master Response 15 - Air Pollution Health Risks

Several comment authors who live near the project site expressed concern about the health risks of air pollutants emitted by the proposed project. Of particular concern were air pollutants associated with diesel truck emissions.

From a health perspective, the localized air pollutants of most concern are carbon monoxide (CO) and toxic air contaminants (TACs). Localized concentrations of ozone precursors (i.e., reactive organic gases and oxides of nitrogen) do not pose a significant health risk near their emission sources because they have not yet become ozone. Ozone is formed from photochemical reactions in the atmosphere after ozone precursors have dispersed from localized sources.

As described in Impact AIR-5, localized CO hot-spot analysis was performed at 10 locations near the project site, including a location north of Petersen Road in the vicinity of the authors' residences.

Localized CO concentrations were found to be within State and federal standards for both 1-hour concentrations and 8-hour concentrations. Refer to Draft EIR Table 4.2-7 for the localized CO concentrations.

TAC emissions, which include diesel particulate matter (DPM) and emissions from the gas station, were evaluated in Impact AIR-6. This impact is based on a Health Risk Assessment prepared for the proposed project. The Health Risk Assessment used a conservative, "worst-case" estimate of 40 truck deliveries a day, which is approximately twice as many truck deliveries that are anticipated to occur on a daily basis. The Health Risk Assessment found that the maximum localized cancer risk from project-related TAC emissions would be 3 in 1 million, which is less than the 10 in 1 million threshold established by the BAAQMD. While TAC concentrations would be greatest near the source (i.e., the project site), they would not exceed BAAQMD thresholds and, therefore, nearby sensitive receptors (e.g., residences) would not be exposed to significant hazardous concentrations of TACs. Refer to pages 4.2-30 and 4.2-31 of the Draft EIR and Appendix B for further discussion.

Master Response 16 - Homeless Encampments

Several authors stated that the Draft EIR failed to evaluate the likelihood of the proposed project causing homeless encampments to be established in nearby creeks. According to the authors, an existing homeless encampment in Legewood Creek on the west side of Suisun City was likely to relocate because the existing Wal-Mart store on Chadbourne Road is scheduled to close and because the Suisun-Gentry project would force them out of the creek. As such, the authors asserted it would be expected that the homeless encampment would relocate to the east side of Suisun City because of proximity to the proposed Wal-Mart Supercenter. One author identified McCoy Creek, Wood Slough, and Suisun Marsh as likely locations for the relocated encampment and stated that, therefore, the Lawler Ranch subdivision would be exposed to large increases in violence, drug use, and property crimes, as well as nuisances such as litter and public defecation and urination. This would result in greater expenditures by the City of Suisun City on public safety.

The authors' assertion that the proposed project would attract homeless encampments to the project area relies upon two critical assumptions: (1) the homeless encampment in Legewood Creek would relocate because of either the closure of the Chadbourne Road Wal-Mart store and/or the development of the Suisun-Gentry project; and (2) the encampment would relocate to the east side of Suisun City because of the proposed project. Both of these assumptions are highly speculative.

The assertion that homeless encampments would relocate from Legewood Creek assumes that the persons who occupy it choose to do so only because of the proximity to the Chadbourne Road Wal-Mart store and not because of any other economic, geographical, or social considerations when deciding where to reside. This assumption does not take into account that many homeless individuals are physically disabled, afflicted with mental illness, or addicted to drugs or alcohol, and probably do not decide where to reside based solely on proximity to a Wal-Mart store.

Moreover, the authors' assumption that both the Chadbourne Road Wal-Mart store would close and the Suisun-Gentry project would be developed is not necessarily foreseeable. While the Chadbourne Road store is anticipated to close in the next several years as a result of the approved, but yet unbuilt, North Texas Street Wal-Mart Supercenter, the Suisun-Gentry project has yet to be approved by the Suisun City Council and, even if approved, it may face litigation or other regulatory approvals that may result in the project not being developed. In any event, Wal-Mart is required to re-tenant the Chadbourne Road site once the store closes, and another commercial retailer may end up occupying the store. Such an end user may have the same appeal to homeless persons that the authors ascribe to Wal-Mart. Accordingly, the authors' assumptions in this regard may be flawed.

Regardless, even if it were assumed that the Chadbourne Road Wal-Mart store closes, the Suisun-Gentry project is developed, and the Walters Road Project is approved and developed, it is not necessarily a foreseeable consequence that the homeless encampment in Legewood Creek would relocate to the east side of Suisun City. Homeless individuals likely consider a number of factors in choosing where to reside. Moreover, assuming that homeless persons would alter their lifestyle behavior in response to the development of a new Wal-Mart store is not necessarily a realistic assumption.

Finally, the lack of existing homeless encampments in the east side of Suisun City (e.g., McCoy Creek, Wood Slough, and Suisun Marsh) may suggest that there are compelling reasons why those locations are not host to such encampments. One potential explanation is that nearby residential and commercial areas serve as a deterrent to homeless encampments because homeless persons would prefer to reside away from areas where they are likely to regularly encounter nearby residents or law enforcement. Another explanation is that these waterways lack suitable areas to establish an encampment (e.g., generally dry and unlikely to be inundated by flooding). A third explanation is that Legewood Creek offers closer proximity to Downtown Fairfield, where social service agencies are located, as opposed to the east side of Suisun City. As such, there appear to be several reasons why the east side of Suisun City is not an ideal location for a homeless encampment.

In summary, the authors' allegations that the proposed project would cause the establishment of homeless encampments in the surrounding area and would have resulting impacts on public safety are considered speculative and, therefore, are outside of the scope of the Draft EIR.

Master Response 17 - Overnight Parking

Several comment authors expressed concern about potential impacts associated with overnight RV parking and suggested that it be prohibited.

Currently, the City of Suisun City does not have an ordinance prohibiting overnight parking in commercial parking lots. Because Wal-Mart Stores, Inc. allows overnight RV parking in its store lots and the City of Suisun City does not prohibit such activity, the Draft EIR proposed the various measures identified in Mitigation Measure AES-2 to regulate overnight parking so that it does not

create adverse visual impacts. This measure requires that: designated overnight parking areas be identified; signage be posted detailing rules including prohibition on consecutive nights of stay, camping activities, litter, and parking inoperable vehicles; and the placement of trash receptacles near overnight parking areas.

Since the Draft EIR was circulated, however, the applicant has agreed to the following proposed condition of approval, which would alleviate all aesthetic impacts form overnight RV parking:

> Overnight parking of recreational vehicles for the purpose of overnight camping is not permitted on or within this development. The developer shall install signs throughout the parking area stating "No Overnight Camping Permitted on the Premises. Violators will be cited per Municipal Code Section 8.12.".

This condition, if adopted as anticipated, would render Mitigation Measure AES-2 moot.

Master Response 18 - Pipelines

Several authors asserted that there are one or more underground pipelines (e.g., fuel, petroleum products, natural gas, fiber optic, etc.) traversing the project site and the development of the proposed project would expose project employees and customers to hazards if a pipeline rupture were to occur. One author stated that the Draft EIR failed to include a safety plan for remediating potential leaks from a jet fuel pipeline located within the Petersen Road right-of-way and expressed concern about the need to reinforce the roadway to protect the pipeline from heavy trucks.

There are no pipelines traversing the project site. The Phase I Environmental Site Assessment contained in Appendix F of the Draft EIR evaluated all potential hazards on the project site and did not identify the presence of any pipelines. In addition, a title search of the project site found no recorded easements for pipelines within the project site.

There is a jet fuel pipeline serving Travis Air Force Base located within the Petersen Road right-of-way north of the project site (This is supported by the map provided in the Suisun Alliance comment letter, although the map incorrectly identifies the location of the project site). Half-width improvements along the project frontage with Petersen Road would not require relocation or any form of disturbance to the pipeline. Regardless, all trenching and grading activities near the pipeline would comply with all applicable health and safety regulations, including those related to preparing safety plans. The improved Petersen Road will be designed to accommodate heavy trucks in order to provide sufficient protection to the pipeline. As such, the pipeline would not be susceptible to damage from truck movements associated with the proposed project.

More broadly, utility and fuel pipelines are commonly located within roadway right-of-ways and there are established procedures to identify and protect pipelines during construction. As such, this does not constitute the disclosure of a new impact that would require recirculation of the Draft EIR.

Master Response 19 - Alternative Route Traffic Impacts

Several authors asserted that the Draft EIR failed to evaluate the likelihood of drivers using alternative routes such as Pintail Drive and Lawler Ranch Parkway to avoid congested arterials.

The mitigated conditions shown for all major arterial (e.g., SR-12, Walters Road) intersections in Draft EIR Tables 4.11-9 and 4.11-11 are better than the "without project" conditions shown in Tables 4.11-8 and 4.11-10. Therefore, with the implementation of project-related mitigation, major arterials would operate at better levels of service and fewer drivers would be expected to use alternative routes as shortcuts relative to the "without project" condition.

In addition, the Draft EIR evaluated project-related traffic impacts on intersections located on Pintail Drive and Lawler Ranch Parkway. As identified in Draft EIR Tables 4.11-9 and 4.11-11, after mitigation, all intersections on Pintail Drive and Lawler Ranch Parkway operate at better levels of service than under the "without project" scenario.

Master Response 20 - Suisun Marsh

Several comment authors either inquired about project impacts on Suisun Marsh or asserted that the proposed project would have significant adverse impacts on the water body.

As shown in Exhibit 3-2, Suisun Marsh is located more than 2,000 feet south of the project site, with the Lawler Ranch subdivision located between the project site and the marsh. In addition, the project site is not located within the boundaries of the Suisun Marsh Protection Plan. As such, the development of the proposed project is not anticipated to directly affect the marsh by modifying or destroying habitat. The proposed project would implement four mitigation measures associated with water quality and drainage (Mitigation Measures HYD-2a, HYD-2b, HYD-3a, and HYD-3b) to prevent the release of pollutants into downstream waterways that ultimately empty into Suisun Marsh. Therefore, the proposed project would not have any indirect impacts on the marsh through the release of water pollutants. For these reasons, the proposed project is not anticipated to have any adverse impacts on Suisun Marsh.

Master Response 21 - Traffic, Circulation, and Parking Study/Retail Market Impact Analysis Consistency

Several authors noted that the Final Traffic, Circulation, and Parking Study evaluated intersections in City of Fairfield and stated that this contradicted the Final Retail Market Impact Analysis assumptions that the Trade Area would be limited to the Suisun City Sphere of Influence. In particular, several comment authors referenced Exhibit 4.11-7, which shows trip distribution, and they noted that it indicates that 30 percent of project trips would originate from the Travis Air Force Base area of Fairfield.

The Final Traffic, Circulation, and Parking Study and the Final Retail Market Impact Analysis were prepared independently of each other and are intended to provide conservative, "worst-case"

evaluations of project-related impacts on traffic and urban decay, respectively. The Final Traffic, Circulation, and Parking Study assumed that most project trips would originate within Suisun City, but did allow that 30 percent of project trips would originate from the Travis Air Force Base portion of Fairfield. By assuming that trips originate from such a broad area, a conservative estimate of trip lengths and, subsequently, impacts on intersection operations result (i.e., longer trip lengths results in more intersections being affected by project-generated trips). Accordingly, the amount of project-related mitigation also corresponds to the broad scope of the traffic study.

The Final Retail Market Impact Analysis assumed that the project would primarily serve customers living in the Suisun City Sphere of Influence (i.e., the Trade Area), although the analysis did account for the cumulative effects on Fairfield (refer to Master Response 4 for further discussion). By limiting the Trade Area to the Suisun City Sphere of Influence, this resulted in a "worst-case" evaluation of impacts on competing retailers in this area (e.g., Heritage Park and Sunset Center). In contrast, had the Trade Area been expanded to include all or parts of Fairfield, the diversion of sales from Suisun City retailers would have been substantially lower than disclosed in the Final Retail Market Impact Analysis.

For these reasons, attempting to compare the scope of the two technical analyses would be an "apples-to-oranges" comparison because the underlying methodologies have little relationship to each other.

Master Response 22 - Chadbourne Road Wal-Mart Expansion Alternative

Several authors either inquired about or expressed support for the possibility of expanding the existing Wal-Mart store on Chadbourne Road in Fairfield as an alternative to the proposed project.

There are several reasons why the Draft EIR did not consider expanding the Chadbourne Road Wal-Mart Store as an alternative to the proposed project. First, the store is scheduled to close with the opening of the approved, but not yet built, North Texas Street Wal-Mart Supercenter in Fairfield. Because Wal-Mart has an approved entitlement to develop the North Texas Street Wal-Mart Supercenter, there is a fairly high certainty that the Chadbourne Road store will close. Moreover, even if the store were not scheduled to close, it would not represent a viable alternative because the store is located in the City of Fairfield and, therefore, outside of the jurisdiction of the City of Suisun City. Accordingly, even if such an alternative were determined to be better than the proposed project, the City of Suisun City would have not authority to implement it. Finally, expanding the Chadbourne Road Wal-Mart store would not meet most of the basic the objectives of the proposed project, listed in Section 3, Project Description of the Draft EIR. For these reasons, expanding the Chadbourne Road Wal-Mart Store is not considered a feasible alternative to the proposed project.

2.2.3 - Comment Letters and Individual Responses

The comment letters reproduced in the following pages follow the same organization as used in the List of Commentors.

TAFB-1

-----Original Message-----
From: Underwood, Sara E CIV 60 CES/CEC [mailto:Sara.Underwood@travis.af.mil]
Sent: Monday, November 05, 2007 4:11 PM
To: Heather McCollister
Subject: RE: Comments on DEIR for Wal-mart

Yes, that would be correct. Let me know if you have any other questions.

Sara

Sara E. Underwood
Base Community Planner
60 CES/CECP
DSN: 837-0872
Comm: (707) 424-0872

-----Original Message-----
From: Heather McCollister [mailto:hmccollister@suisun.com]
Sent: Monday, November 05, 2007 3:59 PM
To: Underwood, Sara E CIV 60 CES/CEC
Subject: RE: Comments on DEIR for Wal-mart

so we can then assume under CEQA you have "no comments" and we would put this on record at the aluc hearing this thursday.
Please let me know otherwise.
Thanks for the quick reply.

Heather McCollister
Community Development Director
Suisun City
(707) 421-7396 Office
(707) 287-5999 Mobile

-----Original Message-----

From: "Underwood, Sara E CIV 60 CES/CEC" <Sara.Underwood@travis.af.mil>
Subj: RE: Comments on DEIR for Wal-mart
Date: Mon Nov 5, 2007 3:53 pm
Size: 701 bytes
To: "Heather McCollister" <hmccollister@suisun.com>

We did not submit comments regarding the Wal-Mart Draft EIR. Please give me a call if you have any questions.

Thanks,
Sara

Sara E. Underwood
Base Community Planner
60 CES/CECP
DSN: 837-0872
Comm: (707) 424-0872

-----Original Message-----
From: Heather McCollister [mailto:hmccollister@suisun.com]
Sent: Monday, November 05, 2007 2:59 PM
To: Underwood, Sara E CIV 60 CES/CEC
Subject: Comments on DEIR for Wal-mart

Hi there,

I don't recall receiving comments on the Wal-Mart.

Did Travis have any?

Heather McCollister

2.2.4 - Federal Agencies

Travis Air Force Base (TAFB)

Response to TAFB-1

In response to query made by the City of Suisun City, a Travis Air Force Base representative indicated that the agency did not have any comments on the Draft EIR. Therefore, no further response is necessary.

State of California – The Resources Agency
ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

October 30, 2007

Ms. Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Boulevard
Suisun City, Ca 94585

Dear Ms. McCollister:

Subject: Wal-Mart Walters Road Project, Draft EIR, SCH 2006072026, Suisun City, Solano County

Department of Fish and Game (DFG) personnel have reviewed the above Wal-Mart Walters Road Project Draft Environmental Impact Report (DEIR). The Wal-Mart Walters Road Project is located in Suisun City, Solano County. The Project site consists of an approximately 20.8-acre, triangular-shaped lot occupying the northwestern quadrant of the intersection of State Route 12 (SR-12) and Walters Road. The site is bounded by Petersen Road (north), Walters Road (east), and SR-12 (south). The Project site is undeveloped and contains mostly non-native grasslands. There is a 1,025-foot-long drainage ditch that bisects the Project site from north to south. On the opposite side of SR-12 is the Lawler Ranch subdivision, which contains detached single family residences developed in the early 2000's. North of Petersen Road is the Quail Glen subdivision, which contains detached, single-family residences developed in the 1980's. On the east side of Walters Road is grazing land, most of which is in unincorporated Solano County. CDFG-1

The proposed Project consists of development of approximately 227,019 square feet of commercial uses consisting of a Wal-Mart Supercenter, a sit-down restaurant, and a gas station with convenience store and car wash. The Wal-Mart Supercenter would total approximately 214,919 square feet. The restaurant would be located west of the Wal-Mart Supercenter and totals 8,000 square feet. A 12-pump gas station with an associated 4,100-square-foot convenience store and car wash would be located in the southern portion of the project site. Parking would be provided onsite. The objectives of the proposed Project include: enhancement of commercial retail offerings in the Fairfield-Suisun region; to provide commercial development that creates new job opportunities for local residents; and to generate sales tax and property tax revenues to accrue to the various agencies within the Project area. DFG is identified as a Trustee Agency pursuant to the California Environmental Quality Act (CEQA) Section 15386 and

is responsible for the conservation, protection, and management of the State's biological resources. DFG considers the DEIR as a means to understand and appreciate this growth while also developing adequate conservation and protection measures to conserve some of the County's biological natural resources. CDFG-1 CONT.

Section 4.3.5 - BIOLOGICAL RESOURCES, Impacts and Mitigation Measures

Impact BIO-2

DFG suggests conducting pre-construction surveys for nesting raptors 15 days prior to tree pruning, tree removal, staging, ground disturbing or construction activities. Surveys should be conducted a minimum of 3 separate days during the 15 days prior to disturbance. CDFG-2

The Swainson's hawk is listed as a threatened species by the California Fish and Game Commission pursuant to the California Endangered Species Act (CESA). Swainson's hawk nests in the Central Valley of California are generally found in scattered trees or along riparian systems adjacent to agricultural fields or pastures. These open fields and pastures are the primary foraging areas where they prey on small rodents and reptiles. The Swainson's hawk population decline has been attributed to loss of native nesting and foraging habitat, and more recently to the loss of suitable nesting trees and the conversion of agricultural lands. Agricultural lands have been converted to urban land uses and incompatible crops.

To mitigate for the loss of Swainson's hawk foraging habitat, appropriate mitigation shall be provided based on the following ratios: CDFG-3

- For projects within one mile of an active nest tree, provide one acre of land for each acre of development authorized (1:1 ratio).
- For projects within 5 miles of an active nest tree but greater than one mile from the nest tree, provide 0.75-acre of land for each acre of urban development authorized (0.75:1 ratio).
- For projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree, provide 0.5-acre of land for each acre of urban development authorized (0.5:1 ratio).

Project proponents shall ensure the mitigation lands are protected in perpetuity and shall provide for the long-term management of the lands by funding a management endowment. Swainson's hawk mitigation banks are available in Solano County.

If occupied burrowing owl burrows are found during pre-construction surveys, impacts shall be avoided by establishing a buffer of 160 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31) for all project-related construction activities. If occupied burrows are found within 160 feet of project activities and staging areas during the non-breeding season and will be impacted, passive relocation measures shall be implemented according to the Burrowing Owl Consortium Guidelines. Passive relocation shall not occur during the breeding season unless a qualified biologist, approved by DFG, verifies that young have fledged the nest. CDFG-4

DFG requires mitigation for the loss of burrowing owl habitat by providing 6.5 acres of suitable habitat for every occupied burrow that is passively relocated. The 6.5 acres shall be contiguous with known occupied burrowing owl burrows. Project proponents shall ensure the mitigation lands are protected in perpetuity and shall provide for the long-term management of the lands by funding a management endowment. Burrowing owl mitigation banks are available in Solano County.

If you have any questions, please contact Ms. Anna Holmes, Environmental Scientist, at (209) 948-7163 or Mr. Greg Martinelli, Water Conservation Supervisor, at (707) 944-5570.

Sincerely,

For

Charles Armor
Regional Manager
Bay Delta Region

cc: State Clearinghouse

2.2.5 - State Agencies

Department of Fish and Game (CDFG)

Response to CDFG-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to CDFG-2

The author provided recommendations for the pre-construction nesting bird surveys required by Mitigation Measure BIO-2a. Those recommendations have been incorporated into the mitigation measure and the changes are noted in the Errata. The changes do not constitute a substantial alteration and do not change any conclusions presented in the Draft EIR.

Response to CDFG-3

The author advised that Swainson's hawk is a state threatened species that forages in open fields and pastures and stated that the conversion of these lands to urban uses and cultivated crops has reduced suitable foraging area for this species. The author listed standard mitigation measures for mitigating the loss of Swainson's hawk foraging habitat.

The text of Mitigation Measure BIO-2b was intended to cover the loss of foraging habitat for all raptor species with the potential to occur onsite, including the Swainson's hawk. However, the text of the mitigation measure has been modified to specifically reference the mitigation identified by the author for this species, and the changes are noted in the Errata. The changes do not constitute a substantial alteration and do not change any conclusions presented in the Draft EIR.

Response to CDFG-4

The author advised of CDFG requirements for impacts on the burrowing owl.

The text of Mitigation Measure BIO-2b was intended to cover impacts on all raptor species with the potential to occur onsite, including the burrowing owl. However, the text of the mitigation measure has been modified to specifically reference the Burrowing Owl Consortium Guidelines protocols identified by the author for this species, and the changes are noted in the Errata. The changes do not constitute a substantial alteration and do not change any conclusions presented in the Draft EIR.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711

Flex your power!
Be energy efficient!

November 5, 2007

SOL012220
SOL-12-7.47
SCH2006072026

Ms. Heather McCollister
City of Suisun City
Community Development Department
701 Civic Center Boulevard
Suisun City, CA 94585

Dear Ms. McCollister:

Wal-Mart Walters Road Project –Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Wal-Mart Walters Road Project. The following comments are based on the Draft Environmental Impact Report (DEIR):

As lead agency, the City is responsible for all project mitigation, including improvements to State Highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Any required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns have been adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's concerns prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process as well as the Final Environmental Impact Report; see the end of this letter for more information regarding encroachment permits. DOT-1

Cultural Resources

There are no known archaeological sites within State ROW within the project area. However, should ground-disturbing activities take place as part of this project within State Right-of-Way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and Caltrans Standard Environmental Reference (SER) Chapter 2 (at http://ser.dot.ca.gov), all construction within 50 feet of the find shall cease. The Caltrans Cultural Resource Studies Office, District 4, shall be immediately contacted at (510) 286-5618. A staff archaeologist will evaluate the finds within one business day after contact. Archaeological resources may consist of, but are not limited to, dark, friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood. DOT-2

Right of Way
The lead agency should dedicate frontage land for future highway improvements. DOT-3

Highway Operations
The traffic forecasted volumes used for LONG TERM lane configurations model output should be the latest counts, not the 2000 traffic volumes. The 2006 traffic data is available at the following website: http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/ DOT-4

The geometric configuration for southbound Walters Road at State Route 12 (SR 12) should be reanalyzed, such as the southbound right-turn lane into SR 12. DOT-5

An acceleration lane for westbound SR 12 from Walters Road and the SR 12 intersection should be considered. DOT-6

Traffic Operations
Mitigation measures for Trans-1, -2 and 3 shall be completed prior to the project opening. DOT-7

On page 4.11-22, Section Traffic Signal Warrants, the report used the 2000 Manual on Uniform Traffic Control Devices (MUTCD). Please refer to the following website for the latest edition of the California MUTCD for the preparation of the Environmental Impact Report and revise accordingly: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm DOT-8

Where is the location for the proposed bus stop that is required in mitigation measure TRANS-8? Are there alternate locations for the bus stop? Where are the entrance and the exit for the project site? DOT-9

Additional right- and left-turn lanes should be incorporated in the design to allow for truck turn movement as indicated in Section 407 of the Caltrans Highway Design Manual, which can be found at the following website: http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm DOT-10

Mitigation measures TRANS-1b and 2a state that there are significant right-turning traffic volumes from eastbound SR 12 to Grizzly Island Road. Therefore, the existing eastbound right-turn lane at the intersection of SR-12/Sunset Avenue/Grizzly Island Road should be maintained. DOT-11

Is there any mitigation measure for the intersection of SR 12 and Village Drive? DOT-12

In reference to mitigation measure TRANS-1d, where will the drop lane from three lanes to two lanes for the westbound auxiliary lane on SR 12 be located? Is there sufficient ROW for the proposal? DOT-13

Mitigation measures TRANS-2e and 3c: Is there sufficient ROW for the addition of one northbound left-turn lane on Lawler Ranch Parkway and one northbound through-lane on Walters Road? DOT-14

On page 4.11-64, Table 4.11-13, Near-Term Mitigated Queuing Impacts: The number of 95th percentile queue exceeds the number of storage capacity (feet) under the column WITH PROJECT, MITIGATED. Please clarify. DOT-15

Encroachment Permit

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/ DOT-16

Michael Condie, Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you have any questions regarding this letter, please call Christian Bushong of my staff at (510) 286 -5606.

Sincerely,

for TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: State Clearinghouse

Department of Transportation (DOT)

Response to DOT-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to DOT-2

The author stated that there are no known archaeological sites within the Caltrans right-of-way in the project area and provided standard language indicated that any ground-disturbing activities within Caltrans right-of-way must comply with applicable cultural resources regulations.

Mitigation Measures CUL-1, CUL-3, and CUL-4 address potential impacts on cultural resources from ground-disturbing activities associated with the proposed project. These mitigation measures encompass all project-related, ground-disturbing activities, including those that occur within Caltrans right-of-way.

Response to DOT-3

The author stated that the lead agency should dedicate frontage land for future highway improvements.

This comment does not address the adequacy of the Draft EIR, thus the comment need not be addressed at length in this document. The City of Suisun City will consider such dedications during the project approval process.

Response to DOT-4

The author stated that traffic forecast volumes used for the long-term intersection operations analysis should use the latest counts, not 2000 traffic volumes.

Turning movement counts on SR-12 were collected in 2006. For the cumulative analysis, the incremental increase in volume per year between the base year (2000) and the future year (2025) in the 2005 Solano Napa Travel Demand Model was added to the existing 2006 counts to determine the 2025 traffic volumes at all intersections, including those along SR-12. As such, the long-term intersection operations analysis used the most recent traffic volumes available.

Response to DOT-5

The author asserted that the geometric configuration for southbound Walters Road at SR-12 should be reanalyzed, such as the southbound right-turn lane on SR-12.

The geometric configuration was reviewed, with special attention to the southbound right-turn movement, and determined to be adequate and safe, particularly with the recommended addition of protected north/south signal phasing. During design of the intersection modifications, geometric lane alignments and other design parameters will be checked to verify acceptable operation.

Response to DOT-6

The author stated that an acceleration lane on westbound SR-12 beginning at the Walters Road intersection should be considered.

With the implementation of Mitigation Measures TRANS-1g and TRANS-2e, the SR-12/Walters Road intersection would be expected to operate at acceptable levels of service. The mitigation includes adding a second southbound right turn lane and changing the signal phasing to increase capacity and improve safety. Because southbound right turn traffic can turn with the traffic signal, they are not required to compete with other SR-12 traffic that will be stopped; therefore, the acceleration lane is not justified.

Response to DOT-7

The author stated that all traffic-related mitigation measures shall be completed prior to project opening.

Refer to Master Response 1.

Response to DOT-8

The author noted that Page 4.11-22 of the Draft EIR stated that the 2000 Manual on Uniform Traffic Control Devices (MUTCD) was used and requested that the latest version of the document be used.

The referenced to the 2000 MUTCD was in error, as the Final Traffic, Circulation, and Parking Study used the California MUTCD. This error has been corrected and the change is noted in the Errata. This change is not considered substantial and does not change any conclusions presented in the Draft EIR.

Response to DOT-9

The author inquired about the location of the Fairfield-Suisun Transit bus stop identified in Mitigation Measure TRANS-8 and about the location of the entrance and exit points for the proposed project.

Refer to Master Response 2.

As shown in Exhibit 3-4, the proposed project will have three access points on Walters Road and two points on Petersen Road.

Response to DOT-10

The author stated that additional right and left turn lanes should be incorporated into the project design to allow for truck movements as indicated in Section 407 of the Caltrans Highway Design Manual.

During development of the site plan, the applicant's civil engineer (Robert A. Karn and Associates) verified the adequacy of turning movements for trucks expected to serve the proposed project. Final

design of project access points, as well as other intersection improvements, will follow the recommendations for left and right turns contained in the Caltrans Highway Design Manual.

Response to DOT-11

The author stated that the existing eastbound right turn lane at the intersection of SR-12 /Sunset Avenue/Grizzly Island Road should be maintained rather than being re-striped to a shared through-right lane as identified in Mitigation Measures TRANS-1b and TRANS-2a.

The existing right-turn volume at the intersection of SR-12/Sunset Avenue/Grizzly Island Road ranges from 35 vehicles during the weekday morning peak hour to 110 vehicles during the weekday afternoon peak hour. In the future, the volume ranges from 52 vehicles during the weekday morning peak hour to 135 vehicles during the weekday afternoon peak hour. Given the low volume expected to make the eastbound right turn onto Grizzly Island Road, the exclusive eastbound right turn lane is recommended to be modified to become a through-shared-right lane to improve overall intersection capacity without adverse impacts on eastbound right turn traffic. Tables 4.11-9 and 4.11-11 in the Draft EIR summarize the improvement in level of service at the intersection with the proposed mitigation.

Response to DOT-12

The author inquired if there is any mitigation proposed for the SR-12/Village Drive intersection.

The City of Suisun City and Kimley-Horn and Associates, Inc. determined that very little project traffic would be anticipated to use the right-in/right-out access on Village Drive and SR-12. Therefore, the intersection of SR-12/Village Drive was not a project study intersection and no mitigation measures were identified.

Response to DOT-13

The author referenced Mitigation Measure TRANS-1d and inquired where the drop lane would be located and if there is sufficient right-of-way to accommodate the lane.

The auxiliary lane would begin on the west side of the SR-12/Woodlark Drive intersection and end just east of the SR-12/Emperor Road intersection, where it will become an eastbound right turn lane. Based on aerial photography of the corridor, it appears there is sufficient room within the existing right of way for the auxiliary lane.

Response to DOT-14

The author referenced Mitigation Measures TRANS-2e and TRANS-3c and inquired if there is sufficient right-of-way to accommodate the addition of a northbound left turn lane and northbound through lane at the SR-12/Lawler Ranch Parkway/Walters Road intersection.

Based on aerial photography of the south leg of the SR-12/Walters Road/Lawler Ranch Parkway intersection, it appears there is sufficient room within the existing right-of-way for the additional northbound left turn lane if the median is removed.

According to Suisun City staff, the right-of-way on the east side of Walters Road is just east of the sidewalk edge. There is not enough existing right-of-way on the east side of Walters Road for an additional northbound through lane unless right-of-way is acquired.

Response to DOT-15

The author referenced Table 4.11-13 and questioned why the number of 95th percentile queue exceeds available storage capacity under the column "With Project, Mitigated."

There was a typo in Table 4.11-13. The westbound left 95th percentile mitigated queue with the project at the intersection of SR-12/Marina Boulevard should read 396 feet with a storage capacity of 425 feet. This error has been corrected and the change is noted in the Errata. This change is not considered substantial and does not alter any conclusions presented in the Draft EIR.

Response to DOT-16

The author provided some standard language regarding encroachment permits.

The proposed project will obtain all necessary encroachment permits and authorization from Caltrans prior to any activities within the SR-12 right-of-way.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

November 7, 2007

OPR
PAGE 1 OF 2

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NOV 13 2007

RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

Heather McCollister
City of Suisun
701 Civic Center Boulevard
Suisun City, CA 94585

Subject: Wal-Mart Walters Road Project
SCH#: 2006072026

Dear Heather McCollister:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 5, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

OPR-1

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

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

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2006072026
Project Title Wal-Mart Walters Road Project
Lead Agency Suisun, City of

Type EIR Draft EIR

Description The City of Suisun City has prepared a Draft EIR to consider the potential environmental effects of the proposed Wal-Mart Walters Road Project (generally located on the northwest corner of Walters Road and State Route 12, Suisun City, CA). The proposed project requires the approval of a Site plan and Architectural Application No. 06-08, Parcel Map 06-02, Sign Application No. 06-04, and Encroachment Permits to Local Streets. The project consists of approximately 230,000 square feet of commercial activities on approximately 20.1 acres.

Lead Agency Contact

Name Heather McCollister
Agency City of Suisun
Phone (707) 421-7396 **Fax** (707) 429-3758
email
Address 701 Civic Center Boulevard
City Suisun City **State** CA **Zip** 94585

Project Location

County Solano
City Suisun City, Fairfield
Region
Cross Streets SR 12
Parcel No. 173-280-44
Township 5N **Range** 1W **Section** 32 **Base** MDB

Proximity to:

Highways SR-12
Airports Travis Air Force Base
Railways
Waterways Suisun Marsh
Schools Suisun ES, Dan Root ES, and Crescent ES, Tolenas ES
Land Use The project site is currently vacant. The current Suisun City General Plan land use designation for the site is General Commercial. The current zoning for the site is General Commercial.

Project Issues Aesthetic/Visual; Air Quality; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Noise; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects; Other Issues; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 09/20/2007 **Start of Review** 09/20/2007 **End of Review** 11/05/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

Office of Planning and Research, State Clearinghouse and Planning Unit (OPR)

Response to OPR-1

The comment letter is the standard form letter issued by the Office of Planning and Research, State Clearinghouse and Planning Unit confirming that the Draft EIR was distributed to various state agencies and that the City of Suisun City has complied with statutory noticing obligations. No further response is necessary.

STATE OF CALIFORNIA

Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

RECEIVED

NOV - 1 2007

RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

October 30, 2007

Heather McCollister
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

RE: Wal-Mart Walters Road Project, SCH# 2006072026

Dear Ms. McCollister:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. PUC-1

Of specific concern is the potential impact from increased traffic created by the project on the existing at-grade highway-rail crossings on East Tabor and Sunset Avenues.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists in the City. PUC-2

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

Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad

Public Utilities Commission (PUC)

Response to PUC-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to PUC-2

The author expressed concern that the proposed project would add additional trip volumes to the at-grade crossings of the Union Pacific Railroad tracks at Tabor Avenue and Sunset Avenue and advised that safety improvements should be considered during approval process.

As shown in Exhibit 4.11-7, 4 percent of the project trips are anticipated to use Tabor Avenue west of Walters Road, and 2 percent of project trips are anticipated to Sunset Avenue north of Pintail Drive. Note that not all trips on these roadways would cross the railroad tracks and, furthermore, it would be anticipated that most project-related trips would not result in crossings of the railroad tracks because the vast majority of customers who would patronize the proposed project are expected to be Suisun City residents. Nonetheless, if it were conservatively assumed that all of the trips did cross the tracks, the proposed project would add 21 trips to the Tabor Avenue crossing and 11 trips to the Sunset Avenue crossing during the weekday morning peak hour, and 35 trips to the Tabor Avenue crossing and 18 trips to the Sunset Avenue crossing during the weekday afternoon peak hour. The addition of these project-related trip volumes to these grade crossings would not represent substantial increases over existing trip volumes. Furthermore, as shown in Tables 4.11-9 and 4.11-11, the nearest intersections to the grade crossings (Sunset Avenue/Pintail Drive and E. Tabor Avenue/Walters Road) would operate at acceptable levels of service and, therefore, would not create congestion and lengthy back-ups on those roadways that could potentially result in cars stopping on the railroad tracks. Therefore, requiring the proposed project to install safety improvements at these crossings would not be appropriate. This is supported by CEQA Guidelines, Section 14041, which establishes constitutional principles requiring nexus and rough proportionality for mitigation under CEQA.

California Regional Water Quality Control Board
San Francisco Bay Regional Water Quality Control Board

Linda S. Adams
Agency Secretary

1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300, FAX (510) 622-2460
http://www.waterboards.ca.gov/sanfranciscobay

Arnold Schwarzenegger
Governor

Date: NOV 0 9 2007
File No. 2128.09 (JGU)
CEQA Suisun Wal-Mart Walters Rd W

Ms. Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

SUBJECT: Comments on the Draft Environmental Impact Report for the Walters Road West Project, City of Suisun, Solano County; SCH # 2006072026

Dear Ms. McCollister:

Water Board staff has reviewed the September 2007 Draft Environmental Impact Report (DEIR) for the Walters Road West Project (Project). The Project is located northwest of the intersection of State Route 12 (SR-12) and Walters Road in the City of Suisun in Solano County. The DEIR assesses the expected environmental impacts resulting from the development of 18.34 acres for commercial retail center on a 20.8-acre parcel. The proposed development would include a Wal-Mart Supercenter, a sit-down restaurant, a gas station with a convenience store and automated car wash, an onsite roadway, approximately 1021 parking stalls, and utility improvements. We appreciate the opportunity to provide our comments and convey how our Board's policies may relate to the Project. We offer the following comments: RWQCB-1

1. The DEIR states the Project site is bisected by an unnamed creek that runs north to south and drains into Hill Slough and seasonal wetlands are scattered throughout the site. A jurisdictional delineation was field-verified in February 2007 and confirmed that the site contains 2.996 acres of jurisdictional wetlands and other waters including 1,025 linear feet of the creek. The proposed Project would fill in 100% of jurisdictional features and as such would violate State water quality standards. Board and State policy require avoidance of wetlands habitat to the maximum extent feasible. Projects which do not adequately demonstrate avoidance and minimization of impacts to wetlands and other waters of the State may result in our inability to issue required water quality certification and/or waste discharge requirements for the project as proposed. For non-water dependent projects, including this Project, it is assumed that there are less damaging alternatives, and the burden is on the applicant to demonstrate otherwise. The sequence in which project designs should be approached includes avoidance, minimization, and mitigation. A compensatory mitigation plan will only be considered after impacts to all waters have been fully characterized and RWQCB-2

minimized. The DEIR also states that credits would be purchased at an agency approved mitigation bank to compensate for the loss of riparian habitat along the on-site channel. Although the Elsie Gridley Mitigation Bank and the North Suisun Mitigation Bank have been approved and operating in Solano County, it is our understanding that these banks cannot accommodate a mitigation habitat demand for riparian credits. We strongly encourage the Project proponent to design its project to avoid creek and wetland fill. Strategies to do this might include evaluation of variations on the location and design of the proposed buildings and infrastructure, footprint minimization through design(s) of multi-story structure(s), a roof-top restaurant and garden, and incorporation of the existing jurisdictional features into the Project design. RWQCB-2 CONT.

2. The State Water Resources Control Board has adopted a policy directing Regional Water Quality Control Board staff to promote a Low Impact Development (LID) approach to land development per our policies and site specific regulatory actions. The LID approach:

   - Maintains natural waters, drainage paths, landscape features and other water-holding areas to promote stormwater retention and groundwater recharge;
   - Preserves the amenity and other values of natural waters; RWQCB-3
   - Minimizes generation of urban pollutants;
   - Designs communities and landscaping to minimize stormwater generation, runoff, and concentration, and
   - Promotes water conservation.

   The Project seems not to incorporate the above into the proposed design, and therefore is not in line with the LID approach.

3. The DEIR notes that the Project has the potential to impact special-status animal and plant species. Such impacts are primarily regulated by the U.S. Fish and Wildlife Service and State Department of Fish and Game, and these agencies should be contacted to determine whether any approvals are requires from them for the Project to move forward. Additionally, the Board regulates such impacts, to the extent they are to aquatic/wetland species and are impacts to related beneficial uses of Waters of the State (e.g., wildlife habitat and habitat for rare, threatened, or endangered species). Typically, we will defer to the more specific recommendations of USFWS and CDFG on these issues. RWQCB-4

4. A stormwater management plan will be required for Project final development. Pursuant to Provision C.3 of Board Order No. R2-2003-0032 the Fairfield-Suisun NPDES Stormwater Permit, of which the City is a co-permittee, the project design must include: appropriate design measures to minimize the impervious surface associated with the project; source controls to prevent the discharge of pollutants; and, treatment controls to treat runoff prior to discharge to the local storm drains, creeks, or the Bay. Post-construction best management practices (BMPs) and treatment controls must be designed to achieve water quality treatment of 85% or more of the total runoff. Stormwater management design elements should focus on source control treatment to control both stormwater quality and runoff discharge rates. The source control measures should be designed to mimic the predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of runoff. The proposed post-construction treatment RWQCB-5

controls do not follow our recommendations for adequate treatment control methods as described in Provision C.3. Some of the proposed post-construction BMPs presented in the DEIR such as oil/grease separators for parking areas, and compost berms are not acceptable or improperly listed. The Project combined parking area makes up a large portion of the Project site and will be constructed mostly of impervious pavement. In order to provide adequate but not excessive parking supply, site design features such as overflow parking and landscaped reserve areas can be used. Also design of proper grading and installation of permeable pavements, curb cuts, and rock-lined area along landscaped areas will reduce and treat parking lot runoff. RWQCB-5 CONT.

5. The proposed Project is located within approximately 72-acre drainage area that has been almost entirely developed . The proposed Project would significantly increase surface runoff and impact water quality downstream from the Project site and possibly exceed the capacity of the existing outfall in tidally influenced Hill Slough. The Project would result in a significant cumulative effect within the watershed. RWQCB-6

6. The Project will require coverage under the State's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity, Water Quality Order 99-08-DWQ. Coverage under this General Permit will not occur until a Stormwater Pollution Prevention Plan (SWPPP) is prepared that incorporates into the Project design appropriate construction-stage Best Management Practices (BMPs) as well as post-construction stormwater control measures. RWQCB-7

7. Certain classifications of commercial and industrial facilities are required to obtain coverage under and comply with the State NPDES General Permit for Stormwater Discharges Associated with Industrial Activities. RWQCB-8

The Construction and Industrial General Permits and corresponding Fact Sheets, application forms, etc. can be accessed at the State Water Resources Control Board's web site www.waterboards.ca.gov/ .

If you have any questions, please contact Jolanta Uchman of my staff at (510) 622-2432 or via email to juchman@waterboards.ca.gov. RWQCB-9

Sincerely,

Wil Bruhns
Division Chief
North Bay Watershed Division

Cc: Bill Orme, SWRCB-DWQ

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San Francisco Bay Regional Water Quality Control Board (RWQCB)

Response to RWQCB-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to RWQCB-2

The author noted that State and RWQCB policy require avoidance of wetlands habitat to the maximum extent feasible and asserted that the project would be inconsistent with this policy because the proposed project would fill in all jurisdictional features onsite. The author stated that the burden is on the project applicant to demonstrate that non-damaging alternatives are not available. The author noted that the Elsie Gridley Mitigation Bank and the North Suisun Mitigation Bank are operating in Solano County, but stated that they may not be able to accommodate a mitigation habitat demand for riparian credits.

As an initial matter, the RWQCB's requirement to demonstrate avoidance is mandated by rules and regulations independent of CEQA. The project applicant will be required to demonstrate compliance with State and RWQCB mandatory rules and regulations at the time that it applies for permits from that agency for the project. The Draft EIR focused on the environmental impacts of the proposed project, including impacts to wetlands, and means of mitigating those impacts as mandated by CEQA. The comment by RWQCB does not allege any inadequacies of the CEQA document in this respect.

In any event, the following is a description of some of the site constraints that would likely render unavailable non-damaging alternatives to fill of wetland features. As shown in Exhibit 3-2, the project site is a semi-triangular site bounded by three roadways (including SR-12 and Walters Road) and existing urban development to the west, north, and south. A drainage feature, which enters the site from a culvert under Petersen Road and leaves the site via a culvert under SR-12, bisects the site. As discussed in Section 4.3, Biological Resources, the project site is regularly disked and contains biological habitat of marginal quality. The City of Suisun City General Plan has designated the project site for commercial development since the 1980s.

Given the physical constraints of the project site, it would be economically and technically infeasible to design a commercial retail project that avoids the drainage and seasonal wetlands on the project. Moreover, given the marginal biological quality of the project site and the fact that the drainage is located in a culvert at either end of the site, avoidance of the jurisdictional features would not have much value from a biological or hydrological perspective. Therefore, avoidance is not considered a feasible approach. The proposed project would mitigate its impacts to jurisdictional features through offsite mitigation as indicated in the Draft EIR, particularly Mitigation Measures BIO-3 and BIO-4.

The author suggests several means by which the project may be redesigned to avoid wetlands, including footprint minimization through use of multi-storied structures as well as a roof-top restaurant and garden. While a garden has been considered for the roof-top as a means of means of

addressing hydrological impacts (see Mitigation Measure HYD-3b), the other suggestions offered by the author are not feasible. A multi-storied structure for instance would likely violate the safety limitations on building heights contained in the Travis Air Force Base Land Use Compatibility Plan. In any event, it is unclear how this alternative would substantially reduce the footprint of the project. Note that two alternatives with reduced footprints were evaluated in Section 5 of the Draft EIR. It is unclear how the proposed alternative differs in any meaningful way from the alternatives analyzed. Moreover, such an alternative, involving a multi-storied structure and rooftop garden, would likely not meet most of the project objectives. (See, for example, the alternatives initially evaluated but rejected from detailed consideration in Section 5.6 of the Draft EIR.)

Regarding the author's statement that the Elsie Gridley Mitigation Bank and the North Suisun Mitigation Bank may not have riparian mitigation credits, the proposed project is not anticipated to need such credits, as the project will not impact any riparian habitat. For the purposes of disclosure, it should be noted that the Draft EIR erroneously characterized the ditch as containing "riparian habitat" in Impact BIO-3. Biological evaluations of the ditch indicate that its vegetation is of low quality and does not meet criteria for "riparian habitat." Accordingly, the text of Impact BIO-3 has been corrected to eliminate references to impacts to riparian habitat, and this change is noted in the Errata. In addition, Mitigation Measure BIO-3 has been eliminated because Mitigation Measure BIO-4 addresses provides equivalent mitigation.

It should be noted that all Draft EIR mitigation measures involving offsite mitigation included a provision requiring credits to be purchased at an "agency-approved mitigation bank." This statement recognized that the availability of credits at local mitigation banks may vary at the time credits are sought and that regulatory agencies may require that credits be purchased at other mitigation banks in the region.

Response to RWQCB-3

The author referenced the State Water Resources Control Board's Low Impact Development policy approach to drainage and stormwater management, which includes measures such as maintaining and preserving natural waterways, minimization of stormwater runoff, and water conservation, and the author stated that the proposed project does not appear to incorporate such features.

Preservation of the drainage bisecting the project site was not feasible for the reasons described in Response to RWQCB-2. However, the proposed project does incorporate stormwater quality management requirements into Mitigation Measures HYD-3B and HYD-4 that would minimize the generation of non-point source pollutants and post-project runoff volumes and be consistent with the Low Impact Development approach. As such, the proposed project does incorporate Low Impact Development features into its drainage and stormwater management plans.

Response to RWQCB-4

The author noted that the Draft EIR identified potential impacts on special status species and stated that RWQCB would defer to CDFG and USFWS recommendations on these matters. No further response is necessary.

Response to RWQCB-5

The author stated that the proposed post-construction treatment controls are not consistent with RWQCB recommendations established in Provision C.3 and stated that oil/grease separators and compost berms are not acceptable or improperly listed. The author recommended that overflow parking/reserve landscaping, permeable pavements, curb cuts, and rock-lined area along landscaped areas be incorporated into the proposed project's parking lot design.

At RWQCB's request, Mitigation Measure HYD-3b has been revised to include the author's recommended changes. The changes include deleting oil/grease separators and compost berms and adding curb cuts and rock-lined area along landscaped areas. Permeable pavement was already included in Mitigation Measure HYD-3b. Because of City parking requirements and site constraints, overflow parking/reserve landscaped areas are not feasible. These changes are noted in the Errata and do not change the significance of any conclusions presented in the Draft EIR.

Response to RWQCB-6

The author asserted that because the proposed project is located within a watershed that is almost entirely developed, it would significantly increase surface runoff and impact water quality downstream, and possibly exceed the capacity of existing outfall in Hill Slough. The author stated that this would result in a significant cumulative impact.

Downstream drainage is addressed in Master Response 3.

Mitigation Measures HYD-2a and HYD-2b require the implementation of construction-related water quality control measures and Mitigation Measures HYD-3a and HYD-3b require the implementation of operational water quality control measures. These mitigation measures would implement effective stormwater quality control measures that would prevent the release of pollutants into downstream waterways. Therefore, the proposed project would not have a significant cumulative contribution to downstream water quality.

Response to RWQCB-7

The author stated that the proposed project will be required to obtain coverage under the NPDES Stormwater Permit issued to the State Water Resources Control Board for construction water quality and noted standard requirements that must be implemented to obtain coverage.

Mitigation Measures HYD-2a and HYD-2b require the project applicant to prepare a Stormwater Pollution Prevention Plan and Grading Plan identifying stormwater treatment measures to control

water pollution during construction. Both mitigation measures are intended to achieve compliance with the construction water quality standards the author referenced.

Response to RWQCB-8

The author noted that certain classifications of commercial and industrial facilities are required to obtain coverage under the NPDES Stormwater Permit issued to the State Water Resources Control Board for stormwater discharges associated with industrial activities.

The proposed project consists of a commercial retail project and does not contain any components that are regulated by the NPDES Stormwater Permit associated with industrial activities. Therefore, the proposed project would not be required to obtain coverage under this permit.

Response to RWQCB-9

The author provided some closing remarks and noted the location of various documents referenced in his letter. No further response is necessary.

DEPARTMENT OF COMMUNITY DEVELOPMENT

November 2, 2007

Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Boulevard
Suisun City, California 94585

FAIRF

Re: Walters Road Wal-Mart Draft Environmental Impact Report

Dear Ms. McCollister:

The City of Fairfield thanks you for the opportunity to comment on the Draft Environmental Impact Report for the Walters Road Wal-Mart project. Our primary overall concern is that all issues impacting the City of Fairfield be fully addressed in the document. We are available to respond to any questions concerning the comments contained in this letter. -1

Sincerely,

SEAN P. QUINN
Director

SPQ:BKM:ccs

FAIRF

4.10 - Public Utilities and Services (Including Water Quality and Supply)

1. The Draft EIR acknowledges that Suisun City needs to expand their water treatment capacity in order to fulfill projected water demand at build out. While a tentative strategy to improve the existing Cement Hill Water Treatment Plant and to redevelop the formerly abandoned Gregory Hill Treatment Plant, is being developed, no environmental analysis has been done on either plant expansion project and funding sources for these major upgrades are still uncertain. We are concerned that individual projects proceed incrementally in advance of studies and financing strategies needed to support planned upgrades. At this stage, without environmental clearances and funding in place for either water treatment plant upgrade, it seems premature to entitle projects, which will collectively rely on plant upgrades/expansions. The EIR must consider alternatives and include a contingency plan should either expansion project become problematic. -2

   a. Environmental work hasn't been done for either proposed water plant expansion. What happens if either project encounters issues through CEQA?

   b. The resurrection of the Gregory Hill plant, which was previously decommissioned, could be challenging from both engineering and a political standpoint since the plant abuts long-established Fairfield residential neighborhoods. The EIR should consider environmental impacts on these neighborhoods from construction and operations.

   c. The proposed plant expansions are expensive and the Gregory Hill plant would require extensive offsite pipeline work that would impact Fairfield streets (Waterman Blvd. and Capitola Way).

   d. It sounds like Suisun has embarked on a rate study to explore how they might fund the needed water treatment plant upgrades, but it's not clear if they will have the necessary resources in place to build the required improvements. If not, can the water service impacts be mitigated?

2. The conclusion that there will be no increased demand for fire service may be questionable. Will the City meet the five minute response time? The Draft EIR notes that the project will necessitate a new ladder truck. The project is to pay for a "fair share" of a new ladder truck, but if there is no other significant development requiring a ladder truck, will Suisun be relying on the City of Fairfield to serve the Wal-Mart? -3

4.11 - Transportation

General comments address what appear to be errors in the Traffic Analysis while the Specific comments address specific sections in the DEIR. It should be noted that a -4

FAIRF

reevaluation of the traffic impacts may change some of the recommendations and mitigations in the DEIR.

GENERAL COMMENTS

1. The traffic study done by Kimley Horn was scoped with City of Suisun and Caltrans. While several (12) Suisun City intersections and four Caltrans intersections were studied, only two Fairfield intersections were studied. It is not clear how the Study Intersections were chosen. While two of the intersections are located in Fairfield, it seems that other intersections may be impacted based on the location of residential developments, or other commercial centers. In order to ensure that the Study Intersections are appropriate, we suggest a clear discussion of why certain intersections were chosen for analysis and not others, as well as analysis of other impacted City of Fairfield intersections, including intersections along East Tabor Avenue, Air Base Parkway, and Peabody Road. (Table 4.11-12) -4 CONT.

2. The DEIR appears to have distributed incorrectly the trips from Approved Projects, thus impacting the traffic analysis, particularly the Air Base Parkway/Walters Road intersection. In Exhibit 4.11-6 Approved Project Trips Volumes – the number of trips associated with approved projects at the intersection of Air Base Parkway/Walters Road appears to be significantly high. The study shows 1,995 approved project trips in the AM Peak Hour and 2,625 approved trips in the PM Peak Hour using this intersection. It would appear that all of the approved projects' trips are using this intersection to generate these high numbers, not a percentage of the approved project trips. The following are the projects that would generate traffic at this intersection and the approximate distribution percentages.

   a. Goldridge Homes – Total 1,458 dwellings, with approximately 800 already built/occupied. These homes use Cement Hill Road and Air Base Parkway to access I-80, not just Air Base Parkway, so there would be a reduction in thru approved traffic at the intersection of Air Base Parkway/Walters Road. Approximately 10% of the traffic would use Walters Road to access SR 12. -5

   b. Villages at Fairfield – Total 1,782 dwellings, none of which are built. All units, except Unit 3, access the street system on Clay Bank Road and any traffic to/from I-80 would not use the intersection of Air Base Parkway/Walters Road. Approximately 5% of these trips would use the intersection of Air Base Parkway/Walters Road to access SR 12. Unit 3 (899 DU's) is located approximately half way between Clay Bank Road and Peabody Road on Cement Hill Road. 10% of this project generated traffic to/from I-80 would use Air Base Parkway/Walters Road and 10% would use Walters Road to access SR 12.

c. Madison Apartments (Townhomes) – Total 221 DU's none of which were built at the time of the study. Same distribution as Goldridge Homes.

d. St. Gobain Glass Warehouse – This is a 1,100,000 sq.ft. highly automated warehouse with less than 100 employees. Trip generation should reflect this employee count. 30% of the employees at this facility are projected to reside in Northeast Fairfield/Vacaville and would not use the intersection of Air Base Parkway/Walters Road. -5 CONT.

3. The traffic study identifies near-term, long term (cumulative) and queuing impacts at Air Base Parkway and Walters Road (a City of Fairfield intersection) requiring a variety of incremental intersection and traffic signal modifications – some minor and some major. Cost sharing for the major impacts is based on "Caltrans Method" and assigns only 4% of the liability to the project developer, presumably leaving the other 96% of the cost up to City of Fairfield. Cost sharing strategies should be mutually agreed upon by City of Suisun and City of Fairfield.

   Suisun City developments need to mitigate their impacts on City of Fairfield intersections. Fairfield's capital improvement program shouldn't become the de-facto resource for mitigating impacts on Fairfield intersections created by Suisun City developments. The mitigation measures that require funding do not ensure that the improvements necessary to accommodate the proposed project will be completed prior to occupancy of the project. Without an enforceable commitment that the improvements will be completed prior to or at the same time as the project impacts would occur, there is no assurance as to when or if the impacts will be mitigated. Further, all feasible mitigation must be adopted before an impact can be treated as significant and overridden by a statement of overriding considerations. Requiring the improvements rather than requiring only payment is feasible mitigation that must be adopted before the impacts can be overridden. -6

4. The mitigation measures requiring funding or partial funding should provide an estimate of the approximate cost of the improvement or cost that would be the responsibility of the project. -7

5. The DEIR states on Page 4.11-35 that "most customers and employees of the proposed project are expected to travel from locations within Suisun City." However, Exhibit 4.11-7, Project Trip Distribution, shows 30% of the project trips on Air Base Parkway east of Walters Road and 4% on Tabor Avenue west of Walters Road, indicating over one third of the Project trips are beyond Suisun City. As such, the study intersections must be expanded to account for the large volume of trips on Air Base Parkway. As was stated earlier, the Study Area should be expanded to Travis Air Force Base and North on Peabody Road, until the trip distribution drops below 10% of total trips to/from the Project (the highest -8

FAIRF

percentage, after Air Base Parkway, is now the Lawler Ranch Area with 10% of the trips). -8 CONT.

6. State which STA model was used for the Traffic Analysis (Page 4.11-21). -9

SPECIFIC COMMENTS

1. Page 4.11-1. State Route 12 should be identified as a two-lane, undivided highway east of the project location. -10

2. Page 4.11-6. The signal at SR12/Walters Road is under Caltrans jurisdiction. -11

3. Page 4.11-34. The assumptions for internal capture rate and pass-by trip rate for the high-turnover (sit-down) restaurant seem unrealistically high. Further justification of these assumptions should be provided. -12

4. Page 4.11-49. The position that fees will be collected and improvements may, or may not, be made prior to project opening is not acceptable. Suisun City can require the developer to fully fund improvements as a condition of approval and does so for most improvements within Suisun City (see Mitigations MM Trans 1a, 1b, 1c, 1d, 1e, 1g, 2a, 2b, 2d, 2e, and 3b). The developer should fully fund other improvements if the Project has a significant impact or the development should be reduced such that the impact is not significant. Consistent with Suisun City General Plan Policy 16 in Chapter II, Suisun City should require the developer to construct improvements if needed for opening day traffic mitigation. -13

5. Page 4.11-51, MM Trans-1e. The proposed mitigation at Air Base Parkway and Walters Road to convert the northbound through lane to a through-right will not operate effectively due to the presence of an island between the through lane and the existing free right. This mitigation must be reevaluated. -14

6. Page 4.11-52. Mitigation measure TRANS-1h requires the City of Suisun City to establish a CIP program to assess development project for fair-share costs. However, it is unclear how creation of a funding program relates to the mitigation measures requiring payment of funds. The relationship should be fully explained along with how the funding program may impact the timing of the needed improvements called for by the mitigation measures. Neither Caltrans nor the City of Fairfield can be bound by the mitigation measure to enter into the agreements noted in the measure. There is no additional information regarding the envisioned terms of said agreements, the process whereby the two cities and Caltrans would negotiate said agreement or alternate measures in the event that agreements cannot be reached. -15

7. Page 4.11-53. Explain how “link volumes” were determined. -16

Heather McCollister
City of Suisun City
Re: Walters Road Wal-Mart Draft Environmental Impact Report
November 2, 2007

8. Page 4.11-67-68, MM Trans-3b. The "optimization of signal timing" for the westbound left movement may create the need for other improvements to the intersection to ensure an acceptable level of service. The developer should fully fund all necessary improvements. -17

9. There appears to be an error at 4.11-67. The Draft EIR states that "Prior to issuance of building permits, the applicant shall provide the City of Fairfield with improvements for queuing improvements to the intersection of Air Base Parkway and Walters Road." It appears that the "funds" should be substituted for the first instance of "improvements". -18

10. Page 4.11-72, MM TRANS-8. Fairfield-Suisun Transit does not provide bus stops within the project, and public transit should be fully addressed as part of the planning for this major activity center. Any new bus stop must be located on Walters Road. Due to the volume of traffic on Walters Road, the project should install a bus turn-out on southbound Walters Road along the frontage of the project. In the northbound direction, a bus turn-out should be installed on Walters Road near Petersen Road to facilitate pedestrian traffic from the bus stop to the project. -19

11. The EIR states that most of the schools in the project study area were not in session when the traffic counts were taken in July 2006. Therefore, the "traffic counts were manually adjusted upward to include the expected effects of school traffic." Instead of manually adjusting the counts, the better course of action to ensure that an adequate baseline condition is established is to take new counts while the schools are in session. In particular, the AM Peak Hour delay at SR12/Marina Boulevard is significantly affected by the pedestrian signal to cross SR12 for access to the Middle School. Since the traffic volumes are from July 2006, the adjustment for school traffic volumes does not reflect the impact of this pedestrian movement on the traffic delay at SR12/Marina Boulevard. This intersection should be reevaluated to include the pedestrian-generated delay. The City requests that these additional counts be taken to better reflect the actual conditions, including the pedestrian movements. At a minimum, however, a full explanation of the factors and assumptions used to "manually adjust" the traffic, must be provided. As presented in the Draft EIR, neither the public nor the City of Fairfield can assess the reasonableness of the manual adjustments. -20

4.12 - Urban Decay (Economics)

1. The EIR states (page 2.2) that the Wal-Mart project will significantly expand the retail offerings in the community. Given that Fairfield already has a Wal-Mart, and Fairfield and Suisun City have multiple car washes, chain restaurants, and grocery stores, please explain how this project significantly expands the commercial retail offerings in the Fairfield/Suisun marketplace. -21

2. We are also unclear as to how the proposed Wal-Mart will serve new residential development rather than serving primarily existing neighborhoods and residents. Petersen Ranch is the only large new Suisun City residential subdivision in the immediate vicinity. This project will instead draw customers from the City of Fairfield and City of Suisun from existing retail centers. -22

3. The definition of "Trade Area" is problematic for several reasons.

   a. First, a significant portion of the "trade area" is currently grazing land that is unlikely to be converted to urban areas between now and 2015. Therefore, that area would neither suffer from the indirect physical effects of Wal-Mart operations nor generate patrons in the Trade Area.

   b. The Trade Area specifically excludes the City of Fairfield. The EIR's own traffic study finds that a significant portion of the traffic generated by the project will originate in Fairfield or will impact Fairfield.

   c. This is problematic because the proposed Supercenter will clearly be closer to portions of Fairfield than other commercial outlets, and thus will certainly have impacts in the City of Fairfield. The Trade Area analysis does not account for Fairfield residents who would prefer to shop at the proposed Suisun City Wal-Mart Supercenter over the proposed North Texas Street Wal-Mart in Fairfield. Given the accessibility of State Route 12 and the proximity of the proposed Wal-Mart Supercenter to Highway 12, it is likely that some Fairfield residents in Cordelia and central Fairfield will prefer to shop at the proposed Suisun City Wal-Mart Supercenter. The analysis should fully address the impacts on existing Cordelia and central Fairfield retailers. -23

   d. In order to fully disclose the potential impacts, the trade area must be expanded to include all, or at least a significant portion, of Fairfield. The study acknowledges that patrons will be drawn from Fairfield, but does not provide sufficient analysis or data for the public or decision makers to assess the magnitude of that impact or the potential that urban decay could result.

   e. Pages 4.12-4 to 7, tables 4.12-1, 4.12-2, 4.12-3 and 4.12-4. As noted above, it is Fairfield's opinion that the trade area must include all or a significant portion of Fairfield, thus the inclusion of Fairfield in these tables seems appropriate. However, with the inappropriately smaller trade area used in the Draft EIR, it is unclear why Fairfield's growth rates are included whereas Suisun City's are not. The trade area is somewhat larger than Suisun City's boundaries, thus the breakdown for Suisun City also should be provided.

4. The Draft EIR states that "Rite-Aid is the only significant competitor in the general merchandise category…" However, the study acknowledges that Rite-Aid's sales -24

do not come even close to the amount of spending from the narrow Trade Area's population in the merchandizing category. This provides evidence that the trade area should be expanded to account for where the population currently shops. Otherwise, impacts to the areas currently patronized outside of the Trade Area will not be analyzed or disclosed as is required by CEQA.

As noted above, the report acknowledges that Raley's and Rite Aid (Highway 12 and Sunset Avenue), which are two miles away from the project (but within Suisun City limits), may be adversely impacted by the proposed Wal-Mart Supercenter. The study acknowledges the future Laurel Creek Plaza shopping center project in Fairfield at Air Base Parkway and Clay Bank Road (three miles from the proposed Super Wal-Mart). However, the study ironically diminishes the impacts of the proposed Supercenter on Fairfield's entitled shopping center project. The claim is that the Laurel Creek Plaza grocery store and drug store only have a "local" draw and wouldn't be adversely impacted by the drug and grocery store elements of the Super Center. Since the entitled Laurel Creek Plaza project is nearly as close to the proposed Super Wal-Mart as are the impacted Raley's and Rite Aid, it seems inappropriate to dismiss or minimize likely impacts caused by a new Supercenter. -24

5. The retail leakage analysis indicates that the proposed Suisun City Wal-Mart Supercenter will capture $15,145,706 in Food Store sales and $35,583,881 in General Merchandise sales that are currently leaking out of Suisun City. The leakage is estimated to largely come from sales activity that is occurring in Fairfield. While this represents a fraction of the total sales generated in City of Fairfield, to the extent that the loss of these sales are localized in one or two stores, as the report seemingly indicates, there is the potential for negative impacts to existing businesses. To this end, the Urban Decay analysis should take a closer look at the impact of the proposed Wal-Mart Supercenter on stores likely to be impacted by the Super Wal-Mart, including FoodMaxx (West Texas Street at Beck Avenue) and Target (Cadenasso Drive). The Draft EIR includes a Retail Impact Analysis done by BAE in January of 2007. Sales diversion greater that 3% is considered a significant impact and potential precursor to "urban decay." -25

6. Page 4.12-1. The Draft EIR implies that urban decay only exists if blight as defined by the California Health and Safety Code (Community Redevelopment Law) results from the project. However, significant environmental impacts of urban decay can occur even if those impacts are not also "blight" under the Community Redevelopment Law. The Draft EIR cites provisions of Community Redevelopment Law at page 4.12-24. It is unclear whether the determinations as to significance were made based on the Redevelopment law standard or the less exacting standard under CEQA case law. -26

7. There is some indication at 4.12-36 regarding Fairfield's ability to compensate for lost sales due to population growth. There is no data available to fully address this -27

FAIRF

assertion, and proper analysis of an expanded trade area that includes Fairfield would provide more detailed information regarding this issue. -27 CONT.

Section 5: Project Alternatives

1. The two alternatives described are both alternative commercial uses of the property, with only size reductions. Option 1 is a Wal-Mart with a reduction in density that may be insignificant (less than 10%). This does not appear to be a true alternative required under CEQA. Similarly, Option 2 reduces square footage by 20% partly through eliminating the supporting uses. CEQA analysis needs to consider true project alternatives.

-28

2. A more appropriate alternative to consider, which is consistent with the surrounding uses, is a residential use of the property. Many of the unmitigatable impacts of the proposed project are at least partially the result of the property's proposed commercial use (i.e. noise, traffic, air quality) and may be reduced or eliminated by considering residential use as an alternative.

Other Issues: Travis Air Force Base Land Use Compatibility Plan

1. The Draft EIR acknowledges specific constraints that exist by virtue of the site's location near Travis Air Force Base. According to the Travis Air Force Base Land Use Compatibility Plan (TAFB LUCP), proposed development at this site shall not have more than 75 people/acre (on average) and not more than 300 people/individual acre.

-29

2. While the Draft EIR does analyze the site against these criteria, the analysis doesn't seem to address holiday seasons, when shopping intensifies and the center could be at capacity with several hundred patrons within the Super Wal-Mart Center at any given time. It appears that peak season shopping levels would eclipse the limitations imposed by the Travis Air Force Base Land Use Compatibility Plan.

Cumulative Impacts

The summary of the cumulative projects at page 6-7 states that the Villages at Fairfield (1 through 4) project consists of 295 apartments and 79 dwellings. This is not accurate and is inconsistent with the description of the same project provided at page 4.11-31, Table 4.11-5. The inaccurate description of the Villages at Fairfield substantially underestimates the amount of development planned for the project, and thus calls into question the validity of the cumulative impacts analysis throughout the Draft EIR. The Villages at Fairfield project should be described accurately, and the cumulative analysis revised accordingly and circulated for additional public review. -30

2.2.6 - Local Agencies

City of Fairfield (FAIRF)

Response to FAIRF-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to FAIRF-2

The author referenced the discussion of the water treatment plant capital improvements contained in Impact PSU-3 and expressed concern that the Draft EIR did not fully consider alternatives or contingency plans necessary to provide adequate potable water to the proposed project if the improvements do not occur as scheduled. Specifically, the author noted that the capital improvement plans have not received environmental clearance and may run into neighborhood opposition, and noted that such improvements are expensive and require offsite pipeline work.

As noted in the Draft EIR, there is adequate capacity at the Suisun Solano Water Authority (SSWA) water treatment facilities to serve the proposed project, as well as other planned growth, in the near term. Although sufficient water is available in the long term to serve the SSWA service area at buildout, long-term water treatment is currently a constraint to achieving the total potable water supplies. Accordingly, the key issue is providing adequate treated water at buildout of the SSWA service area, which the SSWA Urban Water Management Plan does not project to occur until 2020. In anticipation of the demands buildout, SSWA is undertaking advance capital improvement planning, which includes upgrading and expanding treatment capacity. In 2007, the SSWA Board of Director authorized proceeding with the reconstruction of a new water treatment plant at Gregory Hill. This work, in addition to treatment plant improvements that will be made at Cement Hill Water Treatment Plant, will provide adequate treatment capacity to serve the anticipated demand at buildout in 2020. SSWA anticipates that construction will begin 2009 and be completed by the end of 2010. SSWA anticipates additional improvements at the Cement Hill Water Treatment Plant will occur after the completion of the Gregory Hill Water Treatment Plant. To finance these improvements, SSWA implemented a rate adjustment schedule in July 2007 that will result in increases in 2007, 2008, and 2009. Therefore, adequate financing is anticipated to be available to implement the treatment plant improvements. Given that funding has been secured and an implementation scheduled has been established, it is reasonable to anticipate that SSWA will have adequate treatment capacity to meet its projected buildout demands in advance of the demand materializing.

In regards to the author's concerns that potential problems could arise during the CEQA review process or from neighborhood opposition, no such concerns have yet been identified and attempting to anticipate such concerns would be speculative. As for the author's comments about impacts associated with the offsite pipeline work, this will be addressed in the CEQA documentation prepared for the project. Moreover, such pipeline work is independent of the proposed project and it would not be appropriate to evaluate such impacts in the Draft EIR.

It should be emphasized that these improvements are not needed to serve the project; rather, SSWA has sufficient water to serve the project as well as other proposed development. These water treatment improvements are needed to serve buildout in the long-term to serve buildout of the entire SSWA service area.

Response to FAIRF-3

The author expressed concern about the proposed project's impacts on fire protection, particularly whether the Suisun City Fire Department would be able to respond within acceptable times and have sufficient apparatus. The author questioned if Suisun City may end up relying on the Fairfield Fire Department to serve the proposed project.

As explained in the Draft EIR, the Suisun City Fire Department indicated that staffing levels and apparatus were its two primary concerns, and those concerns existent independent of the project, although the project would contribute to the concerns. Since the Draft EIR was circulated, the Fire Department has stated that it is currently working to increase staffing levels, and thus the staffing concerns are anticipated to be alleviated or minimized independently from the project. In any event, the project will contribute significantly to the property and sales tax base of the City of Suisun City, and those funds can be used to hire additional staff as needed. The Fire Department also did identify a need for a new ladder truck, and the City intends to require the project applicant to provide "fair-share" payments to finance the acquisition of the apparatus as stated in the Draft EIR. A standard condition of the "fair-share" payment would be that the truck must be acquired and available for use prior to project occupancy. Therefore, the Fairfield Fire Department would not be expected to serve the proposed project's fire protection or emergency medical needs, and the project is not anticipated to be underserved by fire protection services. Refer also to Response FLAND-19.

Response to FAIRF-4

The author inquired about how the study intersections evaluated in the Final Traffic, Circulation, and Parking Study were selected and stated that other intersections in Fairfield along E. Tabor Avenue, Air Base Parkway, and Peabody Road may be impacted by project-related trips.

The study intersections were chosen based on their location relative to the proposed development. The intersections were chosen based on the location of the existing Wal-Mart store on Chadbourne Road and the proposed Wal-Mart Supercenter that will be located on North Texas Street, both in the City of Fairfield. It was assumed that most of proposed Suisun City Wal-Mart customers will come from Suisun City, with a smaller percentage coming from Fairfield near Travis Air Force Base. In preparation of the traffic study, Kimley-Horn not only consulted with the City of Suisun City but also with Jim Leitner, Traffic Engineer for the City of Fairfield regarding the study intersections. Mr. Leitner approved the list of study intersections proposed for analysis in the Draft EIR in June 2006. See also Figure 4.11-7 in the Draft EIR showing the forecast project trip distribution, which does not show significant project-related traffic flowing into the City of Fairfield along E. Tabor Avenue, Air Base Parkway, and Peabody Road.

Response to FAIRF-5

The author stated that the Draft EIR traffic analysis appears to have incorrectly distributed trips from the approved projects, particularly at the Air Base Parkway/Walters Road intersection. The author noted that the trip volumes associated with approved projects shown in Exhibit 4.11-7 appears to be significantly high and provided a listing of the reduced trip volumes for approved projects.

At the time the traffic study was completed, information about all of the approved and pending developments that was available was collected and used to determine trip generation and trip distribution through study intersections. The new information about reduced traffic volumes provided by the City of Fairfield indicates that some traffic assigned to the Air Base Parkway/Walters Road intersection will use other routes. Because fewer trips are assigned to these intersections, the actual results would be better than reported and the impact has been overstated in the Draft EIR. Therefore, the Draft EIR's analysis of intersection impacts at the Air Base Parkway/Walters Road intersection would represent a worst-case scenario.

Response to FAIRF-6

The author referenced the Draft EIR's mitigation for queuing impacts at the Air Base Parkway/Walters Road intersection and noted that the project would provide 4 percent of the improvement and questioned where the remaining 96 percent would come from. The author stated that this mitigation measure should be revised to require the project applicant to implement the improvement rather than contributing only 4 percent of the cost of the improvement.

The need for future improvements at Air Base Parkway/Walters Road is connected with numerous development projects that will be constructed over time in Suisun and Fairfield. One of those projects is the proposed Wal-Mart on Walters Road, which was calculated to represent 4 percent of a future intersection improvement. It is assumed that other future development projects in the area will also have traffic analyses conducted and those projects will pay their proportionate share of future improvements at the intersection. Thus, the City of Fairfield will not incur 96 percent of the cost of the improvement. The proposed project's proportionate share of 4 percent was based on Caltrans methodology, but the cost sharing should be agreed upon by Suisun City and the City of Fairfield. As discussed in Master Response 1, the City of Suisun City cannot guarantee that this improvement will be in place at occupancy because this intersection is under the jurisdiction of the City of Fairfield.

Response to FAIRF-7

The author requested that the traffic-related mitigation measures provide an estimate of the approximate cost of the improvement.

Traffic studies typically do not identify the cost of improvements, just the percentage share the project applicant is responsible for providing. For the record, the Fairfield Wal-Mart Supercenter traffic study identified only share and not cost. Cost information for individual mitigation improvements will be determined during preliminary and final engineering.

As noted elsewhere, the City of Suisun City cannot mandate that the project pay more than its fair share for improvements as suggested by the author. Constitutional principles limiting conditions of approval mandate that project conditions have an essential nexus and rough proportionality to project impacts. (See CEQA Guidelines Section 15041, which discusses constitutional limitations on mitigation). As explained in Master Response 1, transportation improvements will be made by the applicant prior to project operations for some intersections, subject to reimbursement for costs beyond the project's fair share. It should be noted, however, that neither the applicant nor the City of Suisun City can mandate the cooperation of the City of Fairfield in assuring the completion of mitigation in a timely fashion or at all. For this reason, the Draft EIR concluded that certain impacts would be significant and unavoidable. That said, the City of Suisun City and the project applicant anticipate working with the City of Fairfield to assure that mitigation is actually completed in a timely fashion, and the City of Suisun City anticipates that all project-related intersection operations and queuing impacts will be fully mitigated.

Response to FAIRF-8

The author referenced a statement on page 4.11-35 stating that most customers and employees of the proposed project would travel from locations in Suisun City and then noted that Exhibit 4.11-7 showed 30 percent of project trips travel eastbound on Air Base Parkway in Fairfield. The author stated that the scope of the traffic study should be expanded to include Travis Air Force Base and Peabody Road.

As stated in Response to FAIRF-4, Kimley-Horn and Associates, Inc. consulted with and received approval from the City of Fairfield about intersections to be evaluated in the traffic analysis. It is unknown why the Air Base Parkway/Peabody Road intersection was not requested by the City of Fairfield even though some project traffic will use the intersection. Excluding the intersection may have been based on the fact that the intersection has considerably more spare capacity when compared with the Air Base Parkway/Walters Road intersection, and, thus, impacts to that intersection are very unlikely even with the small amount of project-related traffic anticipated to use the intersection. Turning movement volumes at the intersection are currently not available and would need to be collected if the intersection were to be added to the analysis. A 2004 study completed by Kimley-Horn for the nearby St. Gobain Distribution Warehouse project, however, showed the Air Base Parkway/Peabody Road intersection operated at two levels of service better (i.e. LOS A during the weekday morning peak hour and LOS B during the weekday afternoon peak hour) than the adjacent Air Base Parkway/Walters Road intersection. At these existing levels of performance, it may have been concluded by Mr. Leitner that it was unlikely that the proposed project would result in a significant impact at the Air Base Parkway/Peabody Road intersection. Because the City of Fairfield previously indicated its concurrence with the intersection selection, and, more importantly, because the data indicates that the Air Base Parkway/Peabody Road intersection has excess capacity to handle project-related traffic, expanding the study intersections does not appear warranted.

Response to FAIRF-9

The author inquired about which Solano Transportation Authority model was used in the traffic analysis.

Kimley-Horn and Associates, Inc. used the 2005 Solano Napa Travel Demand Model to prepare the cumulative traffic volumes in the Final Traffic, Circulation, and Parking Study.

Response to FAIRF-10

The author requested that the description of SR-12 on page 4.11-1 of the Draft EIR be revised to note that the highway is a two-lane undivided roadway east of Walters Road. This change has been made and is noted in the Errata. This change does not alter any conclusions presented in the Draft EIR.

Response to FAIRF-11

The author requested that Table 4.11-2 be revised to note that the intersection of SR-12/Walters Road is under the jurisdiction of Caltrans. This change has been made and is noted in the Errata. This change does not alter any conclusions presented in the Draft EIR.

Response to FAIRF-12

The author stated that the internal capture and pass-by trip reduction rates for the sit-down restaurant are unrealistically high and requested further justification for their use.

Internal capture and pass-by reductions were applied for the Wal-Mart Supercenter, gas station, and high-turnover, sit-down restaurant on the basis of data published in ITE's Trip Generation Handbook, 2nd Edition, Chapter 7 "Multi-Use Development," pages 85-110. The reductions were appropriately applied in accordance with the handbook's guidance.

Response to FAIRF-13

The author stated that the traffic-related mitigation measures should require that improvements be in place at the time of project occupancy and not simply require payment of fees.

Refer to Master Response 1.

Response to FAIRF-14

The author stated that Mitigation Measure TRANS-1e will not be effective because it requires adding a through-right turn lane to a free right-turn movement separated by a pork chop island, thereby creating a scenario where right turns from the shared through-right lane will turn around the pork chop.

Because of the pork chop island between the northbound through and free-right turn lanes, permitting a right turn movement from the northbound through lane will not be as efficient as in the free-right turn lane; however, it will increase the capacity for the northbound right-turn movement that carries up to 957 vehicles in one lane. Re-striping the northbound lane as a shared through and right lane

will create a relief valve for the overloaded right turn movement and provide a reduction in intersection delay.

As mentioned in Response to Comment FAIRF-5, the impact at this intersection is likely overstated, due to a higher number of approved project volumes using the intersection than is currently estimated by the City of Fairfield. This conservative approach means that the impacts will be less than reported in the Draft EIR's traffic analysis. Ultimately, the City of Fairfield will have the discretion to implement the mitigation measure and determine the timing of the improvements because the intersection is located within its jurisdiction. If necessary, the City of Suisun City will work with the City of Fairfield to devise an alternative design for mitigation at this intersection so long as the mitigation is feasible, equally effective as the measure proposed, and does not involve new impacts not previously analyzed in the Draft EIR. Refer to Master Response 1 for discussion of implementing mitigation at intersections under the jurisdiction of the City of Fairfield.

Response to FAIRF-15

The author referenced Mitigation Measure TRANS-1h, which addresses the issue of implementing mitigation measures at intersections under the jurisdiction of Caltrans and the City of Fairfield, and requested clarification of how it would work.

Refer to Master Response 1. See also Response to FAIRF-7 above.

Response to FAIRF-16

The author inquired how the "link volumes" referenced on page 4.11-53 of the Draft EIR were determined.

Link volumes were taken from the 2005 Solano Napa Travel Demand Model for the year 2000 and the year 2030. The incremental difference per year between the two models was determined during the AM and PM peak periods. If the incremental change was negative, the traffic volumes were conservatively not allowed to decrease and the near-term link volumes were used. The incremental link volume difference per year was added to the existing link volumes for 24 years to grow the existing 2006 volumes to become 2030 volumes. Once 2030 link volumes were developed, they were Furnessed into turning movement volumes, consistent with standard industry practice. Because the Furness process results in volume imbalances between intersections, traffic volumes were manually adjusted using a conservative approach by balancing to the higher volume between intersections.

Response to FAIRF-17

The author stated that the provision in Mitigation Measure TRANS-3b pertaining to the optimization of signal timing at the Air Base Parkway/Walters Road intersection may create the need for other improvements to ensure that the intersection operates at an acceptable level. The author stated that the project applicant should fully fund these additional improvements.

As shown in Tables 4.11-13 and 4.11-15, 95th percentile queue lengths at the Air Base Parkway/ Walters Road intersection would be within available storage capacity; therefore, the intersection would not experience excessive turning movement delays. For this reason, no additional improvements are anticipated to be needed at this intersection.

Response to FAIRF-18

The author noted a typographical error in Mitigation Measure TRANS-3b. This error has been corrected and the change has been noted in the Errata. This change is not considered substantial and does not change any conclusions presented in the Draft EIR.

Response to FAIRF-19

The author stated that the Fairfield-Suisun bus stop required by Mitigation Measure TRANS-8 should be located along Walters Road and that stops should be provided in the northbound and southbound directions.

Refer to Master Response 2.

Response to FAIRF-20

The author noted the discussion on page 4.11-11 that the traffic counts were adjusted to account for school-related trips because they were taken in July 2006 and suggested that the adjustments may not have reflected pedestrian movements that cause traffic delays. The author recommended that additional counts be taken that account for pedestrian-related movements.

Traffic counts were manually adjusted upward to include the expected effects of school traffic as well, since the traffic counts were conducted in July 2006 when not all schools were in session. As part of the adjustment process, the Fairfield-Suisun Unified School District (FSUSD) was contacted to obtain current enrollment numbers and the FSUSD Attendance Area map was used to determine where the students live in relation to the schools. The "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region," published by the San Diego Association of Governments in April 2002 was referenced to determine the number of expected primary trips to the high schools, middle schools, and elementary schools. The school trips were evenly distributed throughout the school attendance boundaries and added to the balanced existing turning movement volumes in the existing conditions. Existing volume information with the school volume added is provided in Appendix M. The "added" line lists the traffic volumes projected by the schools. In summary, this approach sufficiently adjusts roadway counts to account for school-related traffic.

Response to FAIRF-21

The author referenced one of the project objectives referring to enhancing the commercial retail offerings in the Fairfield-Suisun region and inquired how the proposed project would do so, given the existing retail offerings in both the cities of Fairfield and Suisun City.

Because the proposed project would result in the addition of a 214,919-square-foot Wal-Mart Supercenter to the local economy, it is reasonable to consider this as an enhancement of the commercial retail offerings in the Fairfield-Suisun region, particularly because Suisun City is currently under-retailed.

Response to FAIRF-22

The author referenced a project objective of serving future demand from planned residential growth and stated that it is unclear how the proposed project would serve new residential development rather that serving primarily existing residents. The author asserted that the proposed project would draw customers from the existing population base who patronize existing retailers in Fairfield and Suisun City.

As shown in Table 4.11-5 of the Draft EIR, several proposed residential and mixed-use projects have applications on file with the City of Suisun City. These projects are include the Suisun-Gentry project (232 dwelling units), Amberwood Homes (28 dwelling units), Peterson Ranch Homes (548 dwelling units), Breezewood Village Apartments (80 dwelling units), McCoy Creek Mixed Use (29 dwelling units), Courtyards at Sunset Homes (69 dwelling units), Almond Tree Place Condominiums (61 dwelling units), Blossom Courtyards Homes (75 dwelling units), and the Suisun Mixed-Use Village (250 dwelling units). Collectively, these projects would add 1,372 dwelling units to the City of Suisun City. Therefore, the project objective related to serving future demand from planned residential growth is realistic.

Response to FAIRF-23

The author stated the definition of the Trade Area is problematic for several reasons: (1) grazing land accounting for a significant portion of the Trade Area; (2) the exclusion of the City of Fairfield, which contradicts the traffic analysis contained in the Draft EIR; and (3) the proposed project being closer to portions of Fairfield (e.g., Cordelia and Central Fairfield) than other retail nodes in Fairfield. The author stated that the Trade Area should be expanded to include all, or at least a significant portion, of Fairfield, and the evaluation of retail impacts should include Fairfield. Finally, the author questioned why Fairfield's growth rates are used, while Suisun City's are not, and requested that a breakdown for Suisun City should be provided.

Refer to Master Response 4.

Response to FAIRF-24

The author stated that the Draft EIR's analysis acknowledged that Suisun City Rite Aid does not come close to capturing the total amount of general merchandise retail expenditures in Suisun City and cited this as evidence that the Trade Area is too small. The author also stated that urban decay analysis diminished potential retail impacts on the entitled Laurel Creek Plaza, located at Clay Bank Road and Air Base Parkway in Fairfield, and the analysis should be revised to more thoroughly evaluate such impacts.

Refer to Master Response 4.

Response to FAIRF-25

The author stated that the proposed project's capture of leakage from Fairfield in the general merchandise and food store categories would likely impact Fairfield retailers FoodMaxx and Target the most. The author stated that the Draft EIR identified a sales diversion of 3 percent or more as a threshold for a significant impact and asserted that this threshold should be applied to the aforementioned Fairfield retailers.

Refer to Master Response 4.

Response to FAIRF-26

The author requested clarification regarding the blight threshold used in to evaluate urban decay impacts in the Draft EIR. The author noted that the Draft EIR referenced California State Health and Safety Code Section 33031(a) and 33031(b), which pertain to California Redevelopment Law, and questioned if these standards were used to evaluate project impacts.

For the purposes of background, urban decay is relatively new and very much evolving aspect of CEQA. There are no widely accepted thresholds of significance for evaluating urban decay impacts and, therefore, in the absence of such standards, lead agencies are left to identify reasonable thresholds. In this case, the urban decay analysis cited several different approaches to evaluate the significance of impacts, including the language of the *Bakersfield Citizens for Local Control v. City of Bakersfield* decision ("a chain reaction of store closures and long-term vacancies…"), a definition of physical deterioration that is drawn and adapted from the text of California State Health and Safety Code Section 33031(a) and 33031(b), and a 3 percent diversion in sales sourced to an article in Retail Maxims from 2006. These are further explained on pages 4.12-25 and 4.12-26 of the Draft EIR. All three approaches were used in determining the significance of urban decay impacts in Impact UD-1 and Impact UD-2.

Response to FAIRF-27

The author stated that the Draft EIR provided some general discussion on page 4.12-36 of Fairfield's ability to compensate for lost sales due to population growth but provided no data to support this assertion.

Population, household, and income growth trends for the Trade Area, Fairfield, Solano County, and California are discussed on pages 4.12-4 through 4.12-8 of the Draft EIR. These are the basis for the Draft EIR's statements on page 4.12-36. The Final Retail Market Impact Analysis also provides detailed information and data regarding the level of impacts and the implications of population growth in Fairfield on page 30. As previously mentioned in Master Response 4, this has been incorporated into the Draft EIR and the change is noted in the Errata. This change is not considered substantial and does not alter any conclusions presented in the Draft EIR.

Response to FAIRF-28

The author referenced the Draft EIR's evaluation of project alternatives and stated more should be considered because they did not fully reduce all of the proposed project's significant unavoidable impacts to a level of less than significant. The author suggested that a residential alternative be considered.

Refer to Master Response 5.

Response to FAIRF-29

The author expressed concern that the Draft EIR evaluation of project consistency with the Travis Air Force Base LUCP did not address site usage during the holiday season, when the proposed project would experience the most usage. The author suggested that project usage would exceed the maximum intensity usage limits established for Zone C.

Refer to Master Response 6.

Response to FAIRF-30

The author referenced the Draft EIR's evaluation of cumulative impacts in Section 6.3 and noted that the description of the Villages at Fairfield project in Table 6-2 is inaccurate and inconsistent with the description provided in Table 4.11-5. The author suggested that the inaccurate description of the Villages at Fairfield project caused the cumulative analysis to understate the cumulative effects of the proposed project and other planned and approved development projects.

Tables 4.11-5 and 6-2 are identical in terms of content; however, the first three lines of Villages at Fairfield row in Table 6-2 were erroneously deleted during the EIR preparation process, most likely as result of a table formatting error. Table 6-2 has been corrected to reflect the three additional lines that should have been included for the Villages at Fairfield row and the change is noted in the Errata.

Regarding the author's assertion that the error indicates that the cumulative analysis understates impacts, this is not correct. The geographical scope of the methodology shown in Table 6-1 explains how cumulative impacts for each topical area were evaluated. The Villages at Fairfield project, in conjunction with the proposed project, only has the potential to affect the air quality and transportation topical areas. Because both of these topical areas are inherently cumulative in nature, the cumulative analysis restated the conclusions presented in Section 4.2, Air Quality and Section 4.11, Transportation. Therefore, the cumulative analysis in Section 6.3 did account for the total number of dwelling units included in the Villages at Fairfield project and their cumulative contribution on air quality and transportation. As such, the cumulative impact analysis does not need to be revised.

From: Jim Daniels [mailto:DanielsJ@sidwater.org]
Sent: Tuesday, November 06, 2007 1:27 PM
To: Heather McCollister
Subject: Wal-Mart Walters Road Project (50-0040): DEIR Comments

SID

Dear Heather:

Thank you for the opportunity to review and comment on the Draft EIR for this project. Since the report relies heavily on the SSWA 2006 Urban Water Management Plan, our comments are few. -1

1. The project is located in the joint service area of the Suisun/Solano Water Authority, which will be the water service for the project. In general the design and construction of water facilities, and the conditions of service, shall comply with the rules, regulations and requirements of SSWA and Solano Irrigation District. Protection and relocation of existing facilities are significant environmental issues that are mitigated by agreements for protection and improvement designs incorporating appropriate measures. -2

2. The existing infrastructure within Walters Road is incomplete. A main pipeline connecting the Lawler Ranch Development to the east side of the main service area is needed. It was not installed when Walters Road was improved south of Peterson Road in the early 1990's. Installation of the 12" main parallel to Walters Road and under Highway 12 is a planned SSWA capital project, and funding will be available for it. The work should be coordinated with the Wal-Mart project, and may be even be done by the same contractor under a separate contract, as noted in the fourth bulleted paragraph on page 4.10-14. Refer to the Project Description, Wet Utilities, on page 3-16, and Public Services and Utilities, Impact PSU-3 on page 4.10-18; -3

3. The Annual Water Quality Report referred to on page 4.6-6 is produced by the Suisun/Solano Water Authority. -4

Thanks again.

Jim Daniels
Engineering & Planning Manager
Solano Irrigation District
707-455-4015

Solano Irrigation District (SID)

Response to SID-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to SID-2

The author provided some general language regarding compliance with Solano Irrigation District requirements for the construction of new water facilities. No further response is necessary.

Response to SID-3

The author stated that the Suisun-Solano Water Authority plans to install a 12-inch potable water line under Walters Road between Petersen Road and the Lawler Ranch subdivision. The author advised that the installation of the pipeline, which is independent of the proposed project, should be coordinated with the proposed project.

There are no provisions in the Draft EIR that would preclude the installation of the pipeline occurring at the same time the proposed project is developed. However, the Draft EIR did not evaluate the installation of the pipeline and, therefore, this installation project would require separate CEQA clearance.

Response to SID-4

The author advised that the Solano Irrigation District was incorrectly sourced as the agency that prepared the 2004 Annual Water Quality report for Suisun City. This error has been corrected and the change is noted in the Errata. This change is not considered substantial and does not alter any conclusions in the Draft EIR.

November 1, 2007

Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

SUBJECT: Walters Road West Project Draft EIR

The Solano Transportation Authority (STA) has received the Notice of Availability for the Walters Road West Project Draft Environmental Impact Report (DEIR), SCH # 2006072026. We offer the comments below based upon our role as the Congestion Management Agency for Solano County. STA's initial comments were identified in a letter sent in reply to the project Notice of Preparation, dated August 9, 2006. A copy of that letter is attached. Along with a copy of the most recent version of the Solano Congestion Management Program (CMP). STA-1

1. Please indicate what version of the STA's Traffic Model was used to prepare the traffic analysis (i.e. 2001 Solano Napa Traffic Model or 2005 Solano Napa Travel Demand Model (Phase 1). STA-2

2. Please reference the basic purpose, content and requirements of the Solano Congestion Management Program, prepared biennially by the Solano Transportation Authority. STA-3

3. Because Impacts Air-8 and Air-9 (pages 4.2.32 and 4.2.33) determined that the project's "Long-Term Operations Emissions – Cumulative Impacts" and "Greenhouse Gas Emissions" would create potentially significant impacts, in addition to the recommended mitigation measures, the applicant should consider adding the measures listed below. It is suggested that the applicant quantify how much greenhouse gas emissions would be offset by the cumulative application of a combination of these measures.
    a. To encourage more potential transit usage and reduce emissions by employees (see 2005 Solano CMP, page 33), the project sponsor subsidies the cost of providing at least 25 monthly bus passes, to those employees willing to commute by bus to the site on a regular basis.
    b. The sponsor installs electric charging stations to accommodate new technology that is currently being developed for plug-in hybrid-electric vehicles (i.e. using 110 volt outlets). STA-4
    c. For all new employees, the project sponsor's Personnel Department distributes local Fairfield-Suisun transit schedules and Solano Napa Commuter Information transit and rideshare incentive information.
    d. If the project sponsor plans to or is required to have 24-hour security personnel driving throughout the parking lot, it is recommended that they use electric or hybrid-electric vehicles to reduce emissions.

4. On page 4.11-1, the Draft EIR incorrectly states: "A Class 1 Bikeway runs along the north side of the east-west roadway from Walters Road and extends east to Lambie Road." Class 1 Bikeways actually run within the vicinity of the site along Petersen Road and the north side of SR 12 west to Marina Boulevard, and along the west side of Walters Road from SR 12 to E. Tabor Boulevard." Although a Class 2 Bike Route is designated along the entire SR 12 East in the Solano Countywide Bicycle Plan from Walters Road to the City of Rio Vista, currently there is no Class 2 route designated along this portion of the highway. Please correct the text of the EIR to reflect this fact, and indicate how this changes the analysis on bike/pedestrian access to the project. STA-5

5. To help maintain acceptable long term levels of service in the surrounding road network, STA supports all of the recommended transportation mitigation measures listed in Chapter 4.11 plus suggests that the following additional measures be considered:

   a. The Draft EIR should provide a reference to the STA's State Route 12 Major Investment and Corridor Study, the SR 12 Transit Corridor Study, the Countywide Bicycle Plan, the Countywide Pedestrian Plan, the Jepson Parkway Concept Plan and the pending Draft EIS/R for the Jepson Parkway Project, as well as to describe the major improvements and/or mitigations within the vicinity of this project for each of these studies. STA-6
   b. Of specific concern is the potential addition of a traffic signal on Walters Road/Jepson Parkway between Peterson Road and SR 12. This additional signal may reduce the ability of the Jepson Parkway to act as an inter-community express way that takes local traffic off of I-80. Given the high ratio of traffic volume to capacity on I-80, the STA believes that this may be a Significant Impact. STA-7
   c. The project should contribute a fair share of the future widening of SR 12 between Jackson/Webster Street and Walters Road, from four lanes to six lanes. STA-8
   d. To encourage more use of transit and pedestrian safety through the project site, wider and additional sidewalks should be provided between the main store entrance and the bus stop and the main parking areas. STA-9
   e. Encourage more transit, carpools, and vanpools along the SR 12 and Jepson Parkway Corridors by providing a privately maintained, joint-use park and ride lot (i.e. 25 – 50 spaces) on a portion of the site close to the new bus stop to accommodate commuters from the adjoining residential neighborhoods and for future potential peak hour bus services along SR 12 and Jepson Parkway. STA-10
   f. Design a drop off location in close proximity to the store front for on-site paratransit vehicles. STA-11

6. On page 4.11-19, the statement that the Solano Transportation Authority's Comprehensive Transportation Plan, Objective B. Policy 3 should be revised as follows: "Prepare long term corridor plans for all roadways of countywide significance that are ~~not~~ on the state highway system." STA-12

7. Section 4.11, Transportation, describes Petersen as a two-lane road providing access to Travis Air Force base. Please revise the description to note that this is the primary access point for trucks, including trucks carrying explosives and other hazardous cargo, into Travis Air Force base. STA-13

8. Please revise the portion of the DEIR on the Solano Transportation Authority, beginning on Page 4.11-18, to include the following: STA-14

a. Please refer to the agency as the Solano Transportation Authority, not the Solano County Transportation Authority.
b. Please reference the STA Congestion Management Program (CMP), including its purpose, as well as the Comprehensive Transportation Plan.
c. The CMP establishes Level of Service Standards for roadways as well as for intersections. Please note the LOS established for SR 12 in the vicinity of the project site, and include an analysis of the impacts of the project to the roadway LOS. Currently, the traffic study analyzes impacts to intersections only, not roadway segments.

STA-14 CONT.

Please call me at your convenience regarding any of these issues. I can be reached at 424-6006, or rmacaulay@sta-snci.com.

Robert Macaulay,
Director of Planning
Solano Transportation Authority

cc: Pedro Sanchez, Mayor, Suisun City
Suzanne Bragdon, City Manager, Suisun City

Solano Transportation Authority (STA)

Response to STA-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to STA-2

The author inquired about what version of the Solano Transportation Authority's Traffic Model was used.

Kimley-Horn and Associates, Inc. used the 2005 Solano Napa Travel Demand Model to prepare the cumulative traffic volumes in the Final Traffic, Circulation, and Parking Study.

Response to STA-3

The author requested that the Draft EIR Transportation section be revised to include a description to the Solano Congestion Management Program. That change has been made and is contained in Section 3, Errata. The change is not considered substantial and does not alter any conclusions presented in the Draft EIR.

Response to STA-4

The author referenced the proposed project's significant unavoidable impacts associated with long-term operational emissions and greenhouse gas emissions and recommended that additional mitigation measures be implemented to lessen the severity of this impact. The recommended measures include (1) requiring the project applicant to subsidize the cost of at least 25 monthly bus passes to encourage transit use by employees, (2) installing electric vehicle charging stations equipped to power plug-in hybrid vehicles, (3) distributing Fairfield-Suisun Transit bus schedules to new project employees, (4) and requiring onsite security personnel to use electric or hybrid electric patrol vehicles.

Mitigation Measure AIR-4 has been revised to include the measures pertaining to the bus passes, distribution of public transit information, and the use of electric or hybrid electric onsite security patrol vehicles. These changes have been made and are contained in Section 3, Errata. The changes are not considered substantial and do not alter any conclusions presented in the Draft EIR. It should be noted that the City of Suisun City probably cannot mandate that the project distribute bus passes to on site employees of the Wal-Mart Supercenter because of limitations in the law embodied in Health and Safety Code section 40417.9, which places limitations on mandatory employee trip reduction programs. The project applicant, however, has volunteered to comply with this provision, and thus it has been included as a mitigation measure in the EIR as modified in Section 3, Errata.

The electric vehicle charging station measure is not included because it would not be compatible with the retail characteristics of the project. Using conventional battery charging technology, it generally takes more than 8 hours to fully recharge an electric vehicle battery from a standard 110-volt outlet. Because most customers are expected to be onsite for less than 1 hour, it would be unlikely that

customers who drive electric vehicles would be inclined to make the effort to recharge their vehicles for such a short period of time. Therefore, electric vehicle charging stations are not considered feasible for the proposed project.

Response to STA-5

The author requested that the description of SR-12 on page 4.11-11 be revised to correct the description of the bikeway along the north side of the roadway between Walters Road and Lambie Road and also inquired how this change would affect the analysis of pedestrian and bicycles in the Draft EIR.

The description of SR-12 has been modified to remove the erroneous reference to the non-existent bikeway between Walters Road and Lambie Road. That change has been made and is contained in Section 3, Errata. The change has no bearing on the analysis of bicycle and pedestrian impacts contained in Impact TRANS-8 because that analysis assumed that bicyclists and pedestrians would use existing and planned facilities to access the site. As such, the change is not considered substantial and does not alter any conclusions presented in the Draft EIR.

Response to STA-6

The author recommended that the Draft EIR reference the SR-12 Major Investment and Corridor Study, the SR-12 Transit Corridor Study, the Countywide Bicycle Plan, the Countywide Pedestrian Plan, the Jepson Parkway Concept Plan, the pending Draft EIS/EIR for the Jepson Parkway Project, as well as describing major improvements or mitigations within the project vicinity for each of these projects.

The SR-12 Major Investment and Corridor Study, the SR-12 Transit Corridor Study, the Countywide Bicycle Plan, the Countywide Pedestrian Plan, and the Jepson Parkway Concept Plan are discussed below. This discussion has been added to the EIR and the change is noted in the Errata. These additions are not considered substantial and do not alter any conclusions presented in the Draft EIR.

The SR-12 Final Major Investment Study includes implementing a Transportation Demand Management program in the near-term consisting of carpooling program with a park-and-ride lot located in Suisun City at a location visible from SR-12, a local shuttle program, and transit service. The study also includes implementing safety improvements and near-term traffic improvements at locations outside of the project study area.

The SR-12 Transit Corridor Study includes expanding transit service on SR-12. A transit stop will be added on SR-12 at the Suisun City Amtrak station just west of Marina Boulevard.

The Solano Countywide Bicycle Plan encourages the development of a unified bicycle system throughout Solano County. The plan outlines a proposed bicycle system and prioritizes federal, state, and regional funding for those projects. The plan identifies adding a Class I and Class II bikeway from Vacaville to Suisun City along Jepson Parkway. In the study area, the bikeway will be a Class

II facility on Walters Road from Airbase Parkway to East Tabor Avenue. The bikeway will be a Class I facility from East Tabor Avenue to SR-12. The plan also includes extending Central County bikeway from Suisun City to Rio Vista. In the study area, the bikeway will have shoulder improvements to the existing multi-use path from the Rio Vista Bridge to Petersen Road. In the study area, the plan also includes the Pintail Drive/McCoy Creek trail with a Class III facility on Pintail Drive from Sunset Avenue to Walters Road and a Class I facility on McCoy Creek from SR-12 to East Tabor Avenue.

The Solano Countywide Pedestrian Plan encourages and supports walking as a means of transportation in Solano County. The plan develops an overall vision and systematic plan for accommodating pedestrians in urban areas based on current shared policies, principles, and criteria. The plan highlights current and potential projects to fulfill this vision. The plan identifies Walters Road as an important pedestrian route.

The Jepson Parkway Concept Plan envisions a four-lane parkway from Interstate 80/Leisure Town Road in Vacaville to SR-12 in Suisun City. Within Suisun City, Jepson Parkway would use the Walters Road alignment. The plan includes improvements throughout the County, including additional local transit routes along Walters Road and Pintail Drive in the study area and local express transit routes along Walters Road and SR-12.

Response to STA-7

The author expressed concern that the proposed signal at the project main entrance with Walters Road would reduce the ability of Jepson Parkway to act as an inter-community expressway that provides an alternative to Interstate 80. The author asserted that the signal may create a significant impact.

The analysis and associated mitigations identified in Impacts TRANS-1 and TRANS-2 allow for operation of the Main Driveway/Walters Road traffic signal within thresholds accepted by Suisun City; therefore, the traffic signal at the Main Driveway/Walters Road would not be expected to substantially affect the ability of Jepson Parkway to act as an inter-community expressway or create a significant impact. Note that the Solano County Congestion Management Program identifies the potential for signal timing on Jepson Parkway and, therefore, if implemented, the Main Driveway/Walters Road traffic signal would be coordinated with such a system.

Response to STA-8

The author stated that the proposed project should contribute a fair share to the future widening of SR-12 from four to six lanes between Jackson/Webster Street and Walters Road.

Project mitigations along SR-12 are identified in the traffic report to restore levels of service to acceptable thresholds as established by Caltrans; however, widening SR-12 from Jackson/Webster to Walters was not identified as a necessary mitigation as suggested by Caltrans. Furthermore, such a widening project is not identified in any published planning documents, including the SR-12 Major

Investment Study; therefore, a fair share contribution to widening SR-12 from Jackson/Webster to Walters does not appear justified. In any event, as noted elsewhere, the City of Suisun City cannot mandate that the project pay for improvements as suggested by the author that are not necessitated by impacts of the project. Constitutional principles limiting conditions of approval mandate that project conditions have an essential nexus and rough proportionality to project impacts. (See CEQA Guidelines Section 15041.

Response to STA-9

The author recommended that wider sidewalks be provided between the Wal-Mart Supercenter entrance, the Fairfield-Suisun Transit bus stop, and main parking areas.

As shown in Exhibit 3-4, direct sidewalks and pedestrian crossings of drive aisles would be provided between the Wal-Mart Supercenter entrance, the Walters Road frontage, and the main parking area.

Response to STA-10

The author recommended that the proposed project include a joint-use, park-and-ride lot with 25 to 50 spaces on a portion of the project site near the Fairfield-Suisun Transit bus stop, in order to accommodate commuters from nearby residential areas and for future peak-hour bus service on SR-12 and Jepson Parkway.

City code requires the proposed project is to provide a minimum of 1,008 off-street spaces. The proposed project will provide 1,014 spaces and, therefore, exceed the requirement by six spaces. The author's proposal for a joint-use, 25-to-50-space park-and-ride lot would require 19 to 44 spaces from the required off-street total be re-assigned for both park-and-ride purposes and project parking. Dedicating parking spaces for non-project users could create parking shortages, particularly when the Wal-Mart Supercenter's outdoor seasonal sales, which would occupy up to 40 spaces as certain times of the year, are taken into account. This could result in project parking spilling over into nearby residential areas, resulting in additional traffic on residential streets. For this reason, requiring the project applicant to provide a 25-to-50-space park-and-ride lot on the project site is not considered feasible.

Response to STA-11

The author requested that the project include a drop-off location close to the storefront for paratransit vehicles.

The project site plan includes a drop-off area in front of the Wal-Mart that can be used for onsite paratransit vehicles as well as other patrons dropping off customers.

Response to STA-12

The author requested that the reference to Objective B, Policy 3 of the Solano Comprehensive Transportation Plan Arterials, Highways, and Freeways Element on page 4.11-19 of the Draft EIR be revised to reflect the correct text of the policy. That change has been made and is contained in

Section 3, Errata. The change is not considered substantial and does not alter any conclusions presented in the Draft EIR.

Response to STA-13

The author requested that the description of Petersen Road on page 4.11-1 of the Draft EIR be expanded to note that it provides truck access to Travis Air Force Base. That change has been made and is contained in Section 3, Errata. The change is not considered substantial and does not alter any conclusions presented in the Draft EIR.

Response to STA-14

The author requested that the Draft EIR Transportation section be revised to correct the erroneous reference to the "Solano County Transportation Authority" be corrected and a description of the Solano Congestion Management Program be added. The author also requested that the Draft EIR traffic analysis evaluate impacts to roadway segments of SR-12, not just intersection operations.

The requested changes related to correcting the agency name and including a description of the Solano Congestion Management Program have been made and are contained in Section 3, Errata. The changes are not considered substantial and do not alter any conclusions presented in the Draft EIR.

Regarding the author's request for an evaluation of roadway segments, SR-12 in Suisun City is an expressway regulated by signals. Because the roadway is signalized, evaluating intersection operations provides the best indicator of roadway performance. A roadway segment analysis would not provide much in the way of additional useful information not already provided by the intersection operation analysis. Moreover, a roadway segment analysis would be most effective for a roadway with a "bottleneck" (i.e., a four-lane roadway that briefly narrows to two lanes), a condition that does not apply to SR-12 within the limits of Suisun City. As such, the Draft EIR's intersection operations evaluation sufficiently analyzes impacts to SR-12 and a roadway segment analysis is not necessary.

Via Electronic and Overnight Mail, with Attachments

October 30, 2007

Heather McCollister, Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585
hmccollister@suisun.com

Re: Comments on the Draft Environmental Impact Report for the Wal-Mart Walters Road Project, State Clearinghouse No. 2006072026

Dear Ms. McCollister:

These comments are submitted on behalf of the Center for Biological Diversity on the Draft Environmental Impact Report ("DEIR") for the Wal-Mart Walters Road Project, State Clearinghouse No. 2006072026 ("the Project"). According to the DEIR, the Project proposes the construction and operation of an approximately 227,000-square foot Wal-Mart Supercenter, restaurant, and gas station on 20.8 acres of land. As proposed, the Project would generate significant amounts of greenhouse gases emissions that cause global warming.

The Center for Biological Diversity ("Center") is a non-profit conservation organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center's Climate, Air, and Energy Program works to reduce greenhouse gas emissions to protect biological diversity, our environment, and public health. We work to educate the public about the impacts of climate change on our world and the animals and plants that live in it and to build the political will to enact solutions. The Center has over 35,000 members throughout California and the western United States, including in the City of Suisun City ("the City"). Center members will be directly impacted by the Project. CBD-1

The Project as proposed will have numerous substantial impacts on the environment due to its nature, size, and location. This letter will focus on the Center's concern that the EIR and the City have failed to fully evaluate and mitigate greenhouse gas emissions and contribution to global warming. Curbing greenhouse gas emissions to limit the effects of climate change is one of the most urgent challenges of our time. Fortunately, the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code §§ 21000 et seq., 14 Cal. Code Regs. § 15000 et seq. ("Guidelines"), set forth a clear and mandatory process to address the Project's greenhouse gas and global warming impacts. While the Center applauds the DEIR for concluding that the Project's greenhouse gas emissions are a cumulatively significant impact, additional mitigation measures are available to further reduce Project impacts. The City cannot lawfully approve the project until the required CEQA analysis has been completed and all

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CBD-1
CONT.

feasible mitigation measures implemented.

I. The DEIR Fails to Fully Analyze and Mitigate the Project's Global Warming Impacts

A. The DEIR Underestimates the Greenhouse Gas Emissions Generated by the Project.

CEQA requires that an EIR be detailed, complete, and reflect a good faith effort at full disclosure. Guidelines § 15151. The document "should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences." *Id.* Consistent with this requirement, the information regarding a project's impacts must be "painstakingly ferreted out." *Environmental Planning and Information Council of Western El Dorado County v. County of El Dorado*, 131 Cal.App.3d 350, 357 (1982). Meaningful analysis of impacts effectuates a fundamental purpose of CEQA: to "inform the public and responsible officials of the environmental consequences of their decisions before they are made." *See Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* ("Laurel Heights II"), 6 Cal.4th 1112, 1123 (1993).

As currently presented, the EIR's analysis of the Project's greenhouse gas emissions is inadequate, incomplete, and does not reflect a good faith effort at full disclosure. In conducting a greenhouse gas inventory, all phases of the proposed project must be considered. *See* Guidelines § 15126. In addition, the inventory for the project must include the project's direct and indirect greenhouse gas emissions. *See* 14 Cal. Code Regs § 15358(a)(1) ("Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems."). A complete inventory of a project's emissions should include, at minimum, an estimate of emissions from the following: CBD-2

Direct Impacts:

- Construction emissions (from machinery and vehicles)
- Vehicle trips and transportation emissions generated by the project (includes emission from customer, employee, and supply trucks);
- Fugitive emissions, such as methane leaks from pipeline systems and leaks of HFCs from air conditioning systems;
- Wastewater and solid waste storage or disposal, including transport where applicable; and

Indirect Impacts:

- Electricity generation and transmission for the heating, cooling, lighting, and other energy demands of the buildings;
- Energy consumed from supplying water to project;

Rather then conduct a complete analysis of the greenhouse gases generated by the Project, the DEIR only includes a greenhouse gas assessment of two undefined components of

the Project's overall emissions, emissions from "vehicles" and "natural gas combustion." Even here, a discussion of the underlying assumptions used to generate emissions from these two categories is so cursory and opaque as to render the entire analysis insufficient. *See, e.g., Citizens to Preserve the Ojai v. County of Ventura*, 176 Cal.App.3d 421, 429 (1985) (a "conclusory statement unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind not only fails to crystallize the issues but affords no basis for a comparison of the problems involved with the proposed project and the difficulties involved in the alternatives.") (citations omitted).

With regard to the assessment of project carbon dioxide emissions, the DEIR states only:

> The project will generate emissions of carbon dioxide in the form of vehicle exhaust and in the consumption of natural gas for heating. Carbon dioxide emissions from vehicles were calculated using URBEMIS2002 assumptions and EMFAC2002 emission factors that are used in URBEMIS2002. Carbon dioxide emissions from natural gas combustion were generated using an EPA AP-42 emission factor.

(DEIR at 4.2-34.)

The DEIR's seemingly half-hearted attempt to quantify the Project's carbon dioxide emissions is inadequate on a number of grounds. First, the DEIR does not define the scope of "vehicle" emissions analyzed in the DEIR. Accordingly, it is impossible to discern whether the DEIR has looked at vehicles emissions from (1) vehicles used in project construction; (2) vehicle trips generated by Wal-Mart customers; (3) vehicle trips from commuting employees; and/or (4) Wal-Mart supply trucks and other supply vehicles. Appendix B of the DEIR appears to omits any evaluation of carbon dioxide and other greenhouse gas pollutants from construction-related vehicles. Thus, based on the documentation supporting the DEIR, it would appear the vehicle greenhouses emissions did *not* include emissions during construction. A revised DEIR must clearly account for emissions from vehicles used during construction and operation of the project (both by customers and Wal-Mart suppliers) and explain the basis for its calculations. A revised DEIR should also specify whether supply trucks will or could idle at the Project site during deliveries and if so, calculate these emissions. Unless idling is expressly prohibited as part of Project mitigation (and electric plug-ins provided to supply trucks), it should be assumed that idling will occur. CBD-2 CONT.

Second, like vehicle emissions, the DEIR does not provide any explanation for its calculation of carbon dioxide emission from natural gas combustion. A revised DEIR must explain the source of emissions from "natural gas combustion" and how total emissions were calculated. *See Citizens to Preserve the Ojai*, 176 Cal.App.3d at 429. CBD-3

Third, significant sources of project greenhouse gas emissions are omitted from the DEIR's analysis. For example, although Wal-Mart acknowledges it is the "largest private CBD-4

consumer of electricity in the United States,"[1] the DEIR appears to entirely omit any consideration of greenhouse gas omissions generated from electricity consumed in construction and operation of the Project. Greenhouse gas emissions from electricity (and other sources) can be readily calculated using standard emissions factors. The average kWh of electricity purchased in California required .61 lbs of CO_2 to produce. These and other emissions factors are available online at http://www.wri.org/climate/pubs_description.cfm?pid=3756. CBD-4 CONT.

The DEIR must be revised to include a full and adequate inventory of the Project's greenhouse gas emissions. Without a complete inventory, there is simply no way that the DEIR can then adequately discuss alternatives, avoidance, and mitigation measures to reduce those impacts. Because the failure to conduct an inventory precludes adequate analysis of environmental impacts in virtually all sections of the DEIR, the DEIR must be revised and recirculated once this critical information is included. *See Cadiz*, 83 Cal.App.4th at 95 ("A prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process.").

The greenhouse gas inventory can be conducted in conjunction with the required assessment of the project's energy consumption. As CEQA Guidelines Appendix F, entitled "Energy Conservation," clarifies: "In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." *See also* Cal. Pub. Res. Code § 21000(b)(3) (EIR must include section discussing "[m]itigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.") The DEIR's assessment of the project's energy consumption is also inadequate because it does not address all of the Project's energy use as required by CEQA. CBD-5

B. The Project's Greenhouse Gas Contribution is a Cumulatively Significant Impact.

While the DEIR properly notes that the Project's cumulative greenhouse gas impact is a potentially significant impact (DEIR at 4.2-38) Appendix B takes the view that impacts can be mitigated to a less than significant impact because "the project is consistent with the strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05" and CAT strategies. (Appendix B at 20-25.) In contrast, the air impacts analysis in the body of the DEIR concludes that greenhouse gas impacts are a significant and unavoidable impact. The reason for this marked inconsistency in unclear. In any event, because the Project is far from carbon neutral, and will contribute sizeable amounts of greenhouse gases into the environment, the Project's greenhouse gas impacts are not mitigated to a less than significant level as asserted in Appendix B. CBD-6

[1] Wal-Mart, Wal-Mart Greenhouse Gas Emissions, available at www.walmartfacts.com (last visited August 9, 2007) (included in attachments)

The contention in Appendix B that the Project's greenhouse gas emissions are not a cumulative impact because the project is compatible or consistent with applicable CAT strategies fails for at least three reasons. First, because the "CAT strategies" referred to in the DEIR is not "a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem … within the geographic area where the project is located" and is also not "specific in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency," it cannot be legitimately relied upon to conclude the Project's greenhouse gas emission are not a cumulative impact. *See* Guidelines § 15064(g)(3). Second, even if CAT strategies could be relied upon, the Project does not comply with the general provisions in the CAT report. Third, regardless of the CAT report, there is substantial evidence that the Project's impact to global warming is cumulatively considerable. CBD-6 CONT.

The March, 2006 "California Action Team Report to Governor Schwarzenegger and the Legislature" (CAT Report) upon which the DEIR relies is a report that "addresses the impact of climate change on the state and includes adaptation measures the state can implement to best respond." (CAT Report at 16.) Recommendations set forth in the report are general in nature, directed at state agencies, and are not binding. (CAT Report at 39, 79.) Thus, because the CAT Report does *not* provide specific requirements for reducing climate change impacts and is not directed at local government approvals of development projects, it cannot be relied upon to the claim that the Project's cumulative impacts are not significant. *See* Guidelines § 15064(g)(3).

The DEIR's reliance on the CAT Report is also flawed because the CAT Report explores ways to reduce existing greenhouse gas emissions in California. Here, the Project does not reduce but *contributes* to existing emissions California, making any efforts at reducing overall emissions and complying with Executive Order S-3-05 that much more difficult. Thus, any new source of greenhouse gas pollution must be considered significant, as approving a new source of emissions when the state is working to reduce its total emissions back to 1990 levels by 2020 and to 80% below 1990 levels by 2050 clearly impedes and frustrates the mandates of both the Global Warming Solutions Act and Executive Order S-3-05. Accordingly, other lead agencies, such as the County of Marin, have logically determined that *any* increase in greenhouse gases above existing levels in a significant impact under CEQA. (*See* Marin Countywide Plan Update Draft EIR (Jan. 2007) (excerpts enclosed). Where, as here, the legislature has determined that California's current greenhouse gas baseline is so high that is requires significant reductions, and the proposed project will exacerbate existing conditions, it is difficult to see how a new source, even a small one, can be insignificant cumulatively. In light of the magnitude and scope of the climate change impacts facing California, unless the Project is able to mitigate its impact to zero net emissions, the impacts from any project adding additional amounts of greenhouse gases to the environment is still significant after mitigation. CBD-7

C. The EIR Must Analyze and Adopt All Feasible Mitigation Measures to Reduce the Project's Greenhouse Gas Emissions. CBD-8

Because the Project's greenhouse gas emissions cumulatively contribute to global warming, "the EIR must propose and describe mitigation measures that will minimize the significant environmental effects that the EIR has identified." *Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors*, 91 Cal.App.4th 342, 360 (2001). CEQA requires that agencies "mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so." Pub. Res. Code § 21002.1(b). Mitigation of a project's significant impacts is one of the "most important" functions of CEQA. *Sierra Club v. Gilroy City Council*, 222 Cal.App.3d 30, 41 (1990). Therefore, it is the "policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects." Pub. Res. Code § 21002; *See Laurel Heights I*, 47 Cal.3d at 400-401.

The DEIR should utilize a hierarchy of options to reduce greenhouse gas emissions. Mitigation and avoidance measures should first reduce the Project's energy use and greenhouse gas emissions as much as possible in the first instance and then generate the Project's remaining required energy from carbon-free sources, thereby reducing or eliminating the Project's emissions. *See* Pub. Res. Code § 21100(b)(3) (Mitigation should include measures "to reduce the wasteful, inefficient, and unnecessary consumption of energy."; *see also* Guidelines, App. F (including renewable fuels as potential mitigation measure). Any remaining emissions must then be offset through the purchase of credits from a verifiable and transparent source. *See, e.g.*, *Anderson First Coalition v. City of Anderson*, 130 Cal.App.4th 1173 (2005) (fair-share contributions to defined fee-based mitigation program is adequate mitigation if "part of reasonable plan of actual mitigation that the relevant agency commits itself to implementing.").

CBD-8
CONT.

There are many feasible options and measures to limit each of the Project's greenhouse gas emission sources. These measures must be discussed explicitly with regard to greenhouse gas emissions. The amount that each measure will reduce emissions must be quantified wherever possible. All feasible measures must be adopted, Guidelines § 15065(c)(3), and must be mandatory and enforceable, not aspirational or voluntary. Guidelines § 15126.4(a)(2). Measures to reduce impacts may not be deferred until some future time or so vague that it is impossible to evaluate their effectiveness. *See* Guidelines § 15126.4(a)(1)(B); *San Franciscans for Reasonable Growth v. City & County of San Francisco,* 151 Cal.App.3d 61, 79 (1984). Available measures include, but are not limited to the following:

One of the most striking flaws in the DEIR's analysis of mitigation for the Project's greenhouse gas impacts is the inconsistency between mitigation set forth in Appendix B and that in the air quality section. Please clarify that mitigation proposed in Appendix B, including MM AIR-4, GW 1 and GW 2 are part of the project.

Additional mitigation as well as suggestions to tighten discretionary and unenforceable proposed mitigation in the DEIR are set forth below.

- **Building Energy Use:** A CEQA Appendix F Energy Conservation analysis would have identified project energy requirements and propose mitigation measures. A full energy audit should be conducted to identify opportunities for additional energy savings. Since an

CBD-9

Appendix F analysis was not conducted in this case, below is a list of potential measures aimed at reducing the Project's non-renewable energy consumption. CBD-9 CONT.

- **On-Site Renewable Energy**
  - ***Solar system on roof***
    - In light of the Project site's sunny desert climate and large flat roof of the proposed Super-Center, the Project would appear to be an ideal candidate for a solar-powered roof. Indeed, as Wal-Mart is installing similar solar-powered systems in other stores, there is no legitimate basis to conclude this measure is not feasible for a store proposed in a sunny, dry location.[2] Indeed, SunEdison offers commercial solar energy services to big box realtors like Staples that include all upfront purchase and installation costs. The customer only pays for solar energy produced at prices equal to or below current retail energy rates. *See* http://sunedison.com/commercial-overview.php (printout of webpage enclosed)
  - ***Solar system in parking lot***
    - Solar power can also be provided in the Project's proposed parking lot; this would also serve as a shade structure for customers' cars. Solar-powered parking lots are now being utilized in California. In addition to providing renewable energy, a solar system above a parking lot has the added benefit of providing shade. *See* http://www.greengeek.ca/2006/03/04/solar-panels-turn-parking-lot-into-power-plant/. (printout of webpage enclosed) CBD-10
    - A Solar-powered parking-lot lighting is another option to analyze. *See* http://www.solarlighting.com/application_parking_lot_lighting.html (printout of webpage enclosed). Because this measure would generate 100% of the energy required for parking lot lighting, it could remove this part of the Project from the electric grid.
  - ***Solar hot water system***
    - Solar hot water systems are economical and would substantially reduce the Project's use of natural gas.
- **Optimize Energy Performance**
  - According to its website, Wal-Mart has two "sustainable" stores. Efficiency measures from these stores should be incorporated into the Project design.
  - Design buildings to exceed California Title 24 energy efficiency standards by at least 25%. CBD-11

[2] *See* Wal-Mart, Solar Power Pilot Project, available at www.walmartfacts.com (printout of webpage enclosed). The fact that Wal-Mart may consider its solar systems "pilot projects" does not render the measure infeasible under CEQA. Indeed, solar power is a proved technology to reduce dependency on fossil-fuels and the greenhouse gases they generate.

CBD-11 CONT.

- Energy saving measures can include public entranceways designed to minimize loss of temperature-controlled air, sensors for exterior lighting fixtures, bathroom fans with humidity sensors and/or timers, thermostatic expansion valves on air conditioning systems, improved insulation, advanced engineered HVACs, tight ducts, skylights, and high efficiency window glazing.

CBD-12

- **Refrigerant Management:** Minimize/eliminate the use of non-CO_2 greenhouse gases.
  - Ozone friendly refrigerants such as certain HCFCs have a global warming potential close to 12,000 times that of carbon dioxide. Accordingly, refrigerants should minimize or eliminate the emission of compounds that contribute to ozone depletion or global warming.

CBD-13

- **Water Conservation:** Water efficiency relates directly to global warming because approximately 19% of all electricity and 30% of all natural gas is used to convey water in California. Thus, the less water that is conveyed, the less energy consumed. Water conservation measures can include:
  - Installing ultra-low flow toilets (<1.28gpf)
  - Water efficient sink faucets
  - Recirculation of hot water systems
  - Landscaping with drought tolerant plants, installing high-efficiency drip irrigation

CBD-14

- **Transportation:** Transportation related emissions generated by the project are those emissions from customer/employee vehicle trips
  - In is unclear whether mitigation MM AIR-4 described in Appendix B is adopted by the EIR since this mitigation measure is not included in the air quality analysis. These measures should be adopted, with additional specificity provided as to its implementation.
  - Installation of electric vehicle charging station
  - Offsets. The above measures are unlikely to significantly reduce transportation related emissions. While the most effective way to reduce transportation related emissions is to locate the project in an urban area with an existing public transportation infrastructure, assuming that the Project will be located at the proposed location, those transportation related emissions that cannot be avoided should be offset. Offsets can include installing solar systems on existing Wal-Marts not already slated for solar system installation.

CBD-15

- **Distribution**
  - Use biodiesel fuels in delivery trucks
  - Increase efficiency of delivery trucks
  - Prohibit idling of trucks on-site and provide electric plugs-ins for delivery trucks as an alternative to idling
    - The current anti-idling measures are vague and inconsistent. While GW 1 in Appendix B would limit idling to no more than five minutes per truck per day

and requires "truck drivers shall turn off engines when not in use", MM AIR-9 would provide shade over loading bays to "decrease the need for truck idling to power air conditioning units. MM AIR-9 suggests that idling could still occur to keep a truck cool, even when unoccupied.

- A better solution is to modify Wal-Mart delivery trucks to use electrical ports when idling is absolutely necessary. This would eliminate any diesel exhaust from idling on site.

CBD-15 CONT.

- **Construction**
  - Mandatory utilization of electric or alternative fuels in construction equipment.
  - Require construction equipment to utilize the best available technology to reduce emissions.
  - Use salvaged, reused, recycled or refurbished construction materials to the extent feasible
  - Use a minimum of 50% of wood-based materials and products that are certified in accordance with the Forest Stewardship Council's (FSC) Principles and Criteria, for wood building components.
  - Minimize and recycle construction waste

CBD-16

- **Waste Management:** Waste management relates to global warming because, in addition to avoiding the energy costs of producing new products, landfills generate methane, a greenhouse gas with a warming potential twelve times that of carbon dioxide. Measures to reduce waste include:
  - Divert organic waste for on-site or off-site composting
  - Comprehensive recycling
  - By composting and recycling, Wal-Mart should divert at least 80% of its waste stream from landfills

CBD-17

- **Offsetting Emissions:** After all measures have been implemented to reduce emissions in the first instance, remaining emissions that cannot be eliminated may be mitigated through offsets. Care should be taken to ensure that offsets purchased are real (additional), permanent, and verified, and all aspects of the offsets should be discussed in the DEIR. To provide offsets in the Project area, mitigation could include an energy-efficient retrofit of existing building stock in the Project area to offset the increased energy demands of the Project.

CBD-18

The DEIR's deficiencies as discussed throughout not only render it legally defective but also represent an enormous missed opportunity to improve land use planning and decision-making and greatly slash the proposed project's greenhouse gas emissions. The EIR's failure to fully address and mitigate greenhouse gas emissions and global warming is ironic given the Wal-Mart corporation's public statements regarding its efforts to reduce this pollution and operate more sustainably. All of the measures listed above must be incorporated unless it is shown, with substantial evidence on the record, that they would be infeasible. Fortunately, these measures are eminently feasible and will result in a vastly improved Project that saves consumers

CBD-19

energy costs, promotes local jobs and innovation, and complies with the mandates and aspirations of CEQA.

CBD-19 CONT.

Please do not hesitate to contact Matthew Vespa at (415) 436-9682 x.309 or mvespa@biologicaldiversity.org if you have any questions regarding these comments. Thank you for your time and consideration of our concerns.

Sincerely,

Matthew Vespa
Center for Biological Diversity

Enc: The following references are included for your review and inclusion in the administrative record.

REFERENCES

Carbon Disclosure Project, CD4 Reponses, available at http://www.cdproject.net/index.asp

Marin Countywide Plan Update Draft EIR (Jan. 2007) (excerpts)

Wal-Mart, Wal-Mart Greenhouse Gas Emissions, available at www.walmartfacts.com

Wal-Mart, Wal-Mart 2005 Baseline GHG Inventory

Wal-Mart, Solar Powered Pilot Project

Wal-Mart Watch, Sustaining Wal-Mart (2007)

http://sunedison.com/commercial-overview.php (solar installation)

http://www.greengeek.ca/2006/03/04/solar-panels-turn-parking-lot-into-power-plant/ (google builds solar powered parking lot)

http://www.solarlighting.com/application_parking_lot_lighting.html (solar powered parking lot lighting)

2.2.7 - Private Organizations

Center for Biological Diversity (CBD)

Response to CBD-1

The author provided some introductory remarks to preface the comment letter. The responses below address the generalized concerns articulated in the introductory remarks. No further response is necessary.

Response to CBD-2

The comment notes that the greenhouse gas emissions inventory done for the project is not exhaustive, and should include emissions from virtually all possible sources, direct and indirect, as a result of the project in order to "reflect a good faith effort" on the part of the City to analyze greenhouse gas emissions. The comment includes this passage: "A complete inventory of the projects emissions should include, at a minimum, an estimate of emissions form the following: Direct Impacts: [1] Construction emissions (from machinery and vehicles); [2] Vehicle trips and transportation emissions generated by the project (includes emission from customer, employee, and supply trucks); [3] Fugitive emissions, such as methane leaks from pipeline systems and leaks of HCFs from air conditioning systems; [4] Wastewater and solid waste storage or disposal including transport where applicable; and Indirect Impacts: [5] Electricity generation and transmission for the heating, cooling, lighting, and other energy demands of the buildings; [6] Energy consumed from supplying water to the project." The author alleged that the Draft EIR understated the proposed project's greenhouse gas emissions because it did not account for all of these emissions. The author also questioned what types emissions were assumed to be included in the vehicular total shown in Table 4.2-9 of the Draft EIR.

First, it should be noted that certain emissions the author identified, such as methane leaks, wastewater, and solid waste, cannot be quantified as suggested by the commenter, because doing so would involve a great deal of speculation that is due to the lack of reliable information needed to estimate greenhouse gas emissions; thus, the quantification would be of little or no practical value. (See CEQA Guidelines, Section 15145.) Common CEQA practice has never included attempts to generate some of the kinds of information demanded. For instance, methane leakage assumes that natural gas infrastructure is improperly working, which is not necessarily a foreseeable result of the proposed project. Moreover, the existence and extent of any such leakage cannot be reliably predicted, certainly not with any reliable quantitative certainty. Greenhouse gas emissions from solid waste decomposition can be estimated using the U.S. EPA's Waste Reduction Model online calculator[11]; this calculator, however, requires detailed inputs about the amount and type of solid waste generated, which are not available. Thus, any attempt to quantify emissions to the extent suggested by the commenter would include a great deal of speculation, and would be of little or no practical value. (See CEQA Guidelines, Section 15145.)

[11] Available online at http://epa.gov/climatechange/wycd/waste/calculators/Warm_Form.html

For purposes of background, it should be noted that AB 32 was only recently enacted (2006), and, as such, there is no accepted methodology or air quality model available for quantification of greenhouse gas emissions from development projects. The City and its consultants, using their professional expertise and judgment, have therefore done their best to devise their own methodology, which is intentionally conservative because of the newness of the science at issue. Moreover, the greenhouse gas emissions analysis prepared for this project was prepared in May 2007 and was one of the first such analyses done. Accordingly, it did not have the benefit of incorporating further refinements that have since been and are continuing to be developed for such analyses within the environmental air quality consulting profession. Moreover, it is important to keep in mind that since the analysis of greenhouse gas emissions on a project level is an emerging field of study in CEQA, there are no established standards, and lead agencies are grappling with how to analyze greenhouse gas emissions and evaluate their impact, even once the process for quantifying emissions has been worked out. In the absence of established standards, lead agencies are left to use their best judgment and rely upon the best available information for evaluation of greenhouse gas emissions impacts. The City of Suisun City undertook qualitative and quantitative analyses of both greenhouse gas emissions and energy consumption for the project. Refer to pages 4.2-33 through 4.2-39 and pages 6-17 through 6-25 of the Draft ER, as well as Appendix B.

Greenhouse gas emissions from construction, electricity consumption, water conveyance, and refrigerants are presented below. The Draft EIR did identify greenhouse gas emissions associated with area vehicular emissions, which includes all vehicle trips to and from the project site on a daily basis (e.g., customers, employees, deliveries, and pick-ups). Delivery truck idling, which was noted as a particular concern by the comment, is expected to represent a negligible source of greenhouse gas emissions because of the anti-idling measures contained in Mitigation Measure AIR-4.

With respect to leakage rates from natural gas pipeline infrastructure and HFC leakage from improper care of air conditioning equipment, these sources are not specific to this project, and, additionally, leakage rates would be negligible relative to the contribution of CO_2 from vehicle trips.

Construction

The project would emit greenhouse gases during construction of the project from combustion of fuels in worker vehicles accessing the site as well as the construction equipment. The project would also emit greenhouse gases during the manufacture and transportation of the building materials; however, because the exact types and quantities of building materials will be used in unknown, it is not possible to provide any meaningful estimates of greenhouse gas emissions from production and transport of such materials. As such, the scope of construction greenhouse gas emissions analysis will be limited to emissions from construction activity phases.

Exhaust emissions during construction were estimated using URBEMIS2007 in accordance the methodology as described in the project EIR. The EIR estimated emissions from grading, building

construction, architectural coating, and asphalt paving. The project emissions of CO_2 are shown in Table 3, below. Emissions of nitrous oxide and methane are negligible.

Table 3: Construction Carbon Dioxide Emissions

Phase	Carbon Dioxide Emissions	
	Tons Per Year	$MMTCO_2e$
Mass Grading	34.07	0.000031
Building	389.44	0.000351
Coating	2.72	0.000002
Paving	10.31	0.000009
Total	**436.54**	**0.000394**
Source: Michael Brandman Associates, 2007.		

It is important to keep in mind that, generally speaking, it is appropriate to consider construction-related emissions separately from operational emissions; construction related emissions are typically limited in duration to the short period during project construction, whereas operational emissions are ongoing and may be emitted annually for the life of the project. This distinction is typically maintained in air quality analysis prepared in compliance with CEQA.

Electricity Consumption

The project would consume approximately 3.6 megawatt-hours (MWh) per year. The emission factors for electricity use was obtained from the California Climate Action Registry and is 804.54 pounds of CO_2 per MWh, 0.0067 pounds of NH_4 per MWh, and 0.0037 pounds of N_2O per MWh.

Water Conveyance

The project is estimated to use approximately 22 acre-feet of water per year at buildout. The consumption of energy necessary to transport water was obtained from the California Energy Commission, which estimated energy usage from water supply and conveyance, water treatment, water distribution, and wastewater treatment. The document also separated energy usage estimates between northern and southern California. The CEC estimated that it took approximately 3,950 kWh of electricity for every million gallons of water in Northern California. The emission factors for electricity use was obtained from the California Climate Action Registry and is 804.54 pounds of CO_2 per MWh, 0.0067 pounds of NH_4 per MWh, and 0.0037 pounds of N_2O per MWh.

Refrigerants

Refrigerant emissions would be emitted from refrigerators and air conditioning units. The EPA is phasing out the old refrigerant, HCFC-22, with non-ozone depleting substances. It was assumed for this analysis that HFC-134a would be used. The emissions associated with this source were estimated using a reference document published by the EPA.

Summary

As shown in Table 4, total additional greenhouse gas emissions would be 3,581 tonnes of CO_2e per year, or 0.0036 $MMTCO_2e$ per year. The identification of these emissions does not represent the disclosure of a new environmental impact because the Draft EIR found that greenhouse gas emissions were a significant unavoidable impact after mitigation in Impact AIR-9. As such, it does not alter any conclusions presented in the Draft EIR.

Table 4: Additional Greenhouse Gas Emissions

Source (units)	Carbon Dioxide	Nitrous Oxide	Methane	Hydrofluorocarbons
Indirect electricity (tons per year)	1,448	0.01	0.01	—
Water Transport (tons per year)	366	0.00	0.00	—
Construction (tons per year)	437	Negligible	Negligible	—
Refrigerants (tons per year)	—	—	—	1.32
Total (tons per year)	2,251	0.01	0.02	1.32
Total (metric tonnes per year)	2.030	0.01	0.01	1.19
Global Warming Potential	1	310	21	1,300
Total (metric tonnes per year CO_2e)	**2.030**	**2**	**0**	**1,548**
Total Additional Emissions ($MMTCO_2e$ per year)	**0.0020**	**0.0000**	**0.0000**	**0.0015**
Total Emissions Reported in Draft EIR ($MMTCO_2e$ per year)	**0.0177**	**0.00069**	**0.000091**	—
Total Emissions ($MMTCO_2e$ per year)	**0.0197**	**0.00069**	**0.000091**	**0.0015**
Grand Total ($MMTCO_2e$ per year)	**0.021981**			
Source: Michael Brandman Associates, 2007.				

As previously disclosed in the Draft EIR, the primary greenhouse gas generated by the project would be carbon dioxide. As reported in the Draft EIR, at project buildout, total unmitigated greenhouse gas emissions would be 0.0185 $MMTCO_2e$ annually. As supplemented with the above analysis, at project buildout, total greenhouse gas emissions would be about 0.021981 $MMTCO_2e$ per year. The disclosure of an additional 0.003481 $MMTCO_2e$ of greenhouse gas emissions does not represent substantial new evidence requiring recirculation of the Draft EIR.

On a broader note, greenhouse gas emissions analysis is an evolving field of study and new methods of identifying and quantifying emissions are regularly becoming available. As such, it is not possible or even practical to identify and quantify every potential source of greenhouse gas emissions associated with a land development project. Furthermore, as previously mentioned, there is no established regulatory guidance for identifying and quantifying greenhouse gas emissions. In the

absence of regulatory guidance, lead agencies are left to use their best judgment and the best available information for evaluating greenhouse gas emissions impacts. By evaluating greenhouse gas emissions from project vehicle trips, area sources, construction, electricity usage, water conveyance, and refrigerants, and proposing feasible mitigation measures to reduce such emissions, the City of Suisun has clearly complied with the intent of AB 32, which is to reduce emissions of greenhouse gas to specific levels by certain dates.

In summary, the City has used its good faith efforts to disclose the potential impacts associated with emission of greenhouse gas emissions. It has further provided quantitative analysis, where data is reliable, to disclose the quantitative emissions of the project during construction and operations. Although other indirect and offsite emissions would occur as a result of the project, reliable quantification of such sources, beyond what has already been set forth in the Final EIR, is simply not possible to obtain. It is true that crude and questionable assumptions could used to quantify these emissions, and that may be the kind of analysis the commenter is seeking, but the City is unwilling to generate numbers solely for the sake of generating numbers, when the numbers might bear little or no relation to reality. Had the City concluded that greenhouse gas emissions would be less than significant, either before or after mitigation, the "missing analysis" would be of greater importance than it is here, where the City honestly and forthrightly concluded that, even with all feasible mitigation, greenhouse gas emissions would be significant and unavoidable. It is inconceivable that, even with the kind of (speculative) analysis demanded by the commenter, this bottom line conclusion would change.

Response to CBD-3

The author requested that additional explanation of what natural gas combustion greenhouse gas emission consist of and how they were calculated.

Natural gas combustion is the use of natural gas during project operations, for example in heating. Carbon dioxide emissions from natural gas combustion were generated using the EPA AP-42 emissions factor, as described on page 4.2-34 of the Draft EIR.

Response to CBD-4

The author asserted that the Draft EIR's greenhouse gas emissions analysis omitted consideration of emissions from electricity consumption.

Indirect greenhouse gas emissions from electricity consumption are provided in Response CBD-2.

Response to CBD-5

The author stated that the Draft EIR must be revised to include a full and adequate inventory of project greenhouse gas emissions. The author also stated that the Draft EIR must be revised to include an assessment of the project's energy consumption.

Greenhouse gas emissions from construction, electricity consumption, water conveyance, and refrigerants are provided in Response CBD-2. It is important to note that these emissions were previously discussed qualitatively. The quantification of these emissions under emerging analytical techniques and data does not represent the disclosure of a new environmental impact because the Draft EIR found that greenhouse gas emissions were a significant unavoidable impact after mitigation in Impact AIR-9; nor does the quantification identification of these additional emissions reflect a substantial increase in the severity of a previously disclosed environmental impact as discussed in Response to CBD-2. In other words, the supplemental quantitative data does not represent significant new information, triggering the need to recirculate the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Moreover, the new quantitative data does not alter any conclusions presented in the Draft EIR.

The project's energy consumption was previously evaluated in the Draft EIR at pages 6-17 through 6-25.

Response to CBD-6

The author noted that the Draft EIR's conclusion that project-related greenhouse gas emissions represent a significant impact is inconsistent with the conclusion presented in the Global Climate Change Analysis contained in Appendix B. The author goes onto dispute the conclusions presented in Appendix B.

The conclusion presented in the Draft EIR is the prevailing conclusion and not the one presented in Appendix B, which was a previous version that was erroneously left unchanged. Therefore, the statements in Appendix B stating that the project would not have a significant cumulative contribution to greenhouse gas emissions are moot and do not apply. These statements have been corrected to reflect the conclusions presented in the Draft EIR and the changes are noted in the Errata.

Response to CBD-7

The author disputes the Draft EIR's evaluation of the project's consistency with the Climate Action Team's greenhouse gas emission strategies on the basis that the project would result in a net increase in emissions and, therefore, exacerbate greenhouse gas concentrations and not reduce them. The author argued that because the project would result in a net increase in greenhouse gas emissions, the Draft EIR should conclude that emissions are still significant after mitigation.

In the absence of any binding standards for greenhouse gas emission reduction measures, the Climate Action Team report was used because it is widely accepted and is the basis for the State of California's efforts to reduce emissions of heat trapping gases. The Draft EIR provided an evaluation of the proposed project's consistency with the applicable Climate Action Team greenhouse gas emissions reduction strategies as the basis for identifying project features that are consistent with report's objectives. Even though the project was found to be consistent with the applicable reduction

strategies, the Draft EIR still concluded that the proposed project's net increase in greenhouse gas emissions constituted a significant cumulative impact after mitigation.

Response to CBD-8

The author stated that the Draft EIR must analyze and adopt all feasible mitigation measures to reduce the proposed project's greenhouse gas emissions. The author also requested clarification of whether the mitigation measures presented in the Global Climate Change Analysis contained in Appendix B are part of the project.

Mitigation Measures AIR-4, GW-1, and GW-2 contained in the Global Climate Change Analysis contained in Appendix B were originally proposed during the administrative draft review of the EIR and ultimately revised or stricken because they were infeasible or did not effectively mitigate greenhouse gas emissions. While parts of Mitigation Measures AIR-4, as set out in Appendix B, have been incorporated into other mitigation measures, other parts of Mitigation Measure AIR-4 have been stricken as infeasible. In particular, those aspects of proposed Mitigation Measure AIR-4 from Appendix B that conflicted with the limitations in the law embodied in Health and Safety Code section 40417.9, were stricken. In particular, section 40417.9 places limitations on mandatory employee trip reduction programs. Mitigation Measures GW-1 was stricken because its requirements were incorporated into Mitigation Measure AIR-4 in the Draft EIR. Mitigation Measure GW-2 was stricken because it would have only required Wal-Mart to join the California Climate Action Registry, which would have no effect on reducing greenhouse gas emissions. Accordingly, Appendix B has been corrected to reflect actual text of the mitigation measures that appeared in the Draft EIR. This change is noted in the Errata and does not change any conclusions presented in the Draft EIR.

Response to CBD-9

The author alleged that the Draft EIR did not conduct a CEQA Guidelines Appendix F energy conservation analysis and, therefore, a full energy audit should be conducted to identify opportunities for energy savings.

The author's statement is not correct. The Draft EIR did evaluate energy conservation in accordance with the Appendix F requirements in Section 6.4.

Response to CBD-10

The author proposed a mitigation measure to address the proposed project's energy consumption that would require the project applicant to install a photovoltaic solar system onsite, either on the roof of the Wal-Mart Supercenter or in the parking lot. The author noted that Wal-Mart has launched a Solar Power Pilot Project to evaluate the viability of solar panels on stores and, therefore, this represents a feasible technology for the proposed project. The author also proposed solar-powered parking lot lighting system and a solar-powered hot water system.

For the purposes of information, Wal-Mart Stores, Inc. is currently engaged in a Solar Power Pilot Project.[12] Under the pilot project, Wal-Mart has entered into 10-year contracts with three solar electricity generators to install onsite solar photovoltaic power systems at 22 Wal-Mart locations in California and Hawaii. Each solar system is anticipated to supply up to 30 percent of each store's electricity needs. The pilot project will assess whether onsite solar systems are viable for other Wal-Mart stores. At the time of this writing, Wal-Mart has not indicated if the proposed project will be one of the 22 stores included in the pilot project.

In response to the author's request, an addition provision has been added to Mitigation Measure AIR-9 requiring the project applicant to either include the project in the Wal-Mart Solar Power Pilot Project or include solar panels or a solar hot water heating system in the project if they are determined to be feasible at the time building permits are sought. The feasibility of this measure cannot be determined at this time for a number of reasons, a few of which are discussed here. First, as noted in several places in the EIR, other mitigation measures would potentially require the use of Wal-Mart's roof for other purposes. For instance, Mitigation Measure HYD-3b would potentially require that the roof be designed as a retention rooftop or as a green roof. It is not clear that this time these measures would be required, and, furthermore, even if required whether these uses could be combined with solar panels. Other demands will be placed on the roof as well. In particular, rooftop HVAC units, noise parapets, etc., are to be sited on the roof. Finally, Mitigation Measure AIR-4 requires that the applicant "install high albedo and emissive roofs or install EPA 'Energy Star' approved roofing materials." It is unclear how this mitigation measure would affect the feasibility of solar panels. For these and other reasons, the feasibility of rooftop solar will be determined at the time that building permits are issued. At that time, the applicant will be required to demonstrate whether rooftop solar is feasible, and, if so, to what extent. If rooftop solar proves to be feasible, the City will mandate that the applicant install rooftop solar before occupancy. This change is noted in the Errata. However, because there is no certainty that solar power is feasible for the proposed project, and—more importantly—because indirect emissions from electricity consumption represent a relatively small source of project-related greenhouse gas emissions, the implementation of this mitigation measure would not change the residual significance of this impact, which is significant and unavoidable.

Response to CBD-11

The author recommended several mitigation measures to reduce project emission of greenhouse gases by optimizing project energy performance. The author suggested that the proposed project: incorporate features from the two existing experimental Wal-Mart Supercenters (Aurora, CO and McKinney, TX); be designed to exceed California's Title 24 energy efficiency standards by 25 percent; and incorporate design measures such as public entranceways designed to minimize the loss of temperature-controlled air, exterior lighting fixture sensors, bathroom fans with humidity sensors or timers, thermostatic expansion valves on air conditioning systems, improved insulation, advanced engineered HVACs, tight ducts, skylights, and high-efficiency window glazing.

[12] Source: http://www.walmartfacts.com/FactSheets/Solar_Power_Pilot_Project.pdf

First, it should be noted that these two existing Wal-Mart stores are "experimental," because it is not at all certain that the features are viable and will, in fact, produce the efficiency goals as touted. The experimental Wal-Mart Supercenters are intended to test the viability of 50 different types of features that could potentially be incorporated into other Wal-Mart stores around the country, including the proposed project. These features include the use of recycled construction and demolition materials from nearby construction projects, using waste vegetable and motor oil to heat the store, and radiant floor heating to keep pedestrian areas free of snow. Some of these features would not be available or warranted for the proposed project because the project does not contain a Tire Lube Express and because Suisun City's climate would not require the use of radiant floor heating systems. Some of these or similar features are already being employed in the project. As discussed on page 3-24 of the Draft EIR, the Wal-Mart Supercenter's exterior concrete mixes would use fly ash, which is consistent with the objective of reusing salvageable waste material in project construction. Moreover, as explained below, the project includes a number of features designed to increase the store's energy efficiency, which are appropriate to the climatic and other regional conditions of the project. Therefore, the author's proposed requirement that efficiency measures from the experimental stores does not need to be incorporated into the proposed project as mitigation.

As discussed in Impact PSU-7, the proposed project's design prototype includes a number of measures that would exceed the Title 24 minimum energy efficiency standards. These include the following:

1. T-8 fluorescent lamps and electronic ballasts, which are the most energy efficient lighting systems available and reduces the energy load of a single store by approximately 15 to 20 percent compared with conventional lighting.
2. Light Emitting Diode (LED) lighting in all internally illuminated building signage. LED technology is more than 70 percent more energy efficient that fluorescent illumination and provides an extended life span of 12 to 20+ years. Thus, this measure reduces energy both in the use of and manufacture of lighting.
3. LED lighting in frozen food cases and other refrigerated cases with doors. This lighting is motion activated and turns itself off whenever it is not needed. This lighting uses 15 percent less energy as traditional lighting and last three to four times longer. Moreover, it contains no mercury.
4. Daylight harvesting systems (e.g., skylights, electronic dimming ballasts, computer controlled daylight sensors) that automatically and continuously dims all of the lights as the daylight contribution increases.
5. Nighttime lighting dimming, in which illumination is reduced between 65 percent and 75 percent during the late night hours.

6. Super-high efficiency packaged heating, ventilation, and air conditioning (HVAC) units that have a weighted Energy Efficiency Ratio (EER) of 11.25, compared with the industry standard EER of 9.0. This is about 6 percent more efficient than required by California Title 24.
7. An energy management system that is monitored and controlled from corporate headquarters in Bentonville, Arkansas. The energy management system enables corporate headquarters to monitor energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust lighting, temperature, and/or refrigeration set points 24 hours per day, seven days per week. It also allows corporate headquarters to adjust lighting, temperature, and refrigeration set points from a central location.
8. Refrigeration waste heat capture systems that are used to heat water in the kitchen preparation areas. On average, waste heat accounts for 70 percent of the hot water heating needs of a Wal-Mart.
9. A white membrane roof with a high solar reflectivity that lowers the cooling load by about 8 percent.

When implemented, these measures alone have been found to exceed the 2005 Title 24 standards by 9 percent. In addition to the measures discussed in the Draft EIR in Impact PSU-7, the project will employ additional measures in its design that will improve efficiency and reduce greenhouse gas emissions. These measures are as follows:

1. The store will include occupancy light sensors in non-sales floor areas. These sensors detect activity in a room and automatically turn off the lights when the space is unoccupied.
2. The Wal-Mart will include a dehumidifying system that allows the store to operate a higher temperature, use less energy, and allow the refrigeration system to operate more efficiently.
3. The project will not use heating elements in the freezer doors to combat condensation. Instead, dehumidifying film will be placed on the doors, which serves the same purpose but requires no energy.
4. The project will used poured concrete that includes up to 25 percent fly ash. Cement production is estimated to produce 7 percent of all greenhouse gas. The store will include up to 25 percent fly ash in the exterior concrete mixes. Additionally, up to 40 percent of the mix can be a combination of fly ash and ground granulated blast furnace slag. This reduces the amount of cement used for the store and the amount of greenhouse gases emitted in the production of the cement.
5. The store will employ recycled material in the construction of the building. Current construction standards on Wal-Mart buildings include a substantial amount of recycled steel. The store will be built with nearly 100 percent recycled structural steel. Wal-Mart structural

steel suppliers use high efficient electric arc furnaces that use 50 percent less energy to manufacture recycled steel. Using recycled steel means less mining for new steel, and it is a material that can be readily recycled again if the building is demolished. Recycled material will also be employed during operations. For instance, all of the plastic baseboards, and many of the plastic shelving employed by Wal-Mart as a standard practice are manufactured from recycled material.

6. All restroom sinks will include sensor-activated low-flow faucets. The low-flow faucets reduce usage by 84 percent. The sensors save approximately 20 percent of the remaining 16 percent usage over similar manual operated systems.
7. The store will not include a PVC roof. Recognizing environmental concerns with the manufacture and disposal of PVC (polyvinyl chloride), Wal-Mart has eliminated all PVC roofing from its new stores.
8. Shade trees in the parking lot in accordance with established City standards will reduce heat adjacent to the store and require less usage of electricity to cool the store.

Finally, the following measures were included in or have been added to Mitigation AIR-9, which will even further improve energy efficiency of the project and reduce greenhouse gas emissions:

1. Overhead panels shall be installed over the loading bays to provide shade for docked trucks in order to keep the truck cabin and trailer cooler and to decrease the need for truck idling to power air conditioning units. The panels shall be of sufficient size and oriented to shade the cabin during the summer season.
2. Shade trees shall be planted near HVAC equipment to directly shield it from sunlight.
3. Low nitrogen oxide-emitting or high-efficiency water heaters shall be used.
4. If determined to be feasible at the time building permits are sought, before occupancy, the project applicant shall either (1) include the proposed Wal-Mart Supercenter in the Wal-Mart Solar Power Pilot Project or (2) include photovoltaic solar panels and/or solar hot water heating systems in the proposed project. (As discussed above in Response to CBD-2, the feasibility of this measure cannot be determined at this time.)
5. If determined to be feasible at the time building permits are sought, the project applicant shall implement a re-circulating hot water system in the proposed project. (The feasibility of this measure cannot be determined at this time. For instance, the project design already includes a refrigeration waste heat capture systems, which is anticipated to provide 70 percent of the Wal-Mart store's needs. Additionally, the project must use low nitrogen oxide-emitting or high-efficiency water heaters. A re-circulating hot water system may not be feasible or warranted when combined with the existing design and mitigation requirements.)
6. The project applicant shall include low-flow or ultra low-flow toilets in the proposed project

7. The project landscaping plan shall include at least three of the following water conservation features: low-precipitation-rate sprinklers, bubbler/soaker systems, programmable irrigation controllers with automatic rain shut off sensors, matched precipitation rate nozzles that maximize the uniformity of the water distribution characteristics of the irrigation system, conservative sprinkler spacings that minimize overspray onto paved surfaces, or hydrozones that keep plants with similar water needs in the same irrigation zone.
8. Prior to issuance of building permits, the project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. The contractor shall be approved by the City of Suisun City. The project applicant shall provide documentation to the satisfaction of the City of Suisun City demonstrating that construction and demolition debris was recycled.
9. The design of the store allows for the use of fans instead of air conditioning during certain periods to reduce electricity usage.

Regarding the author suggestion that the store be designed to exceed the Title 24 standards by 25 percent, there are practical limits to achieving such a goal. One of the most important is the need to ensure that customers and employees are safe and secure 24 hours a day, as required by Federal and State law and insurance liability requirements. Doing so requires adequate lighting, the operation of security equipment such as cameras and monitors, functioning emergency alarm equipment, and other systems that must continually operate. Because these systems can represent a substantial source electricity demand, requiring the store to exceed the Title 24 standards by 25 percent may not be possible.

Moreover, the author does not identify any design modifications to the Supercenter prototype that could be made to achieve the 25 percent goal. Without providing any evidence showing how such an objective can achieved, simply stating that a building should achieve a certain energy efficiency goal does not constitute feasible mitigation.

In fairness, it should be noted that the author did identify a number of additional energy efficiency measures, some of which have been incorporated into Mitigation Measure AIR-9, as noted above. However, it is not known at the time of this writing if those measures would achieve the author's objective of a 25 percent exceedance of the Title 24 standards. Because there is no evidence indicating that exceeding the Title 24 standards is possible, this bare performance standard is not considered feasible mitigation.

Finally, regarding the author's various suggested design features, many of these measures, or comparable measures, are already incorporated into the proposed Wal-Mart Supercenter design. As identified on page 3-23 and 3-24 of the Draft EIR and discussed at length above, the Wal-Mart

Supercenter would contain measures that are identical to the author's recommendation or comparable in terms of the energy savings.

Some of the author's proposed measures would not be practical from a safety or security perspective. For instance, it would not be safe to include bathroom lighting sensors in publicly accessible bathrooms or exterior lighting sensors in a project of this nature. Other proposed measures, such as high-efficiency window glazing, would offer few benefits for a facility with very few windows, such as the project. Therefore, except as noted above, the author's proposed energy efficiency measures do not need to be incorporated into the proposed project as mitigation.

Response to CBD-12

The author proposed a mitigation measure to minimize or eliminate project-related greenhouse gas emissions of refrigerants that contain hydrochlorofluorocarbons (HCFCs).

HCFCs are being phased out as part of the Montreal Protocol, which the United States ratified and, therefore, is obligated to reduce emissions of such compounds. In place of HCFCs, hydrofluorocarbons (HFCs) are coming into wider use. As stated on page 3-24 of the Draft EIR, the proposed project would use air conditioning and HVAC equipment that employs R-410a refrigerant, which is composed of HFCs and emits fewer ozone-depleting compounds and greenhouse gases than R-22. Therefore, the author's proposed requirement that the project minimize or eliminate emissions of HCFCs is already being implemented to some degree. Without more specifics from the author, it is difficult to respond further.

Response to CBD-13

The author proposed several water efficiency mitigation measures to reduce the proposed project's emissions of greenhouse gases. The measures included installing ultra-low flow toilets, water efficient sink faucets, recalculating hot water systems, and drought-tolerant landscaping with high-efficiency drip irrigation.

As identified on page 3-24 of the Draft EIR, several of the author's proposed measures are incorporated into the project design. The proposed project would include sensor-activated, low-flow faucets in restrooms and landscaped areas containing drought-resistant plants.

In response to the author's request, Mitigation Measure AIR-9 has been revised to include provisions for a recirculating hot water system if found to be economically and technically feasible at the time building permits are sought. In addition, Mitigation Measure AIR-9 has also been revised to include provisions for low and ultra-low flow toilets and additional water conservation requirements for outdoor irrigation. These changes are noted in the Errata. However, because indirect emissions from water consumption represent a relatively small source of project-related greenhouse gas emissions, the implementation of these mitigation measures would not change the residual significance of this impact, which is significant and unavoidable.

Response to CBD-14

The author requested clarification regarding if Mitigation Measure AIR-4 presented in the Global Climate Change Analysis contained in Appendix B is reflected in the Draft EIR. The author stated that if they are not reflected in the Draft EIR, they should be added to the document. The author also stated that the proposed project should mitigate for greenhouse gas emission by installing electric vehicle charging stations and offsetting vehicular-related emissions by installing solar panels on existing Wal-Mart stores.

Mitigation Measure AIR-4 contained in the Global Climate Change Analysis contained in Appendix B reflected an earlier version of Mitigation Measure AIR-4 that was ultimately presented in the Draft EIR. The measures originally presented in Mitigation Measure AIR-4 were derived from a list of operational air pollution reduction measures identified in the Bay Area Air Quality Management District Guidelines. Several of these measures presented were found to be inapplicable (e.g., installing showers) or in violation of State law (Health and Safety Code Section 40417.9) for the proposed project (e.g., banning mandatory trip reduction programs such as onsite childcare), while others were redundant to requirements identified in other mitigation measures (e.g., installing transit facilities, which were set forth in Mitigation Measure TRANS-8). Thus, this mitigation measure was ultimately revised to require feasible, unique project-specific mitigation measures. Accordingly, Appendix B has been corrected to reflect the correct language of Mitigation Measure AIR-4 that appeared in the Draft EIR. This change is noted in the Errata and does not change any conclusions presented in the Draft EIR. Regarding the author's assertion that the requirements of the previous version of Mitigation Measure AIR-4 should be added to the Draft EIR, this is not necessary for reasons provided above.

Electric vehicle charging stations would not be compatible with the retail characteristics of the project. Using conventional battery charging technology, it generally takes more than 8 hours to fully recharge an electric vehicle battery from a standard 110-volt outlet. Because most customers are expected to be onsite for less than 1 hour, it would be unlikely that customers who drive electric vehicles would be inclined to make the effort to recharge their vehicles for such a short period of time. Therefore, electric vehicle charging stations are not considered feasible for the proposed project.

As described in Response CBD-10, Mitigation Measure AIR-9 has been revised to include an additional provision requiring the project applicant to either include the project in the Wal-Mart Solar Power Pilot Project or include solar panels or a solar hot water heating system in the project if they are determined to be economically and technically feasible at the time building permits are sought. However, because there is no certainty that solar power is feasible for the proposed project and because indirect emissions from electricity consumption represent a relatively small source of project-related greenhouse gas emissions, the implementation of this mitigation measure would not change the residual significance of this impact, which is significant and unavoidable.

Response to CBD-15

The author requested a mitigation measure that would require the use of biodiesel fuel in delivery trucks and increased efficiency of delivery trucks. The author also requested a mitigation measure that would prohibit idling of trucks onsite and require the provision of electrical outlets in loading areas to power trucks. The author suggested that the mitigation measures that addressed this in Appendix B, Climate Change Analysis were vague and inconsistent.

There is conflicting research concerning the ability of biodiesel to reduce greenhouse gas emissions relative to conventional diesel. Mark A. Delucchi of the University of California Davis concluded in a paper titled "Lifecycle Analysis of Biofuels"[13] (May 2006) that biofuels (e.g., ethanol and biodiesel) may actually result in greater emissions of greenhouse gases when lifecycle factors (e.g., agricultural production) are considered. Therefore, requiring the Wal-Mart truck fleet to use biodiesel may actually cause an increase in greenhouse gas emissions.

Moreover, a technical constraint to requiring the use of biodiesel is the lack of stations that retail such fuel within a reasonable distance of Suisun City. According to the biodiesel station locator[14], the nearest biodiesel stations to the project site are in Napa and Brentwood, 24 miles and 39 miles distance, respectively. Because accessing either fueling station would require significant detours relative to using conventional diesel stations, this requirement would have the perverse effect of increasing vehicle miles traveled, thereby resulting in more fuel consumption and creating more tailpipe emissions. For this reason, the use of biodiesel fuels is considered infeasible for mitigating this impact.

Regarding the increasing truck fleet fuel efficiency, the federal government has jurisdiction over truck fuel economy because interstate trucking is recognized as interstate commerce. The Commerce Clause of the United States Constitution allows only Congress to legislate such matters related to interstate commerce. To some degree, the Clean Air Act authorizes the State of California to impose more stringent requirements on fuel efficiency than national standards. To the extent that those requirements require or will require Wal-Mart to employ increase truck fleet fuel efficiency, Wal-Mart will certainly comply with the law. The City of Suisun City, however, does not have the authority to impose fuel economy requirements on the proposed project's truck fleet.

Mitigation Measure AIR-4 in the Draft EIR requires the installation of auxiliary power outlets in the Wal-Mart Supercenter loading areas to electrically power truck refrigeration units in order to prevent diesel engine idling. In addition, the mitigation measure requires that signage be installed in the loading areas advising truck drivers of State law that prohibits idling for more than 5 minutes. Note that Wal-Mart's corporate truck fleet is equipped with automatic diesel engine shut off devices that stop idling after 3 minutes. Therefore, the author proposed mitigation measure requiring a prohibition

[13] Paper available online at http://hydrogen.its.ucdavis.edu/publications/pubpres/2006pub/delucchi06
[14] Online at http://www.biodiesel.org/buyingbiodiesel/retailfuelingsites/

on idling, and the provision of auxiliary power units in loading areas is not necessary because it is already proposed as mitigation.

For clarification purposes, the anti-idling mitigation measures the author cited as "vague" and "inconsistent" (Mitigation Measure GW-1) were from the Global Climate Change Analysis technical report in Appendix B. That mitigation measure was ultimately revised and became Mitigation Measure AIR-4 in the Draft EIR. Accordingly, Appendix B has been corrected to reflect the correct language of Mitigation Measure AIR-4 that appeared in the Draft EIR. This change is noted in the Errata and does not change any conclusions presented in the Draft EIR.

Response to CBD-16

The author proposed construction-related mitigation measures that would: require the mandatory utilization of electric or alternative fuel construction equipment; require the use of best available emissions control technology; the use of salvaged, reused, recycled, or refurbished construction materials to the extent feasible; require the use of 50 percent wood-based materials certified by the Forest Stewardship Council; and minimize the generation of construction waste.

Requiring the use of electric or alternative fuel construction equipment is not considered feasible from either an economic or a technical perspective because of the scarcity of such equipment. Heavy construction equipment is almost exclusively powered by internal combustion diesel engines. Electric or alternative fuel heavy construction equipment is extremely rare, if nonexistent, and, therefore, requiring the use of such equipment would not be feasible. It should be noted that Mitigation Measure AIR-3 requires the project applicant to use ultra-low sulfur diesel fuel containing no more than 15 parts per million (ppm) sulfur.

Mitigation Measure AIR-3 requires the project applicant to implement a number construction equipment air pollution control measures, including catalyst and filtration technologies, ultra-low sulfur diesel fuel, Tier II-compliant engine technology (or Tier I-compliant technology or Tier II is not available), maintenance of heavy-duty diesel equipment in accordance with the manufacturer's recommendation, and limitations on equipment idling to no more than 5 minutes. These measures represent best available control technologies.

As discussed on page 3-24 of the Draft EIR, the Wal-Mart Supercenter's exterior concrete mixes would use fly ash, which is consistent with the objective of reusing salvageable waste material to the extent feasible in project construction.

Regarding the author proposed requirement pertaining to the use of wood-based materials certified by the Forest Stewardship Council, the effectiveness of this measure in reducing greenhouse gas emissions is doubtful. There is no ostensible nexus between the use of certain wood-based materials and reductions in project-related greenhouse gas emissions. Moreover, the Forest Stewardship Council Principles and Criteria document referenced by the author does not even mention the terms

"greenhouse gases," "climate change," or "global warming," which suggests that it is not intended to address greenhouse gas emissions. For these reasons, this proposed measure would not address greenhouse gas emissions and, therefore, is not necessary.

At the author request, Mitigation Measure AIR-9 has been revised to include a provision requiring the project applicant to recycling construction and demolition debris to the extent feasible. This change is noted in the Errata. However, because indirect emissions from waste decay represents a relatively small source of project-related greenhouse gas emissions, the implementation of these mitigation measures would not change the residual significance of this impact, which is significant and unavoidable.

Response to CBD-17

The author proposed mitigation measures to reduce the proposed project's solid waste generation including: diversion of organic waste for onsite or offsite composting, comprehensive recycling, and instituting a minimum requirement of 80 percent waste diversion for the Wal-Mart waste stream.

As discussed in Impact PSU-6, the Wal-Mart Supercenter will be equipped to accept recycled materials, including aluminum, plastic, glass, cardboard, vegetable oil, single-use cameras, electronic waste, and silver (from photo processing). In addition, Wal-Mart's corporate practice is to also recycle and reuse salvageable materials from shipping (e.g., cardboard and pallets). Thus, the Wal-Mart Supercenter would foster significant recycling efforts and reduce the offsite waste stream. Given the retail nature of the store, these materials represent the largest quantities of recoverable materials store activities would generate. Therefore, this would be considered substantial recycling.

Onsite composting of organic materials is not considered feasible because of potential odor impacts on nearby residences. Offsite composting would little effect on reducing greenhouse gas emissions because the amount of organic matter the proposed project would generate would be insignificant and, furthermore, transporting organic matter to an offsite location would likely result in additional greenhouse gas emissions that would offset any reductions accomplished by composting. Therefore, requiring composting of organic materials would have a negligible effect on project-related greenhouse gas emissions.

Finally, regarding the author's proposed requirement of 80 percent waste diversion, the proposed project will employ a number of recycling practices for both customers and operational activities that would result in substantial waste diversion. The California Integrated Waste Management Board indicates aluminum, plastic, glass, and cardboard alone account for 61 percent of the waste stream from general merchandise retail stores and 45 percent from food stores. Because the Wal-Mart Supercenter would be a hybrid of the two store types, it would be assumed that these materials would be 53 percent, which is the midpoint between the two percentages. Given that the store would provide both active and passive approaches for recycling these materials, it is reasonable to assume that the store would divert a majority of these materials from the waste stream. Moreover, certain

types of waste the store would generate would not be recyclable or could not be safely recycled (e.g., used food wrappers, used cleaning implements, damaged merchandise, etc.). For these reasons, requiring performance standard of 80 percent waste diversion would not be a feasible requirement and, therefore, would not have any effect at reducing indirect greenhouse gas emissions from decay of solid waste.

Response to CBD-18

The author stated that the project applicant should purchase real, permanent, and verifiable offsets to mitigate for all greenhouse gas emissions that cannot be reduced through the previously suggested measures. The author provided an example of an offset that would require the project applicant to provide energy-efficient retrofit of existing building stock in the project area to offset the energy demands of the proposed project.

Refer to Master Response 7.

Response to CBD-19

The author asserted his opinion that the Draft EIR is inadequate and should be revised. This comment reflects the author's opinion and does not require further response. As noted from time to time in this comments, the Draft EIR has been revised to some degree in the Errata to provide clarifications and correct small errors. No changes to the Draft EIR represent significant new information triggering the need to recirculate the document pursuant to CEQA Guidelines section 15088.5.

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EIR RESPONSE PACKAGE

The Walters Road Wal-Mart Draft EIR Issues and Inconsistencies

Presented to the City of Suisun
To

Heather McCollister
Community Development Director

November 5, 2007
Submitted by Representative
Paul Greenlee

Suisun DEIR

Travis Air Force Base Density

The proposed Wal-Mart Supercenter is located within Zone C of the Travis Air Force Base Land Use Compatibility Plan (BLUCP)[i]. According to Table 2A of the same plan, Zone C is located within the traffic pattern of the base.

The BLUCP states that on average, no more than 100 people are permitted indoors, per acre in Zone C. The proposed Supercenter is presented at 214,919 square feet, or 4.9338 acres. Under the guidelines presented by the Land Use Compatibility Plan, that would limit the number of individuals inside the store to 493. The draft EIR estimates that 150 employees[ii] would work in the store on a given shift, limiting the number of guests inside the store to 343.

The calculation in the Draft EIR uses the entire property (including the parking lot) to base their calculation on how many people will occupy the store at a given time. The DEIR uses 75 people per average on the 20 acre entire site, and sets the indoor maximum capacity of the store at 1,380.

This logic presumes that of the maximum 1,380 people on the property, only 493 will be inside the store while 887 will be outside. This is illogical and if correct, suggests that the City should investigate the parking circulation pattern before approving the project. SA-1

The DEIR uses two different theories to estimate how many people would be inside the store at a given time – parking spaces and traffic estimates.

Based on parking spaces, the DEIR states that there are 921 parking spaces for the store. 71 spaces for employees, and the remaining 850 for guests. If the parking lot is full, each car carries 2 shoppers (again from the estimates in the DEIR), plus 150 employees on the site that puts the occupancy of the proposed Supercenter at 1,850 – 500 more than the 1,380 the DEIR claims is allowable on the site.

Utilizing ITE Lane Use Code 813, the DEIR estimates that at its peak, 442 cars will enter the Supercenter parking lot. If there are two people per car that is 884 people visiting the store. While this is far less than their argument that the capacity of the store is 1380, the analysis used the wrong ITE code to calculate the traffic for the proposed store.

In August, 2006, the ITE Journal adjusted trip generations for free-standing discount superstores with more than 200,000 square feet.[iii] ITE Lane Use Code 820 was established for these stores which set the peak trip generations for a store this size at 1,545 – nearly twice the 877 trips estimated by the DEIR. This would establish again, that far more than 1,380 people would occupy the property at any given time.

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i. Travis Air Force Base Land Use Compatibility Plan, 2-6.
ii. City of Suisun City, Walters Road West Project Draft EIR, Land Use, 4.8-19.

SA-1
CONT.

iii. Georgiena Vivian, "Trip Generation Characteristics of Free-Standing Supercenters," ITE Journal, August 2006.

Suisun DEIR

Traffic

Supercenters are notorious for attracting shoppers from as far as 100 miles away. In the appendix to the Traffic Study (Appendix J of the Walter's Road West Project), the applicant claims that the 214,919 sq foot Supercenter will only generate 696 trips per day. This is counterintuitive to Wal-Mart's internal sales figures.

In 2006, Wal-Mart averaged $127 million customers per week at their 4000 stores. That averages to 4,535 shoppers per day at each store.[i] Note, the proposed Suisun site is larger than Wal-Mart's average Supercenter (186,000 sq ft). 4,535 shoppers is significantly more the estimated 1,392 shoppers predicted by assuming 2 shoppers per car in their study. To reach their average of 696 trips per day, each car would have to hold 6.5 shoppers. Suisun should more thoroughly investigate the consultant's findings before approving the project.

By comparison, in Gainsville, FL, a proposed Supercenter (207,000 square feet) is projected to generate more than 10,720[ii] trips per day. Again this store is smaller than the store proposed for Suisun. SA-2

The City of Sacramento recently had to spend $750,000 to improve traffic flow into a shopping center (Natomas Marketplace) containing a regular sized Wal-Mart. The shopping center was located next to a major highway and only had two entrances to the project. Reports showed that people, including Wal-Mart's employees, would queue for as long as 15 minutes to exit the shopping center.[iii]

In Maine, a similar problem occurred when the new Supercenter opened in 2005. Lack of planning and proper estimates led to long queues to enter and exit the project led to short tempers and multiple car accidents.[iv]

The DEIR uses ITE Lane Use Code 813, which estimates the peak hour rate of 3.87 for a free-standing discount superstore. In August, 2006, the ITE Journal adjusted trip generations for free-standing discount superstores with more than 200,000 square feet to 5.50[v]. ITE Land Use Code 820 was established for these stores which set the peak trip generations for a store this size at 1,545 – nearly twice the 877 trips estimated by the DEIR.

Michael Brandman and Associates, the consultant hired to prepare this DEIR, was also hired by the City of Bakersfield to prepare the DEIR for the proposed Wal-mart Supercenters at Gosford Village[vi] and Panama Lane[vii]. In both cases the consultant used ITE Land Use Code 820, and not Land Use Code 813. Those proposed stores are 232,000 and 246,000 square feet respectively.

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[i] Walmartfacts.com; Corporate Fact Sheet.
[ii] Debate heats up over proposed Wal-Mart in Alachua, Gainsville Sun, July 2006.
[iii] "Natomas Center Hard to Leave", Sacramento Bee, March 22, 2007.

[iv] "New Wal-Mart spawns huge traffic tie-up," Kennebec Journal and Morning Sentinel, January 31, 2005.
[v] Georgiena Vivian, "Trip Generation Characteristisc of Free-Standing Supercenters," ITE Journal, August 2006.
[vi] City of Bakersfield, Gosford Village Shopping Center Draft EIR, September 10, 2007, 5.6-30.
[vii] City of Bakersfield, Panama Village Shopping Center Draft EIR, September 10, 2007, 5.6-22.

SA-2
CONT.

Suisun DEIR

Public Safety

The proposed project will be located less than ¼ of a mile from the Travis Air Force Base. The active military base includes a fleet of cargo aircraft and a very active runway. The Travis Air Force Base Land Use Compatibility Plan was adopted to protect the base and the public from noise and safety impacts associated with the present or future aircraft operations on the base.[i] To protect these operations and the public, the plan restricts the density of persons in each zone around the base. SA-3

Building a Supercenter adjacent to the runway would expose a dense transient population of shoppers and employees to excessive noise (see Noise), and potential accidents involving the base.

Thankfully there have been very few accidents at Travis. However, other retailers located near runways have not been as fortunate. In 2005 a small cargo plane crashed into a Wal-Mart garden center in Manchester, NH.[ii] In 2000 a Southwest passenger flight overran the Bob Hope Airport runway (Burbank, CA), crashing into a gas station.[iii] In 2003 a small aircraft crashed in a park adjacent to a Costco in Westlake Village, CA.[iv]

Wal-Mart's have a long history of attracting crime. A study by Wal-Mart Crime Watch found that Wal-Mart stores have a much higher rate of reported crime than nearby Target stores. This report found that in 2004 there were approximately 2 criminal/police incidents per minute at Wal-marts across the county.

The report cited a 2001 quote from Justice Larry Starcher of the West Virginia Supreme Court of Appeals stating that "a quick search of reported cases reveals that Wal-Mart parking lots are a virtual magnet for crime."[v]

In Ankeny, IA police saw a substantial increase in crime once Wal-Mart supersized to a 207,000-square-foot store in September 1999. Police records show that crimes such as shoplifting, theft, forgery and counterfeiting increased 74 percent in 2000 at the Wal-Mart Supercenter compared with the smaller Wal-Mart that operated in town in 1999. SA-4 Police Chief Paul Scranton requested two new officers to deal with increased workloads in 2000 and the city hired a consultant to study in 2001 whether to hire officers and/or take officers off other duties. [vi]

Brad Ortenzi, police detective in Ephrata, PA who said in 2003 interview that Wal-Mart led to a "drastic increase" in his workload. "Bad checks, use of stolen credit cards. During a busy week, we'll have three to five retail theft arrests, and with each arrest, that ties up an officer who has to go down, take a person into custody" and follow up with paperwork and possibly a court appearance.[vii]

SA-4
CONT.

[i] Travis Air Force Base Land Use Compatibility Plan, June 13, 2002, 1.3.1.a.
[ii] "Plane Crashes in Wal-Mart Near Airport," WMUR New Hampshire, November 8, 2005.
[iii] Aircraft Accident Brief DCA00MA030, National Transportation Safety Board, June 26, 2002.
[iv] "Pilot, passenger survive local plane crash," The Acorn (Agoura Hills, CA), January 16, 2003.
[v] Justice Larry Starcher, writing in the Concurring Opinion in Jane Doe v. Wal-Mart Stores, Inc., West Virginia
Supreme Court of Appeals, No. 20612, December 13, 2001.
[vi] Des Moines Register, July 22, 2000 and November 7, 2001.
[vii] Sunday News (Lancaster, PA) June 8, 2003.

Suisun DEIR

Light

The proposed project would introduce new sources of light in an area of Suisun with no existing sources of light or glare.

For the proposed Wal-Mart Supercenter at Panama Lane in Bakersfield, CA the city, using the same EIR consultant as Suisun (Michael Brandman Associates), contracted a service to conduct a photometric study of the site both before the project and the projected analysis after the project was completed. That study concluded that the eastern community impact from the project would trespass light onto the neighboring community to a maximum of 0.9 foot candles (Fc) 25 feet from the project site.[i] The International Dark Sky Association recommends that cities limit the trespass of light from a site to 0.5 Fc 25 feet from a project.[ii]

SA-5

The City should study more thoroughly the effect this project will have on the community before approving the project.

The project plans to build a 35 foot tall LED sign oriented towards drivers on SR 12 and the DEIR claims that it will not add any additional distractions to motorists on SR 12.

While this sign is not prohibited by current city or county ordinances, several communities across the country have banned such signs citing the distraction they cause to drivers. These ordinances were adopted in cities throughout Minnesota, Pennsylvania, and Rhode Island.[iii] It is counterproductive for any community to intentionally add more distractions for drivers on a stretch of highway already known as "Blood Alley".[iv]

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[i] City of Bakersfield, Panama Lane Draft Environmental Impact Report, May 1, 2007, Appendix B1.
[ii] International Dark Sky Association, Information Sheet 76: Exterior Lighting: Glare and Light Trespass, July, 1996.
[iii] "Digital billboards a flashpoint in debate over high-tech driver distractions," Times Review (Pittsburg), September 24, 2007.
[iv] State Route 12: Highways Safety Recommendations, Solano Transportation Authority, January 10, 2007.

Suisun DEIR

Noise

Suisun City has adopted land use compatibility noise standards[i] which specify that new retail developments should "generally be avoided" where the exterior noise level range exceeds 75 Community Noise Equivalent Level (CNEL). 80 db is the approximate sound heard 50 feet from a freight train. SA-6

Because the project is located within the traffic pattern of Travis Air Force Base, the project is already exposed to significant levels of sound. The peak noise measurements taken in December, 2006 peaked at 75.4 db, before the project even begins – above the "generally avoided" threshold of 75 db established by the City.

While the City may authorize projects in locations with a CNEL over 75 db, the Travis Air Force Base Land Use Compatibility Plan does not. The plan states that retail is "unacceptable" with a CNEL greater than 70 db[ii].

The Draft EIR finds that the proposed retail development would only add 3-5 db to the CNEL. However, in the Draft EIR for the proposed Wal-Mart Supercenter in North Chico the consultant concluded that the worst case scenario for noise generation by a 231,000 sq foot Supercenter is 57 dB – with all the rooftop equipment operating simultaneously.[iii] 57 db is significantly more than 3 – 5. SA-7

What happens when you're exposed to noise at this level for prolonged periods of time? Academic studies have shown that exposure to loud noises causes vasoconstriction and increases blood pressure, leading to hypertension.[iv] A 1977 study of residents in a small town near an airport found that, as air traffic increased, so did the consumption of anti-hypertension medications.[v]

Exposure to noise can lead to changes in your gastrointestinal tract. A 1976 study examined exposure to 80 dB noise levels – resulting in a reduction in stomach contraction strength[vi]. And because gastric changes are related to ulcers, both the 1976 Bugliarello study and an earlier study[vii] by Bragdon concluded that noise exposure may be related to ulcer development.

SA-8

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[i] Solano County General Plan Health and Safety Element, Table 1.
[ii] Travis Air Force Base Land Use Compatibility Plan, June 13, 2002, Table 2B.
[iii] City of Chico, North Chico Retail and Annexation EIR, December 8, 2006, 4.12-27.
[iv] "Road traffic noise and annoyance-an increasing environmental health problem", Noise & Health, 2004, 6; 24, 43-49.
[v] Knipschild, P., & Oudshoorn, N. (1977). Medical effects of aircraft noise: Drug survey. *International Archives of Occupational and Environmental Health, 40,* 197-200.
[vi] Bugliarello, G., Alexandre, A., Barnes, J., & Wakstein, C. (1976). *The Impact of Noise Pollution: A Socio-Technological Introduction.* New York: Pergamon Press.
[vii] Bragdon, C.R. (1972). Noise: A syndrome of modern society. In C.T. Toepfer (Ed.), *Environmental Psychology: Selected Readings.* New York: MSS Information Corporation, 222-240.

Suisun DEIR

Index

Density

i. Georgiena Vivian, "Trip Generation Characteristics of Free-Standing Supercenters," ITE Journal, August 2006. (TripGenDiscountStores)
ii. Travis Air Force Base Land Use Compatibility Plan, 2-6. (TAFBLUCP 2-6)
iii. City of Suisun City, Walters Road West Project Draft EIR, Land Use, 4.8-19. (Walters Road 4.8.19)

Traffic

i. Walmartfacts.com; Corporate Fact Sheet. (Corporate_Facts)
ii. Debate heats up over proposed Wal-Mart in Alachua, Gainsville Sun, July 2006. (Loal-Gainsville.com)
iii. "Natomas Center Hard to Leave", Sacramento Bee, March 22, 2007. (Natomas center hard to leave)
iv. "New Wal-Mart spawns huge traffic tie-up," Kennebec Journal and Morning Sentinel, January 31, 2005. (New Wal-Mart spawns huge traffic tie-up.pdf)
v. Georgiena Vivian, "Trip Generation Characteristics of Free-Standing Supercenters," ITE Journal, August 2006. (TripGenDiscountStores)
vi. City of Bakersfield, Gosford Village Shopping Center Draft EIR, September 10, 2007, 5.6-30. (GosfodDEIR_5.6_30)
vii. City of Bakersfield, Panama Village Shopping Center Draft EIR, September 10, 2007, 5.6-22. (PanamaDEIR_5.6_22)

Public Safety

i. Travis Air Force Base Land Use Compatibility Plan, June 13, 2002, 1.3.1.a. (Travis Air Force Base Land Use Compatibility Plan, 1.3.1a)
ii. "Plane Crashes in Wal-Mart Near Airport," WMUR New Hampshire, November 8, 2005.(Plane Crashes Into Wal-mart)
iii. Aircraft Accident Brief DCA00MA030, National Transportation Safety Board, June 26, 2002. (NTSB Burbank)
iv. "Pilot, passenger survive local plane crash," The Acorn (Agoura Hills, CA), January 16, 2003. (Acorn Plane Costco)
v. Justice Larry Starcher, writing in the Concurring Opinion in Jane Doe v. Wal-Mart Stores, Inc., West Virginia Supreme Court of Appeals, No. 20612, December 13, 2001.
vi. Des Moines Register, July 22, 2000 and November 7, 2001.
vii. Sunday News (Lancaster, PA) June 8, 2003.

Light

i. City of Bakersfield, Panama Lane Draft Environmental Impact Report, May 1, 2007, Appendix B1. (B1_Photomeric study)
ii. International Dark Sky Association, Information Sheet 76: Exterior Lighting: Glare and Light Trespass, July, 1996. (B2 Intl Dark Sky Info Sheet)
iii. "Digital billboards a flashpoint in debate over high-tech driver distractions," Times Review (Pittsburg), September 24, 2007. (Digital Billboards)

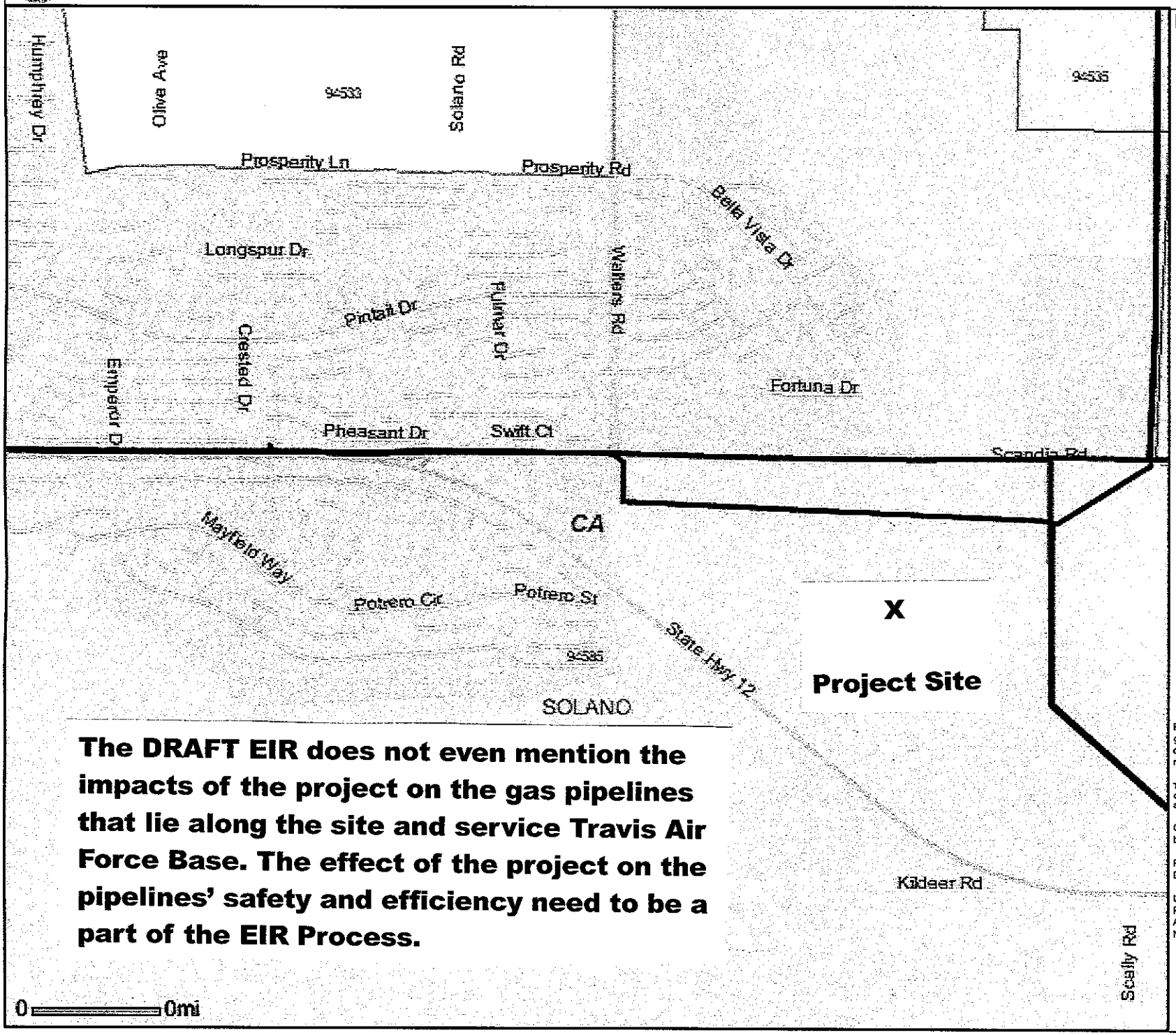
iv. State Route 12: Highways Safety Recommendations, Solano Transportation Authority, January 10, 2007. (STA SR 12)

Noise

i. Solano County General Plan Health and Safety Element, Table 1.
ii. Travis Air Force Base Land Use Compatibility Plan, June 13, 2002, Table 2B. (Travis Air Force Base Land Use Compatibility Plan, 2b)
iii. City of Chico, North Chico Retail and Annexation EIR, December 8, 2006, 4.12-27.
iv. "Road traffic noise and annoyance-an increasing environmental health problem", Noise & Health, 2004, 6; 24, 43-49. (Noise Health)
v. Knipschild, P., & Oudshoorn, N. (1977). Medical effects of aircraft noise: Drug survey. *International Archives of Occupational and Environmental Health, 40,* 197-200.
vi. Bugliarello, G., Alexandre, A., Barnes, J., & Wakstein, C. (1976). *The Impact of Noise Pollution: A Socio-Technological Introduction.* New York: Pergamon Press.
vii. Bragdon, C.R. (1972). Noise: A syndrome of modern society. In C.T. Toepfer (Ed.), *Environmental Psychology: Selected Readings.* New York: MSS Information Corporation, 222-240.

Pipeline and Hazardous Materials Safety Administration

NATIONAL PIPELINE MAPPING SYSTEM



The DRAFT EIR does not even mention the impacts of the project on the gas pipelines that lie along the site and service Travis Air Force Base. The effect of the project on the pipelines' safety and efficiency need to be a part of the EIR Process.

Layer List

NPMS Data

- Gas Transmission
- Hazardous Liquid

Pipelines depicted on this map represent gas and hazardous liquid transmission pipelines only. Gathering and distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms-nr@mbakercorp.com.

Projection: Geographic
Datum: NAD83

U.S. Department of Transportation
Pipeline and Hazardous Materials Safety Administration
National Pipeline Mapping System

811 Know what's below. Call before you dig.

The Real Traffic Impacts revealed by the Walters Road Wal-Mart Draft EIR

The true impact of the traffic to the area immediately surrounding Travis Air Force Base is hidden deep within the Draft EIR — and reveals that over 12,630 car trips will be made to and from the shopping center every day. *That means 25,260 different people at the site each day, far above the number of people claimed in the DEIR Land Use Section 4.8-18 to 4.8-20 given to the Airport Land Use Commission.*

THIS DATA IS NOT MENTIONED IN THE LAND USE SECTIONS INTENDED TO APPLY TO ENCROACHMENT ON THE TRAVIS AIR FORCE BASE LAND USE PLAN:

Table 6-4, Section 6-20, Other CEQA Considerations

Vehicle Type	Percent of Vehicle Trips	Daily Trips	Daily Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)	Total Daily Fuel Consumption (gallons)
Passenger Cars	52.5	6,631	41,598	21.6	1,926
Light / Med. Trucks	40.2	5,077	31,852	17.2	1,852
Heavy Trucks / Other	5.8	733	4,596	6.1	753
Motorcycles	1.5	189	1,189	50.0	24
Total	**100.0**	**12,630**	**79,234**	—	**4,555**

Notes:
Daily trips and vehicle miles traveled provided by URBEMIS Air Quality Modeling output.
Average fuel economy provided by the United States Department of Transportation, Bureau of Transportation Statistics.
"Other" includes urban buses, school buses, and motor homes that account for 1.5 percent of daily trips.
Source: Michael Brandman Associates, 2007.

The Airport Land Use Commission has not been given **ALL** the data necessary to make an informed decision regarding this project — and the facts reveal that the DEIR is not only riddled with inconsistencies and contradictions, but that the project does violate the Airport Land Use Compatibility Plan.

Suisun Alliance (SA)

Response to SA-1

The author disputed the Draft EIR's analysis of the proposed project's consistency with the Travis Air Force Base LUCP and stated that the project is inconsistent with the plan's policies. The author also disputed the use of the trip generation rates used in the Draft EIR's calculation of maximum site and acre intensity usage to demonstrate project consistency with the Travis Air Force Base LUCP.

Refer to Master Response 6 regarding the proposed project consistency with the Travis Air Force Base LUCP.

Refer to Master Response 8 regarding the trip generation rates.

Response to SA-2

The author cited various press releases and news reports pertaining to Wal-Mart store projects in other localities and stated that these accounts suggest the proposed project's trip generation rates are understated.

Refer to Master Response 8.

Response to SA-3

The author asserted that the proposed project would expose customers and employees to potential aviation accidents and excessive aviation noise.

Refer to Master Response 6 regarding the proposed project consistency with the Travis Air Force Base LUCP.

As discussed in Impact NOI-5, the proposed project is located within a 60- to 65-CNEL contour of Travis Air Force Base. This noise contour is defined as acceptable for commercial land uses by the City of Suisun City General Plan. Therefore, employees and customers would not be exposed to excessive aviation noise.

Response to SA-4

The author cited a study titled "Crime and Wal-Mart: Is Wal-Mart Safe" issued by Wake-Up Wal-Mart that alleged that Wal-Mart stores experience higher than average rates of crime.

Refer to Master Response 9.

Response to SA-5

The author claimed that the Draft EIR's analysis of light and glare impacts in Impact AES-3 does not thoroughly examine the potential impacts on the surrounding area. The author also stated that light and glare from the proposed project's pylon sign, which includes an LED electronic signboard, would create distractions for drivers on SR-12 that may increase safety hazards.

Refer to Master Response 10.

Response to SA-6

The author noted that the Draft EIR identified existing ambient noise levels measured near the project site at 75.4 dBA and stated that proposed project would be in violation of the policies of the Travis Air Force Base LUCP, which prohibits commercial land uses in areas where ambient noise levels exceed 70 dBA. Thus, the author concludes, the proposed project would be inconsistent with the noise policies of the Travis Air Force Base LUCP.

The author appears to have confused the Draft EIR's analysis of aviation noise exposure with its analysis of ambient noise level increases. Project exposure to aviation noise was evaluated in Impact NOI-5 and is based on the noise contours shown in Figure 2B of the Travis Air Force Base LUCP. Figure 2B shows that the project site is in a 60- to 65-CNEL aviation noise contour of Travis Air Force Base. It should be emphasized that the noise contours shown in the figure are only for aviation noise and are only intended to identify aviation noise exposure, not roadway noise exposure. Therefore, the proposed project would be consistent with the Travis Air Force Base LUCP noise compatibility standards, and the author's assertion is incorrect.

Moreover, author inappropriately has selected highest value (75.4 dB) from Table 4.9-3 in the Draft EIR (p. 4.9-6) and extrapolated that value to the project site to determine that the project site would be inappropriate for new retail development. The 75.4 dB measurement is from a measurement site at SR-12/Woodlark Drive (approximately 100 feet from the SR-12 centerline). This measurement site is not located on the project site, but rather approximately 0.25 mile to the west. Therefore, the author's claim that the Draft EIR indicated that the project site is exposed to 75.4 dB is false and misleading.

The actual existing noise levels at the project site vary from location to location primarily based on the distance from SR-12. Going from south to north the levels go from approximately 75 CNEL immediately adjacent to SR-12 (based on Site LT-1 in Table 4.9-3) to approximately 64 CNEL at the northern portions of the site near Petersen Road (based on Site LT-2 in Table 4.9-3). Exhibits 4.9-5 and 4.9-6 show that hourly average noise levels in the northern portion of the project site are in the low 60 dBs and the background noise levels (L_{90}) are in the low 50 dBs. As such, it would be inaccurate and misleading to characterize the project site as having existing noise levels above 70 dBA.

Response to SA-7

The author stated that the Draft EIR indicated that the proposed project would add only 3 to 5 dB to the CNEL. The author noted that another EIR for a Wal-Mart Supercenter project in North Chico found that the worst-case scenario for noise generation by a 231,000 square-foot Supercenter is 57 dB with all the rooftop equipment operating simultaneously. The author suggested that the Draft EIR understated noise level increases.

The author is comparing two different metrics. The 3- to 5-dBA decibel increase for the Walters Road West Project reflects the proposed projects impacts on ambient noise levels. The North Chico Wal-Mart Supercenter Project noise value represented the total noise of rooftop equipment operating without regard to ambient noise levels. As such, this is an "apples-to-oranges" comparison. Therefore, the author's suggestion that the Draft EIR understated project noise impacts is not supported by factual evidence.

Response to SA-8

The author stated that exposure to excessive noise levels can result in a number of significant health effects. The author cited a 1977 study that found that aviation noise increases caused local residents to increase consumption of hypertension medication and a 1976 that found that exposure to 80 dB noise levels may be related to ulcer development.

The noise levels at the project site would not be extreme for the location of a retail shopping center. As discussed in Response to Comment SA-6 noise levels would vary across the project site from approximately 75 CNEL in the south near the intersection of Walters Road and SR-12 to approximately 64 CNEL (and possibly 3 to 5 dBA higher from stationary sources from the project) in the northern areas of the project site. Exhibits 4.9-5 and 4.9-6 show that hourly average noise levels in the northern portion of the project site are in the low 60 dBs and the background noise levels (L_{90}) are in the low 50 dBs.

The resulting noise levels at the property line of residences north of Petersen Road would be in the range of 64 to 69 CNEL or less depending on the level attenuation provided by the backyard fences for the residences north of Petersen Road. Mitigation Measures NOI-3a through NOI-3f are proposed to reduce this impact. These mitigation measures include limitations on nighttime activities, site design considerations and the construction of an 8-foot-high masonry wall along the northern portion of the property that would extend roughly the length of the proposed Wal-Mart Supercenter building.

The health effects identified in the comment are probably most common under the extreme scenarios identified in the comment (i.e., noise levels above 80 dB and noise levels resulting from increased aviation noise levels). Airports are generally one of the land uses with the most noise complaints; it is rare to have major noise issues related to operating retail shopping centers. It should be noted that the proposed project would not result in the exposure of adjacent residents to noise levels above 80 dB, as occurred in the cited studies, and the proposed project would not result in increased air traffic at adjacent residences. For these reasons, the health effects identified by the author are not anticipated to result from the proposed project.

Response to SA-9

The author attached a map showing that a pipeline is present under Petersen Road adjacent to the project site and stated that the Draft EIR failed to account for impacts on pipeline safety.

Refer to Master Response 18.

Response to SA-10

The author attached an image of Table 6-4 from the Draft EIR that shows total daily trips and alleged that it provided evidence showing that the Travis Air Force Base land use compatibility analysis in Impact LU-4 downplayed the actual number of people who would be onsite. The author implies that a 24-hour trip generation rate should be used for calculating maximum site usage and attempts to extrapolate site usage using this rate.

Table 6-4 shows the total number of trips that would occur over a 24-hour period, which is 12,630. The Travis Air Force Base land use compatibility analysis in Impact LU-4 used trip generation rates for the two-hour weekday afternoon peak period (4 p.m. to 6 p.m.), which is the time of peak trip generation during a 24-hour period.

Regarding the author's implication that a 24-hour trip generation rate should be used for calculating maximum site usage, this would be inappropriate, as the Travis Air Force Base LUCP clearly states that the maximum site intensity standard is for "any time" (i.e., a discrete moment), not over a 24-hour period. The analysis in Impact LU-4 assumed that the persons associated with weekday afternoon trip generation rates would all be onsite at one time in accordance with the methodology established in the Travis Air Force Base LUCP. In contrast, the author's suggestion that Travis Air Force Base LUCP consistency analysis should have used a 24-hour rate, which would not provide for a realistic estimate of the maximum number of people on the project site at any time, is not consistent with requirements contained in the Travis Air Force Base LUCP.

Suisun Citizens League, 1365 Potrero Circle, Suisun City, CA 94585 707-432-0792
http://www.citizens.com **stopthedump@sbcglobal.net**

November 5, 2007

RECEIVED
NOV - 5 2007
RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

Community Development
Director Heather McCollister
City of Suisun City
701 Civic Center Blvd.,
Suisun City, California 94585
hmccollister@suisun.com

RE: (SCH# 2006072026)
The Walters Road West Project

Dear Ms. McCollister:

The Suisun Citizens League is a community group which advocates for the people of Suisun City. Our primary concerns are maintaining and improving the health, safety, and the environment in Suisun City. SCL-1

After learning of the proposed Wal-Mart super center in for the Walters Road West Project we studied the draft environmental impact report and have the following comments and questions:

* Asthma rates in Solano County are amount the highest on the West Coast. Given the proximity to Travis Air Force Base, Budweiser, and Highways 80 and 12 we suffer from a high instance of bad air days Many residents suffer from asthma and other respiratory problems. SCL-2

Question: What will be the impacts of the proposed 240 delivery trucks per day and 37,000 cars per week be on the asthma rates in Suisun City?

* Regarding drainage for Lawler Ranch: the Draft Environmental Impact Report (DEIR) indicates that drainage will be a major concern for Lawler Ranch neighborhoods. SCL-3

Question: Will this become a permanent problem for Lawler Ranch residents? If flooding does occur as a result of this project will Suisun City or Wal-Mart be liable for the massive property loss?

* Blight is a major concern for any descent neighborhood. The people of Lawler Ranch, Peterson Ranch, and Quail Glen are no different. If the population of Suisun does not grow by the projections in the DEIR there will not be enough market share to sustain the Heritage Park, the Sunset District, and the commissary at Travis Air Force Base.

Given the recent historic decline in the mortgage market we question the use of income projections from 2005. Housing economist tell us that sub prime rate increases will continue to extract large amounts out of household incomes - leaving less money for purchases. SCL-4

Question: Why did the DEIR not use current data for population growth and larger estimates for reduced spending?

* Crime is a major issue for residents. Our research of Wal-Mart super centers located in residential areas in particular, shows they generate an excessive amount of crime. We would like to preserve the relatively low crime rate we currently enjoy in Suisun.

Question: Will the city mitigate high crime rates with a formula for police services that are driven by the increases in crime at the Wal-Mart super center? If so what is that formula? SCL-5

Will there be an enforced ordinance forbidding sleeping overnight in the super center's parking lot? What will the panhandling and loitering policy be? SCL-6

* Travis Air Force Base encroachment is a concern for us. If Travis is forced to move or to reduce its service at the base it will greatly impact the county and the city's economy. Travis is the county's largest employer.

Question: Is this project a violation of the Suisun City General Plan which we believe requires consistency with the Solano County Airport Land Use Compatibility Plan? SCL-7

* The environment is critical to our health and safety. How it is preserved and cared for is important to us. If Wal-Mart does not take reasonable care in the disposal of hazardous materials at its location it will put our health, safety, and ground water at risk. Wal-Mart 's store on Chadbourne Road has been cited by the county for violations of state environmental laws. The Walters Road West Project will be closer. It will be within walking distance of thousands of homes and of the 116,000 acre Suisun Marsh and Wildlife Habitat.

Question: Will the city have a separate (and hopefully more thorough) monitoring program of environmental safety concerns than the county for this massive storage location? How regularly will it be enforced? SCL-8

It is our firm desire that the city council find this project inappropriate for the Walters Road and Highway 12 location. SCL-9

Sincerely,

Peggy Hanson

Peggy Hanson, Spokesperson
Suisun Citizens League

Suisun Citizens League (SCL)

Response to SCL-1

The author provided some introductory remarks to preface the comment letter. No further response is necessary.

Response to SCL-2

The author inquired about the effects of the proposed project's operational emissions on asthma rates in Suisun City as a result of the proposed project's "240 delivery trucks per day and 37,000 cars per week."

The author's statement that the proposed project would receive 240 truck deliveries per day is appears to be based on a statement on page 4.11-69 of the Draft EIR that states that the project could receive up to 10 truck deliveries per hour during the daytime and five truck deliveries per hour during the nighttime. The statement on page 4.11-69 was not intended to suggest that 10 truck deliveries would occur during each hour over a 24-hour period, but rather identify a worst-case 1-hour scenario for truck deliveries. This statement has been clarified in the Errata and the change is not considered substantial. Rather, as stated on page 4.9-34 of the Draft EIR, the Wal-Mart Supercenter is anticipated to receive five to seven 18-wheeler truck deliveries on a daily basis and 10 to 12 vendor truck deliveries 5 days per week.

For project affects on asthma, refer to Master Response 11.

Response to SCL-3

The author inquired about the adequacy of the proposed project's drainage infrastructure to prevent flooding downstream in the Lawler Ranch subdivision.

Refer to Master Response 3.

Response to SCL-4

The author referenced the use of population and economic data from 2005 in Section 4.12, Urban Decay and questioned why more recent data were not used, particularly given the downturn in the housing market.

The Final Retail Market Impact Analysis used the most recent data available, which, for various population and economic measures, was from 2005. Because this is the most recent available information, it is considered the best available information and acceptable for use in the Draft EIR.

Refer also to Master Response 4.

Response to SCL-5

The author questioned how the City of Suisun City would address the increase in crime associated with the proposed project.

Refer to Master Response 9.

Response to SCL-6

The author asked if the City of Suisun would adopt and enforce an ordinance prohibiting overnight parking in the project parking lot. The author also inquired about how panhandling and loitering will be addressed.

Overnight parking is addressed in Master Response 18.

Panhandling and loitering are not expected to be significant issues because onsite security personnel would regularly patrol the parking lot. Wal-Mart Stores, Inc.'s corporate practice is to provide onsite security at all of its stores, including at the proposed project, which will operate 24 hours per day. Security personnel would monitor both the interior and exterior areas of the store, including parking lot, by camera and patrol.

Response to SCL-7

The author made the following inquiry: "Is this project a violation of the Suisun City General Plan which we believe requires consistency with the Solano County Airport Land Use Compatibility Plan?"

As discussed in Impact LU-2, the proposed project is consistent with all applicable policies of the City of Suisun City General Plan, as well as the General Plan land use designation of General Commercial for the project site.

Although the author referenced the Solano County Airport Land Use Compatibility Plan, it appears she is actually referring to the Travis Air Force Base LUCP. Project consistency with the Travis Air Force Base LUCP was evaluated in the Draft EIR in Impact LU-4. In addition, refer to Master Response 6 for further discussion of project consistency with the Travis Air Force Base LUCP.

Response to SCL-8

The author expressed concern about hazardous materials storage at the proposed project and questioned if the City of Suisun City will have a separate and more thorough monitoring program of the proposed project's environmental safety compliance to augment the County of Solano's programs.

The County of Solano has primary jurisdiction over hazardous waste storage issues in Suisun City. Because several project uses may involve the onsite storage of hazardous materials, such as the gas station, Mitigation Measure HAZ-2 requires the project applicant to submit a Hazardous Materials Management Plan to the Solano County Department of Environmental Management. Note that the Wal-Mart Supercenter may not necessarily be covered by the plan because the store is not anticipated to use or store large quantities of hazardous materials onsite. The County hazardous materials program is considered adequate, and the City of Suisun City would not establish its own hazardous materials program specifically for the proposed project.

Finally, the author provides no further details on alleged incidents involving a separate Wal-Mart store's alleged violations of state "environmental laws" so no further response is possible.

Response to SCL-9

The author expressed her opinion that the proposed project is inappropriate for the project site. This statement reflects the author's personal opinion and does not require a response.

Dwight Acey
1365 Potrero Circle
Suisun City, California 94585
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RECEIVED
NOV 05 2007
BY

November 5, 2007

Community Development
Director Heather McCollister
City of Suisun City
701 Civic Center Blvd.,
Suisun City, California 94585

RE: (SCH# 2006072026)
The Walters Road West Project

Dear Ms. McCollister:

Eight years ago my wife and I settled in Suisun. We were attracted by Suisun's quiet nature, the low crime rate, and its reasonable traffic. The threat of an over 215,000 square foot Wal-Mart Supercenter will destroy tranquility. In a word it will dash the hopes and dreams of the people of Suisun City.

ACEY-1

I have prepared and am submitting these comments to the Draft Environmental Impact Report (DEIR) for the proposed Walters Road West Project. I offer these comments as a resident of Suisun City, and in particular as a resident of the Lawler Ranch development, which borders the Walters Road and Highway 12 site.

Impacts associated with the project will affect city aesthetics; cause blight in our community; impede our ability to travel to and from our residences; and will impact our health through worsen air quality.

The DEIR states that the visual aspects of "..development (signs, fences, walls, landscaping, screening, lighting, color, materials, size, bulk, height, etc.) must be integrated and relate to their surroundings in a complimentary manner." Anyone who has ever seen a Wal-Mart Supercenter immediately realizes they are massive cinder block eyesores and do not "..relate to their surroundings in a complimentary manner."

How many different architectural renderings are available of this project?

ACEY-2

Unlike most Wal-Mart stores this one will not be surrounded by open space, but rather squeezed between three dense residential communities (Quail Glenn, Peterson Ranch, and Lawler Ranch).

Why does city staff feel that a project of this massive scale is appropriate for a dense residential community?

Cities within the vicinity of Travis Air Force Base are subject to the Travis Air Force Base Comprehensive Airport Land Use Plan. On October 17, 2007 the Solano County Airport Land Use Commission received a recommendation of project inconsistency from their staff regarding the Walters Road West Project. The DEIR indicates the noise levels will reach the 65 decibel range. However, I find this number less than credible given the expected 240 delivery trucks needed each day to keep the 215,000 foot mega store stocked. Anticipated traffic will easily exceed the limits outlined in the DEIR making travel unbearable for residents and a nuisance for

ACEY-3

regional commerce. Its impact on air traffic, at the Travis Air Force Base, will imperil the safety of Suisun City residents. ACEY-3 CONT.

The California Environmental Quality Act requires that blight be considered when projects are being evaluated. No sane person wants urban decay. Wal-Mart Supercenters have a long history of destroying neighborhoods by fostering the deterioration of local business districts, generating crime, and diminishing the overall quality of life in the residential communities near them. A classic example is the devastation Wal-Mart caused at Cathedral City, California.

Why didn't the DEIR consider blight commonly associated with Wal-Mart super centers throughout America? There are a plethora of examples. Where can a study of this phenomenon be found in the DEIR? ACEY-4

The DEIR states, "..existing businesses most likely to be impacted by the proposed project would be Raley's in the Heritage Park Shopping Center, the Rite-Aid in Sunset Center, and the seven service stations in the western portion of Suisun City."

There are a number of other projects on the drawing board: The Gentry-Suisun Project; the Fairfield, California Wal-Mart Supercenter (already approved); the Hoffman Mixed Use Project, and the 110,000 square feet Laurel Creek Plaza Project. The Heritage and Sunset Shopping Centers would be placed in jeopardy by this project. This disaster could easily result in a loss of tax revenue for city coffers - and an increased tax burden on residents.

Regarding drainage the DEIR states, "The City will require that new developments contain drainage features and facilities which channel run-off away from adjacent properties, control erosion, and assure that water quality will not be adversely affected. Storm maps in the appendices indicate the flood area impacted from the Walter's Road West Project is located in Lawler Ranch." This will cause massive loss of property values in an upscale part of town. ACEY-5

The Solano County Scenic Element, for Highway 12 (SR-12), forbids major signage from the Suisun Marsh area off of Highway 12. Why was this not considered in the DEIR? ACEY-6

Sincerely,

Dwight Acey

2.2.8 - Private Individuals

Dwight Acey (ACEY)

Response to ACEY-1

The author provided some introductory remarks and expressed his opinion that the proposed project would have a negative effect on Suisun City. This statement represents the author's personal opinion, and no further response is necessary.

Response to ACEY-2

The author disputed the Draft EIR's analysis of project visual character impacts in Impact AES-2 and stated that he considers Wal-Mart Supercenter's to be eyesores. The author inquired about the number of architectural renderings that are available for the project. Finally, the author noted that the project would be adjacent to residential areas and asked if the City found it to be appropriate to locate such a project next to residential uses.

Impact AES-2 conclusion identified the conversion of the project site to developed commercial uses to be a significant unavoidable impact on visual character. This conclusion acknowledged that the proposed project would irreversibly change the aesthetic appearance of the project site to urban uses, which some individuals may considered to be a degradation of visual character.

Depictions of the Wal-Mart Supercenter's aesthetic appearance are provided in Exhibit 3-5, Exhibit 4.1-3, and Exhibit 4.1-4. These were the three project images available at the time of the preparation of the Draft EIR.

Regarding the appropriateness of locating the proposed project at SR-12 and Walters Road, the project site has been designated for commercial uses by the City of Suisun City General Plan for more than two decades. By virtue of the General Plan contemplating commercial uses on the project site, it reflects the consensus of City decision makers that such uses are appropriate for the site.

Response to ACEY-3

The author referenced the proposed project's consistency with the Travis Air Force Base LUCP requirements associated with noise exposure and aviation safety. The author asserted that noise levels would be greater than 65 CNEL because of additional noise from vehicular sources, which the author claims includes 240 daily truck deliveries. The author stated that the proposed project would adversely affect aviation safety and, subsequently, imperil the safety of Suisun City residents.

The author appears to have confused the Draft EIR's analysis of aviation noise exposure with its analysis of roadway noise levels. Project exposure to aviation noise was evaluated in Impact NOI-5 and is based on the noise contours shown in Figure 2B of the Travis Air Force Base LUCP. Figure 2B shows that the project site is in a 60- to 65-CNEL aviation noise contour of Travis Air Force Base. It should be emphasized that the noise contours shown in the figure are only for aviation noise and are only intended to identify aviation noise exposure, not roadway noise exposure. Roadway noise

impacts were evaluated in Impact NOI-4. As acknowledged in that impact, some receptors along roadways would be exposed to vehicular noise levels greater than 70 dBA under the "without project" and "with project" scenarios. Therefore, contrary to the author's assertion, the Draft EIR did not indicate that noise levels will reach a maximum of 65 dBA in the project vicinity. See also Master Response 6 for a discussion of the project's consistency with the Travis Air Force Base LUCP,

Regarding the author's claims about truck deliveries, refer to Response to SCL-2.

Response to ACEY-4

The author stated that the Draft EIR should have evaluated the proposed project's potential to cause blight, in particular its impacts on existing commercial retail centers (specifically Heritage Park and Sunset Center) and approved and pending projects (Gentry-Suisun, Hoffman Mixed-Use, Laurel Creek Plaza, and the Fairfield Wal-Mart Supercenter).

The author's assertion that the Draft EIR did not evaluate the potential for blight or urban decay to occur is not correct. Blight and urban decay impacts were evaluated in Section 4.12, Urban Decay. The analysis examined in detail potential urban decay impacts on Heritage Park and Sunset Center. The pending and approved projects referenced by the author are not expected to experience blight or urban decay because they would be new and in good condition. Instead, these projects would be potential catalysts for urban decay at other, older commercial retail centers in poorer condition. The cumulative urban decay impacts from these projects are evaluated in Section 6.3 of the Draft EIR. See also Master Response 4, which addresses the urban decay concerns of some authors.

Response to ACEY-5

The author quoted a passage he asserts is contained in the Draft EIR that is related to drainage. The passage references "storm maps." The author asserted that the passage indicates that there will be a massive loss of property values in the Lawler Ranch subdivision.

There is no such passage in the Draft EIR. Moreover, there are no references in the Draft EIR to "storm maps." Given the vagaries in the comment, no further response is possible except to refer the author to Master Response 3, which addresses concerns about project drainage facilities.

Response to ACEY-6

The author stated that the Solano County Scenic Element for SR-12 forbids major signage along the roadway near Suisun Marsh and inquired why this was not evaluated in the Draft EIR.

The project site is not located near Suisun Marsh, nor is it in unincorporated Solano County, where land use is governed by the Solano County General Plan (which includes the Scenic Element). As such, the policy the author referenced does not apply to the proposed project.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ALSBA.1

Project: Walters Road West Commercial Project

I AM totally against this project! I have already canvassed for signatures against this project and will vote against any and all Counsel members who vote for the proposal! -1

Name Hollis Alsbaugh Telephone 7074265550
Address 604 Kingbird ST City Suisun Zip 94585
Signature Hollis Alsbaugh Date 10/27/2007
Email holeals@comcast.net Do you wish to be placed on Master Mailing List NO

Hollis Alsbaugh (ALSBA.1)

Response to ALSBA.1-1

The author expressed her opposition to the proposed project. This statement represents the author's personal opinion, does not speak to the content of the environmental document or the mandates of CEQA, and no further response is necessary.

Ms. Heather McCollister
Director, Suisun Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

The Draft EIR states an 8 foot wall will be built between the loading docks behind the Supercenter and Peterson Road to reduce noise and light. But if a tractor trailer truck is 13.5 feet tall and the back of the Supercenter 27.8 feet tall, how can an 8 foot wall block noise and light from the homes on Peterson? What guarantees will the City give us residents that Wal-Mart will use the highest rated material and latest sound proofing technologies? What measures can be taken to reduce and stop light from the Supercenter pouring into the back windows of homes in the Quail Glen Subdivision behind the site and the homes in the Lawler Ranch subdivision on the other side of Highway 12? ALSBA.2-1

Sincerely,

Signature

Hollis ALSBAUGH
Print Name

609 KINGLET ST
Address

SUISUN, CA 94585

7074265550
Phone

cc: Suisun City Council

Hollis Alsbaugh (ALSBA.2)

Response to ALSBA.2-1

The author questioned the effectiveness of the masonry block wall stipulated in Mitigation Measure NOI-4 as it relates to attenuating noise from tractor-trailers 13.5 feet tall and from light emitted from the exterior of the Wal-Mart Supercenter. In addition, the author inquired about how the City will insure that the Wal-Mart Supercenter would use the highest-rated material and latest soundproofing technologies and how it would prevent light from the rear of the building from spilling over onto nearby residences.

Because a tractor-trailer is 13.5 feet does not necessarily mean that it is emitting noise at that height. Most vehicular noise comes from exhaust systems, engines, and tires, which are typically located within 8 feet of ground. Therefore, the 8-foot masonry wall would serve as an effective noise attenuation barrier to most truck noise. Nonetheless, some noise-emitting components on tractor trailers would be located in excess of 8-feet above the roadway, such as Transportation Refrigeration Units. However, because trucks would pass by residences, noise exposure would occur over a matter of seconds and, therefore, would represent a very brief moment of increase noise levels. As such, this would not be considered significant.

There is no requirement in the Draft EIR that the Wal-Mart Supercenter use the highest-rated material and latest soundproofing technologies, because such measures would have no impact on the proposed project's stationary or vehicular noise impacts. Rather, the Draft EIR proposes the noise attenuation measures listed in Mitigation Measures NOI-3a through NOI-3f and NOI-4.

Regarding spillover effects of project-related light, refer to Master Response 10.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

Most of the people who have read your Department's traffic estimates on the Wal-Mart project don't believe they are even close to being accurate. Would your office agree that if it is proven that these numbers are not accurate that correcting them would mean that many other sections of the EIR need to be corrected as well, like the environmental and air quality sections, not to mention the too-low estimate of how much density of activity will be happening next door to Travis Air Force Base? ALSBA.3-1

Signature

Hollis ALSBAUGH
Print Name

609 KINGLET ST
Address

SUISUN CA 94585

707 426 5550
Phone

Hollis Alsbaugh (ALSBA.3)

Response to ALSBA.3-1

The author stated that the Draft EIR understated project-related impacts on traffic, air quality, and maximum site usage intensity.

Because the author did not identify how traffic and air quality impacts are understated, no further response can be provided.

Maximum site usage intensity is addressed in Master Response 6 and trip generation rates are addressed in Master Response 8.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

AMAYA

Project: Walters Road West Commercial Project

Public Transportation is terrible.

How are you going to address public transportation concerns with increased traffic (employees)? -1

I support Walmart. It will give us a tax base to take care of other important issues -2

Name Adan Amaya Telephone 707 427-2365

Address 50 Lemonwood Way City Suisun City Zip 94585

Signature Adan E Amaya Date 10-24-07

Email Adan Amaya@SBCGlobal.Net Do you wish to be placed on Master Mailing List Yes

Adan Amaya (AMAYA)

Response to AMAYA-1

The author inquired about what would be done to address public transportation for project employees.

Public transit was addressed in the Draft EIR in Impact TRANS-8. In addition, refer to Master Response 2.

Response to AMAYA-2

The author expressed support for the proposed project. This comment reflects the author's personal opinion, and no further response is necessary.

From: AngeCelli@aol.com [mailto:AngeCelli@aol.com]
Sent: Wednesday, October 24, 2007 11:40 AM
To: oursuisun@yahoo.com
Subject: Re: Suisun Alliance: Let's crash Wal-Mart's party this Wednesday evening!

ANGEC

Hope there's a better turn out than the one on the 17th at city hall. I GOT A LETTER FROM McCOLLISTER, STATING THAT COMMENT CARDS WERE STOLEN OR MISSING FROM THAT MEETING, MINE BEING ONE OF THEM. THE NEXT DAY OUR NO WALMART SIGN WAS STOLEN OUT OF OUR FRONT YARD! ARE WE BEING VICITIMIZED BY WALMARTS PEOPLE?

We want you to know that we have become aware of the EIR on Walmart and urge you to not allow this travisty. How is it that you could have it on your concious that you killed Travis AFB? We have just found out that there is to be a storage unit built across the road from the Walmart site creating even more encroachment to the base , but it at least won't have more than 300 people per acre. We are concerned that the EIR findings are different than the earilier study which stated people would come from Rio Vista to shop. We just don't see this as a $800,00 tax gain or a good thing for our growing town in the long run. -1

AngeCelli@aol.com (ANGEC)

Response to ANGEC-1

The author provided various comments on the project including (1) concern that various comment cards had been stolen, (2) concern that a yard sign had been removed, (3) concern that the Wal-Mart project would be deleterious to Travis Air Force Base, and (4) the following statement: "we are concerned that the EIR findings are different than the earlier study which stated people would come from Rio Vista to shop."

The unauthorized removal of the comment cards the author referenced occurred at a meeting related to the project on October 17, 2007. At that event, a number of the filled-out comment cards were deliberately removed without authorization by an unknown individual from a table where they had been collected. Following the meeting, the City of Suisun City sent a letter to all individuals who signed in at the meeting requesting that they resubmit the comments they had written on the comment cards. City staff also filed a police report with the Suisun City Police Department documenting the unauthorized removal of the comment cards.

Regarding the alleged removal of the yard sign, this event while regrettable does not have any bearing on the adequacy of the EIR and, therefore, no further response can be provided.

Concerns about the Wal-Mart's consistency with the Travis Air Force Base LUCP are addressed in Master Response 6. Concerns about the potential economic effects of the project on Travis AFB are addressed in the Draft EIR Section 4.12 as well as Master Response 4.

Finally, in regards to the comment about an "earlier study which stated people would come from Rio Vista to shop," it is unclear what "earlier study" the author is referring to. As such, no further response can be provided.

From: annpmr@frontiernet.net
Sent: Friday, October 19, 2007 12:20 PM
To: benshar@sbcglobal.net
Subject: Wallmart

I would like to have a Wallmart in Suisun City,CA

ANNPW-1

annpwr@frontiernet.net (ANNPW)

Response to ANNPW-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ASHLE.1

Project: Walters Road West Commercial Project

I am against Big Box Stores that impact on Highway #12. Highway 12 needs to be repaired & twice as wide!

No No No

-1

Name Janet Ashley Telephone 707-429-5888

Address 1005 Francisco Ct City Suisun Zip 94585

Signature _____ Date _____

Email _____ Do you wish to be placed on Master Mailing List ✓

Janet Ashley (ASHLE.1)

Response to ASHLE.1-1

The author expressed her opposition to big box stores that impact SR-12. This statement represents the author's personal opinion, and no further response is necessary.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

ASHLE.2

Dear Ms. McCollister,

No No No Walmart with access to Hwy 12.
The traffic is already too heavy. The road needs to be repaired & widened!
Please no danger to Travis AFB.
This is a very poor place for a super box store. I vote no. -1
no building to endanger the Marsh land.
I live on Suisun Slough. I love it

Sincerely,

Janet Ashley
Signature

JANET Ashley
Print Name

1005 Francisco CT
Address

Suisun City CA

707-429-8888
Phone

cc: Suisun City Council

Janet Ashley (ASHLE.2)

Response to ASHLE.2-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, Travis Air Force Base compatibility, and potential impacts on marsh habitat.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

Impacts on Suisun Marsh are addressed in Master Response 20.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ASHLE.3

Project: Walters Road West Commercial Project

I attended meeting 10-17-07 & filled out the following comment. Hiway #12 is overcrowded now I use it to come & go from home. I do not want a big box store in the proposed location to add more congestion to the road. Highway #12 needs much improvement & widening before this can happen. -1

Name Janet Ashley Telephone 707-429-5888

Address 1005 Francisco Ct City Suisun Zip 94585

Signature Janet P Ashley Date 10-24-07

Email Do you wish to be placed on Master Mailing List X

Janet Ashley (ASHLE.3)

Response to ASHLE.3-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

From: RICHARD AVRE [mailto:ravre@sbcglobal.net]
Sent: Thu 10/11/2007 1:36 PM
To: Sam Derting
Subject: Wal-Mart Project

Dear Councilmember Sam Derting,
The Avre family of Lawler Ranch vote NO! Wal-Mart Walters Road West Project. Build the super-center where Wal-Mart stands today making it two stories high. Please leave our quite community alone. We all ready have too many trucks on HWY 12 going to and from the dump! Think about it. Would you want a Super Wal-Mart in your back yard? What is your vote? AVRE-1

Concerned,
Mr & Mrs Richard Avre
225 Lawler Ranch Parkway

Mr. and Mrs. Richard Avre (AVRE)

Response to AVRE-1

The authors expressed their opposition to the proposed project, citing concerns about traffic on SR-12, and stating their preference for expanding the existing Chadbourne Road Wal-Mart.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

In regards to the author's stated preference for expanding the existing Chadbourne Road Wal-Mart, refer to Master Response 22.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

I read in the EIR that there may be PCB's in the soil because of a generator on the site. Since the PCB's can cause cancer, why is the City waiting until after the project might be approved to test for it? It seems to me that the City is endangering the health of the people who will work and shop there, not to mention the residents. The City is risking a lot by not testing now and telling the public about the possible contamination of the soil. Doesn't CEQA require a full examination of the impact of soils on new projects? RAVRE.1-1

Signature

Richard L Avre
Print Name

225 Lawler Ranch Parkway
Address

Suisun City, CA 94585

707-434-9952
Phone

Richard L. Avre (RAVRE.1)

Response to RAVRE.1-1

The author asserted that the Draft EIR indicated that there may be polychlorinated biphenyls (PCBs) on the project site and inquired why the City would wait until the project is approved in order to test for their presence. The author stated that waiting until the project is approved to test for PCBs could potentially endanger the public.

As discussed on page 4.6-4, there is a PG&E-owned, pad-mounted transformer on the project site. Transformers contain transformer oil, which may contain PCBs. The pad-mounted transformer was observed to be in good condition, and no significant oil leaks were observed. Therefore, PCB contamination is not believed to be present on the project site, and testing is not warranted. Because development of the proposed project would necessitate removal of the transformer, the Draft EIR proposed Mitigation Measure HAZ-1 that would require the transformer to be removed by a certified contractor. In recognition that removal activities may result in oil leakage, the measure contains a provision requiring that testing for PCBs be performed if leakage is observed.

Ms. Heather McCollister
Director
Community Development Office
Suisun City Hall
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Wal-Mart Supercenter in Suisun

Ms. McCollister,

Are there are plans to widen Highway 12 and Walters Road? I think you'll find the reality will be those roads will be too congested once the Supercenter, the restaurant and the gas station are built. I just don't see how adding a few turn lanes to the existing roads is going to increase capacity. Please be sure that Wal-Mart, the restaurant and the gas station pay for all the costs of any and all road improvements. I don't want to see what happened in American Canyon happen to Suisun. RAVRE.2-1

Thank you.

Signature

Richard A Avre
Print Name

225 Lawler Ranch Parkway
Address

Suisun City, CA

707-434-9952
Phone

cc: Suisun City Council

Richard L. Avre (RAVRE.2)

Response to RAVRE.2-1

The author questioned the effectiveness of the Draft EIR's mitigation measures associated with intersection improvements and stated that the project applicant should be required to pay for all road improvement costs.

As shown in Tables 4.11-9 and 4.11-11, all impacted intersections would operate at better levels of service after mitigation compared with the "without project" scenario. Therefore, the proposed project's intersection mitigation would be effective at improving intersection performance to acceptable levels.

All intersection improvement mitigation measures identify the proposed project's "fair share" cost, which it is obligated to provide under the law. Refer to Master Response 1 for further discussion of costs associated with intersection improvements.

From: Babrak, Maria [mailto:MBabrak@ReedSmith.com]
Sent: Thursday, October 25, 2007 11:48 AM
To: Heather McCollister
Subject: Against - Wal-Mart Project in Suisun City

BABRA

Dear Heather McCollister:

My name is Maria Babrak and I reside on 1004 Bluejay Drive, Suisun City since 1989. During the time I have noted and increase of traffic in Highway 12 specially in the last 3 years traffic has increased considerable. I noted an increase of single drivers and eight wheel trucks. If Wal-Mart is constructed in the proposed site, the traffic will increase considerable as it is now, sometimes it looks like a parking lot during commute time. If there is no plan and action to increase the number of lines on highway 12 before it is constructed, it will create a deficient performance more than it is now on same. In addition to the air pollutants caused by the big rig trucks and new cars driving on this highway. I'm against the site where Wal-Mart has selected. I think it is a big project for a small city with no alternate routes. Please keep Suisun city a place were people wants to live in. -1

Please **do not accept the proposal for the Wal-Mart.**

A concerned citizen of Suisun City.

Maria Babrak

Maria Babrak
Billing Supervisor
510.466.6139
mbabrak@reedsmith.com

Reed Smith LLP
1999 Harrison Street
Oakland, CA 94612

Maria Babrak (BABRA)

Response to BABRA-1

The author expressed her opposition to the proposed project, citing concerns about traffic and air pollution.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

RECEIVED
OCT 22 2007
CITY OF SUISUN CITY

October 19, 2007

Mrs. Denise Bailey
811 Whitney Avenue
Suisun City, CA 94585

City of Suisun City
Planning Commissioner & City Council Members
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road West Commercial Project, AKA: Wal Mart Store/Super Store Project

Dear Sir or Ma'am,

I am a resident and home owner in Suisun City close to this project discussed. I am a bit surprised that Suisun City's Planning Committee has not really discussed what the BEST plan should be for Suisun City and its future. If it has been discussed than the people are only seeing what is in front of them, and not what would be best for the future of Suisun City/ the future generations.

I don't want any Wal Mart or any other big business developed within a residential area. Property value will decrease, because of the type of trafficking coming through. Wal Mart does not bring in the best types of people. I don't want people looking in my backyard or the yards of my neighbors for fear of a criminal act of some kind, because if Wal Mart does come here and develop I can bet the negative influence Suisun City will develop in the future. A Wal Mart Store/Super Store is not what is best for Suisun City. This will hurt Suisun City's economy. Housing growth will decrease, crime rates will increase, the police department will be more stressed feeling the extra need to protect the City, home invasions will increase, homicides will increase, more trash will be left around and blowing around, and so on. DBAIL-1

If Wal Mart is here the honest citizens will start to move out as they are already because of the crime rate in Suisun, causing housing to go down even more, and lower income families will move in. If houses don't sell because of what is going on in the area, then the owner is forced to rent his home out. Renters don't take care of a home or neighborhood the way home owners do. People that don't want to be obeyers of the law, they are law breakers.

I hope and pray that this project is really looked at carefully. <u>This is not a good project</u>.

If Wal Mart does get the approval to develop I hope there is a contingent agreement with Wal Mart Corporation to protect Suisun City for the items I mentioned above. They need to be responsible business owners and take care of their move in to a new

neighborhood. They need to be active community leaders (of each City they move in to), helping City Officials with crimes, homelessness, runaway teens (not just post pictures up, but really help the community, educating the people how to help their teens through teen life), keeping the neighborhood clean. If Wal Mart does not comply with Suisun City's Raising the Bar/Excellence Program than they need to know they will receive a steep fine. DBAIL-1 CONT.

I hope Suisun City has a goal or program of Raising the Bar/Excellence Program, being the best that Suisun City can be.

Thank you for listening to me and my option!

Sincerely grateful,

Denise Bailey

Mrs. Denise Bailey

Denise Bailey (DBAIL)

Response to DBAIL-1

The author expressed her opposition to the proposed project, citing concerns about land use compatibility, traffic, crime, and property values.

Land use compatibility was addressed in the Draft EIR in Section 4.8, Land Use.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

NO WALMART - It would BE MORE TRAFFIC, the NOISY AND AIR POLLUTION WOULD DOUBLE, CRIME RATE WOULD INCREASE. Plus the NEIGHBOR HOOD WOULD BE MORE CONGESTED -- DUE TOO PEOPLE WOULD BE making short cuts. the ROAD WOULD BE WORST DUE to EXCESSIVE AMOUNT OF BIG RIGS + AUTOMOBILE TRAFFIC. when CRIME RATE GOES UP, this MEAN that the CALL time would DECREASE FOR FIRE, POLICE + AMBULANCE ~~SERVICES~~ SERVICE FOR PEOPLE IN Suisun City that NEED them the most. I vote NO on WALMART

RBAIL-1

Name ROBERT W. BAILEY Telephone 707-425-8186

Address 811 Whitney AVE City Suisun City Zip 94585

Signature Robert W. Bailey Date Oct. 22 2007

Email _____ Do you wish to be placed on Master Mailing List YES

Robert W. Bailey (RBAIL)

Response to RBAIL-1

The author expressed his opposition to the proposed project, citing concerns about traffic, noise, air pollution, crime, and emergency response times.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion. The potential for drivers to use alternatives routes through residential areas to avoid SR-12 is addressed in Master Response 19.

The Draft EIR evaluated project-related noise impacts in Section 4.9, Noise. Refer to that section for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

Regarding crime, refer to Master Response 9.

Emergency response times in the project vicinity are not anticipated to be adversely impacted because the proposed project would result in improved intersection operations relative to the "without project" scenario. Refer to Master Response 13 for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

BANKS.1

Project: Walters Road West Commercial Project

Cartronics system for shoping carts -1

Name CALVIN BANKS Telephone

Address 520 CANVASBACK DR City Zip

Signature Date 10/24/07

Email Do you wish to be placed on Master Mailing List

Calvin Banks (BANKS.1)

Response to BANKS.1-1

The author's comment reads, "Cartronics system for shopping carts."

Based on the nature of the comment, it would appear the author is in favor of a Cartronics system for the Wal-Mart Supercenter shopping carts. Cartronics systems are an electronic system that stops the removal of shopping carts from a retail site. The City will refer this proposal to Wal-Mart and will consider it in the approval process. This comment does not appear to address any environmental impacts of the project (see Response to GREEN-1), and therefore, no further response is necessary in this document.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

BANKS.2

Project: Walters Road West Commercial Project

Speed bumbs, traffic calming measures on Fulmar Street. Or close off Fulmar Street. -1

Name CALVIN BANKS Telephone 429-9456

Address 520 - CANVASBACK Drive Dr City Suisun Zip 94585

Signature [illegible] Date 10/24/07

Email _____ Do you wish to be placed on Master Mailing List yes

Calvin Banks (BANKS.2)

Response to BANKS.2-1

The author's comment suggests implementing several traffic calming measures on Fullmar Drive or closing off the street.

As discussed in Section 4.11, Transportation, Fullmar Street is designated as a collector street by the City of Suisun City General Plan. As discussed in further detail in Response to FLAND-3, collector streets are intended to serve as linkages between residential areas and commercial areas and provide efficient circulation within residential areas. Fullmar Drive serves both purposes and, therefore, blocking off the street would be contrary to its intended use as a collector street.

There is no nexus between the proposed project and the need to implement traffic calming devices on Fullmar Drive. Traffic calming devices are typically justified by evidence of speeding or unusually high accident rates and not by an increase in roadway volumes. At the time of this writing, there is no evidence indicating that Fullmar Drive currently experiences high rates of speeding or vehicular accidents. Moreover, arbitrarily imposing traffic calming devices on Fullmar Drive may impair its use as a collector and cause drivers to seek out side streets that do not have such devices. Finally, traffic calming devices may slow response times to the project site for fire engines, particularly since the most direct route from the Suisun City fire station to the project site is via Fullmar Drive.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

BANKS.3

Project: Walters Road West Commercial Project

Shoping cart locking system. Similar to the one that Raley's Market has where the wheels lock up when the shoping cart goes over wires that are buried under the parking lot perimeter. If not shoping carts will be all over the neighborhood. -1

Name CALVIN BANKS Telephone

Address 520 CANVASBACK Dr. City SUISUN Zip 94585

Signature [illegible] Date 10/24/07

Email Do you wish to be placed on Master Mailing List X

Calvin Banks (BANKS.3)

Response to BANKS.3-1

The author recommended that shopping cart locking systems be implemented with the proposed project to prevent shopping carts from being removed from the project site. See Responses to BANKS.1-1 and GREEN-1. This statement reflects the author's opinion, does not appear to address any environmental impacts of the project, and therefore no further response is necessary.

From: Robyn Barday [mailto:robynbarday@sbcglobal.net]
Sent: Saturday, November 10, 2007 10:29 PM
To: Heather McCollister
Subject: Super Wal-Mart

To anyone who cares,

My family and I moved to Suisun four years ago. We bought a house that backs up to Walters completely unaware that it would soon change into a much larger roadway. I used to be able to see the farm animals from our window. Now I see a large brick wall. I am less than thrilled to find that there will be a Wal-Mart Super Center coming to our neighborhood. I know of many families that are trying to leave the area because of this. If this Wal Mart comes to our neighborhood, it will change so much that I like about this part of Suisun. If I wanted to live in a commercial area I would have moved to Fairfield. Hello Walmart, goodbye Suisun. I can't see sticking around if that is what this community thinks that it needs. It obviously doesn't represent the people that are an important part of it's community. As it stands, if Walmart does come to this area, I will have to choose not to shop there. It is ridiculous that they have a shopping center already set up, and yet they feel the need to build a brand new building. What a waste of resources. We have an entire shopping center on North Texas that has nothing in it, that looks completely run down, and unsafe. Yet they need to build a brand new building. All I can say, is good luck, I hopefully won't have to stick around this town to watch this happen. BARDA-1

Sincerely,

Robyn Barday

Robyn Barday (BARDA)

Response to BARDA-1

The author expressed her opposition to the proposed project, citing concerns about neighborhood compatibility.

Neighborhood compatibility was addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

From: Myrna Baylis [mailto:mlbaylis@sbcglobal.net]
Sent: Wed 6/13/2007 9:41 PM
To: Michael A. Segala
Subject: Opposition to Walmart Supercenter proposal

BAYLI

Honorable Council Member Segala,

This email is in opposition to the proposed Wal-Mart Supercenter on Walters and Highway 12. In addition to bringing more congestion and jeapordizing the future of Travis Air Force Base, my personal concern is also the loss of a beautiful area where my husband and I take our two year old daughter every Sunday morning to vist the cows. Seven years ago we chose Suisun City as the community to raise our future children and to grow old in. I would hate for something like this to be the reason for us to reconsider staying here. I ask that you oppose this proposal. -1

Sincerely,

Myrna Baylis

Myrna Baylis (BAYLI)

Response to BAYLI-1

The author expressed her opposition to the proposed project, citing concerns about traffic and compatibility with Travis Air Force Base.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6. Concerns about the potential economic effects of the project on Travis Air Force Base are addressed in the Draft EIR in Section 4.12, Urban Decay, as well as Master Response 4.

Heather McCollister
Director, Suisun Community Development
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

The Draft EIR lists eight intersections which will be significantly impacted by the Supercenter making traffic worse and commutes longer. Four of those intersections are on Highway 12 and three are on Walter's Road. Many of those intersections fall under either CalTrans or Fairfield's jurisdiction. Will CalTrans or Fairfield be paying for their intersection improvements? What will Suisun do if they don't agree to pay or it takes them many months to pay for their share of the improvements after the Supercenter is built? Will the City guarantee that Wal-Mart pay for all of the improvements? BEAVE-1

Sincerely,

Signature

Sheila Beavers
Print Name

713 Whispering Bay
Address

Suisun, Ca

427-0113
Phone

cc: Suisun City Council

Sheila Beavers (BEAVE)

Response to BEAVE-1

The author noted that several of the intersections impacted by project-related traffic are under the jurisdiction of Caltrans and the City of Fairfield and questioned how the improvements would be funded and timed.

Refer to Master Response 1.

From: Nbowdoin@aol.com [mailto:Nbowdoin@aol.com]
Sent: Sat 9/23/2006 4:42 PM
To: Michael A. Segala
Subject: I am for wallmart!

BOWDO

Dear M. Segala,
I received a letter from suisun alliance, Wallmart does not cause HEAVY TRAFFIC, BAD NEIGHORHOODS, RISEING POLICE COST,, TAX DRAIN, OR JOB DESTRUCTION,. Look at home depot and ace hardware, Hallmark And Wallmart,ect., WALLMART is helping our society, By, JOBS, NO RUN DOWN PARKING LOT, LOW CRIME AROUND STORES, LOW PRICES ON DAILY HOUSEHOLD ITEMS, KEEPING OUR SENIORS WORKING, ETC.....!!!!!!!! -1

I HOPE WALLMART GETS THERE STORE!!!!!!!

J.BOWDOIN
nbowdoin@aol.com

J. Bowdoin (BOWDO)

Response to BOWDO-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

From: cdbfishing@aol.com
Sent: Monday, November 05, 2007 4:32 PM
To: Heather McCollister
Subject: Comments/Questions: Siting Study of Walters Rd. Walmart

BRANT.1

Ms. Collister:

My wife and I are adamantly opposed to the siting of a Super Walmart at Walters and Hwy 12 for the following reasons that should be thoughtfully considered by the city council and the planners:
(1) The Walmart will not be paying its way compared to the city resources it will dominate...The fact that Walmart's tax contribution of a half-mil. would pay for two police and one fireman does not come anywhere near paying for the impact on the city...In this day of terrorism and spectacular criminal acts, why wouldn't Walmart offer to provide "their own" 24/7 armed security. That would likely provide more money (as a job source) for the off-duty police than the benefit of hiring 2 officers.
(2) Why would anyone want to increase traffic on Hwy 12?...I can't imagine what rush-hour will look like with all the Walmart 18 wheelers and customers turning at Walters Road. I'm sure the Lawler Ranch citizens (where I live) will eventually petition to remove the entrance to Lawler Ranch located at Walters Road because of the spectacular traffic accidents that will be in the city's future.
(3) Some persons have been citing the economic benefits of the Walmart for those that would be employed there. It is well-documented that the anti-union Walmart will offer about 25% less that the standing wages in the area...and therefore provide a "reduction" in income for those employees displaced when Walmart puts existing businesses "out of business".
(4) Why do we need a Walmart at all at this location? This city is not built on a model of walking and bicycling. There are copious Walmart's within easy drive of Suisun City. -1
(5) What happens to the Chadbourne Rd. Walmart, with its limited parking and tough access?...You know it will be closed in short order. Walmart should be made to make their businesses "work" where they are instead of making all of us and the city "politicos" suffer for their heavy handed siting anywhere they please.
(6) I am concerned the presence of the Walmart will reduce my property value and I have heard other Lawler Ranch and Peterson Ranch owners lament this likelihood...It doesn't take many people to start "panic-selling" of an area's homes...The housing market is already terribly soft...
(7) Isn't it bad enough that we have to "see" the dump from Lawler Ranch without have a Walmart across the street" also.
(8) I request and implore that all city council members watch the DVD that was provided to them by Paul Greenlee...detailing Walmart's business strategies, impacts on its sites, and unfulfilled promises.
(9) I have had my cars vandalized in Lawler Ranch three times in the last 6 years....I doubt the Walmart siting will allow "more" police coverage of my neighborhood...but I'm sure I'll be hearing more sirens along Hwy 12 and at Walters Rd. from police/EMS response to accidents and criminal acts.

Please don't dismiss these comments and questions as being overly emotional...just speak to the concerns with real data and actually "write" the justifications for the positions taken..don't just dismiss opponents without doing real work.

Sincerely,

Charles D & Cynthia J Brantley
1404 Whitby Way
Suisun City, CA 94585

Charles D. and Cynthia J. Brantley (BRANT.1)

Response to BRANT.1-1

The authors expressed their opposition to the proposed project, citing concerns about public services, traffic, low wages, property values, visual impacts, and crime.

The Draft EIR evaluated impacts on public services in Section 4.10, Public Services and Utilities. In addition, refer to Responses to FAIRF-3 and FLAND-19.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

Aesthetic impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

Changes in property values and wage rates do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

From: cdbfishing@aol.com [mailto:cdbfishing@aol.com]
Sent: Monday, November 05, 2007 4:28 PM
To: Heather McCollister
Subject: Comment/Questions : Susuin WALMART siting study, Hwy 12 & Walters Road

Ms. Collister: BRANT.2

My wife and I are adamantly opposed to the siting of a Super Walmart at Walters and Hwy 12 for the following reasons that should be thoughtfully considered by the city council and the planners:
(1) The Walmart will not be paying its way compared to the city resources it will dominate...The fact that Walmart's tax contribution of a half-mil. would pay for two police and one fireman does not come anywhere near paying for the impact on the city...In this day of terrorism and spectacular criminal acts, why wouldn't Walmart offer to provide "their own" 24/7 armed security. That would likely provide more money (as a job source) for the off-duty police than the benefit of hiring 2 officers.
(2) Why would anyone want to increase traffic on Hwy 12?...I can't imagine what rush-hour will look like with all the Walmart 18 wheelers and customers turning at Walters Road. I'm sure the Lawler Ranch citizens (where I live) will eventually petition to remove the entrance to Lawler Ranch located at Walters Road because of the spectacular traffic accidents that will be in the city's future.
(3) Some persons have been citing the economic benefits of the Walmart for those that would be employed there. It is well-documented that the anti-union Walmart will offer about 25% less that the standing wages in the area...and therefore provide a "reduction" in income for those employees displaced when Walmart puts existing businesses "out of business".
(4) Why do we need a Walmart at all at this location? This city is not built on a model of walking and bicycling. There are copious Walmart's within easy drive of Suisun City. -1
(5) What happens to the Chadbourne Rd. Walmart, with its limited parking and tough access?...You know it will be closed in short order. Walmart should be made to make their businesses "work" where they are instead of making all of us and the city "politicos" suffer for their heavy handed siting anywhere they please.
(6) I am concerned the presence of the Walmart will reduce my property value and I have heard other Lawler Ranch and Peterson Ranch owners lament this likelihood...It doesn't take many people to start "panic-selling" of an area's homes...The housing market is already terribly soft...
(7) Isn't it bad enough that we have to "see" the dump from Lawler Ranch without have a Walmart across the street" also.
(8) I request and implore that all city council members watch the DVD that was provided to them by Paul Greenlee...detailing Walmart's business strategies, impacts on its sites, and unfulfilled promises.
(9) I have had my cars vandalized in Lawler Ranch three times in the last 6 years....I doubt the Walmart siting will allow "more" police coverage of my neighborhood...but I'm sure I'll be hearing more sirens along Hwy 12 and at Walters Rd. from police/EMS response to accidents and criminal acts.

Please don't dismiss these comments and questions as being overly emotional...just speak to the concerns with real data and actually "write" the justifications for the positions taken..don't just dismiss opponents without doing real work.

Sincerely,

Charles D & Cynthia J Brantley
1404 Whitby Way
Suisun City, CA 94585

Charles D. and Cynthia J. Brantley (BRANT.2)

Response to BRANT.2-1

The authors expressed their opposition to the proposed project, citing concerns about crime, traffic congestion, roadway safety, closure of competing businesses, and property values.

Regarding crime, refer to Master Response 9.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Roadway safety concerns are addressed in Master Response 13.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

We, at the Senior Residence Area are glad for a closer location of Walmart. Make it a reality as soon as possible. BROWN-1

Name Marciana Browning Telephone

Address 320 Merganser Dr #29 City Suisun Zip 94585

Signature Date

Email Do you wish to be placed on Master Mailing List

Marciana Browning (BROWN)

Response to BROWN-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

From: J Sharon Byrd [mailto:abcbyrd@sbcglobal.net]
Sent: Wednesday, October 17, 2007 5:19 PM
To: www.hmccollister@suisun.com
Subject: walmart

BYRD

i am adamantly opposed to a walmart in suisun city and specifically opposed to the super walmart being proposed at walters road and highway 12. there are many reasons for opposing walmart in our area. some of the more salient issues are:

- walmart stores increase crime in the areas where they locate.

- economic studies show the cost of public services to walmart exceed the cost of local tax revenue they generate.

- walmart stores cause an increase in air and noise pollution. storm water runoff pollution will harm the suisun city marsh. -1

- cheap products, and a cheap labor will force other local buisness " out of buisness".

- walmart employees are underpaid with very few employee benefits, which forces their employees to use taxpayer subsidized benefits, including health care.

- solano county and suisun cannot absorb and tolerate the added traffic and congestion at walters road and highway 12.

- walmart sanctions and encourages china's economic slavery which will ultimately destroy the united states' economic system.

finally, be assured, that i will personally be involved in recall elections for all suisun city council members who support this travesty. DON BYRD

Don Byrd (BYRD)

Response to BYRD-1

The author expressed his opposition to the proposed project, citing concerns about traffic, crime, economic impacts, air pollution, noise, and stormwater runoff.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

The Draft EIR evaluated project-related noise impacts in Section 4.9, Noise. Refer to that section for further discussion.

The Draft EIR evaluated stormwater runoff impacts in Section 4.7, Hydrology and Water Quality. Refer to that section for further discussion, as well as Master Response 12 for further discussion.

The author also noted his general opposition to Wal-Mart and its business practices. This statement represents the author's personal opinion, does not address the environmental impacts of the project, and no further response is necessary in this document.

Heather McCollister, Community Development Director
701 Civic Center Blvd.
Suisun City, CA 94598

November 4, 2007

Dear Ms. McCollister,

As a citizen of Suisun City, I am very concerned about the air quality in Solano County. We already know Solano County has the highest asthma rate in the country.

I myself has developed asthma in the eight years I have lived here. As stated in the Draft Environmental Impact Report (DEIR) 4.2-6, children and elderly adults are especially vulnerable to particular matter pollutants (such as diesel truck exhaust fumes). Over exposure leads to heart and lung diseases. CAIN-1

With three schools, Crescent Elementary, Root Elementary, and Suisun Elementary schools, located within a mile and a quarter of the proposed Wal-Mart Supercenter, this will put more children at risk of developing asthma.

Also, as stated in DEIR 42-21, 32-33, the project will "substantially" increase in air pollution and greenhouse gases. This will only contribute to global warming. As we all know it is impossible for Wal-Mart to pipe in clean air from somewhere to say the finding in the DEIR has no impact. CAIN-2

Please deny this project for the reasons I have stated above. CAIN-3

Sincerely,

Jean Cain
1369 Potrero Circle
Suisun City, CA 94585

Jean Cain (CAIN)

Response to CAIN-1

The author expressed concern about project impacts on asthma.

Refer to Master Response 11.

Response to CAIN-2

The author cited the Draft EIR's conclusions in Section 4.2, Air Quality that the proposed project would exceed BAAQMD thresholds and result in a cumulatively considerable contribution to greenhouse gas emissions and asserted that "As we all know it is impossible for Wal-Mart to pipe in clean air from somewhere to say the finding in the DEIR has no impact."

It is unclear what the author's last statement means. The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 7, Master Response 11, and Master Response 15, for further discussion. Because the author did not provide any specific comments on the Draft EIR analysis, no further response is possible.

Response to CAIN-3

The author expressed her opposition to the proposed project, citing the reasons in her letter. This statement represents the author's personal opinion, and no further response is necessary.

From: Laura Calderon [saintman17@sbcglobal.net]
Sent: Monday, November 05, 2007 6:15 AM
To: Heather McCollister
Subject: Draft EIR

CALDE.1

Hello. My questions on the draft EIR are as follows:

1. Traffic: The Draft EIR lists eight intersections which will be significantly impacted by the Supercenter making traffic worse and commutes longer. Four of those intersections are on Highway 12 & three are on Walter's Road. Many of those intersections fall under either CalTrans or Fairfield's jurisdiction. Will CalTrans or Fairfield be paying for their intersection improvements? What will Suisun do if they don't agree to pay or it takes them many months to pay for their share of the improvments after the Supercenter is built? Will the City guarantee that Wal-Mart pay for all of the improvments? Also, will there be extra Police to enforce the speed laws in the neighborhood surrounding the Supercenter from the traffic spill over that is sure to happen when people try to avoid Walter's by using the Montebella Vista area as a short-cut- there is a park there-full of kids-who is going to protect their safety? -1

If the Wal-Mart is allowed to have RVs in their parking lot overnight, the draft EIR does not mention perhaps the security of Travis AFB with the population allowed there to "blend" and the delivery entrance for Travis AFB is right there on Peterson Road- whomever is there will be allowed to see exactly what goes in and out of Travis- who will monitor that opportunity for persons "spying?" -2

Crime: The Draft EIR does not address how the City will handle the crime increases. Cities across the country have had to pay for more police to handle a huge Supercenter and the neighborhoods around the Supercenter. Has the City studies how it will handle more calls for service and neighborhood patrols? Do we have the money and staff to handle the volume? Who will pay for hte extra staff and staff time? -3

Thank you for your consideration.

Laura Calderon
1742 Ventura Way
Suisun City, CA 94585
ph# 707-429-2455

Laura Calderon (CALDE.1)

Response to CALDE.1-1

The author noted that several of the intersections impacted by project-related traffic are under the jurisdiction of Caltrans and the City of Fairfield and questioned how the improvements would be funded and timed. The author inquired if there would be additional police officers to enforce speeding around the project site as a result of motorists avoiding Walters Road and using residential streets as shortcuts.

Regarding improvements to intersections under the jurisdiction of Caltrans or Fairfield, refer to Master Response 1.

As for the likelihood of drivers avoiding Walters Road and using residential side streets because of congestion, this would be unlikely, because the proposed project would result in LOS C or better conditions on Walters Road between the project driveway and Tabor Avenue in Fairfield after the implementation of intersection improvements. Efficient intersection operations on Walters Road would provide a disincentive for motorists to use side streets. In addition, refer to Master Response 19.

Response to CALDE.1-2

The author stated that Draft EIR did not consider the possibility of overnight RV parking compromising the security of Travis Air Force Base because RV occupants may attempt to illegally enter the base or spy on base activities.

This is a highly speculative, remote, and unlikely scenario. As such, the Draft EIR did not consider it because it is not a foreseeable consequence of the proposed project. In addition, refer to Master Response 17 regarding overnight parking.

Response to CALDE.1-3

The author stated that the Draft EIR did not address potential crime impacts associated with the proposed project, including the need to handle additional calls for service and the costs on the Police Department in terms of funding and staffing.

Refer to Master Response 9.

Ms. Heather McCollister
Community Development Department
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister,

Has the Wal-Mart DEIR identified the Harvest Mouse as one of the endangered animals who can be found on the site where the Wal-Mart would be built on? I am sure there are numerous animals who could be found on the site, I just wanted to be sure endangered ones are not negatively impacted by this project. CALDE.2-1

Sincerely,

Laura Calderon
Signature

Laura Calderon
Print Name

1742 Ventura Way
Address

Suisun City, CA 94585

707-429-2455
Phone

cc: Suisun City Council

Laura Calderon (CALDE.2)

Response to CALDE.2-1

The author inquired if the Draft EIR evaluated potential impacts on the Harvest Mouse from development of the proposed project.

The Biological Resources Analysis, contained in its entirety in Appendix C, indicated that the Suisun salt marsh harvest mouse has no potential to occur onsite because it occupies middle marsh habitat dominated by pickleweed, which is not present on the project site. As such, the development of the proposed project would not adversely affect the Harvest Mouse.

From: undersheriffsilvia@comcast.net
Sent: Friday, October 12, 2007 8:56 AM
To: Heather McCollister
Subject: Wal-Mart Supercenter

CARUS

Hello,

My husband and I live in Suisun and love it here. We would like to see the betterment of Suisun and feel that a large retailer like Wal-Mart would be a good start. Don't let us follow the example of Fairfield in it's obstinate "small town" obstruction of growth. -1

Sincerely,
Silvia and Joe Caruso

Silvia and Joe Caruso (CARUS)

Response to CARUS-1

The authors expressed their support for the proposed project. These comments reflect the authors' personal opinions and do not require further response.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

CASEY

Project: Walters Road West Commercial Project

I belive that Suisun City needs a major company here to provide jobs for our citizens and for us not to have to drive to any other city for work. The Wal-Mart will not shut down TRAVIS AFB -- it's too important to the USAF. Look at how much money they have spent improving the base - David Grant Hospital - New buildings are going up everywhere. Try to find another location for Wal-Mart. It's too crowded on Highway 12 today and the traffic flow on Walters is not bad now. Move these people to some other place - like MARINA & Highway 12 - that would benefit Old Town too. -1

Name David Casey Telephone 707-421-8320

Address 507 Arroyo Grande Lane City Suisun City Zip 94585

Signature David R. Casey Date 10/24/07

Email Casey.ent56@yahoo.com Do you wish to be placed on Master Mailing List Yes

Daniel B. Casey (CASEY)

Response to CASEY-1

The author's expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

CELLI.1

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project,

How is it that you could have it on your concious that you Killed Travis AFB?
Is an inappropriate use that doesn't fit in with the residential area, encroach on our countys largest employer (TAFB) destroy critical hatitats for endangered species, Traffic Nightmares increase crime, create blight, be a tax drain instead of gain. But my biggest concern is that it will lower the value of the home we built here in 1988 & if we lose Travis AFB. Walmart cannibalizes little towns We need a "Big Box" oridanance -1

Name Mildred H. Cellini Telephone 707-427-2809
Address 1747 Ventura way City Suisun C. Zip 94585
Signature Mildred H Cellini Date 10/24/07
Email AngeCelli@AOL.com Do you wish to be placed on Master Mailing List ✓

The DEIR doesn't cover the outdoor garden center that stores chemicals causing toxic Rain water, Walmart has been fined by the EPA for toxic Run off. Suisun has a responsibity to protect the treasure of the Marsh. -2
Fairfield & Vacaville both have honored a buffer zone for the base. We hope the Concil will recognize the importance of not encroaching on the base & endangering it by it being put on the BRAC list. Our City should not add to the growing problem of HWY 12 but instead work to minimize it by adding appropiately sized developments along the highway -3
What about evacuation routes w/ Hwy 12 so conjested & Walter too? We feel this project is the wrong size & the wrong town. Put a Safeway or Trader Joes there I don't Know, I Know it commercial zone but does it have to be 24 hrs? Please honor the ALUC. Vote NO

Mildred H. Cellini (CELLI.1)

Response to CELLI.1-1

The author expressed her opposition to the proposed project, citing concerns about Travis Air Force Base compatibility, impacts on biological resources, crime, blight, and property values.

Travis Air Force Base compatibility is discussed in Master Response 6.

The Draft EIR evaluated impacts on biological resources in Section 4.3, Biological Resources. Refer to that section, as well as the supporting technical studies contained in Appendix C and Appendix N, for further discussion.

The Draft EIR's urban decay analysis considered the potential for blight and urban decay to occur from the closure of competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

Regarding crime, refer to Master Response 9.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

The author also noted her general opposition to Wal-Mart and its business practices. This statement represents the author's personal opinion, does not address the environmental impacts of the project, and no further response is necessary in this document.

Response to CELLI.1-2

The author claimed the Draft EIR did not address the potential for the Wal-Mart Supercenter to degrade water quality and stated that Wal-Mart has been previously cited by regulatory agencies for such problems.

Regarding water quality impacts, refer to Master Response 12.

Response to CELLI.1-3

The author expressed her opposition to the proposed project, citing concerns about Travis Air Force Base compatibility, traffic, and land use compatibility. See Response to CELLI.1-1. The author's other statements reflect her personal opinion and no further response is necessary.

Recently, I have become aware of a shocking development that Wal Mart is considering building a Super Center on Highway 12 and Walters Road in Suisun. This Super Store encroches on the flight pattern of Travis Air Force Base which is of vital importance to our courtry and the economic interests of Solano County. Never before has Travis been such a strategic element in our military and gateway to the Pacific. There is no question that another Wal Mart which has already saturated our communities can dictate their interests over the basic rights of Americans.

I have no illusions that you took the office of the mayor to secure our basic rights rather than the interest of big business. Please, honor the integrity of the Airport Land Use Commission plan immediately and stop Wal Mart from cannibalizing our security and economic interests. CELLI.2-1

Thanks for your prompt attention to this matter and oppose any development of Wal Mart on this precious site. Your collegues in the State Legislature and our congressmen are also being informed of this attrosity

Warmest Regards,

M. H. Collini

Mildred H. Cellini (CELLI.2)

Response to CELLI.2-1

The author expressed her opposition to the proposed project because it would encroach on Travis Air Force Base.

Travis Air Force Base compatibility is discussed in Master Response 6. Concerns about the potential economic effects of the project on Travis Air Force Base are addressed in the Draft EIR in Section 4.12, Urban Decay, as well as Master Response 4.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

CELLI.3-1

Dear Ms. McCollister,

This issue is not addressed in The EIR. What about when Walmart has a critical mass of people like a grand opening, or the day after Thanksgiving or after X-mas sales .... there's more than 300 people per acre then, That is inconsistant with the ALUC plan for land use

Sincerely,

Signature

Mildred H Cellini
Print Name

1747 Ventura Wy
Address

Suisun Ci CA 94585

707-427-2809
Phone

cc: Suisun City Council

Mildred H. Cellini (CELLI.3)

Response to CELLI.3-1

The author stated that the Draft EIR failed to address the potential for large crowds to be inside the Wal-Mart Supercenter and exceed the 300-person-per-individual-acre limit of the Travis Air Force Base LUCP for Zone C.

Refer to Master Response 6.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

If the Airport Land Use Commission rules that the Wal-Mart project is not compatible with the Airport Land Use Plan, does that mean that in the event of a plane crash that causes death, injury or damage on the site that taxpayers will have to pay the costs? What Costs will Wal-Mart accrue? What is their financial liability for wishing to build in an unsafe area? CELLI.4-1

Mildred Cellini
Signature

Mildred H Cellini
Print Name

1747 Ventura Wy
Address

707-427-2809
Phone

Mildred H. Cellini (CELLI.4)

Response to CELLI.4-1

The author asked that, if the Solano County Airport Land Use Commission found the proposed project inconsistent with the Travis Air Force Base LUCP, who would bear the liability if plane crashed into the proposed Wal-Mart Supercenter.

Legal liability for highly speculative disaster scenarios (e.g., plane crashes) does not have a physical impact on the environment and, therefore, is outside the scope of the Draft EIR.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister:

How is it that you could have it on your Conscience that you Killed Travis AFB

Dont give Wal-Mart a Permit to build

CELLI.5-1

Thank you,

Mildred H Cellini
Signature

mildred H Cellini
Print Name

17407 Ventura Wy
Address

Suisun Ci CA 94585

707-427-2809
Phone

cc: Suisun City Council

Mildred H. Cellini (CELLI.5)

Response to CELLI.5-1

The author expressed her opposition to the proposed project, citing concerns that it would result in closure of Travis Air Force Base.

Travis Air Force Base compatibility is discussed in Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

CELLI.6

NO Walmart

(But it looks bad to me like we've lost the fight when comment card come up missing)

-1

Name Mildred H Cellini Telephone 707-427-2809

Address 1747 Ventura Way City Suisun Zip 94585

Signature Mildred H Cellini Date 10/24/07

Email AngeCelli@AOL.Com Do you wish to be placed on Master Mailing List ✓

Mildred H. Cellini (CELLI.6)

Response to CELLI.6-1

The author expressed her opposition to the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

CELLI.7

Project: Walters Road West Commercial Project

What about when Walmart has peak times like Grand opening, or Christmas or the day after thanks giving wont there be more than 300 people per acre or 75 per acre indoors ???

Land use?

-1

Name Mildred H Cellini Telephone 707-427-2809

Address 1747 Ventura Way City Suisun Ci Zip 94588

Signature Mildred H Cellini Date 10/24/07

Email AngeCelli@AOL.Com Do you wish to be placed on Master Mailing List ✓

Mildred H. Cellini (CELLI.7)

Response to CELLI.7-1

The author inquired about the possibility of the Wal-Mart Supercenter attracting crowds that would exceed the maximum usage intensities established in the Travis Air Force Base LUCP for Zone C.

Refer to Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

CHAND-1

Project: Walters Road West Commercial Project

I BOUGHT MY HOME IN SUISUN CITY IN 1989 AND LOVE MY HOME AND THIS CITY! I HAVE WORKED AT THE POLICE DEPARTMENT SINCE 1997 AND HAVE ENJOYED MANY NEW ASPECTS THE CITY HAS DELIVERED, ALBEIT SLOW PROGRESS IT HAS ALWAYS MOVED FORWARD. MY BIGGEST COMPLAINT — "SPENDING MY VERY HARD EARNED $ OUTSIDE OF SUISUN" NOT BENEFITING SUISUNS TAX BASE. I HAVE EATIN AT EVERY RESTAURANT "SIT DOWN AND FAST FOOD — IN SUISUN.

Name CATHERINE CHANDLER Telephone 707-426-2901

Address 710 WHISPERING BAY LN City SUISUN CITY Zip 94585

Signature Catherine A. Chandler Date 10/24/2007

Email _____ Do you wish to be placed on Master Mailing List _____

OVER →

I SHOP AT ALL THE SPECIALTY SHOPS FINDING GIFTS FOR FAMILY AND RELATIVES. BUT THE MAJORITY OF MY MONEY IS SPENT AT WALMART IN FAIRFIELD PURCHASING DAILY NEEDED PRODUCTS, CLOTHING, AUTOMOBILE, PERISHABLES, DOG & CAT FOODS, MEDISINAL GOODS, AND LAST BUT NOT LEAST, ABSOLUTLY EVERY ITEM NEEDED TO KEEP MY HOUSEHOLD RUNNING SMOOTHLY & PROPERLY. I SAY "BRING SUISUN A WALMART, MAKE IT TWO STORIES, MAKE IT "SUPER SIZED" IF THEY DON'T WANT IT IN THEIR "NEIGHBOR HOOD" KNOCK DOWN CRYSTAL SCHOOL AND PUT IT IN MY NEIGHBORHOOD! BRING IT ON!

I'll BET I'VE SPENT EASILY $20,000.00 OF MY HARD EARNED INCOME IN FAIRFIELD AND THAT MAKES ME MAD!

Catherine A. Chandler (CHAND)

Response to CHAND-1

The author expressed her support for the proposed project. These comments reflect the author's personal opinion and do not require further response.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

I want to inform you of the support we have recieved from WalMart and particularly the one at 300 Gradbourne Rd. The North Bay YMCA, in Suisun City, provides programs and services for Solano County residents while most of our members reside in Suisun City, and the city of Fairfield. Under the leadership of Store manager, Robert Danoff, WalMart has hosted car Carwash to raise money for youth programs. They have also been a donor to our annual support campaign that helps provide scholarships to those that cannot afford to pay fun fees for our programs and to offset operating cost of programs for the community. WalMart has been a sponsor of our (continue on back)

Name Noah Ochoa & Rodney Chin Telephone (707) 421-8746

Address 586 E Wigeon Way City Suisun City Zip 94585

Signature Noah Chin Date 10/17/07

Email rchin@ymca-sf.org Do you wish to be placed on Master Mailing List _____

CHIN.1-1

annual crab feed and a "fun fest," held on Labor Day, where we promoted healthy eating and exercise to the entire family.

The Y.M.C.A depends on support from the community in order to run programs that benefit the community. We are led by Volunteer board members as well as a volunteer program staff.

In our quest to "build strong kids, strong families, and strong communities", WalMart has been a supporter of our Y.M.C.A., a YMCA serving Solano County.

Best Regards,

Rodney Chin
Executive Director
North Bay YMCA.

Rodney Chin (CHIN.1)

Response to CHIN.1-1

The author expressed his support for the proposed project. These comments reflect the author's personal opinion and do not require further response.

Dear Suisun City Staff

I want to inform you of the support that we have received from WalMart and particularly the one at 300 Chadbourne Road. The North Bay YMCA, in Suisun City, provides programs and services for Solano County residents while most of our members reside in Suisun City and the City of Fairfield. Under the leadership of Store Manager, Peter Danoff, WalMart has hosted our carwash to raise money for youth programs. They have also been a donor to our annual support campaign that helps provide scholarships to those that cannot afford to pay full fees for our programs and to offset operating costs of programs for the community. WalMart has been a sponsor of our annual crab feed and a *Fun Fest*, held on *Labor Day*, where we promoted healthy eating and exercise for the entire family. CHIN.2-1

The YMCA depends on support from the community in order to run programs that benefit the community. We are led by volunteer board members as well as volunteer program staff.

In our quest to *"build strong kids, strong families, and strong communities"*, WalMart has been a supporter of our YMCA, a YMCA serving Solano County.

Best Regards,

Rodney Chin
Executive Director
North Bay YMCA

Rodney Chin (CHIN.2)

Response to CHIN.2-1

The author expressed his support for the proposed project. These comments reflect the author's personal opinion and do not require further response.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

CHOY-1

Project: Walters Road West Commercial Project

Please make the futur of Wal Mart a reality for Suisun City. The TAX base is desperty needed. I would like to see my road fixed and ongoing upkeep of the local creeks to help prevent flooding. The futur w/o Wal Mart is bleck. Wal Mart in Suisun City is a positive plus. Wal Mart in Fairfield & Dixon has not had negative impact on thoes cities

Name Barbara Choy Telephone 422-7027

Address 1003 Wesley AVE City Suisun Zip 94585

Signature B C Choy Date 10/27/07

Email Do you wish to be placed on Master Mailing List yes

Barbara Choy (CHOY)

Response to CHOY-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

Wal-Marts attract a lot of crime which will be costly for the Police Department. Will Wal-Mart be paying the City for increased costs of patrolling and responding to the Wal-Mart? CLARK-1

Ruth L. Clark
Signature

Ruth Clark
Print Name

606 Heartbeat Dr
Address

Phone

Ruth L. Clark (CLARK)

Response to CLARK-1

The author stated that the proposed project would attract crime and inquired if Wal-Mart would pay for the additional costs associated with calls for service and regular patrols.

Refer to Master Response 9.

From: Tony Cratz [cratz@hematite.com]
Sent: Friday, October 12, 2007 2:38 PM
To: Heather McCollister
Subject: Build Wal-mart

Dear Heather McCollister:

By now you should know there is a flyer going around trying to block the Wal-mart supercenter.

I say build it. Bring in more tax money to Suisun which can be used to protect those who are fighting to stop Wal-mart from being built.

Those support the 'Suisun Alliance' are really just a bunch of NIMBY (Not In Mine Backyard). CRATZ-1

1) The amount of traffic on Highway-12 will not change that much. Instead of driving west to the current Wal-mart, they will drive east.

2) The air quality Norther California is better now than it was 20 years ago and it keeps getting better. This is due to the better SMOG controls on the cars and trucks.

3) The amount of after-hours traffic on Highway-12 of people going to the new Wal-mart would not be that an real increase.

Tony Cratz

Tony Cratz (CRATZ)

Response to CRATZ-1

The author expressed his support for the proposed project and asserted that the proposed project would not have significant impacts on traffic or air quality.

These comments reflect the author's personal opinion and do not require further response.

Heather McCollister
Development Director of Suisun City
Suisun City, CA 94585

November 3, 2007

Dear Ms. McCollister

Why would Wal-Mart want to build a supercenter in an area that they know ahead of time will cause their supercenter to under perform? (pg iv, Appendix K)

Doesn't this make the project at risk of an early closure? In 2003, Wal-Mart had 350 abandoned stores and an average store occupancy time of eight years. Wal-Mart has two abandoned stores in Solano County, one (soon to be vacated) store in Fairfield, one in Vallejo.

CROCK-1

How can the study state that the project will "capture" $60,900,000 in sales leakage (paragraph one of pg iv, Appendix K), but in the next paragraph it states that only $13.4 million will be captured from existing outlets (with $9.3 million in capture by the supercenter)?

That doesn't make sense. Actually, wouldn't most of the expected $73.5 million in expected sales be "captured"?

Sincerely,

752 Sunset Ave Apt. 12
Suisun City, CA
(707) 720-8663

cc: Suisun City Council

[Illegible] Crockett (CROCK)

Response to CROCK-1

The author questioned why Wal-Mart is pursuing the development of the proposed project when the Final Retail Impact Analysis Report stated that the store would likely underperform relative to other Wal-Mart Supercenters. The author also noted that there is an existing, abandoned, former Wal-Mart store in Vallejo and the company is planning to close the Chadbourne Road store in the near future, which the author suggests indicates that the proposed project is at risk for early closure. Finally, the author questioned the difference between captured sales from existing outlets and captured sales from sales leakage.

The statement that the proposed project would underperform in sales relative to other Wal-Mart Supercenters does not indicate that the proposed project is at risk of early closure. Sales volume reflects a number of factors, most notably market size. Underperforming relative to the company's national average for Wal-Mart Supercenters does not indicate that a store is losing money. Rather, because Wal-Mart Stores, Inc. is pursuing the proposed project, it suggests that it believes there is sufficient demand for a profitable store in Suisun City.

The Vallejo store closure was the result of the development of the American Canyon Wal-Mart Supercenter. Wal-Mart is currently pursuing the development of a Wal-Mart Supercenter at another location in Vallejo, indicating that it believes the market to have sufficient demand for a profitable store. The Chadbourne Road store is anticipated to close once the North Texas Street Wal-Mart Supercenter opens, not because of lack of demand.

Captured sales from existing outlets represent sales lost by competitors in the Trade Area (i.e., the Suisun City Sphere of Influence) to the proposed project. Captured sales from leakage represent sales captured from retail expenditures leaking out of the Trade Area to other markets (e.g., Fairfield). As discussed on pages 4.12-27 through 4.12-34 of the Draft EIR, the proposed project is estimated to capture $60.8 million in leaked sales and $13.4 million in sales from existing businesses in the Trade Area.

From: Chrys [mailto:mynzchrys@sbcglobal.net]
Sent: Sunday, October 21, 2007 1:08 PM
To: Heather McCollister
Subject: NO WAL-MART SUPER CENTER IN SUISUN!!!!

October 22, 2007

Dear Community Development Director Heather McCollister,

DAHL

I am a concerned citizen of the City of Suisun. I want to know what you are thinking by pondering the possibility of Wal-Mart Super Center making a home in our small community. Are you crazy? There are abundant reasons why the Wall-Mart Super Center (SC) should not be allowed in our small society. -1

First off there is the fact that the SC would encroach upon Travis Air Force Base. One of our biggest employers and source of revenue for our city and county and you want to threaten the existence of this vital lifeline to our residents of Suisun and Solano County. People feel safe having Travis Air Force Base close to them and you are considering taking this away from them. If you take away their safety, you will force them to move. -2

A Second reason that the SC should not be allowed in our fair town is the colossal increase of traffic. Right now, if you have not noticed, it sometimes takes up to 20 minutes to travel either direction of Highway 12. A commute that should only take 25-30 minutes would double. Traffic would double due to the increase of delivery trucks at all hours. Traffic would also double with the SC being open 24 hours a day. Accidents, already a massive crisis on the highway, also known as blood alley, incase you have forgotten would increase as well. Do you want to be responsible for that? There is not a week that goes by that does not have an accident in the area of where the SC would be located. Also accidents would not just be isolated to the general area of the SC, it would continue throughout the stretch of Highway 12 in both directions due to the SC. We cannot afford to have the number of accidents to increase on this highway. -3

Another reason that the SC should not be built in our small town is the increased crime. Our town cannot afford an increase in crime rate. Wal-Mart Super Centers often attract more crime due to their longer hours of operations. Our police officers can barely keep their heads above water now. It would not be fair the to population of our town to not be able to rely on our policemen and policewomen. Again safety would be an issue and people would be forced to leave if that feeling of security was taken from them. -4

One final reason among the hundred that still exist, that a Wal-Mart Super Center should not be built on our little town of Suisun, it is plain ridiculous. Why, there are SCs in American Canyon, Dixon and soon to be Fairfield. It is pointless to threaten our business with a SC when there are 3 within a 10-30 minute drive. There is no reason to have SCs in every town especially one that is less than 5 miles away. -5

Please do not allow Wal-Mart Super Center to threaten the very things that make this community what it is, small, safe, and a community that cares.

Thank You

Chrys Dahl
Resident of Lawler Ranch/Walters Road
Of Suisun, California

chrys (Dirt Car Girl; DCG)

Chrys Dahl (DAHL)

Response to DAHL-1

The author expressed her dismay concerning the proposed project. These comments reflect the author's personal opinion and do not require further response.

Response to DAHL-2

The author stated that the proposed project would encroach on Travis Air Force Base, thereby threatening the continued operation of the base.

Refer to Master Response 6.

Response to DAHL-3

The author asserted that the proposed project would worsen traffic congestion on SR-12, which would also compromise roadway safety.

Refer to Master Response 13 and Master Response 14.

Response to DAHL-4

The author alleged that the proposed project would increase crime, which would overburden the Suisun City Police Department.

Refer to Master Response 9.

Response to DAHL-5

The author stated that there is no need for the proposed project because there are existing Wal-Mart Supercenters in American Canyon and Dixon and a future Wal-Mart Supercenter in Fairfield.

As set forth in Section 3.3, Project Objectives, a number of the project objectives pertain to increasing the local retail offerings, creating new jobs, promoting economic growth, and enhancing the local economy. The basis for these objectives is the current lack of retail offerings in Suisun City, which have resulted in substantial retail leakage to other markets (i.e., local retail dollars being spent outside of the city). As discussed in Section 4.12, Urban Decay, Suisun City is anticipated to experience $236 million in retail sales leakage in 2009. Of the $236 million in leaking sales, $53 million would occur in the general merchandise category and $19 million would occur in the food stores category. This suggests that there is significant unmet retail demand in Suisun City, which is consistent with the project objectives.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

DAVIS

Project: Walters Road West Commercial Project

I lived in Mississippi from 2003 - 2006
Super Walmarts are All over the South Open 24 Hrs
A day. This is very Convenient, however, most Stores
are Opposed, what they don't understand is when someone
has limited time they frequent other Grocery stores
Walmart would also bring more money as well as Jobs
into Suisun.

-1

Name Joyletha M. Davis Telephone (707) 422-1536
Address 363 Promenade Circle City Suisun Zip 94585
Signature Joyletha M Davis Date 11/5/2007
Email Joyzraw@Aol.Com Do you wish to be placed on Master Mailing List yes

Joyletha M. Davis (DAVIS)

Response to DAVIS-1

The author expressed her support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

From: susanpeter [mailto:alba69@sbcglobal.net]
Sent: Wed 6/20/2007 12:25 PM
To: Michael A. Segala
Subject: Super Walmart at Hwy 12 & Walters Rd

Honorable Council Member Mike Segala, I want to voice our strong opposition to placing the Super Walmart at Hwy 12 & Walters Rd. Just crossing Walters Rd. to Quail Glen or Hwy 12 to Lawler Ranch by bicycle or on foot is difficult and dangerous, especially so for the children. The chances of injury or death increases with the amount of traffic. A large store like Walmart does not belong that close to our homes in an already traffic congested area. Thank you

DEALB.1-1

Peter and Susan DeAlba
1509 El Morro Ln
Suisun City,
Ca. 94585

Peter and Susan DeAlba (DEALB.1)

Response to DEALB.1-1

The authors expressed their opposition to the proposed project, citing concerns about traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

DEALB.2

-----Original Message-----
From: susanpeter [mailto:alba69@sbcglobal.net]
Sent: Wednesday, October 17, 2007 6:26 PM
To: Heather McCollister
Subject: Walmart Supercenter project

My wife and I have been opposed to placing the Walmart Supercenter at Hwy 12 and Walters Rd. since we first heard about it. Our major concern is the increased traffic and noise on Walters Rd and Hwy 12.
Crossing Walters Rd on either foot or bicycle is already dangerous enough . Again the road noise from Walters Rd. and Hwy 12 is already too much and growing. What a horrible idea having such a large 24hr
store so near our homes. Peter and Susan DeAlba, 1509 El Morro Ln,
Suisun City

-1

Peter and Susan DeAlba (DEALB.2)

Response to DEALB.2-1

The authors expressed their opposition to the proposed project because of increases in traffic congestion and roadway noise on SR-12. The authors also expressed concern about the safety of pedestrians and bicyclists crossing SR-12 at Walters Road.

In regards to the authors' concerns about traffic congestion, refer to Master Response 13.

Roadway noise impacts were addressed in Impact NOI-4. As shown in Table 4.9-12, the proposed project would increase roadway noise on SR-12 by 0.3 dBA under Year 2009 conditions and by 0.2 dBA under Year 2030 conditions. These noise level increases are imperceptible to the human ear.

The proposed project would improve the SR-12/Walters Road intersection with additional turning lanes and signal split phasing for the Walters Road approaches. The signal phasing will include time allowances for pedestrians and bicyclists to cross SR-12. In addition, the proposed project would install sidewalks along the Walters Road frontage and maintain the existing Class II bicycle lanes on Walters Road. Therefore, the proposed project would not adversely affect pedestrian or bicycle safety in the project vicinity.

Comments on DEIR/Wal-mart Walters Road Project

DEALB.3-1 Emissions from vehicular traffic drawn to site from many nearby cities added to operational emissions will be over BAAQMD thresholds, causing health risks for nearby residents especially those with existing breathing problems.

DEALB.3-2 Sound walls will not effectively reduces added traffic noise from Hwy 12 or Walters Road as present walls still allow a great amount of traffic noise. With 24hr operation noise will be around the clock.

DEALB.3-3 There is no way to mitigate traffic congestion that will come with this large store. Traffic already near gridlock at commute times and on weekends at most intersections on Hwy 12 and especially Walters Road.

DEALB.3-4 Increased traffic from this store will make crossing Walters Road and Hwy 12 on foot or bicycle even more dangerous as there are no pedestrian/bicycle bridges on either of these major roads.

DEALB.3-5 Impact AES-2 and Impact PSV-2: Store this large with 24hr operation and overnight RV/camper parking will draw vagrancy and crime to surrounding neighborhoods putting strain on already thinly spread law enforcement and threatening the safety of the nearby bike/walking path that is regularly used by children.

DEALB.3-6 Only project alterative 2.5.1 is proper and safe for our neighborhoods. If another grocery store is needed, use existing empty business buildings.

DEALB.3-7 A gargantuan 24hr store doesn't belong this close to our homes, schools and children. Greedy companies like Wal-mart must stop forcing their huge stores upon small cities and compromising what little safety and tranquility still exists in these communities. The decrease our quality of life will sustain from this project is not worth any tax dollars generated.

Peter and Susan DeAlba, 1509 El Morro Ln. Suisun City, Ca. 94585

Peter and Susan DeAlba (DEALB.3)

Response to DEALB.3-1

The authors noted that project-related operational emissions would exceed BAAQMD thresholds and would expose surrounding residents to health risks.

Refer to Master Response 15.

Response to DEALB.3-2

The authors stated that installing sound walls will not effectively reduce vehicular noise impacts on surrounding residents because the existing sound walls along SR-12 do not effectively reduce noise exposure.

Effective noise barriers (e.g., sound walls) can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. For a noise barrier to work, it must be high enough and long enough to block the view of a road. A noise barrier is most effective when placed close to the noise source or receiver. A noise barrier can achieve a 5-dBA noise-level reduction when it is tall enough to break the line of sight. When the noise barrier is a berm instead of a wall, the noise attenuation can be increased by another 3 dBA.

Mitigation Measure NOI-4 is the only mitigation measure that proposes the installation of a noise barrier. This measure requires the project applicant to replace the existing 6-foot-high wooden fences protected residences along the north side of Petersen Road with a 6-foot-high masonry block fence. The fence line sits atop a 2-foot-high earthen berm. Because the noise attenuation barrier (the berm and the masonry block wall) would be located close to the receiver and would block direct lines of sight to the proposed project, they would be sufficient to reduce noise exposure at the residences by 5 dBA. Therefore, this would be considered effective noise attenuation. As such, the authors' assertion that sound walls are not effective noise attenuation barriers is a statement of opinion not supported by factual evidence.

No other mitigation measures propose sound walls to reduce vehicular noise because the proposed project would not substantially increase roadway noise levels above existing levels.

Response to DEALB.3-3

The authors asserted that there is no way to mitigate the traffic congestion caused by the proposed project.

Refer to Master Response 1 and Master Response 13 for discussion of project-related traffic mitigation.

The authors' assertion is not correct, as 13 mitigation measures are proposed to address project-related impacts on intersection operations. The implementation of these mitigation measures would improve intersection operations to better than "without project" condition levels.

Response to DEALB.3-4

The authors' expressed concern about the safety of pedestrians and bicyclists crossing SR-12 at Walters Road.

The proposed project would improve the SR-12/Walters Road intersection with additional turning lanes and signal split phasing for the Walters Road approaches. The signal phasing will include time allowances for pedestrians and bicyclists to cross SR-12. In addition, the proposed project would install sidewalks along the Walters Road frontage and maintain the existing Class II bicycle lanes on Walters Road. Therefore, the proposed project would not adversely affect pedestrian or bicycle safety in the project vicinity.

Response to DEALB.3-5

The authors asserted that overnight RV parking in the parking lot will bring crime to the surrounding area and stretch the ability of law enforcement to protect public safety.

Refer to Master Response 9.

Response to DEALB.3-6

The authors expressed their support for the No Project Alternative. This statement reflects their opinion and no further response is necessary.

Response to DEALB.3-7

The author expressed their opposition to the proposed project. This statement reflects their opinion and no further response is necessary.

October 4, 2007

Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd
Suisun City, CA 94585

Dear Heather,

After browsing through the EIR for the proposed Walmart, my main concern is increased traffic. I live on 843 Lotz Way and every weekday between the hours of 4:30-6:00pm practically every car is speeding and running the stop sign in front of my home (corner of Josiah Way and Lotz Way). There have been near misses when pedestrians were crossing the street. Lotz Way is a shortcut for drivers to avoid a couple of stop lights on Highway 12. DILLI-1

Walmart will certainly bring increased traffic and congestion to Highway 12 thereby increasing the cars on Lotz Way. The City needs to put in speed bumps or have a sign saying "local traffic only" as on Cordelia Road.

The increased traffic due to a new Walmart will also make it difficult for Travis AFB employees to get to work on time from Walters Road and will increase their driving time. DILLI-2

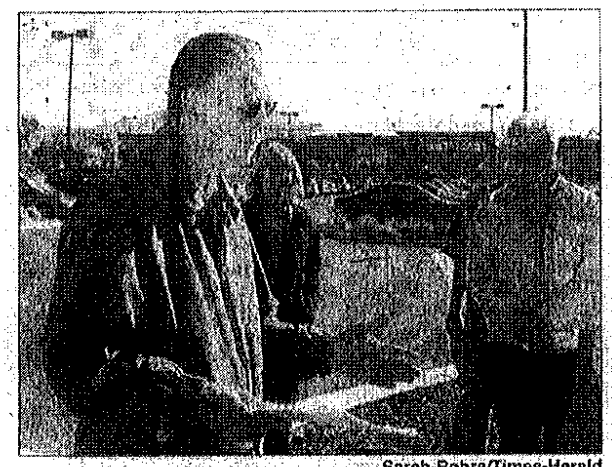
Suisun City needs to concentrate on Old Town before expanding in an area that will only take away business from downtown Suisun. DILLI-3

With so many problems on Highway 12 as it is, why make it more of a dangerous highway? The people of Napa and American Canyon are not happy with their new Walmart (see article). We should not make the same mistake. DILLI-4

Sincerely,

Yolanda Dillinger
843 Lotz Way, Suisun

Times-Herald
Thursday, October 4, 2007



Sarah Rohrs/Times-Herald

NAPA COMMUTER PHILIP TUCKER (left), and Vallejoans Beth Garber and Joel Keller Thursday gathered outside the new American Canyon Wal-Mart to urge city planners to do something about the worsening traffic they say the retail giant is causing.

Protestors say traffic, new Wal-Mart bad mix

By SARAH ROHRS
Times-Herald staff writer

AMERICAN CANYON — Their numbers were few, but they had a big message — slay traffic woes stemming from American Canyon's new Wal-Mart.

Seven American Canyon, Napa and Vallejo residents gathered in front of the retail giant's newest Super Center to demand the city take action to solve worsening Highway 29 traffic.

"We've got to solve this problem. It's not all American Canyon's problem, but (Wal-Mart) is making it worse," said Phil Tucker, Healthy Communities Network California project manager.

Tucker called for a moratorium on new American Canyon businesses until a Highway 29 traffic plan is completed. A Napa resident, he said Wal-Mart traffic has increased his commute to Bay Area cities by 25 minutes each way.

The American Canyon Wal-Mart opened Sept. 19, the same day the Vallejo Wal-Mart closed.

Diablo Timber owner Ben Cassinerio said since then his trucks have gotten stuck in traffic daily, unable to make their deliveries on time. He also fears Highway 29 congestion will lower property values on his American Canyon home.

Vallejoan Joel Keller said it was irresponsible of American Canyon to open the Wal-Mart store knowing traffic headaches would follow. Tucker said the gridlock impacts Vallejo and could hurt Napa County's wine country tourist industry.

But, City Manager Richard Ramirez said blaming Wal-Mart and American Canyon's building boom for Highway 29's congestion is unfair. He said 80 percent of the Highway 29 drivers are commuters from both the north and the south. Hence, a moratorium on American Canyon projects would not solve anything.

The Napa County Transportation and Planning Agency is creating a regional strategic plan on Highway 29, Ramirez said. Meanwhile, a new traffic light at Donaldson Way, plus longer turning pockets, and plans to widen American Canyon Road to four lanes should alleviate some of the congestion, he added.

Tucker countered that the city should not blame the gridlock on commuters. He stressed city planners should also release information regarding a settlement agreement between the city and Caltrans on traffic conditions, and make it clear what is being planned and who will pay.

Contact Sarah Rohrs at srohrs@thnewsnet.com or 553-6820.

Yolanda Dillinger (DILLI)

Response to DILLI-1

The author expressed concern about existing traffic conditions on Lotz Way and the potential for the project-generated trips to increase traffic and create additional traffic and pedestrian safety problems associated with speeding and stop sign running. The author recommended that the City of Suisun City install speed bumps or a "Local Traffic Only" sign on Lotz Way.

Lotz Way is located 2.5 miles west of the project site, near downtown Suisun City. As shown in Exhibit 4.11-7, only 5 percent of project-generated trips are anticipated to be directed to downtown Suisun City down Marina Boulevard. The trip distribution did not identify how many of those trips would turn onto Lotz Way, but even if all of them did, it would at most represent at most 25 trips during the weekday morning peak hour (7 a.m. to 9 a.m.) and 44 trips during the weekday afternoon peak hour (4 p.m. to 6 p.m.). This would translate to an average of an additional trip every 4 minutes, 48 seconds during the morning peak hour and an additional trip every 2 minutes, 43 seconds afternoon peak. This is not considered a substantial increase above existing roadway volumes.

Regarding the author's concerns regarding speeding and stop sign running on Lotz Way, these are traffic enforcement issues, which the proposed project has no ability to control. The author's concerns about these issues are best directed to the Suisun City Police Department.

Response to DILLI-2

The author asserted that project-generated trips would create congestion on Walters Road and result in increased driving times for Travis Air Force Base personnel who commute to the base on the roadway.

Refer to Master Response 13.

Response to DILLI-3

The author expressed her opinion that the City of Suisun City concentrate economic development efforts on downtown (Old Town) instead of promoting commercial development that would divert business from those businesses.

As discussed in Section 4.12, Urban Decay, the primary retail nodes that would be competitive with the proposed project would be Heritage Park and Sunset Center, two shopping centers that contain businesses that would compete with the proposed project's uses (the Wal-Mart Supercenter, gas station, and sit-down restaurant). In contrast, downtown Suisun City contains mostly restaurants, bars, convenience stores, and small specialty shops. With the exception of the sit-down restaurant, the proposed project's uses would not directly compete with these types of businesses. Moreover, as shown in Table 4.12-12, Suisun City eating and drinking establishment are expected to experience a 16 percent growth in sales between 2006 and 2015, indicating that there is ample demand for additional restaurants. Therefore, the proposed project is not anticipated to have any adverse economic impacts on downtown Suisun City.

Response to DILLI-4

The author posed a rhetorical question concerning traffic conditions on SR-12 and expressed her opinion that residents of American Canyon are not pleased with the Wal-Mart Supercenter that opened in that community in September 2007.

These comments reflect the author's personal opinion and do not require further response.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

DOUGL

Project: Walters Road West Commercial Project

I am for a new Wal Mart in Suisun City. It would be very helpful in bring in more revenue for the city. Also, residents have been concerned about extra crime. This would happen in any situation. Having extra tax dollars would allow the city to hire extra police, fireman etc. (over)

Name Karer Douglas Telephone 707 428-4189

Address 815 Pochard way City S. S. Zip 94585

Signature Karer Douglas Date

Email Kdgussie@yahoo.com Do you wish to be placed on Master Mailing List yes

-1

Walmart always generates discussion. I have a great respect for a Compay that helps the youth of the Community. Also, it will generate new job opportunities.

Thank you.

Karen Douglas (DOUGL)

Response to DOUGL-1

The author expressed her support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

Why don't the density estimates for how many people will be coming into the Wal-Mart on a daily basis include pedestrians, bus passengers and bicyclists? Once these people are included, won't that can't the projected density of the area and threaten to violate the Airport Land Use Plan? DYSON-1

Signature

SADDERS E. DYSON
Print Name

313 ARLINGTON CT
Address

707-427-0171
Phone

Sanders E. Dyson (DYSON)

Response to DYSON-1

The author stated that the Draft EIR's maximum usage intensity calculations in Impact LU-4 omitted persons who would travel to the project site by foot, bike, or public transit and, therefore, understate the maximum number of people onsite any one time.

Refer to Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

We need all the services Wal Mart would deliver to all our families. We have a big family here in Suisun & I'm signing up for all of them because they are all in favor of the proposed setting up of this project.

ESQUE-1

Name Cristina Esqueja (for families of the Corpuz & Carbonells)
Telephone
Address 320 Morgansen Dr #49 Suisun City Suisun Zip 94585
Signature 1437 Monitor Ave Suisun Date
Email (Esqueja Do you wish to be placed on Master Mailing List yes

Cristina Esquejo (ESQUE)

Response to ESQUE-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

CHARITY KENYON
BILL YEATES

kenyon | yeates LLP

KEITH WAGNER
JASON FLANDERS

3400 COTTAGE WAY, SUITE K, SACRAMENTO, CALIFORNIA 95825
916.609.5000 FAX 916.609.5001
WWW.KENYONYEATES.COM

November 5, 2007

Ms. Heather McCollister
Community Development Director
City of Suisun
701 Civic Center Blvd
Suisun City, CA 94585

Re: *Comments on Draft Environmental Impact Report – Wal-Mart Walters Road* (SCH# 2006072026)

Dear Ms. McCollister:

We submit the following comments on behalf of our clients, the Suisun Alliance:

A. THE DEIR FAILS TO ADEQUATELY ANALYZE THE PROPOSED PROJECT'S IMPACTS TO URBAN DECAY.

The comments in this section are based largely on the expert review of the DEIR by Dr. Philip King. Dr, King's review of the DEIR is attached as Exhibit 1, and is incorporated into this comment letter as though fully reproduced herein, to which we request a response to comments. Dr. King's analysis concludes that (1) the DEIR arbitrarily limits its scope of review to the City of Suisun City, while the proposed project will have economic impacts leading to urban decay outside of Suisun City, (2) the DEIR fails to provide substantial evidence in support of its assumption that sales at this proposed project would be below-average, (3) the DEIR fails to explain why the proposed project's grocery component would be smaller than usual, (4) the DEIR fails to analyze the cumulative impacts of a depressed housing market along with the proposed project, and (5) the DEIR fails to analyze the cumulative impacts of other proposed Wal-Mart stores in the area. Dr. King's review provides substantial evidence that the proposed project will likely have a significant adverse impact on the environment by creating economic losses leading to urban decay. FLAND-1

B. THE DEIR FAILS TO FULLY DESCRIBE THE PROPOSED PROJECT'S LAND USE IMPACTS.

The DEIR's land use density calculations are inaccurate. The proposed project would result in a greater number of people on site than allowed by the Travis Air Force Base Land Use FLAND-2

Compatibility Plan.[1] As described more fully, below, the DEIR relies on outdated trip generation rates to determine the number of people on site at any given time. However, the DEIR's trip generation rate fails to account for the full size and range of services of the proposed project, which will attract additional customers. In addition, the DEIR only uses vehicle trip generation rates, and fails to account for customers walking from nearby neighborhoods, and fails to account for nearby public transit services. Finally, the DEIR asserts that people spend very little time in the Wal-Mart Supercenter, and would not likely congregate on the project site. However, the DEIR fails to support these conclusions. The proposed Supercenter would offer a *large* range of items for sale, spread across 4.6 acres of land. The size of the proposed Supercenter, in addition to the broad array of items available, will result in *longer* shopping trips. In addition, the fast-food establishment, as well as the large parking lot, commonly serve as congregation areas, especially during p.m. hours, and on weekends. The DEIR must revise its population density estimate to determine whether the proposed project is inconsistent with the Travis Air Force Base Land Use Compatibility Plan. FLAND-2 CONT.

C. THE DEIR FAILS TO FULLY DESCRIBE THE PROPOSED PROJECT'S TRAFFIC IMPACTS.

The comments in this section are based largely on the expert review of the DEIR by Dan Smith, of Smith Engineering & Management. Mr. Smith's review of the DEIR is attached as Exhibit 2, and is incorporated into this comment letter as though fully reproduced herein, to which we request a response to comments. Mr. Smith's analysis concludes that (1) the DEIR fails to analyze, disclose, or mitigate the project's residential traffic impacts, (2) claiming mitigation of project impacts for partial mitigation to still unacceptable traffic conditions is inappropriate, (3) truck movements require more analysis. FLAND-3

In addition, the DEIR uses inaccurate models for estimating the proposed project's trip generation. The Kimley-Horn study models a.m. and p.m. peak traffic conditions using information from the Institute of Transportation Engineer's ("ITE") publication, Trip Generation 7th Edition. The Kimley Horn study, at pages 12-14, uses ITE Land Use Code 813 (Free-Standing Discount Superstore) to calculate a.m. peak hour trips, and ITE Land Use Code 815 (Free-Standing Discount Store) to calculate p.m. peak hour trips.

In August of 2006, however, ITE published a study demonstrating that the actual p.m. peak hour trips generated by free-standing discount superstores are in fact substantially greater than the number that would be predicted by *either* ITE Land Use Code 813 or 815. Specifically, ITE Land Use Code 815 states that 5.06 peak-hour p.m. trips would be generated per 1,000 square feet of interior floor space, while ITE Land Use Code 813 states that 3.87 peak-hour p.m. trips would be generated per 1,000 square feet of interior floor space. A copy of the August 2006 ITE study and its conclusions is attached as Exhibit 1 to this letter. FLAND-4

The August 2006 ITE study demonstrates that *actual* p.m. traffic levels at such stores average out to be 5.50 peak-hour trips per 1,000 square feet of space, and that the square footage that

[1] DEIR 4.8-18.

must be used to make this calculation is not just interior floor space, but must also include outdoor and open areas, such as garden centers or auto lube/service centers.

In summary, the Kimley-Horn traffic study is erroneous, because it relies on ITE Land Use codes and methodologies for calculating peak hour trip-generation *that ITE itself has repudiated.* The Kimley Horn study asserts that ITE methodology indicates that the square footage that should be used to calculate trip generation is 200,831 square feet – which excludes all "non-roofed" areas of the project (e.g., garden center, and lube center). ITE, however, disagrees, in its August 2006 study, and states that non-roofed areas must be *included*, which means that the correct square footage that should have been used in the Kimley Horn study is 215,000 /- square feet. The Kimley-Horn study uses ITE Land Use Code 815 to calculate peak p.m. traffic at 5.06 trips per 1,000 square feet of space. ITE, however, has concluded based on empirical studies that the appropriate trip rate is *not* 5.06 per 1,000 square feet, and that the actual, appropriate rate is 5.50 trips per 1,000 square feet. FLAND-4 CONT.

In sum, the Kimley-Horn study does not constitute substantial evidence supporting its conclusion that there will be no more than to 877 vehicles on the site at a given time, because its analysis is based on ITE methodologies and Land Use codes that ITE, itself, has found to be inaccurate, and that result in substantially lower reported peak-hour trips than what are actually observed at discount supercenter stores.

D. THE DEIR FAILS TO MITIGATE THE PROPOSED PROJECT'S AESTHETIC IMPACTS.

The DEIR impermissibly defers formulation of mitigation measures to reduce nighttime light to less than significant. The DEIR requires the applicant to provide a lighting plan to "ensure that outdoor lighting, including illumination of the pylon sign, is designed so that potential glare or light spillover to surrounding land uses is minimized through appropriate site design, dimming, and shielding of light fixtures."[2] This mitigation measure fails to include criteria that would reduce the nighttime light impact to less-than-significant levels. For example, the mitigation measure fails to state what level of nighttime light would be considered to be significant. Therefore, there is no way to determine whether or not this measure will reduce impacts to below significant levels. What increase in nighttime brightness would the DEIR consider to be significant, and specifically how will the proposed mitigation measure ensure that nighttime light from the proposed project will be below that level? FLAND-5

Exhibit 4.1-4 shows that the proposed project would obscure a ridgeline in the distance. Does the EIR evaluate the significance of this impact? From what points of view will ridgeline views be lost? Isn't this a significant aesthetic impact? FLAND-6

[2] DIER 4.1-19.

E. THE DEIR FAILS TO FULLY MITIGATE THE PROPOSED PROJECT'S AIR QUALITY IMPACTS.

Mitigation measures MM AIR-3 are indefinite, allowing construction to avoid such mitigations if deemed infeasible.[3] Therefore, there is no guarantee that these measures will actually take place. In addition, the DEIR fails to establish a threshold to show when the mitigation measures would be deemed to have reduced the impact to less than significant levels. FLAND-7

The DEIR should consider mitigation measures imposed by the Sacramento Metropolitan Air Quality Management District ("SMAQMD"), and the San Joaquin Valley Air Quality Management District, for mitigation of emissions impacts the DEIR considers to be significant and unavoidable. These air quality management districts have adopted more stringent standards than those adopted by the Bay Area Air Quality Management District, and have shown that attaining those standards are feasible. Has the DEIR reviewed mitigation measures from other Air Quality Management Districts in an attempt to minimize the proposed project's significant and unavoidable air quality impacts? In addition, the DEIR should consider meeting SMAQMD standards because emissions from the proposed project would likely migrate into the Sacramento region. The DEIR must evaluate this significant cumulative impact. FLAND-8

The DEIR should consider off-site mitigations to reduce its cumulative impact of greenhouse gasses to less-than-considerable levels. For example, the project applicant could purchase carbon off-sets in an amount to neutralize its annual greenhouse gas contributions.[4] FLAND-9

F. THE DEIR FAILS TO FULLY DESCRIBE AND MITIGATE THE PROPOSED PROJECT'S SIGNIFICANT NOISE IMPACTS.

The comments in this section are based largely on the expert review of the DEIR by Steve Pettyjohn, of The Acoustics and Vibration Group. Mr. Pettyjohn's review of the DEIR is attached as Exhibit 3, and is incorporated into this comment letter as though fully reproduced herein, to which we request a response to comments. Mr. Pettyjohn's analysis concludes, among other things, that: FLAND-10

- The Draft EIR does not discuss the numerous noise requirements in the City Municipal Code. The code does not provide quantitative values, but the DEIR should use the State's Model noise ordinance for non-transportation sources as a reasonable method to evaluate.

- Evaluating the noise of all the operational activities based on the average over 24 hours does not adequately address the influence on sleep, speech interference and the nuisance factor. The DEIR repeats this mistake with each non-transportation source at the site, such as dock activity, PA system, parking lot cleaning, trash compaction, truck movements and HVAC equipment. FLAND-11

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[3] DEIR 4.2-20.

[4] See, e.g., http://www.carbonfund.org/ , http://www.terrapass.com/ , http://www.nativeenergy.com/

- Sound measurements were made in areas exposed to traffic and do not represent the sound in the backyard of homes facing the project site such as the homes to the north. FLAND-12

- Sound descriptors used in measurements were not those required to evaluate non-transportation sound sources. FLAND-13

- No tonal content or sound frequencies were measured and these are extremely important because the sound sources will be completely difference. Moreover, the statement in the DEIR that at least 3 dB(A) change is required to be significant is based on tests of sources with identical tonal content. However, tests done to document changes in CNEL when aircraft flight operations were altered, for example, showed a change in CNEL less than 1 dB(A), but resulted in significant complaints all over the City and creation of a commission to study the problem. The DEIR must analyze changes in tonal content to understand the noise impacts of the project. FLAND-14

G. THE DEIR FAILS TO FULLY MITIGATE THE PROPOSED PROJECT'S BIOLOGICAL IMPACTS.

Mitigation measure BIO-1b improperly defers environmental analysis and mitigation until after the EIR is complete. If, as MM BIO-1b states, "CDFG or USFWS rejects the previously performed special-status plant focused surveys," the EIR must undertake new surveys, and circulate a new impacts discussion for public review.[5] FLAND-15

Mitigation measure BIO-2b, and MM BIO-3, each fails to adequately mitigate the loss of habitat, requiring only that suitable off-site habitat be purchased at a 1:1 ratio.[6] Cumulatively, mitigation at a 1:1 ration still results in a 50% loss of raptor foraging habitat, and riparian habitat. These are significant impacts that must be further mitigated. FLAND-16

H. THE DEIR FAILS TO FULLY ANALYZE THE PROPOSED PROJECT'S GROWTH INDUCING IMPACTS, AND INDIRECT PRESSURES TO CONVERT AGRICULTURAL LANDS.

The proposed project would place nearly 230,000 square feet of commercial space at the boundary of existing residential development, and large areas of undeveloped agricultural lands. The proposed project will facilitate urban expansion into these agricultural lands, by providing commercial amenities necessary for future residential growth. The DEIR fails to analyze the indirect impact the project will have to place pressures on adjacent agricultural lands to permanently convert to urban uses. Yet, the DEIR states one project objective is to "meets the currently unmet demand of regional consumers and *future* demand from planned residential development in the area." FLAND-17

The simple fact that adjacent lands are currently under agricultural land use restrictions, and that there are no *immediate* plans to develop these lands, does not prove that these lands can not be

[5] DEIR 4.3-26 to 4.3-27.
[6] DEIR 4.3-28 to 4.3-29.

converted to urban or suburban uses. Land uses can be changed at the local governments' discretion. The proposed project will place *pressure* on these adjacent agricultural lands to convert because (1) the project will increase the urban/suburban value of these lands, owing to the tendency for new residential and commercial uses to want to be located near existing similar uses, and (2) the project will attract a greater number of people to the area, increasing the area's exposure to the general public, which will lead to a greater desire for businesses and residences to locate in the area. While the proposed project may not *directly* or *immediately* lead to the conversion of these adjacent agricultural lands, the proposed project definitely will create growth pressures to convert these lands in the reasonably foreseeable future. It is very unlikely that planners will decide that Wal-Mart should constitute the ultimate edge of their urban boundary. Instead, planners will seek to have the commercial area *surrounded* by residential uses, to minimize drive distances, and to maximize the utility of the commercial development. The DEIR must fully evaluate and mitigate this potentially significant impact. FLAND-17 CONT.

I. THE DEIR FAILS TO ANALYZE ALTERNATIVES THAT MAY REDUCE THE PROJECT'S SIGNIFICANT IMPACTS.

The DEIR improperly rejects alternatives from evaluation simply because the proposed uses would not be consistent with the existing land use designations. However, changes in land use designations are common, and inconsistency with a land use rule does not necessarily preclude development of that use. For example, re-zoning is permitted under the City Code, and is frequently done for large projects of this nature. Also, inconsistency with the Travis Air Force Base Land Use Consistency Plan does not prohibit a project's development, but merely changes the required number of city votes to approve the project. Since none of the alternatives analyzed by the DEIR reduce any of the project's significant and unavoidable impacts to less than significant levels, the DEIR should evaluate these other alternatives. FLAND-18

J. THE DEIR FAILS TO FULLY ANALYZE THE PROPOSED PROJECT'S SIGNIFICANT IMPACTS TO PUBLIC SERVICES.

The DEIR states that "Fire Department staffing levels are ultimately determined by the Suisun City Council and do not cause direct or indirect physical changes to the environment."[7] This is untrue. A proposed project that would create a demand in excess of available staff may create the indirect environmental impact of fire or safety damage, by increasing the risk that such emergencies will go unattended. The DEIR should evaluate this indirect impact. Similarly, how will one-time fees paid to the city for capital improvements adequately cover the long-term, annual need, for police protection of the property? The DEIR must account for whether the City will be able to provide adequate services to protect the existing population and development, in addition to the proposed project. FLAND-19

The DEIR states that "Onsite security personnel would reduce the calls for service by acting as a first line of defense against property-related crimes and would be able to resolve minor incidents that do not warrant a Police Department response."[8] What, specifically, types of incidents do not FLAND-20

[7] DEIR 4.10-17.
[8] DEIR 4.10-18.

"warrant" a police response? If Wal-Mart "handles" incidents on its own property, won't that lead to more crime long-term by taking police deterrence and the public justice system out of the equation? What authority does Wal-Mart have to resolve civil disputes? FLAND-20 CONT.

K. CONCLUSION

Thank you for the opportunity to comment on this proposed project. We look forward to your revisions and responses. FLAND-21

Sincerely,

Jason Flanders
On behalf of the Suisun Alliance

Exhibit 1

November 2, 2007

To: Jason Flanders, Kenyon Yeates

From: Philip King, Ph.D.

Re: Comments on Suisun City Supercenter EIR

Philip G. King

Digitally signed by Philip G. King
DN: cn=Philip G. King, c=US, email=pking@sbcglobal.net
Date: 2007.11.02 14:08:11 -07'00'

1. The assumption that the market for the Supercenter will be limited to Suisun City seems arbitrary and has no economic or other rationale. What was the economic rationale for this decision (which is part of an economic market analysis)? Shoppers generally do not care about municipal boundaries and the train tracks mentioned in the EIR as a physical boundary should not make much difference. Trains on that line are relatively limited.

   Further it appears that approximately half of the City of Fairfield's residents would be closer to the Suisun City Supercenter, so this is a critical issue in the EIR. Correcting this assumption has the potential to completely alter the EIR's conclusion. The EIR should provide a sound rational for their assumption, not an arbitrary one.

   It is reasonable to assume that shoppers would go to the closest Supercenter. However it is clear that many residents in the south of Fairfield are closer to the proposed Suisun Supercenter. It would have been relatively easy to define a trade area which minimized drive time to the nearest Supercenter in the area, accounting for Fairfield, American Canyon, Oakley, etc. Why was this not done? Supercenters typically draw from a very large area so it's reasonable to assume that the main issue for shoppers would be—which Supercenter is closest? FLAND-22

   If the Suisun Supercenter does perform well below average, as the EIR assumes, then shoppers from slightly farther away may be attracted if parking is available. Many Supercenters (e.g., Stockton and Hanford) are extremely crowded and parking spaces are not available are available quite far away from the entrance. Parking is a concern for all shoppers. Was this taken into account?

2. Impacts in south Fairfield and downtown Fairfield also need to be looked at. One must also look at shoppers from Suisun who go to Fairfield now, but will not do so after the Suisun Supercenter is built as well as shoppers from Fairfield that will go to Suisun. Why wasn't this examined in detail in the EIR?

3. The EIR assumes below average sales at the Supercenter. Why would Wal-Mart want to open a Supercenter with below average sales, especially in California, where costs are generally higher than elsewhere in the country?

4. Bay Area Economics (BAE), who prepared the economic analysis for this EIR assume that the grocery portion of the Supercenter will be approximately 45,000

square feet, yet BAE assume that the grocery section in a similarly sized Supercenter in Tracy will by 55,000 square feet. These Supercenters tend to be quite similar in layout—what is the reason for this discrepancy?

5. The housing market in the Fairfield/Suisun area has slowed substantially in the past year. The inventory of housing nationwide is at all time highs. California has been hit harder than many parts of the nation and the central valley has been particularly hard hit. Stockton had the highest foreclosure rate in the country earlier this year. Did the EIR take the housing slowdown into account? These population projections are critical in their analysis. Did they account for the slowdown in the market, which many forecast will last for years?

6. The EIR for the Fairfield Supercenter concluded (Appendix E, p. 4), that: FLAND-22 CONT.

> "If the Fairfield Supercenter is built and the Suisun City retail Center is built, the market is likely to be oversupplied with retail space for the next ten years **leading to conditions conducive to urban decay"** (emphasis added).

This retail center included a Wal-Mart Supercenter and the EIR for the Fairfield Supercenter specifically mentioned negative impacts on downtown Fairfield. Why was this analysis ignored in the Suisun City EIR? Why does this EIR ignore impacts in Fairfield when an already approved EIR specifically mentions these impacts? Even if this project is somewhat smaller than the original proposal a Supercenter will likely have some impacts in Fairfield and is the developer willing to stipulate that this project will not be expanded for at least five years?

PHILIP G. KING
Economics Department, San Francisco State University
E-mail: pking@sbcglobal.net

Education:

July, 87 **Ph.D. in ECONOMICS** **CORNELL UNIVERSITY**
Fields: Applied Microeconomics, Economic Development, International Economics
Dissertation: Bargaining between Multinational Corporations and Less Developed Countries over Mineral Concessions Contracts.

May, 78 **B. A. in PHILOSOPHY & ECONOMICS** **WASHINGTON UNIVERSITY**
Nominated to Omicron Delta Epsilon (Economics Honor Society.)

Work Experience:

1/06-present	ASSOCIATE PROFESSOR	SAN FRANCISCO STATE UNIVERSITY
9/02-12/05	CHAIR, ECONOMICS DEPARTMENT	SAN FRANCISCO STATE UNIVERSITY
9/93-present	ASSOCIATE PROFESSOR	SAN FRANCISCO STATE UNIVERSITY
9/87-9/93	ASSISTANT PROFESSOR	SAN FRANCISCO STATE UNIVERSITY
9/83-5/85	ASSISTANT PROFESSOR, ECONOMICS	S.U.N.Y. at CORTLAND

Books:

International Economics and International Economic Policy, 4th Edition, McGraw-Hill, 2004.

International Economics and International Economic Policy, 3rd Edition, McGraw-Hill, 2000.

International Economics and International Economic Policy, 2nd Edition, McGraw-Hill, 1995.

International Economics and International Economic Policy, 1st Edition, McGraw-Hill, 1990.

Policy Papers prepared for Government and Non-Profit Organizations:

Prepared for the City of Stockton: Economic Analysis of A Proposed Ordinance to Limit Grocery Sales at Superstores in Stockton, California, May 10, 2007

Contributed Economics Portion of: "The ARC GIS Coastal Sediment Analysis Tool: A GIS Support Tool for Regional Sediment Management Program: White Paper, Draft Technical Report for U.S. Army Corps of Engineers, by Ying Poon (Everest Consultants), Los Angeles District, April 2006.

Contributed Economics Portion of: "Coastal Sediment Analysis Tool (CSBAT) Beta Version--Sediment Management Decision Support Tool for Santa Barbara and Ventura Counties," Draft Technical Report for U.S. Army Corps of Engineers, by Ying Poon (Everest Consultants), Los Angeles District, June 2006.

"The ArcGIS Coastal Sediment Analyst: A Prototype Decision Support Tool for Regional Sediment Management, John Wilson et. al., USC Geography Department, 2004 (contributed economic analysis for paper).

"The Economic of Regional Sediment Management in Ventura and Santa Barbara Counties," prepared for the California State Resources Agency, Final draft (refereed) , Fall 2006, prepared for the Coastal Sediment Management Work group (CSMW), (**Refereed**).

"The Potential Loss in GNP and GSP from a failure to Maintain California's Beaches," with Douglas Symes, prepared for the California State Resources Agency, 2002, http://userwww.sfsu.edu/~pgking/pubpol.htm, (**Refereed**).

"The (Economic) Benefits of California's Beaches," prepared for the California State Resources Agency, 2002, http://dbw.ca.gov/beachreport.htm.

"The Economic and Fiscal Impact of Beach Recreation in San Clemente," presented as part of Hearings on Congressional Appropriations for California Coastal Projects, US House of Representatives, April 2002. Also completed similar projects for Cities of Carlsbad, Carpinteria, Encinitas, and Solana Beach.

San Francisco's Economic Growth 1995-2000: The Fiscal Health of the City and Implications for the Future," prepared for the San Francisco Committee on Jobs Summer 2001. This report was widely cited in the San Francisco press including front page articles by the *Chronicle* and *Examiner*.

"The Demand for Beaches in California," prepared for the California Dept. of Boating and Waterways, Spring 2001.

"Cost Benefit Analysis of Shoreline Protection Projects in California," prepared for the California Dept. of Boating and Waterways, Spring 2000.

"The Fiscal Impact of Beaches in California," prepared for the *Public Research Institute*, San Francisco State University, Fall 1999, available at http://online.sfsu.edu/~pgking/beaches.htm.

"An Economic Analysis of Coastal Resources on the Majuro Atoll," prepared for the *United Nations Development Program* Project MAS 95/001/D01/99 and the *Majuro Atoll Local Government*, September, 1997.

"The Economic Impact of California's Beaches," prepared for the *Public Research Institute*, San Francisco State University, Summer, 1997 (with Michael Potepan.)

"The Revenue Impact of the Proposed Marine Link Pipeline System in Richmond, California," prepared for the *Public Research Institute*, San Francisco State University, Spring, 1997 (with Ted Rust.)

"The Economic Impact of California's Ports and Harbors," prepared for the *Public Research Institute*, San Francisco State University, Spring, 1997 (with Ted Rust).

Published Papers:

"Potential Loss in GNP and GSP from a Failure to Maintain California's Beaches", Fall 2004, with Douglas Symes, *Shore and Beach* (**Refereed**).

"Do Beaches Benefit Local Communities?: A Case Study of Two California Beach Towns," Fall 2002, *Proceedings of the Conference on California and the World Oceans.*

"The Economic Value of California's Beaches," Fall 1997, *Proceedings of the Conference on California and the World Oceans* (with Michael Potepan.)

"William Simon: Treasury Secretary," in *Biographical Dictionary of the United States Secretaries of the Treasury: 1789-1995*, edited by Bernard Katz and C. Daniel Vencill, Greenwood Press, 1996.

"The Multinational Corporation: Pro and Con," in *International Economics and International Economic Policy*, McGraw-Hill, 1990.

"Negotiations over Mineral and Petroleum Contracts in Developing Countries: a new explanation," Winter 1987, *Journal of Economics and International Relations.*

"A Political Theory of MNC-LDC Negotiations over Mineral Concessions Contracts," 1988, *International Interactions.*

Exhibit 2

November 3, 2007

Mr. Jason Flanders
Kenyon Yeates
3400 Cottage Way, Suite K
Sacramento, CA 95825

Subject:Walters Road West Project DEIR

P07018

Dear Mr. Flanders:

Per your request, I have reviewed the transportation and circulation component of the draft environmental impact report (hereinafter "the DEIR") for the Walters Road West Project ("the project") in the City of Suisun City (hereinafter "the City"). My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and thirty-nine years experience as a traffic and transportation engineering consultant in the State. I have both prepared and reviewed the transportation and circulation components of numerous environmental documents and am familiar with the project area. My resume is attached herewith. My comments on the subject DEIR follow. FLAND-23

The DEIR Fails To Analyze, Disclose or Mitigate the Project's Residential Traffic Impacts

One of the two primary access points to the project's public parking areas is from the intersection of Petersen Road and Fulmar Drive. North of this intersection, Fulmar Drive is a minor two-lane residential collector street that runs through from Petersen Road to Pintail Drive, a significant east-west residential collector that parallels State Route 12 and links several neighborhoods. The DEIR indicates, according to Exhibit 4.11-8, that 94 project trips in the am peak hour and 161 project trips in the pm peak hour (each about 18.4 percent of the project's net peak hour traffic generation) would use the residential segment of Fulmar Drive north of the Petersen-Fulmar intersection as the immediate access or egress route to or from the project site. DEIR Exhibit 4.11-13 indicates that existing am peak hour traffic at the south end of Fulmar is 60 vehicles and the pm peak hour traffic there is 80 vehicles. Hence, the DEIR predicts that the project will result in *tripling* the traffic on Fulmar in each of the peak hours. While this is not likely to be a problem from a traffic service perspective, it certainly will impact residential quality and character along the street. Although the DEIR does not analyze daily traffic totals, the same trip generation reference source as relied-on in the DEIR indicates that the project would have a net daily traffic generation of about 11,000 trips. If the same proportion of net daily project trips uses Fulmar as the DEIR predicts for the am and pm peak hours (18.4 percent), then the project would cause an addition of in excess of 2000 daily trips using Fulmar. Such an addition means the FLAND-24

street would be carrying 4 to 5 times as much total traffic as it does now and would be certain to have significant deleterious impact on residential quality and character. Moreover, the amount of traffic predicted to use Fulmar in the DEIR's analysis is probably only the minimum end of the range of potential use. Considering the pattern of trip origins of project patrons predicted on Exhibit 4.11-7, the lack of direct project site access from SR 12 and considering the levels of congestion the DEIR predicts at intersections along SR 12 west of the project site, 25 percent of project trips could easily find Fulmar Drive to be the route of preference for accessing and egressing the project site. This would mean an am peak contribution to Fulmar traffic of 128 project trips, a pm peak contribution of 219 project trips and a daily contribution of about 2750 project trips. These plausible level of traffic increase that must be considered in the good faith effort to disclose traffic impact that CEQA demands, would be even more deleterious and significantly impactful to quality and character of residential life along Fulmar Drive. The DEIR is deficient in that it fails to analyze, disclose and mitigate these impacts. FLAND-24 CONT.

DEIR Fails to Take Into Account Recent Trip Generation Information for Freestanding Discount Superstore

The DEIR bases its pm peak hour trip generation on information contained in *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers in 2003. For the pm peak hour, the DEIR traffic study uses the trip generation rate of 5.06 trips per thousand square feet of roofed floor area, applicable to land use category 815 – Freestanding Discount Store. This rate is said to be used in preference to data for land use category 813 – Freestanding Discount Superstore, even though 'freestanding discount superstore' is the most applicable category to the project description. According to the DEIR, pm peak trip generation data for category 815 was used in preference to that for category 813 because that latter category has a lower pm peak hour trip generation rate in *Trip Generation, 7th Edition*. Hence, using the pm peak data for category 815 is said to be "conservative" in that it represents the situation least favorable to the project and most likely to disclose traffic impact. However, subsequent to the publication of *Trip Generation, 7th Edition*, the publishing organization, the Institute of Transportation Engineers, published a technical article in the August, 2006 edition of its professional journal, *ITE Journal*, that provides updated pm peak hour trip generation data for land use category 813 – Freestanding Discount Superstore. The information contained therein shows the pm peak hour trip generation rate for category 813 to be 5.5 trips per thousand gross square feet for freestanding discount superstores of 200,000 gross square feet or greater. The *ITE Journal* article also advocates including unroofed portions of the superstore such as garden centers as part of the square footage. FLAND-25

Had the DEIR taken into account the latest information from its reference source organization, it would have found that the gross pm peak hour trip generation of the project's discount superstore component to be 1183 trips instead of 1016, its net trip generation after adjustment for internal and passerby capture to be 923 trips, and the net pm peak trip generation of the entire project to be 1000 trips instead of 877. This is an increase of 14 percent in pm peak hour trips over that predicted in the DEIR analysis. Because it is incumbent upon the study to take the most relevant available

data into consideration, the DEIR's pm peak LOS analyses should be revised to be consistent with the foregoing trip generation information. The more appropriate trip generation information would also indicate even more severe neighborhood traffic impacts on Fulmar Drive than noted above. FLAND-25 CONT.

Claiming Mitigation of Project Impacts for Partial Mitigation to Still Unacceptable Traffic Conditions Is Inappropriate

At several locations where the DEIR identifies significant project traffic impacts, the mitigation measure proposed is insufficient to return traffic operations at the impacted location to acceptable levels-of-service. However, because the measure does create in improvement to equal-or-better than 'no-project' conditions, the DEIR claims that the project's impacts would be mitigated. This is improper because, as is identified in the DEIR, there are a number of other concurrent site development projects in the immediate area that are approved but not yet completely constructed or that are undergoing environmental review. Each of the projects that contributes mitigation fees to an impact site may claim, just as this DEIR for the Walters Road West Project claims, that the same partial mitigation is the mitigation of *their project*. Hence, the incremental benefit of the partial mitigation may be claimed several times over by multiple projects. No project should be credited with more share of the incremental improvement than its percentage fair share contribution to pay for mitigation. The DEIR should reassess the locations where partial mitigation is proposed to assure the project is not claiming more than its fair share of the incremental benefit of the mitigation. FLAND-26

Truck Movements Require More Thorough Analysis

The configuration of the project site and the roadway network serving it imposes some unusual constraints for a development of the type proposed. The site is triangular. No direct access is provided to/from SR 12 on the site's south frontage. The east frontage of the site on Walters Road is relatively short and the consequent proximity of intersections dictates that one of the two proposed access points on this frontage be limited to right turns in and out only. On the north frontage, Petersen Road is not developed west of Fulmar Drive and does not connect to SR 12. The project's truck docks are located the northeast and northwest corners of the proposed 'discount superstore' building with other truck loading areas along the north edge of the building. Because this building is sited relatively close to Peterson Road (as is necessary to gain enough separation between the main entrance from Walters Road and the intersection of Walters with SR 12), truck movements to and from the loading areas will be awkward. In particular, movements to and from the loading docks will bring the trucks into conflict with traffic at the second principal entrance to the projects parking fields, that from the intersection of Peterson with Fulmar. In addition, the combination of the lack of direct access from Peterson to SR 12, the restriction to only right turns at the driveway to Walters near the northeast corner of the superstore building, the tight turning necessary at the mid-building access from Peterson and the convenience of access to Fulmar from the loading areas at the northwest corner of the superstore building all may lead to a considerable volume of the project's heavy truck traffic using Fulmar, regardless of truck regulation signs posted. Also, trucks coming from SR 12 bound for the truck docks near FLAND-27

the northeast corner which, since they will be unable to make right turns directly in from Walters, will have to approach from Andersen, will instead of attempting to make the very tight-radius, 180-degree from Petersen at the mid-building entry to head back toward the northeast loading docks, will probably travel along Andersen all the way to the entrance opposite Fulmar where they would be able to make more comfortably radius turns. Also, the tanker trucks bringing fuel supplies to the gas station located at the southeast corner will only be able to enter via right turns from Walters. As a result, any fuel truck approaching the site via either direction of SR 12 will likely somehow have to encroach on neighborhood streets to get itself on orientation to make the right turn in from Walters. We also note that the layout of the gas station and its access appears to constrain the turning of the fuel supply tankers to about the extreme limits of their capability. FLAND-27 CONT.

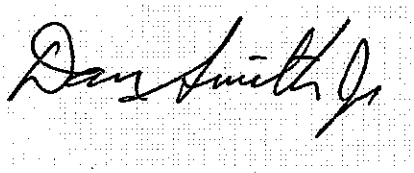
The DEIR must analyze the potential impacts of truck movements serving the project more thoroughly and propose mitigation.

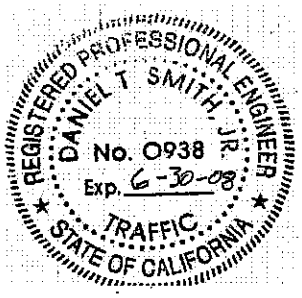
Conclusion

This completes my current comments on the Walters Road West Project DEIR. For the above-stated reasons, I do not believe the components of the document relating to Transportation/Traffic impacts are adequate and that the DEIR should be revised and recirculated. FLAND-28

Sincerely,

Smith Engineering & Management
A California Corporation





Daniel T. Smith Jr., P.E.
President

DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil)
California No. 938 (Traffic)
Nevada No. 7969 (Civil)
Arizona No. 22131 (Civil)
Washington No. 29337 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21'st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

Transportation Centers. Project manager for Daly City Intermodal Study which developed a $7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard et al., U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

Exhibit 3

The Acoustics & Vibration Group

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916-457-1444 FAX: 916-457-1475

Consultants in Acoustics, Vibration & Noise Control

November 5, 2007

Jason Flanders
Kenyon Yeats, LLC
3400 Cottage Way, Suite K
Sacramento, CA 95625

SUBJECT: Results of a Review and Discussion of the Noise Sections of the Draft Environmental Impact Report for Construction of a Wal-Mart Supercenter at Petersen and Walters Roads in Suisun City

Dear Mr. Flanders,

This letter reports documents the results of a review of the of the subject Draft Environmental Impact Report [1]* (Draft EIR) with an emphasis on noise sections of the document. The acoustical data given in Appendix H of the Draft EIR was included in this review also. Other sections such as project description, transportation, other CEQA considerations and alternatives were reviewed also. FLAND-29

The noise impact analysis is inadequate and incomplete because it incorrectly evaluates transportation sources traveling at less than 30 MPH, does not account for the influence of the change in the tonal content of sound and incorrectly identifies local and state noise requirements. Specifically, the Draft EIR does not adequately define the difference between transportation and non-transportation sound sources and the difference in the sound standards used for these two types of sources. The Draft EIR ignores the numerous sound limits in the City of Suisin City's Municipal Code [2]. The City Code does not provide quantitative sound limits though it appears to reference such sound standards. However, it is incumbent on the preparers of the EIR to set reasonable quantifiable standards based on CEQA requirements and the results of the Berkeley airport case [3]. Transportation sound limits are used instead of non-transportation standards, resulting in a diminishing of the impacts relative to even those recommended by the State [4]. Without correctly establishing sound limits for the non-transportation based on the City's standards, determining the noise impacts are not possible. Contradictions occur between the stated routes to be taken by delivery trucks and that shown in the figures. The difference results in underestimating the impacts of heavy trucks while driving on Petersen Road adjacent to residences. This results in substantial error in evaluating the noise impacts. The fundamental problems include failure to use an appropriate metric to evaluate intermittent shorter duration noises; the failure to evaluate existing conditions adequately; and the failure to provide adequate mitigation for all types of noise. FLAND-30

The first requirement of a study is identify all standards or to develop standards based on local requirements and to set the threshold of significance. The Draft EIR references the City's Noise section [5] from the ***General Plan*** and the hours of operation for construction the City's Municipal Code [2]. The ***General Plan*** Noise element addresses both transportation and non-transportation noise sources but only provides quantitative limits for transportation sound sources. CEQA and the court require that sound standards be offered to identify all impacts even when the local jurisdiction has not FLAND-31

* - *Number in brackets refers to references listed at the end of this letter report.*

provided them. These were not provided in the noise assessment report. One option for sound standards is provided in this review. FLAND-31 CONT.

The EIR evaluates all sound sources based on the weighted sound average over 24-hours that is the sole metric in the City of Suisun City standards. Typically, only transportation sound sources are evaluated using the 24-hour sound metrics. Non-transportation sources or transportation sources while operating on private property normally are measured over much shorter durations such as a 1-hour period. The evaluation of these sources can be based on sound that lasts only 1, 5 15 or 30 minutes or even the instantaneous sound. Non-transportation or transportation sources relevant to this project - include heavy trucks while on private property, refrigeration units on the trailers of the heavy trucks or the body of smaller delivery trucks, loading dock activity, patron activity while on Wal-Mart property, mechanical systems, public address (PA) systems, site maintenance, pallet movement and storage, trash pickup and trash compaction. The Draft EIR attempts to compare the sound from these sources with transportation sound limits. FLAND-32

Field data acquired to validate existing conditions and to predict future conditions is not adequate because the measurements were not made in the backyard of homes that could be impacted and traffic counts were not done. Additionally, the tonal content of the sound was not measured. The sound metrics used in the State's Model Noise Ordinance to evaluate intermittent, shorter-duration noises were not measured to allow a true understanding of existing conditions. Thus, the noise impact can not be ascertained because the analysis is flawed. FLAND-33

The Federal Highway Administration, FHWA, noise prediction model [6] was used to predict existing and existing plus project conditions. However, traffic counts were not made as required by the Technical Noise Supplement [7] published by CalTrans. The FHWA model is good only to 31 MPH as noted in both the FHWA and CalTrans publications referenced. FLAND-34

The proposed mitigation measures are inadequate because of the underestimating of impacts by using the 24 hour average. Increase restrictions of hours and better shielding would be required. FLAND-35

The following detailed comments are addressed in outline form, using the Noise section of the Draft EIR as a guideline for topics. The numbering system employed in the Draft EIR was used as general guide to create an outline format for responses. Because only a single level of numbering was used in the Noise section of the Draft EIR, the following outline form was created to indicate the level of the topic under discussion. FLAND-36

I. 4.9.1 - Introduction

A. General FLAND-37

1. The noise section of Draft EIR will describe existing conditions.
2. Potential noise effects from implementing the project are discussed.

B. Noise Modeling

1. The descriptions and analysis are based on work done Michael Brand man Associates.
2. The information used in the noise modeling is in Appendix H, Noise Analysis,. FLAND-38
3. Appendix H only contains road traffic data, suggesting that all sources associated with the project are transportation sources.

4. This is not the case as a majority of the sources evaluated, the public address system, loading dock activities, grounds maintenance, mechanical equipment, truck movements while at the project site, patron activity, material movement, garbage pickup and collection, trash compaction and the food refrigeration system are non-transportation sound sources. FLAND-38
5. Information was obtained from the City's General Plan and the Travis Air force Base Land Use Compatibility Plan for use in the evaluation according to the Draft EIR.
6. The impacts of construction noise, vibration, operation noise and aviation noise are evaluated according to the introduction to the noise section of the DEIR.

II. 4.9.2 - Environmental Setting

A. Acoustic Terminology

1. The Draft EIR notes that sound is characterized by its frequency or tonal content and amplitude.
2. The Draft EIR states that a 3 dB change in sound is only perceptible in a laboratory environment without noting that this is true only if the two sounds have exactly the same frequency content.
3. The noise report [8,9] done for the Wal-Mart Supercenter in Antioch noted that pitch (or tonal or frequency content of sound) is one of the parameters making sound objectionable
4. The Draft EIR states that a 10 dB increase in sound is a doubling of "loudness". The "loudness" of a sound is a mixture of subjective and computed values that must take pitch into account. A 10 dB increase in sound is perceived as a doubling only when the source or sources produce the same tones or pitches when increasing the sound pressure level.
5. An increase in the CNEL as small as 1 dB can be significant when the tonal content changes as occurred in residential neighborhoods that complained about the increase in noise resulting from a change in flight operations at Sacramento International Airport [10]. The complaints derived from the change in tonal content of the ambient sound at their homes. FLAND-39
6. The Draft EIR omits any discussion of the change in the tonal content and this is required for a calculation of "loudness".
7. Weighting of Sound

   a. The ear does not hear all tones as equally important, depending on the amplitude of the sound pressure level. As a result, weighting factors were developed to allow the sound heard by a person to be described by a single number rather than having to state the volume of the sound at each frequency or tone or using the sum of the sound heard at each tone. The linear or un-weighted sound pressure level is the sum of the sound at each tone.
   b. The A-Weighted sound level is the sum of the sound measured at each tone after applying a weighting factor based on the ear's sensitivity to that tone. The A-Weighting factors were developed from tests when the linear sound level was 50 dB(A). Other weighting factors were developed for higher linear sound levels

      (1) A linear level of 50 dB could be equal to 25 to 50 dB(A),

(2) For most sources, a linear sound level of 50 dB would only be 32 to 40 dB(A).

c. When linear sound level is 70 dB, the ear is more sensitive to low frequency sound than at 50 dB and gives rise to the B-Weighting function.
d. For a linear sound level of 90 dB, the ear is even more sensitive to low frequency sound than for the 50 or 70 dB sound pressure level, resulting in the C-Weighting function.
e. The linear sound pressure level was not given for any tests or reference values, making it impossible to even estimate the low frequency content.

8. Frequency or tonal content of truck movement as an example. FLAND-39 CONT.

(1) If sound at test positions is due mainly to road traffic, tire noise often predominates for medium and high speed roads. Tire noise occurs predominantly in the high frequencies.
(2) For trucks moving in dock area, sound is primarily low frequency due to engine and exhaust. This is a much harder sound tone to control.

b. While the A-Weighting is commonly used, it is not always the best descriptor to assess annoyance. Schomer [11] shows that higher correlations are found with annoyance when using a filter that changes with loudness than with the A-Weighted filter. Hellman and Broner tested for the relation between loudness and annoyance over time with low frequency tones [12]. They found annoyance was not solely loudness based when low frequency pure tones were present. These low frequency tones are generated when heavy trucks pass at slow speeds and by the refrigeration units on the trucks. Pure tones increase the annoyance over that expected just based on the loudness of the sound.

9. Time Variation

a. Sound variations in time require sound to be evaluated using statistical sound descriptors.
b. The average, L_{eq}, sound level is most often used for transportation sound sources and sometimes for non-transportation sound sources.
c. The State [4] recommends using other hourly sound descriptors for assessing non-transportation sound sources. FLAND-40

(1) These are the L_n values discussed in the DEIR but using the L_{50}, L_{25}, $L_{8.3}$, $L_{1.7}$ and the L_{MAX} sound level to understand how long the sound lasts in an hour.
(2) These statistical sound metrics or descriptors are used because the L_{eq} sound level is highly influenced by transient events of even very short duration.

B. Noise Exposure

1. The DEIR correctly identifies the interior day-night average, L_{dn}, sound level or Community Noise Equivalent Level, CNEL, required in all habitable rooms of multi-family dwellings and transient living quarters. FLAND-41

2. The average sound level for a human speaker talking with normal voice effort is 58 to 63 dB(A) when measured at 3 feet.
3. If the background sound level exceeds these values, the speaker will have to raise their voice effort to be completely understood, partially dependent on the frequency content of the background sound.
4. Thus, contrary to what is stated in the Draft EIR, 65 dB(A) is not the level at which speech interference would occur.

FLAND-41 CONT.

C. Groundborne Vibration

1. Human response to vibration is frequency dependent as shown by ASHRAE [13] and FHWA [14,15] standards.
2. These references also provide standards for architectural and structural damage to buildings.
3. The ASHRAE and FHWA standards are based on RMS values for a variety of reasons, partially because there are few instruments that actually measure the peak velocity directly.

FLAND-42

D. Existing Ambient Noise Environment

1. Sensitive Receptors

a. Noise Sensitive receivers include residences, north, south and west of the project site.
b. Homes to the north have 6-foot wood fence on top of a 2-foot berm and the backyard are adjacent to Petersen Road and across from project site.
c. Homes to the south and southwest have a 6 to 10 foot sound wall between them and SR 12, with backyards facing the project site.
d. Schools are 1 to 1.3 miles from the project site.

FLAND-43

2. Existing Ambient Noise Levels in Project Vicinity

a. Long and short term measurements were made with direct line of sight to the nearest road.
b. These measurements do not represent conditions in the backyard of the homes that face the project, and as a result, the measured existing sound levels are higher than the levels to which the noise-sensitive receptors are exposed.
c. The meters did not measure the sound metrics associated with the sound standards recommended by the State for non-transportation sound sources.
d. The tonal content of the different sources is not provided in the Draft EIR for either transportation or non-transportation sound sources.
e. Without tonal measurements at representative backyard positions or correction of field data to backyard positions, the influence of new sources that generate different tones or existing sources that will produce different tones because of the non-highway conditions can not be evaluated.
f. The data in, for example, Exhibit 4.9-2 shows that the range of the meter was insufficient to measure the quietest sound between 1:00 and 5:00 a.m. when truck deliveries could be made, HVAC equipment will be running, and parking lot maintenance could be completed. The L_{90} sound levels shown in this exhibit was

FLAND-44

at no higher than 40 dB and probably less. This means that for at least 6 minutes of the hour, the sound was less than this value. If the data were taken in the back-yard of the home, even lower sound levels would be expected, making new sources of sound more easily detected and impacting the noise-sensitive receptor. FLAND-44 CONT.

III. 4.9.3 - Regulatory Framework

A. State

1. Title 24 of the California Code of Regulations sets interior L_{dn} sound level limits in multi-family and transient living quarters as noted

B. CalTrans Vibration Exposure Thresholds

FLAND-45

1. The Draft EIR proposes to use CalTrans' vibration limits to judge construction and project generated vibrations.
2. CalTrans' says that peak vibration is acceptable because vibration velocities that could cause damage are independent of frequency from 0 to 80 Hz.
3. Only structural thresholds are considered significant by the Draft EIR, but this is contrary to the sound requirements where hearing damage is not the issue, but rather the annoyance and interference in activities such as speech or sleep that define significance. The same should be true for vibration.

C. Local

1. City of Suisun City General Plan

a. The Draft EIR correctly identifies the City's Goal to reduce noise to acceptable levels with an objective of ensuring that noise-sensitive receptors can enjoy their impediments from transportation and non-transportation sound sources.
b. It is not clear from the policies and the adoption of much of the noise section of Solano County's 1976 Health and Safety Element [16], the difference between transportation sound sources.
c. Transportation sound sources are defined by the State based on the L_{dn} or CNEL sound level generated over 24-hours. FLAND-46

(1) These two sound metrics are almost identical and the State allows the use of either in evaluating sound sources.
(2) Both include penalties for sound generated during "critical" time periods.
(3) Both metrics were created to look mainly at the sound generated by transportation sound sources or certain special types of stationary sources such as manufacturing facilities that operate over longer periods of a day. See for example the State Planning and Zoning Law [17] for examples of this requirement.

d. To deal with non-transportation sound sources, the State generated a Model Noise Control Ordinance [4].
e. Solano County is in the process of writing and adopting a new General Plan, while Vacaville and Fairfield have both adopted new General Plans and noise ordinances.

f. Suisun City's General plan, Policies 3 and 4, prohibits commercial vehicles from residential areas and protecting residential areas from non-residential noise sources.

(1) Policy 4 also states that ". . .noise received by the commercial or industrial land uses does not exceed 65 CNEL." FLAND-46 CONT.

(2) This says that commercial and industrial areas are to be protected to the level that residential units are. This is contrary to the land use compatibility chart given in Exhibit 4.9-7 and again suggest a lack of understanding of noise issues.

2. City of Suisun City Municipal Code

a. The Draft EIR implies that only one section, Division 15, of the Suisun City Municipal Code address sound, but this is far from the truth as many chapters address noise as an issue important to residential neighborhoods.

b. The Municipal Code does not provide quantitative sound limits, though it refers to such sound standards in, for example, Chapter 18.16 HRC Historic Residential/Commercial District [18]. Section 18.16.040.C says " The use will not create noise at a level which exceeds the city standards or creates a nuisance to the surrounding use.

c. Chapter 5.35 Vendors [19] has a subsection, 5.35.40 Performance Standards, G. Noise, that says "No vendor shall use amplified sound of any sort to attract customers. Radios for personal use by vendors or any other noise generator shall not be audible twenty feet from vendor's location. This clearly shows an interest of protecting noise-sensitive receptors.

d. Title 6 deals with animals and includes numerous references to a requirement to control sound generated by animals. FLAND-47

e. Chapter 10.28 Unimproved Property says "The city council finds and declares that the excessive noise and dust emanating from and caused by motor vehicles being driven and operated off the public roads and upon the unimproved lands within the city has tended to and does create a public nuisance by disturbing the quiet and repose of the citizens of Suisun City so as to interfere with the comfortable enjoyment of life and property." Similar comments can be made regarding many non-transportation sound sources including those associated with the subject project.

f. Chapter 17.16 Preliminary and Tentative Maps says that such maps can be disapproved if the project will generate existing or future noise hazards that can not be corrected. Transportation noise sources while on public roads are exempted from local control by Federal regulations, leaving non-transportation sound sources and transportation sound sources while on private property to be regulated by the local jurisdiction.

g. Several sections of Title 18 Zoning state that projects must not created excess sound at residential property. Chapter 18.58 Performance Standards says that no building or land can be occupied if it creates noise that violates the standards of the chapter. The problem is that quantitative values are not provided as they are for the City of Fairfield.

3. Alternative Noise Standards

a. Lacking reasonable local regulations or standards for judging the impact of non-transportation sound sources, it is incumbent on the Draft EIR to provide reasonable sound standards

b. Guidelines of the State Office of Noise Control provide a good alternative for evaluating noise generated on private property such the Walters Road West Project in Suisun City. The State's Model Noise Ordinance [4] provides an appropriate basis for evaluating these conditions and the limits have been adopted in part by many jurisdictions including Sacramento County and the City of Sacramento. Following are some of the items contained in the Model Noise Ordinance.

(1) This Model Noise Ordinance addresses non-transportation sound sources and has been used by many jurisdictions in formulating noise limits for the types of sources that will be found at the Project Area.
(2) It focuses on sound at the receiving property, not at the source property line because there can be no impact if there is not a noise receptor.
(3) The sound limits are based on the time of day of occurrence, tonal content of the sound and the duration of the event. The need to set different durations is based on many surveys of residents as described by Burns [20]. FLAND-47 CONT.
(4) Sound is to be measured over any one-hour period that represents the normal conditions when the source or sources of interest are operating and when background sound levels are lowest. The background sound level is defined [21] as the sound measured when the source or sources of interest are absent.
(5) The limit is based on the duration of the sound in that measurement period.
(6) If the sound lasts at least 30 minutes in an hour, the most stringent limit applies.
(7) A 5 dB penalty is applied for sound that contains pure tones, speech or music or impact sounds. This penalty is applied based on numerous surveys as describe by Burns in Reference 20.
(8) When the background sound equals or exceeds the limit, the limits are adjusted in 5 dB increments until they encompass the background sound.
(9) Table I presents the noise limits from the Model Noise Ordinance based on suburban single-family residential and multi-family.
(10) The Model Noise Ordinance says in Section 1 that "It is determine that certain noise levels and vibration are detrimental to the public health, welfare and safety an are contrary to public interest. Therefore, the local jurisdiction does ordain and declare that creating, maintaining , causing or allowing to be created, caused or maintained, any noise or vibration in a manner prohibited by or not in conformity with the provisions of this chapter is a public nuisance and shall be punishable as such." The limits are given in Table I.

TABLE I. Noise Limits from the State's Model Noise Ordinance for Rural Suburban and Suburban Residential Land Uses for Non-Transportation Sound Sources.

		Exterior Sound Level Limits, dB(A)• •			
		Suburban, Multi-Family		Suburban, Single-Family	
Category	Cumulative Number of Minutes in any 1-hour period	Day, 7am-10pm	Night, 10pm-7am	Daytime	Nighttime
1	30 (L_{50})	55	50	55	45
2	15 (L_{25})	60	55	60	50
3	5 ($L_{8.3}$)	65	60	65	55
4	1 ($L_{1.7}$)	70	65	70	60
5	0 (L_{MAX})	75	70	75	65
• •Penalty applied to pure tones, speech & impact sounds		-5	-5	-5	-5

4. The State's Model Noise Ordinance uses the five statistical sound descriptors based on how long sound stays above some value. The L_{50} sound level is far less influenced by transient events. The other metrics, the $L_{8.3}$, the $L_{1.7}$ and the L_{MAX} provide a means for judging transient events, but allow higher sound levels because the events are shorter in duration. FLAND-47 CONT.
5. The State's Model Noise Ordinance also contains a general qualitative limit to address those sources where the amplitude of the sound may not show the potential annoyance. This ordinance requires an assessment of the volume or amplitude of the sound being generated, the nature of the sound, the tonal content of the sound, the background sound, the proximity to sleeping areas, the time of day and duration of the sound among other considerations.
6. This project will result in many non-transportation sound sources that are expected to be more significant than the transportation sound sources for residences, particularly on the north side of the site. Setting realistic noise limits for these sound sources is incumbent upon the Draft EIR [1] because they will influence the acoustic environment at the homes to the north. Setting sound limits such as given in the State's Model Noise Ordinance is required by the Noise section of the General Plan to evaluate the annoyance of intermittent noise sources. As a minimum, the sound limits given in Table I for the suburban multi-family homes should be used to evaluate noise impacts due to non-transportation activity and the sound generated by transportation equipment while on private property, specifically that owned or under the control of Wal-Mart.

IV. 4.9.4 - Methodology

A. Accepted noise-prediction and sound-propagation were used to predict project generated sound and changes in the sound according to the Draft EIR.
B. Noise sources evaluated included onsite construction, operation activities and offsite traffic. FLAND-48
C. Construction noise impacts were based on existing environmental documentation. The source of this data is not referenced here.
D. FHWA traffic noise prediction program RD-77-108 was used to model all sound generated by road traffic according to the Draft EIR.

1. This model is usable only down to 31 MPH according to information on page 6 of Reference 6.
2. The Draft EIR makes no reference to the use of any other model to accurately predict sound for speeds of 30 MPH and below.
3. Both acoustically soft and hard ground were used in the model according to the Draft EIR, but a discussion of where and why one or the other assumptions was used is not provided. Appendix H shows all sites using acoustically hard ground, contrary to what is written in on page 4.9-24 of the Draft EIR. Which statement is correct is not known.
4. Draft EIR says that sound walls protect residential areas from traffic noise on SR 12 and major arterials. This contradicts the statement that only a wood fence exists along Petersen Road and a wood fence is not a sound barrier. FLAND-48 CONT.

E. Sound data for non-transportation was taken from evaluations of other Wal-Mart Supercenter stores according to the Draft EIR.

F. The Draft EIR state states that a sound wall will run along the northern edge of the project site, extending from slightly west of the west face of the Wal-Mart Supercenter to slightly east of the east face of the dock area on th east face of this building.

1. The Draft EIR does not note that the driveway opening north of the center of the Wal-Mart Supercenter will allow sound to easily pass through to the homes in Quail Glen subdivision with no excess attenuation.
2. Because of where the sound wall stops on the west side and the east side, trucks pulling out of the docks, departing the site or service Parcel 1 (to be a sit down restaurant) on the west side will not be shielded from the homes to the north.

G. The Draft EIR states that vibration impacts were addressed using a manual written by Cal-Trans.

V. 4.9.5 - Impacts and Mitigation Measures

A. Thresholds of Significance

1. The Draft EIR correctly identifies CEQA guidelines including the need to identify substantial temporary or periodic increases in the background sound levels due to project activity.
2. A 3 to 5 dB(A) increase in sound is said by the author's of the Draft EIR to be significant because this is the minimum clearly perceptible sound increase that is noticeable.

   a. This may be common practice but is not substantiated by either experiment or field studies as noted in Reference 10 when dealing with transportation sources. FLAND-49
   b. For non-transportation sources, the increase can be important, but what is more important is whether the noise limit was exceeded and the tonal content of the sound. These are not discussed at all even though the City reference's noise control in their Municipal Code.

3. The Draft EIR proposes using a sliding scale for significance based on aircraft noise studies from the Federal Interagency Committee on Noise (FICON) [22].

a. A 3 dB(A) increase in CNEL is to be allowed when existing CNEL is greater than 60 dB(A) and 5 dB(A) increase when CNEL is less than 60 dB(A) and the sum of existing plus project will result in a total CNEL of less than 60 dB(A).
b. The use of this criteria is not justified either for non-aircraft type transportation sources and completely without any basis in research when applied to non-transportation sound sources.
c. This requirement is contrary to the goals an objectives of the City's General Plan that states sound is to be reduced to acceptable levels, not allowed to increase to where it is just acceptable. Many people move from their homes to reduce their exposure to sound where finances permit as found in Census Bureau's 1970 and 1980 surveys of over 500,000 people.
d. The State recommends the adoption of noise ordinances for non-transportation sources specifically because these short duration sources are often the source of many more complaints and at lower levels. This need is reinforced by the City of Suisun City's reference to controlling noise from dogs barking, pedlars and the zoning requirements. CEQA requires that reasonable sound limits be established where the City has requirements for controlling noise but fails to set quantitative limits so that impacts can be judged. FLAND-49 CONT.

4. CEQA guideline number 4 (d) from Appendix G says than a substantial temporary or periodic increase in the ambient sound level due to the project would be considered significant. Periodic increases in sound are lost in sound metrics that average over 24-hours and do not account for annoyance, speech interference and sleep interference as required. This can only be done by establishing sound limits for non-transportation sound sources.
5. The State's Model Noise Control Ordinance provides absolute sound limits relevant to the type of non-transportation sound sources associated with the operation of a Wal-Mart Supercenter store. If the predicted sound levels generated by non-transportation sound sources at the project are greater than the limits, the Draft EIR should acknowledge these as significant impacts. The amount of the increase is not necessarily an issue.
6. The significance of a change in the tonal content and the amplitude can be a factor according to the State's Model Noise Control Ordinance.

B. Project Impacts and Mitigation Measures

1. Construction Noise

a. Impact Analysis/Level of Significance Before Mitigation

(1) The Draft EIR notes that potentially significant impacts could occur but the method used in the calculation does not follow the stated method of calculating the CNEL. FLAND-50
(2) Instead, the increase in sound is measured directly above the background sound as it would for any non-transportation sound sources. This increase is noted as potentially significant, but is really greater than would be allowed for all non-transportation sound standards.
(3) The sound level increase is noted as being very noticeable in the Draft EIR, but that it would not eliminate the use of the outdoor area. However, the

definition of what would be required to eliminate the use of the outdoor space. This ignores that with repeated pile driving and maximums of 84 dB(A), conversation would be impossible. As a result, most people would be driven out of the area in questions. This is a significant impact.

(4) The influence of sound from other construction equipment could easily exceed the limits of the State's Model Noise Ordinance when working along the north side of the project. Heavy equipment such as tracked dozers or excavators would only need to be near the north side for 30 minutes in an hour to exceed the limit.

b. Mitigation Measures FLAND-50 CONT.

(1) The construction hours permitted by Suisun City Municipal Code differ significantly from those used by most jurisdiction because of the influence it has during "family hours" of 7:00 p.m. to 10:00 p.m. The CNEL adds a 5 dB penalty to these hours as an indication of the influence. The State Model Noise Ordinance recognizes this and recommends construction be limited to 7:00 a.m. to 7:00 p.m. weekdays and Saturday, with no construction permitted on Sundays or holidays.

(2) The proximity of the homes to the main part of the construction will occur on the project site warrant adopting a similar requirement for construction along with the other mitigation measures.

(3) Lacking reasonable sound standards and evaluation of sound source operation, the evaluation of the construction noise remains inaccurate and incomplete.

2. Operation Noise - Stationary [sic] Sources

a. Impact Analysis

(1) The sources discussed are not all "stationary" such as on site truck movements and parking lot vacuum sweeper system and operation of forklifts.

(2) The list of non-transportation sources or transportation source on private property is not complete in this section of the Draft EIR, but all of the sources appear to be addressed later.

(3) Loading/Unloading Activities & Outdoor Pallet/Bale Storage Areas FLAND-51

(a) The Draft EIR incorrectly states that the homes north of Petersen Road would be shielded from the noise of forklift and pallet/bale storage area noise is incorrect because of the driveway openings.

(b) A forklift moving from the docks will or could move past or near the driveway openings, allowing sound to pass out through the opening without any or very little shielding.

(c) The height of the pallet stack will have an influence on the sound generation if the stack approaches or exceeds the sound wall height.

(d) The reference average and maximum sound levels given for dock activity provide to little information regarding the time interval and actual activity involved.

(e) TAVG's measurements for similar activities show an average, L_{eq}, sound level of 65 dB(A) at 100 feet just from the operation of transportation refrigeration unit. This would produce 71 dB(A) at 50 feet, not the 60 dB(A) discussed in the Draft EIR, unless you were averaging over many hours after the vehicle with the refrigeration unit had departed.

(f) Average sound levels measured 50 feet behind a 10 foot sound barrier showed short average sound levels of 64 dB(A). This is again substantially higher than claimed in the Draft EIR.

(g) Because another section is labeled "On and Off Site" truck movements, the data in the current section would appear to overlap or contradict the results from that section in the Draft EIR. Loading/Unloading dock activities should be separated from on-site truck movements.

(h) The major sources of sound from heavy truck movements on-site are the engine and the exhaust. For steady state highway conditions, FHWA and CalTrans assumed a source height of 8 feet for heavy trucks. However, for low speed trucks, the exhaust becomes a dominant factor and the exhaust is typically 10 to 12 feet above ground level. At these elevations, the sound wall provides no sound reduction as direct line of sight exists between the source and the receiver at homes north of Petersen Road. Additionally, the trucks will be in front of the driveways on the north side with no sound wall, provide a completely unshielded sound source to the homes to the north.

(i) Using 24-hour averaging of the sound of either truck-movements or dock activity as done in the Draft EIR is unwarranted based on the City's requirements in the Municipal Code to prevent excess sound from non-transportation sound sources. FLAND-51 CONT.

(j) Based on the Berkeley airport case, As shown by the Berkeley aircraft case relying on a single long duration (24-hours) sound averaging criteria may not be adequate to define the noise impacts to a neighborhood. The tonal content and short duration (e.g., 1-hour) sound metrics or even single -event levels may be better descriptors of sound to be used in defining the noise impact.

(k) The predicted sound levels would exceed particularly nighttime limits of the State's Model Noise Ordinance based on TAVG's measurements and even the Draft EIR's values if a pure tone existed. Trucks and refrigeration units produce pure tones as shown in Figure 1.

(4) Truck Movements: Onsite and Offsite

(a) Contrary to the comments in the Draft EIR, these topics have to be addressed separately because once the trucks are on public roads, they are exempt from local control. They must meet federal regulations and State limits only and are exempt from most sound reduction unless operating with exhaust systems that create sound greater than the original equipment manufacturer supplied.

(b) Sound generated by heavy trucks offsite due not fit into the stationary sound source equipment, so this analysis is not correct.

(c) If the values given in this analysis apply only to the truck while on the project site, the requirements of the City's Municipal Code apply and an evaluation can be done. However, then this data conflicts with data from the previous section on dock activity because it was stated that it applied to truck arrival and pulling away from the dock areas. Since the departure driveways are close, this would cover the entire time of onsite activity. Having two conflicting results making any analysis impossible.

(d) Evaluating the sound of the truck movements on site requires the use of non-transportation noise limits as published by the State in the Model Noise Control Ordinance not the CNEL 24-hour average. Again the Berkeley established this requirement for individual events.

(e) Truck ingress movements will have to occur mainly from Petersen Road as shown in Exhibit 3-4 of the Draft EIR, but contrary to that described in the DEIR. Both entrants along Walters Road require vehicles to be going south to enter. However, SR 12, the main feed is south. Thus, trucks would either have to travel through residential neighborhoods to get to southbound Walter Road or turn around at some intersection, a procedure not typically allowed or at least recommended. Thus, these trucks will be onsite along Petersen Road with at openings in the sound wall or with their exhaust taller than the sound wall, reducing or eliminating any sound reduction. FLAND-51 CONT.

(5) Parking Lot Activities; Outdoor Garden/Seasonal Center Activities; HVAC & Refrigeration Units; Site Maintenance & Compactor/Garbage Area

(a) All of these non-transportation sound sources incorrectly and in non-compliance with the City's Municipal Code and requirements of the Berkeley [3] case, evaluate sound impacts based on 24-hour average

(b) The HVAC equipment sound sources are reduced by the 8 foot sound wall, but the building height will eliminate the value of such sound wall.

(c) Parking lot activities will occur in the northwest corner where a sound wall does not exist directly north. Sound levels directly north could exceed the limits of standard noise ordinances.

(d) The PA system is a common complaint because of the height of the source and placement and reflections from multiple hard surfaces.

(e) The evaluation of these sources per standard sound limits is inadequate and incomplete.

b. Mitigation Measures

(1) Because of the use of a 24-hour average sound descriptor, the CNEL, the noise impact were under estimated.

(2) The resulting mitigation measures do not provide the sound reduction to reduce noise impacts to less than significant.

(3) This is particularly true for nighttime deliveries, operation of mechanical equipment and especially the refrigeration system for foods, site maintenance, parking lot activities, and PA system.

3. Operation Noise - Vehicular Sources

   a. Impact Analysis

      (1) The Draft EIR states that the FHWA noise prediction model was used to estimate existing and future acoustic conditions based on data in Appendix H.
      (2) At least five of the areas modeled show vehicle speed of 25 MPH. As referenced, in the FHWA manual, the model is not correct below 25 MPH, underestimated the sound from Heavy Trucks.
      (3) CalTrans' 1998 Technical Noise Supplement [7] reinforces this requirement that the FHWA model cannot be used at the lower speed limits and provides a separate algorithm to calculate the contribution for speeds less than 31 MPH. FLAND-52
      (4) The 1998 Technical Noise Supplement also requires traffic counts to be made during field tests to calibrate the FHWA noise prediction model. Adjustment have to be made if agreement is not found. The Draft EIR provides no evidence that field traffic counts were done or that the model was calibration. As a result, all predicts are suspect.

Sufficient evidence is provided here to show that the Draft EIR is not complete, accurate or adequate. Lacking adequate local noise regulations that are typical for non-transportation sound sources, the noise assessment must establish realistic sound limits to evaluate noise and vibration impacts. For the most impacted residences, the sound will be generated primarily by heavy trucks while on private property and by refrigeration units and this noise will be a significant, unmitigated impact. The influence of multiple sound sources is ignored even though the probability is high that at least two sources will occur at all times such as noise from the HVAC system and from truck circulation. The possibility of significant noise impacts remains when all sources are correctly evaluated and compared with the proper sound limits. FLAND-53

Please call if you have any questions regarding the comments and conclusions reached regarding the adequacy of the Draft EIR. Let me know if additional information is needed.

Respectfully submitted,

Steve Pettyjohn

Steve Pettyjohn, Principal
Certified: Institute of Noise Control Engineers-1981

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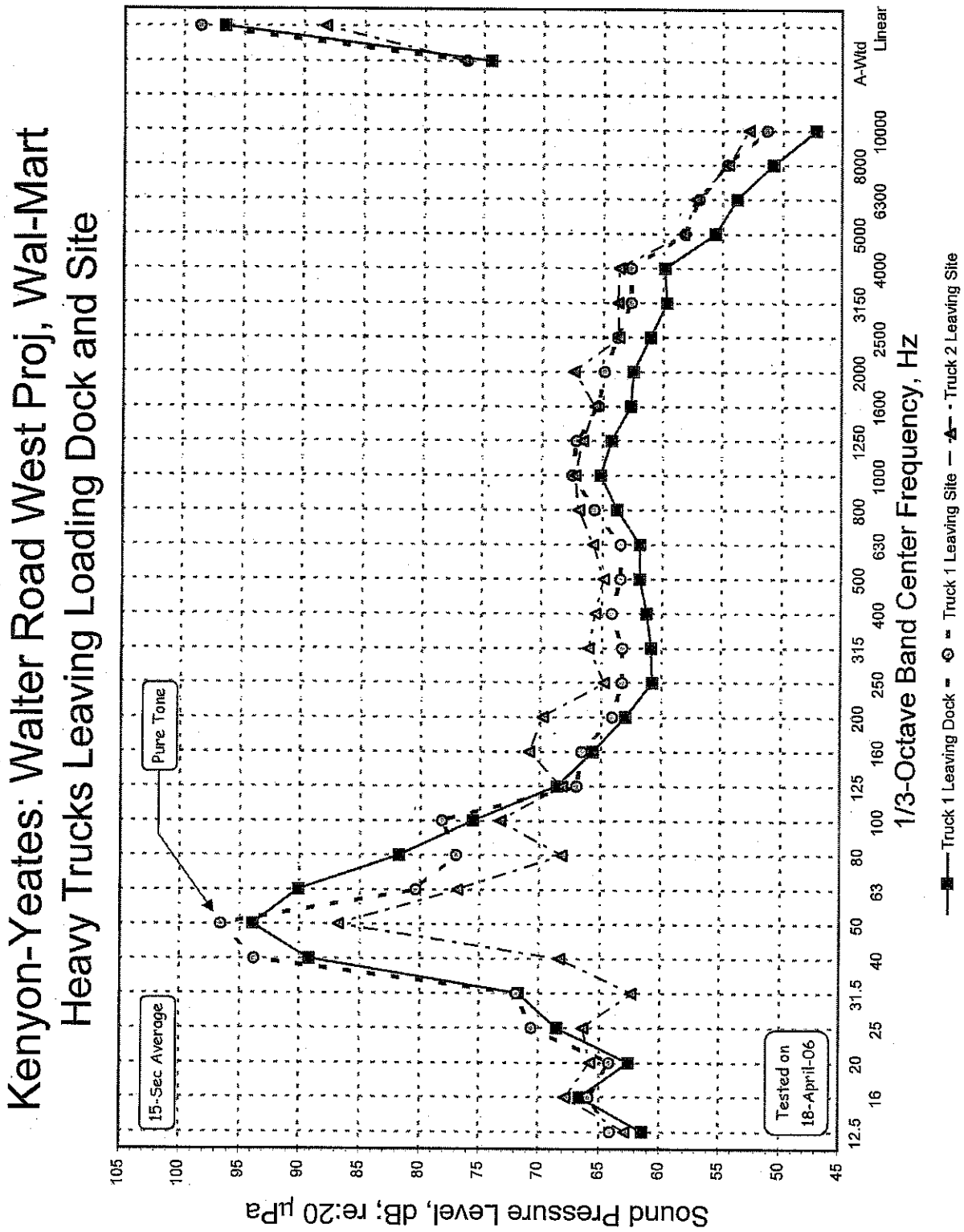
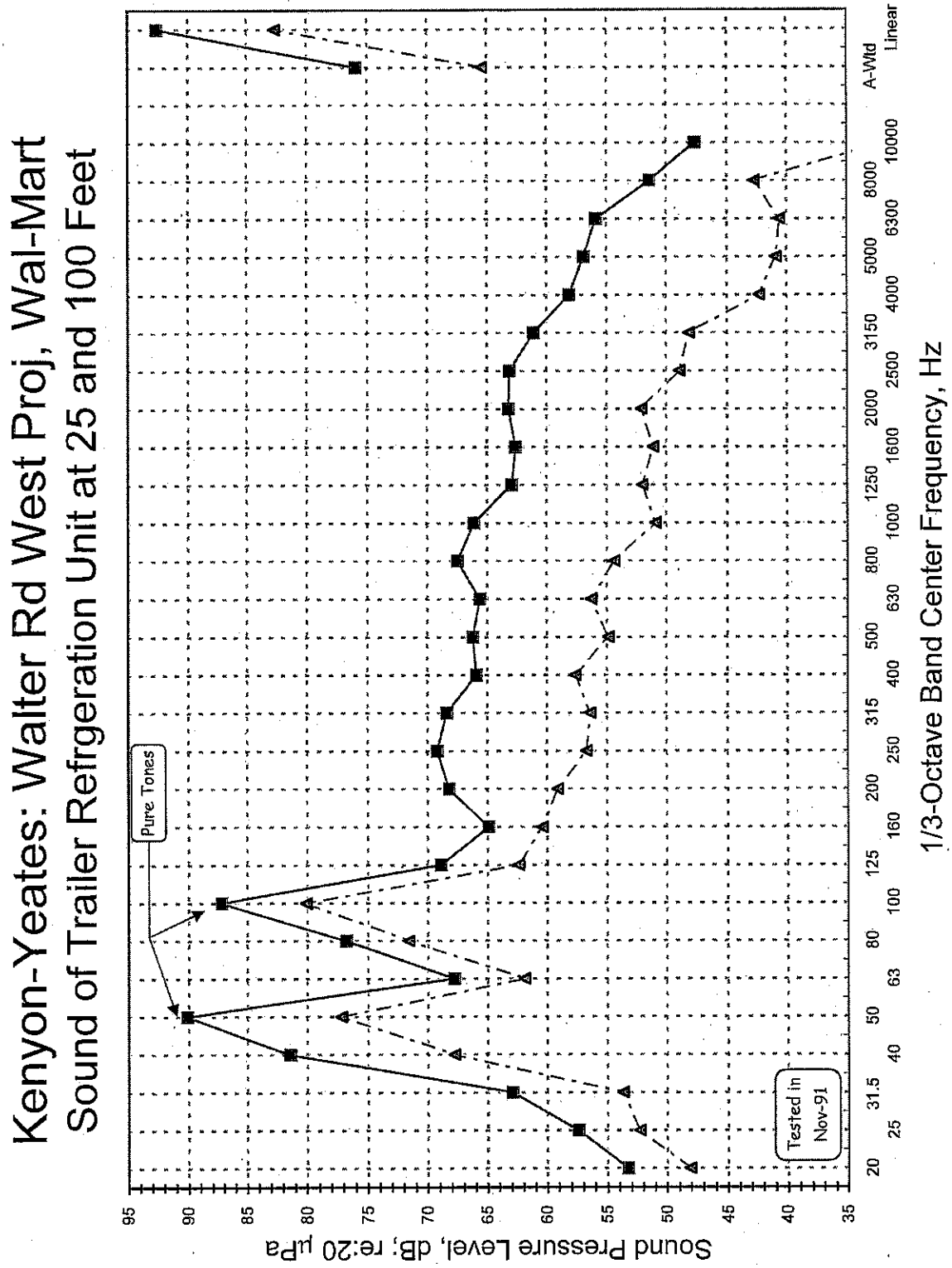


FLAND-54

Figure 1. Tonal Content for the Maximum Sound Level Measured for Two Heavy Trucks Leaving the Dock Area.



FLAND-55

Figure 2. Average Sound Tonal Content for a Typical Refrigeration Unit Mounted on the Trailer of a Heavy Truck.

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Principal

Steve is an engineering professional responsible for overseeing services provided by The Acoustics & Vibration Group (TAVG). He is especially proficient at setting realistic goals, explaining what the purpose is of these goals and how sound and vibration influences a project. He has extensive experience in designing facilities for optimum sound quality, measuring sound, analyzing data and completing noise impact statements. Steve analyzes heating, ventilating, air-conditioning systems for sound characteristics and vibration isolation; does sound level surveys to document employee noise exposures; and designs sound reinforcement systems and sound paging systems. He executes vibration measurements for industrial, commercial and public utility projects and specifies mechanical equipment systems to meet acoustic and vibration criteria. In addition he serves as an expert witness in cases involving acoustic and vibration issues.

TAVG was formed in Sacramento by Steve in 1986 after completing seven years of acoustic and vibration research for Cummins Engine Company, a major international manufacturer headquartered in Indiana, and five years with acoustic and vibration consulting firms in Atlanta, Georgia. During these years he has completed over 2000 projects encompassing a wide scope of work. Clients have included manufacturing and industrial firms, retail businesses and commercial firms, architects, engineering and mechanical companies, governments and governmental agencies, developers, contractors, churches, hospitals and schools.

Steve is a registered Professional Engineer in Acoustics (#19639PE) in Oregon, the only state with a test for this discipline. He attained certification (#81010) in 1981 by the Institute of Noise Control Engineers in an exam patterned on the professional engineer examinations given by the states. The Vibration Institute certified him in 1994 as Vibration Specialist III (#9403-004B). Steve received a Master of Science degree in an acoustics multi-disciplinary program in 1979 from the School of Mechanical Engineering from the Georgia Institute of Technology. This program exposed him to acoustics and vibration courses from the Departments of Architecture, City Planning, Psychology, Physics, Electrical Engineering, Geophysical Science, Aerospace Engineering and Solid Mechanics as well as Mechanical Engineering. In 1976 Steve was certified as an Engineer-In-Training, from the state of Georgia. His experience in acoustics and vibration began at Oregon State University, OSU, where he completed special projects on engine vibration and chain saw sound. In 1972 he earned a Bachelor of Science degree in Mechanical Engineering from OSU.

He is a member of relevant professional organizations. They include The Vibration Institute, Acoustical Society of America (ASA), Institute of Noise Control Engineers (INCE), American Society of Mechanical Engineers (ASME) and American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE).

Jason Flanders (FLAND)

Response to FLAND-1

The author stated that (1) the Draft EIR arbitrarily limited its scope of review of economic impacts to the City of Suisun City, while the proposed project will have economic impacts leading to urban decay outside of Suisun City; (2) failed to provide substantial evidence in support of its assumption that sales at this proposed project would be below-average; (3) failed to explain why the proposed project's grocery component would be smaller than usual; (4) failed to analyze the cumulative impacts of a depressed housing market along with the proposed project; and (5) failed to analyze the cumulative impacts of other proposed Wal-Mart stores in the area. The author requested that responses be provided to comments made in an attachment by Dr. Phillip King enclosed in the comment letter.

Refer to Master Response 4.

Response to FLAND-2

The author alleged that the maximum site intensity usage calculations provided in Impact LU-4 are inaccurate and understate the number of people on the project site. The author stated that (1) the trip generation rates used as the basis for estimating the maximum number of people are low, (2) the calculations did not account for persons walking or taking public transit to the project site, and (3) the Draft EIR's statements that customers would not spend long amounts of time in the Wal-Mart Supercenter is inaccurate.

Trip generation rates are addressed in Master Response 8.

The Draft EIR's analysis of project consistency with the Travis Air Force Base LUCP is addressed in Master Response 6.

Response to FLAND-3

The author, referencing an enclosed document prepared by a traffic consultant, stated that (1) the Draft EIR's traffic impact analysis failed to evaluate the effects of project-related traffic increases on Fullmar Drive on residential quality and character, (2) project mitigation for traffic impacts does not fully mitigate for impacts because it does not require that improvements would be implemented prior to project occupancy, and (3) the proposed project's truck access points are awkward and would likely result in semi-trucks using Fullmar Drive and "Andersen."

These comments are addressed individually in Response to FLAND-24, Response to FLAND-25, Response to FLAND-26, and Response to FLAND-27.

Response to FLAND-4

The author alleged that the Draft EIR's traffic analysis trip generation rates are low and understate project trip generation. As evidence, the author cited an August 2006 article from the ITE Journal.

Refer to Master Response 8.

Response to FLAND-5

The author alleged that Mitigation Measure AES-3, which addresses light and glare impacts, does not include criteria that would reduce nighttime light impacts to a level of less than significant. The author claimed that the Draft EIR provides no thresholds to assess the effectiveness of this measure, which makes it uncertain that the mitigation would be effective.

Refer to Master Response 10.

Response to FLAND-6

The author claimed that the visual simulation provided in Exhibit 4.1-4 shows that the proposed project would obstruct views of a ridgeline and, therefore, would constitute a significant impact on views of a scenic vista, which the Draft EIR did not evaluate.

Exhibit 4.1-4 is a computer-generated image designed to give a simulation of the project's visual appearance from the vantage point of SR-12. The ridgeline shown in the Exhibit 4.1-4 as being located northeast of the project site does not exist. (Travis Air Force Base is located where the "ridgeline" in the image is depicted.) Rather, the photograph in the upper right hand corner of Exhibit 3-3b provides a depiction of the actual backdrop for the project site. As shown in the photograph, there is no ridgeline to the northeast of the project site. The computer-generated image shown in Exhibit 4.1-4 is intended to provide a depiction of the appearance of the Wal-Mart Supercenter entrance, not the surrounding area.

The Draft EIR, however, acknowledges generally that the project will alter the visual character of the site, and Exhibits 4.1-3 and 4.1-4 demonstrate that the project will to some degree reduce views of the Vaca Mountains from some limited locations. Mitigation Measure AES-2 is proposed to minimize the impacts associated with overnight RV parking, but the Draft EIR acknowledges that the impact is significant and unavoidable. The author proposes no additional mitigation, and the City is aware of no additional feasible mitigation to address this impact.

Response to FLAND-7

The author alleged that the provisions in Mitigation Measure AIR-3 allow these measures to be avoided if they are deemed infeasible and, therefore, lack the certainty of mitigating project emissions.

Currently, BAAQMD does not have any established thresholds for construction air pollutant emissions. The BAAQMD CEQA Guidelines state that construction emissions do not need to be modeled; instead, implementation of standard dust control measures can be assumed to fully mitigate construction air pollutant emissions to a level of less than significant.

In the interests of providing quantification of construction emissions, the Draft EIR modeled construction emissions, which are presented in Impact AIR-2. As shown in Table 4.2-3, unmitigated construction emissions for ROG, NO_x, CO, SO_2, and PM_{10} would all be below the BAAQMD standards for daily operational emissions. Nevertheless, in accordance with BAAMQD guidance, standard dust control measures were proposed in Mitigation Measure AIR-2.

Although no exceedances of established thresholds were forecast in Table 4.2-3 for other criteria pollutant construction emissions (e.g., reactive organic gases, oxides of nitrogen, carbon monoxide, and sulfur dioxide), Mitigation Measure AIR-3 proposed various measures that go above and beyond the requirements established in the BAAQMD CEQA Guidelines. Even though no established thresholds would be exceeded, these measures were intended to address potential nuisance effects that could result locally. Thus, these measures are not intended to reduce air pollution related to any threshold because no such thresholds exist for these levels of emissions. Rather, these air pollution control measures reflect the project site's proximity to sensitive receptors in the surrounding residential areas. Since both Impact AIR-2 and AIR-3 are forecast to be less than significant after mitigation, no additional mitigation is needed.

Response to FLAND-8

The author suggested that the Draft EIR should consider mitigation measures imposed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the proposed project's significant unavoidable air quality impacts. The author also stated that the Draft EIR should consider meeting SMAQMD standards because emissions from the project would likely migrate into the Sacramento region.

The proposed project is located within the jurisdiction of the BAAQMD and is required to comply with procedures outlined in the BAAQMD CEQA Guidelines. The proposed project incorporates all applicable and feasible mitigation presented in the BAAQMD CEQA Guidelines to reduce operational emissions of criteria pollutants. As discussed in Impact AIR-4, vehicular sources account for most of the project-related operational emissions and there are only limited mitigation measures available to reduce these types of emissions.

Unlike SMAQMD or SJVAPCD, BAAQMD does not have any programs in place to allow projects that exceed operational emissions thresholds to purchase offsets elsewhere in the air basin to mitigate for project impacts. Moreover, for reasons described below, project air pollutants are not anticipated to have any affect on the air basins governed by SMAQMD or SJVAPCD, and, therefore, mitigating for air quality impacts in those air basins by purchasing offset credits would not improve air quality the San Francisco Bay Area Air Basin and thus would not further mitigate the impacts of the project. As such, imposing SMAQMD or SJVAPCD requirements (e.g., emissions offset programs) on the proposed project would not be considered effective mitigation.

Regarding impacts on the Sacramento air basin, the proposed project's emissions would not be considered large enough to have a measurable impact. The proposed project's daily operational emissions shown in Tables 4.2-5 and 4.2-6 represent less than 1 percent of ambient concentrations of each respective pollutant in Solano County based on ambient air quality monitoring data provided by the California Air Resources Board. In non-technical language, this means the proposed project would not have a significant effect on localized air pollutant concentrations. Because it would not significantly alter localized air pollutant concentrations in Solano County, it would not have the potential to noticeably affect air pollutant concentrations in Sacramento County.

Response to FLAND-9

The author suggested that the Draft EIR consider mitigating greenhouse gas emissions through the purchase of carbon offsets from non-governmental organizations such as Carbonfund.org, Terra Pass, or Native Energy.

Refer to Master Response 7.

Response to FLAND-10

The author asserted that the Draft EIR's noise analysis failed to discuss the numerous requirements of the Suisun City Municipal Code. In addition, the author stated that the Draft EIR should use the State's Model noise ordinance for evaluating the significance of non-transportation related noise sources.

The Draft EIR includes an extensive discussion of the City of Suisun City's General Plan noise goals and objectives on pages 4.9-19 through 4.9-23. This discussion sets out numerous qualitative goals and policies as well as several quantitative noise standards applicable to both stationary and transportation sound sources. Additionally, the Draft EIR identifies the noise-related portions of City Municipal Code, Chapters 15.04 and 15.12, that are applicable to the proposed project (see the subsection "City of Suisun City Municipal Code on page 4.9-23 of the Draft EIR). The specific noise restrictions in the City's Municipal Code focus on construction-related noise, and the relevant portions include restrictions on the hours of building construction and earthwork. Other portions of the Municipal Code were not determined to be relevant to the noise analysis.

As the author acknowledged, the Municipal Code does not provide quantitative values, and the author suggests that the Draft EIR should use guidelines from the State's Model Community Noise Ordinance (1977) for non-transportation sources to evaluate the project. This is not necessary, nor would it help to better understand the noise impacts of the proposed project. The General Plan includes quantitative noise standards, and the Municipal Code is quantitative relative to the hours permitted by construction, because the hours of construction can easily be monitored and controlled. The actual noise levels of the construction equipment are difficult to mitigate, as the required work generates noise. Nevertheless, the Draft EIR identifies numerous measures, in addition to the temporal limitations mandated by the Municipal Code, designed to limit construction-related noise

impacts on sensitive receptors. (See generally Mitigation Measures NOI-1a through NOI-1g in the Draft EIR, pages 4.9-30.) These measures are designed to control noise emitted during construction, and, to the extent feasible, shield sensitive receptors from the noise. The hour limits for construction in the Municipal Code are a common way that cities limit construction noise in California. That way, the contractors and neighbors would know what hours are permitted for construction, during which the contractor uses the construction equipment that is best suited to complete the work.

Response to FLAND-11

The author stated that the Draft EIR's use of a 24-hour average for operational noise impacts does not adequately address the influence on sleep, speech interference, and the nuisance factor. The author stated that this occurred for the analysis of loading dock activity, outdoor speaker systems, parking lot street sweeping, trash compaction, truck movements, and HVAC equipment.

CNEL is an established and accepted measure of noise impacts. Exhibit 4.9-7 presents the City of Suisun City Land Use Compatibility Noise Standards and the standards are based upon the exterior Community Noise Equivalent Level (CNEL) noise standards. As indicated in the exhibit, these standards, contained in the Solano County General Plan Health and Safety Element, are incorporated by reference into the City of Suisun City General Plan. Although the author does not believe that the CNEL adequately addresses all effects from noise, the CNEL is used by both the City of Suisun City and Solano County as the basis for determining land use compatibility of proposed projects.

Individual responses to noise are highly variable, thus making it difficult to predict how any person is likely to react to environmental noise, especially short-term changes in sound levels. However, the response of a large group of people to environmental noise is much less variable and has been found to correlate well with cumulative noise metrics such as the 24-hour sound level descriptors (DNL and CNEL). These 24-hour sound level descriptors cover the general response of large groups of people and address in a general way the influence of the noise environment on sleep, speech interference, and the nuisance factor of noise. The 24-hour sound descriptors are especially suited to capturing potential effects on sleep disturbance because they penalize noise that occurs in the evening and nighttime hours, as explained in the first sentence on page 4.9-2 of the Draft EIR; and reproduced below.

> "Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL)." (Draft EIR, Pg. 4.9-2)

That said, contrary to the author's claim, the Draft EIR did not limit its analyses of stationary noise sources to estimates of CNEL levels. The Draft EIR evaluated single noise events for their potential to cause significant impacts and includes numerous mitigation measures designed to mitigate the

potential for single-event noises that disturb sleep. The following are some of the analyses and proposed mitigation measures in the Draft EIR in addition to the 24-hour sound descriptor considerations:

Loading Docks

The noise level from loading and unloading activities is analyzed on page 4.9-33 of the Draft EIR. The analysis estimates L_{eq} and L_{max} sound levels based on measurements of other loading docks. Mitigation Measures NOI-3c and NOI-3d address sound attenuation of loading dock activities and restrictions on nighttime truck deliveries, respectively.

Outdoor Speaker System

The noise level from the outdoor speaker system expected to be used for Outdoor Garden/Seasonal Center is analyzed on page 4.9-36 of the Draft EIR. L_{max} values are analyzed, including the L_{max} values at offsite locations to the north across Petersen Road. Mitigation Measure NOI-3a prohibits the use of the loudspeakers between 10:00 p.m. and 7:00 a.m.

Parking Lot Street Sweeping/Landscaping

The noise level from leaf blowers and parking lot sweepers is analyzed on page 4.9-37 of the Draft EIR under the subheading of Site Maintenance. The noise levels presented are generally L_{eq} levels. Maximum noise levels are estimated at offsite locations to the north across Petersen Road. Mitigation Measure NOI-3b prohibits the use of parking lot sweepers and leaf blowers between 7:00 p.m. and 7:00 a.m.

Trash Compaction

The noise level of trash compactors is analyzed on pages 4.9-37 and 4.9-38 of the Draft EIR. The values presented include both L_{eq} and L_{max}. Maximum noise levels are predicted at offsite receptors to the north across Petersen Road. Mitigation Measure NOI-3b prohibits garbage/recycling removal activities between 7:00 p.m. and 7:00 a.m.

Truck Movements

The noise level of truck movements is analyzed on pages 4.9-34 and 4.9-35 of the Draft EIR. The sound descriptors analyzed include L_{eq}, L_{max}, and average Sound Level Exposure (SEL). Worst-case hourly L_{eq} levels were analyzed for offsite receptors to the north across Petersen Road. Mitigation Measure NOI-3d contains provisions for restrictions on nighttime truck deliveries in order to prevent tractor-trailers from using Petersen Road between 10:00 p.m. and 7:00 a.m.

HVAC Equipment

The noise level of HVAC equipment is analyzed beginning on page 4.9-36 of the Draft EIR. The values presented are L_{eq} and L_{max}. Maximum noise levels are predicted at offsite receptors to the north across Petersen Road. MM-NOI-3c requires shielding the HVAC and cold food storage units.

In summary, the Draft EIR's noise analysis did consider the effects of project-related noise on surrounding residences and proposed mitigation measures to reduce noise during the nighttime. By extension, this would reduce project impacts on sleep, speech interference, and nuisances.

Response to FLAND-12

The author stated that the sound measurements presented in the Draft EIR were made in areas exposed to traffic and do not represent the sound in the backyard of homes facing the project site from the north side of Petersen Road.

Noise measurements were taken on Petersen Road (Measurement Location LT-2) to get an accurate understanding of the level of the noise source before attenuation by the fences protecting the residences on the north side of the roadway. The noise level at the street side of the fences would be more consistent for each of the homes, whereas measurements behind the fences would vary by site-specific location of the sound level meter and construction of the fence. The fences could realistically reduce noise levels in the backyards of the residences on the north side of Petersen Road by as much as 5 dBA compared with the CNEL identified for LT-2 (64 dBA, CNEL as shown in the Draft EIR in Table 4.9-3). Therefore, taking noise measurements behind the fences would not provide a worst-case scenario of noise impacts.

Response to FLAND-13

The author stated that sound descriptors used in measurements were not those required to evaluate non-transportation noise sources.

The noise analysis included measurements of hourly L_{eq} (which were processed to develop the 24-hour CNEL), short-term L_{eq}, L_{max}, L_{10} (the noise level exceeded 6 minutes in each hour) and L_{90} (the noise level exceeded 54 minutes in each hour). The analysis considered the patterns of each of these sound descriptors, all of which were measured for the 24-hour measurements and represented in Exhibits 4.9-2 through 4.9-7. These are the sound descriptors typically used to evaluate the existing ambient noise environment for most common noise sources, including transportation sources such as streets and highways and non-transportation sources such as activity at a factory, loading docks, or construction noise.

Furthermore, the author does not identify sound descriptors that should be used to evaluate non-transportation sound sources. Therefore, no further response is required.

Response to FLAND-14

The author stated that no tonal content or sound frequencies were measured and, therefore, the omission of this data creates the potential for the Draft EIR to understate impacts because tonal content changes can measure human perceptibility to noise level changes. The author cited an example of aviation pattern changes that were of less than 1 dBA resulting in complaints from nearby residents, even though the noise increase would not be considered significant using CNEL standards.

The proposed project is commercial retail development. The noise measurement were collected to analyze the compatibility of the noise environment for the commercial center and the nearest residential areas. The degree of acceptability of the noise environment at a proposed site is generally determined outdoor day-night, average A-weighted sound levels (L_{dn}) or the CNEL. The Draft EIR's noise analysis used measurements of a variety of sound descriptors, including hourly L_{eq} levels that were used to calculate the existing CNEL levels. The existing CNEL levels were then compared with published CNEL levels considered to be compatible with different land uses (see Exhibit 4.9-7), including the existing nearby residences. This is consistent with most noise studies in California regarding land-use decisions. This methodology is consistent with the noise procedure recommended by the State of California General Plan Guidelines, Appendix A Noise Element Guidelines and with procedures described in Noise and Vibration Control Engineering Principals and Applications in Section 17.7 Criteria for Noise in Communities: U.S. Government and Municipal Regulations (Beranek and Ver, 1992). Neither of these methodologies indicates a need for tonal or frequency measurements to determine land-use compatibility. It is unclear how measuring tonal content or sound frequencies could be applied to the project to determine land use compatibility. Reflecting this, the City of Suisun City does not require tonal content measurements to be taken for new commercial development projects. The primary noise sources associated within would be from vehicles; therefore, CNEL, based upon the hourly L_{eq} values, would be the most appropriate standards to use for evaluating impacts.

The 3-dBA significance criterion used to evaluate the significance of ambient noise level changes is used in many environmental noise analyses and is not dependent on identical tonal content. Even with the 3-dBA significance criterion and the mitigation measures proposed, the various noise sources in Impact NOI-3 would be a significant unavoidable impact of the proposed project.

On a closing note, evaluating tonal content changes from aviation pattern changes, as suggested by the author's example, is not even standard practice for airport noise analyses. Airport noise analyses are determined primarily upon the CNEL contours for airport operations or proposed airport operations. It should be noted that the Travis Air Force Base LUCP uses CNEL and does not use tonal content analysis.

Response to FLAND-15

The author asserted that Mitigation Measure BIO-1b improperly defers environmental analysis and mitigation.

Mitigation Measure BIO-1b contains contingency measures for additional focused surveys or assumption of presence in the event CDFG or USFWS rejects the mitigation proposed in Mitigation Measure BIO-1a. As discussed in Impact BIO-1, focused plant surveys were conducted in 2006 and 2007. The surveys were based on established methodologies. The results of the studies indicated that only pappose tarplant was present onsite. Based on this evidence, the Draft EIR included mitigation only for the pappose tarplant (Mitigation Measure BIO-1a). The City of Suisun City is confident that

this mitigation is sufficient and appropriate to address Impact BIO-1 based on the information contained in the Draft EIR Section 4.3 (Biological Resources) as well as Draft EIR Appendix C.

The Draft EIR acknowledges that, because of low rainfall conditions in the survey years 2006 and 2007, it is uncertain if CDFG or USFWS will accept the focused plant surveys as sufficient for their needs under their regulatory schemes. As noted above, the original focused surveys found that no special status plant species exist onsite and, therefore, no mitigation is necessary. In order to meet the needs of these responsible/regulatory agencies, however, and in recognition of the uncertainty of CDFG or USFWS accepting these surveys under their regulatory schemes independent of CEQA, Mitigation Measure BIO-1b provided a fallback provision requiring either additional focused surveys to reconfirm the conclusions of the original surveys or the assumption of presence of all special-status plant species and subsequent offsite mitigation at a specified ratio. Contrary to the author's assertion, this does not represent deferment of mitigation because specific actions are identified that would mitigate for identified significant impacts (Mitigation Measure BIO-1a) and contingency measures are identified for the benefit of the responsible and regulatory agencies (Mitigation Measure BIO-1b. Therefore, Mitigation Measure BIO-1b is appropriate and does not violate the mandates of CEQA.

Following publication of the Draft EIR, it was determined that the regulatory agencies may not require the proposed project to mitigate impacts at the 3:1 ratio identified in Mitigation Measure BIO-1b because of the low biological quality of the project site. As such, the text of Mitigation Measure BIO-1b has been revised to reflect the possibility that regulatory agencies may require lower mitigation ratios. Regardless, the regulatory agencies would make the final decision on this matter and their ultimate requirements would reflect what they consider to be the best ratio. This change is noted in the Errata and does not change the residual significance of any conclusions presented in the Draft EIR.

Response to FLAND-16

The author alleged that Mitigation Measures BIO-2b and BIO-3 fail to fully mitigate for loss of raptor foraging habitat and wetlands, respectively, because they only require offsite mitigation credits to be purchase at a minimum of a 1:1 ratio, which the author asserted would ultimately result in a 50 percent loss of habitat.

In accordance with agency requirements (e.g., USACE, USFWS, CDFG, and RWQCB), mitigation banks restore and then permanently protect habitat in order to prevent a net loss of habitat. Because the proposed project would result in the loss of foraging habitat and wetlands on the project site, it is required to purchase credits at an agency-approved mitigation bank (e.g., North Suisun Mitigation Bank) to offset the loss of habitat. These credits are for restored habitat that did not previously exist. As such, no net loss of habitat occurs. Moreover, the raptor foraging habitat and wetlands on the project site is of relatively low quality because it is surrounded by urban development on three sides and the land itself has been subject to extensive and long-term disturbances related to past uses. The

creation of new raptor foraging habitat and riparian habitat at an offsite mitigation bank will be of higher quality than the habitat on the project site because mitigation banks are located in areas of much better biological quality (i.e., away from urban development).

Following publication of the Draft EIR, it was determined that Mitigation Measure BIO-3 was unnecessary because there is no habitat on the project site that meets the definition of "riparian habitat." Instead the loss of the drainage ditch would be fully mitigated by Mitigation Measure BIO-4, which sets forth offsite mitigation for wetlands. As such, Mitigation Measure BIO-3 has been stricken and Impact BIO-3 would instead be fully mitigated by Mitigation Measure BIO-4. This change is noted in the Errata and does not change the residual significance of any conclusions presented in the Draft EIR.

Response to FLAND-17

The author claimed the Draft EIR failed to fully evaluate the proposed project's growth-inducing aspects, particularly as they relate to placing pressure on adjacent agricultural lands to develop to urban uses, because they would provide commercial retail opportunities that would meet the needs of future residential growth. As evidence to support his claim, the author cited one of the project objectives related to meeting the "…unmet demand of regional and future demand from planned residential development in the area." The author asserted that the proposed project would create pressure to convert the grazing land on the east side of Walters Road to urban uses because the project would increase the economic value of the land and its exposure to the general public. While acknowledging the proposed project would not directly or immediately cause these lands to convert to urban uses, he claims that conversion of this land is foreseeable because of the presence of the proposed project.

The Draft EIR evaluated the project's potential growth inducing impacts on pages 6-2 through 6-3. The project is not anticipated to induce growth beyond that already planned, for several reasons. Regarding the project's objectives of serving future demand from planned residential growth, this was tied to several proposed residential and mixed-use projects that have applications on file with the City of Suisun City. These projects are listed in Table 4.11-5 and include the Suisun-Gentry project (232 dwelling units), Amberwood Homes (28 dwelling units), Peterson Ranch Homes (548 dwelling units), Breezewood Village Apartments (80 dwelling units), McCoy Creek Mixed Use (29 dwelling units), Courtyards at Sunset Homes (69 dwelling units), Almond Tree Place Condominiums (61 dwelling units), Blossom Courtyards Homes (75 dwelling units), and the Suisun Mixed-Use Village (250 dwelling units). Collectively, these projects would add 1,372 dwelling units to the City of Suisun City. These projects are independent of the proposed project, and several of these project applications predate the proposed project's application, indicating that these residential projects were contemplated without regard to the proposed project and not the other way around, as suggested by the author.

Moreover, any pressure potentially created by the project to convert agricultural land to urban uses is not expected to be sufficient to overcome the legal and political impediments to this conversion. First, the grazing land opposite the project site on the east side of Walters Road is in unincorporated Solano County and is designated for Extensive Agricultural uses by the Solano County General Plan. The City of Suisun City General Plan identifies this land with the non-binding designation of Ag-Open Space - Reserve. As stated in General Plan Land Use Element Policy 26, the "Reserve" designation for this area signifies that the City identifies this land as having the potential to support future commercial and industrial development. However, as clearly stated in General Plan Land Use Element Policies 26 and 27, these are low-priority urban development areas that are not expected to be developed in the near-term. Furthermore, Policy 27 states that this land could be used for active open space or park uses. In summary, both policies acknowledge the uncertainty of this land being developed for urban uses, and neither policy contemplates residential land uses for this land.

Second, and perhaps more important, Solano County has a long-standing, voter-approved policy of discouraging conversion of unincorporated lands designated for agricultural use to urban uses. The policy, known as the Orderly Growth Initiative, was affirmed by the voters first in 1984, again in 1994, and most recently in 2006, and is in effect through December 31, 2036[15]. Because this policy has been in effect for more than two decades and has been affirmed by the Solano County electorate on three separate occasions, with the most recent affirmation occurring in 2006, it is considered to have very high degree of effectiveness.

Third, the grazing land located east of Walters Road is within Zone C of the Travis Air Force Base LUCP. The policies of Zone C prohibit the re-designation of any lands designated for non-residential use to residential use. Because the lands east of Walters Road are currently designated for non-residential use, re-designating them to residential use would represent an inconsistency with the Travis Air Force Base LUCP. Although this policy could be overridden by a two-thirds majority of the Suisun City Council upon a showing that such a change would be consistent with applicable airport land use commission statutes, analyzing the likelihood of such an approval in the Draft EIR would be speculative.

Fourth, the grazing lands located east of Walters Road are squarely within the United States Fish and Wildlife Service's critical habitat designations for vernal pool fairy shrimp, conservancy fairy shrimp, vernal pool tadpole shrimp, and Contra Costa goldfields. These designations represent significant, if not impenetrable, barriers to growth.

For these reasons, the author's claim that the Draft EIR should evaluate the growth-inducing aspects of the conversion of the grazing land on the opposite side of Walters Road to urban residential uses would be considered remote and speculative, given existing land use policies established by the

[15] The text of the Orderly Growth Initiative is available at http://www.co.solano.ca.us/OGI/OGI_2006.pdf

County of Solano, the City of Suisun City, the Solano County Airport Land Use Commission, and the United States Fish and Wildlife Service.

Response to FLAND-18

The author stated that the Draft EIR improperly rejected alternatives from evaluation because they were not consistent with the land use designations for the project site. The author claimed that because the alternatives evaluated in the Draft EIR did not reduce the proposed project's significant unavoidable impacts to a level of less than significant, alternatives that required land use designation changes should be considered because they may reduce the significance of these impacts.

Refer to Master Response 5.

Response to FLAND-19

The author alleged that the Draft EIR's statement in Impact PSU-1 that Fire Department staffing levels do not cause direct or indirect physical changes to the environment is incorrect, because a project that would increase demand for fire response may result in greater fire or safety damage from unattended emergencies. The author stated that this impact should be analyzed in the Draft EIR.

A questionnaire was sent to the Suisun City Fire Department in July 2006 requesting that the agency provide any concerns about the proposed project's impacts on fire protection. The Fire Department provided a response (available in Appendix I) indicating its concerns, which included standard fire code safety requirements and a statement about increased calls for service associated with vehicle accidents. However, the Fire Department did not indicate that the proposed project would be expected to increase demand to the extent that fire protection and emergency medical response would be compromised to the point that Suisun City would be exposed to greater fire or safety dangers from unattended emergencies. Therefore, such a scenario would be considered remote, and analyzing such impacts in the Draft EIR would be speculative.

The author also questions whether one-time capital fees paid by the project will cover long-term annual needs. The proposed project will pay all applicable capital fees, which will go toward capital improvements needed in the City of Suisun City. The capital fees paid by the project would not be used for ongoing operations and maintenance. The project will result in a substantial increase in property and sales taxes, however, which can be used to fund operations and maintenance activities of the Police and Fire Departments.

Response to FLAND-20

The author referenced a statement in Impact PSU-2 stating that the proposed project's onsite security would reduce the need for police responses because it would act as a first line of defense for property-related crimes and minor incidents, and he inquired about what types of incidents would not warrant a police response. The author also stated that the proposed project's onsite security could actually result in more crime over the long term because police deterrence and the criminal justice system

would be taken out of the equation. Finally, the author inquired about the proposed project's ability to resolve civil disputes.

The proposed project would provide onsite security personnel who would monitor activities within the Wal-Mart store and in the parking lot. The presence of security personnel would, to some extent, act as a deterrent and reduce the likelihood of incidents. Security personnel also would be trained to resolve minor incidents (e.g., lost children, crowd control, disputes between customers, etc.) that might otherwise result in a call to the Suisun City Police Department. In some cases, the security personnel may also elect to resolve property-related misdemeanors such as shoplifting without involving the Police Department. This is allowed by law and is consistent with the legal principle of the "Merchant's Privilege," which grants merchants the ability to use reasonable force to detain suspected thieves. For major crimes (e.g., violence), security personnel would immediately notify the Police Department and, upon the arrival of police personnel, defer to their direction. The proposed project's onsite security personnel would comply with all applicable laws and Wal-Mart Stores, Inc. corporate practices. Moreover, the onsite security personnel would engage in similar activities as security personnel at other commercial retail centers.

For these reasons, the author's concerns about the proposed project's onsite security personnel causing more crime because police deterrence and the criminal justice system would be taken out of the equation reflect his opinion and are not supported by facts.

Response to FLAND-21
The author provided some perfunctory concluding remarks. No further response is necessary.

Response to FLAND-22
This author provided an attachment authored by Dr. Phillip King critiquing the Draft EIR's urban decay analysis. Master Response 4 addresses the issues raised in the critique.

Response to FLAND-23
The author provided an attachment authored by Daniel T. Smith, Jr. critiquing the Draft EIR's transportation analysis. In this paragraph, Mr. Smith provides introductory remarks prefacing his analysis. No further response is necessary.

Response to FLAND-24
The author alleged that the Draft EIR's traffic impact analysis failed to evaluate the effects of project-related traffic increases on Fullmar Drive on residential quality and character.

The Draft EIR did evaluate intersection operations at the Petersen Road/Fullmar Drive and Pintail Drive/Fullmar Drive intersections and found that both intersections would operate at LOS A under both near-term and long-term "with project" scenarios. As stated in Table 4.11-1, LOS A is defined as "Free flow with no delays. Users are virtually unaffected by others in the traffic stream…." This indicates that traffic will flow efficiently and smoothly on Fullmar Drive and traffic congestion and

other safety hazards are not foreseeable. The author admits that there would be no "problem[s] from a traffic service perspective" on Fullmar Drive because of the project.

Moreover, as shown in the City of Suisun City General Plan Circulation Map, Fullmar Drive is identified as a collector street. The City of Suisun City General Plan states:

> Collector Streets provide for traffic movement between arterial and minor streets and for movement within and between neighborhoods and major activity centers; they also provide limited direct access to abutting property. (City of Suisun City General Plan, page 59)

Additionally, the City of Suisun City General Plan states that:

> Collector streets typically carry from 500 to 7,500 vehicles per day, with rights-of-way varying from sixty to seventy feet and curb-to-curb width from 36 to 52 feet. (City of Suisun City General Plan, page 60)

As shown in Exhibit 4.11-3, Fullmar Drive currently carries 104 weekday afternoon peak-hour trips under existing conditions. Assuming that the weekday afternoon total represents 10 percent of total daily trips, the street carries approximately 1,040 trips. Under the near-term "with project" conditions shown in Exhibit 4.11-12, there would be 256 weekday afternoon peak-hour trips on Fullmar Drive, or approximately 2,560 daily trips. This number of daily trips is within the parameters defined by the General Plan for a collector street. As previously noted, the increase in trips would not affect intersection performance on Fullmar Drive, as both intersections would operate at LOS A, the highest possible performance level.

In summary, Fullmar Drive would not experience any traffic congestion as a result of the development of the proposed project and, furthermore, is designated as a collector street intended to handle the trip volumes shown in Exhibit 4.11-12. The author and his traffic consultant are of the opinion that although the project won't result in any traffic impacts, the change in traffic patterns on Fullmar Drive will result in a "deleterious impact on residential quality and character." The City for its part disagrees. Fullmar Drive has long been planned to accommodate traffic movement from "major activity centers," and the project-related traffic will not exceed its capacity or deleteriously affect its operations. Not all change represents an adverse physical impact, and the City concludes that Fullmar Drive was planned to and can accommodate project-related traffic. The Draft EIR acknowledged the change in the traffic conditions on Fullmar Drive but concluded that the change did not represent a significant impact. Therefore, the proposed project would not adversely impact the residential quality and character on Fullmar Drive. The author's statement to the contrary, that the Draft EIR did not properly evaluate this impact, reflects a difference of opinion as to significance conclusions rather than an absence of analysis.

Response to FLAND-25

The author stated that the Draft EIR's traffic analysis used trip generation rates that understated trip generation for the proposed project.

Refer to Master Response 8.

Response to FLAND-26

The author alleged that project mitigation for traffic impacts does not fully mitigate for impacts because it does not require that improvements would be implemented prior to project occupancy. In addition, Mr. Smith questioned the timing and funding for traffic mitigation measures and stated the proposed project should be held responsible for assuring that the traffic operations around the project site are not only improved to an "equal-or better than 'no-project' conditions," but rather should actually be mitigated to acceptable levels of service.

On the question of timing and funding for traffic mitigation measures, refer to Master Response 1.

This Draft EIR acknowledged that intersection operations at several of the study intersections will operate at unacceptable levels with or without the project. The Draft EIR proposes mitigation measures that require the project applicant to pay, in accordance with the degree of project-related impacts, to mitigate traffic operations such that they will operate at a level that is "equal or better than 'no-project' conditions" after mitigation. The City of Suisun City cannot require the project to pay for improvements on City streets to assure that those streets operate at acceptable levels when the traffic congestion and unacceptable operations are not caused by the project. Doing so would violate constitutional principals announced by both the California Supreme Court and the United States Supreme Court requiring that project conditions or mitigation measures bear some direct causation and rough proportionality to the impacts of the project. As summarized in the CEQA Guidelines Section 14041:

> A lead agency has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus" and "rough proportionality" standards established by case law (*Nollan v. California Coastal Commission* (1987) 483 U.S. 825, *Dolan v. City of Tigard* (1994) 512 U.S. 374, and *Ehrlich v. City of Culver City* (1996) 12 Cal.4th 854).

That is not to say that the project cannot and will not be held responsible for mitigating for all direct and cumulative traffic impacts to the full extent feasible. On that topic, see Master Response 1.

Response to FLAND-27

The author asserted that the proposed project's truck access points are awkward and would likely result in semi trucks using Fullmar Drive and "Andersen."

The Draft EIR discussed truck movements and access on page 4.11-69. Most truck movements to the Wal-Mart Supercenter would access the proposed project by the access points on Petersen Road, with a few trips using the northernmost right-in, right-out access point on Walters Road. As shown in Exhibit 4.11-7 of the Draft EIR, most customer vehicular trips would be expected to access the project site from the three entrance points along Walters Road. Therefore, conflicts between semi trucks and passenger vehicles accessing the project site are not anticipated.

Moreover, during development of the site plan, the applicant's civil engineer, Robert A. Karn and Associates, verified the adequacy of turning movements for trucks expected to serve the proposed project. Final design of project access points, as well as other intersection improvements, will follow the recommendations for left and right turns contained in the Caltrans Highway Design Manual.

Finally, truck movements are not anticipated to use Fullmar Drive because it would not provide any direct access to the project site. Truck movements from SR-12 would use northbound Walters Road and westbound Petersen Road. Truck movements from southbound Walters Road could use either westbound Petersen Road or the northernmost right-in, right-out access point on Walters Road.

The Draft EIR did evaluate the truck movements and operations, but it found no potentially significant impacts would result. For these reasons, the author's claim that the Draft EIR did not properly evaluate truck movements is simply a difference of opinion.

Response to FLAND-28
The author expressed his opinion that the Draft EIR's analysis is inadequate, citing his previous comments. This statement represents his personal opinion and no further response is necessary.

Response to FLAND-29
The author provided an attachment authored by Steve Pettyjohn critiquing the Draft EIR's noise analysis. In this paragraph, Mr. Pettyjohn provides introductory remarks prefacing his analysis. No further response is necessary.

Response to FLAND-30
The author indicates that the noise impact analysis is inadequate for a variety of reasons.

The criticisms of the noise impact analysis in this comment are general in nature. Specific responses are provided to more specific points addressed in later comments in the author's letter.

Response to FLAND-31
The author indicates that noise impact analysis correctly identifies the hours of construction and the quantitative transportation noise standards in the General Plan. (The author notes that the General Plan does not set quantitative noise standards for non-transportation noise sources.) The author indicates that the EIR must analyze all noise impacts of the project and provide standards for this analysis. The author indicates that this was not done in the noise assessment report (assumed to mean

the Draft EIR). The author indicates one "opinion" (further developed in later responses) on how this should be done.

On pages 4.9-25 and 4.9-26, the Draft EIR identifies a sliding-scale standard to analyze all noise impacts from the project. The standard is based on the 24-hour noise generated by the project with the significance threshold varying from 3 to 5 dBA based on the ambient noise level. This standard is in addition to the noise standards identified in the City General Plan. See Response to FLAND-11 for an overview of other noise sources considered in the analysis and mitigation measures.

Response to FLAND-32

The author indicated that noise impact analysis is flawed because it relies only upon a 24-hour noise metric that is the sole metric in the City of Suisun City standards. The author appeared to support other time periods such as 1 minute, 5 minutes, 15 minutes, 30 minutes, 1 hour, and instantaneous noise levels, although he does not indicate what noise level threshold would apply to each of these time periods, nor does he indicate that the significance of the noise impacts would change by using these time periods.

The noise impact analysis does give considerable consideration to the existing CNEL and predicted future CNEL levels that would result from the project. The CNEL is the total perception of noise by the community, including the penalties for evening and nighttime noise levels. The CNEL is generally influenced heavily by transportation noise sources, but the CNEL includes all noise sources. CNEL noise levels will be higher next to industrial and commercial areas because of non-transportation noise sources. The Draft EIR considered all noise sources that may occur at the project site and analyzed how they would affect nearby residences. The project noise measurements included a variety of time periods the were reported in the Draft EIR (5-minute measurements, 1-hour measurements, and 24-hour measurements) to fully document the existing noise setting (see Draft EIR Table 4.9-3 on page 4.9-6). Exhibits 4.9-2 through 4.9-6 also include background data for the L_{max}, L_{10} and L_{90}.

Response to FLAND-33

The author indicates that noise field data are not adequate because of several factors (e.g., measurements were not made in residential backyards, tonal content of the sound was not measured, and the metrics from the State's Model Noise Element was not evaluated).

See Response FLAND-12 regarding measurements in residential backyards.

It is unclear what methodology the author would recommend to measure the tonal content of the existing sound environment and what standards would be used to judge the results. The Draft EIR noise measurements follow standard practice in determining existing CNEL levels and comparing them to Land Use Compatibility Guidelines. Tonal analysis would involve the measurement of $^{1}/_{3}$-octave band measurements such as those shown in FLAND-54 and FLAND-55. However, there are

no city standards to compare such detailed tonal information. For example, the City of Suisun Noise Element does not identify the decibel sound limits for $^{1}/_{3}$-octave bands in the frequency range of 125 to 200 Hz.

Finally, the EIR does not measure the metrics from the State's Model Noise Element because it is not adopted by the City of Suisun City.

In summary, the field data were collected to be able to identify the existing CNEL in the project area as an indication of the compatibility of the project with the existing noise environment and the compatibility of the nearby residential areas with the existing noise environment and City of Suisun City standards. The EIR preparers believe the noise measurements provide a good understanding of the existing noise environments and do not believe that additional measurements would substantially change the understanding of the noise environment near the project site.

Response to FLAND-34

The author disagrees with some of the methodology related to the traffic noise model.

As explained on in the first paragraph of Impact NOI-4 on page 4.9-40 of the Draft EIR,

> "Impacts were modeled under Year 2008 and Year 2030 conditions and are based upon the traffic conditions identified in the Draft Transportation, Circulation, and Parking Impact Study, prepared by Kimley-Horn and Associates, Inc., dated November 2006; and on revised Year 2008 traffic volumes from the updated traffic study completed in June 2007 for the proposed project."

The detailed information in the Kimley-Horn study was considered an excellent data source for looking at local roadways and using the model to determine potential noise impacts of the project.

The FHWA noise prediction model does include a caution that below 50 km/h (31 miles per hour) the noise emissions of heavy trucks will increase, because they cannot be in cruise mode below 31 miles per hour.[16] There is no caution related to automobiles and medium trucks. The use of the model in the EIR is appropriate for the following reasons. The model was used mainly as a tool to look at relative changes between existing conditions and future conditions. Any anomaly related to increased truck noise below 31 mph would be consistent in both the conditions being compared. Furthermore, the estimated number of heavy trucks is very low on the roadway segments with the 25-mile-per-hour speed limits. Because of these factors, the use of the model to estimate the decibel increases of noise from the project is the best approach to estimating the decibel increase.

[16] FHWA Highway Traffic Noise Prediction Model. Report No. FHWA-RD-77-108, 1978.

Response to FLAND-35
The author states that the mitigation measures are inadequate because the impacts are understated because 24-hour measurements were used.

This is a general comment and the author does not indicate which mitigation measures are inadequate. Regardless, as stated in Response to FLAND-13, maximum single event noise values were evaluated in Impact NOI-3. No further response can be made to this general comment.

Response to FLAND-36
The author indicates that he will follow in outline format the Noise Section of the Draft EIR.

Comment noted. See Responses to FLAND-37 through FLAND-56.

Response to FLAND-37
The author identifies the beginning of the Noise Section.

No response required.

Response to FLAND-38
The author stated that because Appendix H only contains traffic noise data, the only noise sources of the project would be the transportation sources.

The author's conclusion is wrong, it is unclear what point the author is trying to make. The Draft EIR analyzes non-transportation noise sources. See Response to FLAND-11 for an overview of other noise sources considered in the analysis and mitigation measures.

Response to FLAND-39
The author makes many comments on the acoustic terminology in the Noise section of the Draft EIR.

The author identifies a variety of details related to noise measurements and acoustic terminology, apparently trying to discredit the noise analysis in the Draft EIR. The author is also trying to indicate by the details that noise analysis for a project such as this is incredibly complicated. It is true that sound level meters (noise meters) do have A-weighting, B-weighting, and C-Weighting scales, but A-weighting is typically used. A-weighting (dBA) is used in the Suisun City Noise Element and A-weighting is used in the Noise Section of the Draft EIR. As noted on page 4.9-1 of the Draft EIR A-weighting is used because it is the best approximation of human perception of sound:

> "Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A weighting," written as dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive."

The author finally notes (under point 8.b. on page 4) of his report that:

> "While the A-Weighting is commonly used, it is not always the best descriptor to assess annoyance."

In fact, the author should have acknowledged that A-weighting (as used in the Draft EIR) is almost always in CEQA analyses to assess general background noise levels and impacts from commercial center project. Moreover, it should be noted that the Draft EIR did not evaluate solely A-weighted noise. Rather, the EIR also analyzed groundborne vibrational noise at length in Impact NOI-2.

The author also attempts to discredit basic noise concepts presented in the Draft EIR. The first full paragraph on page 4.9-3 of the Draft EIR discusses human perception to noise changes of 3 dBA and 10 dBA and in both cases uses qualifiers such as "in general," "in most situations," and "is considered a doubling (or halving) of the subjective loudness." Qualifiers, such as those presented in the Draft EIR, are important because these values are not absolute, and the text of the Draft EIR conveys this message. The author's extensive comments on the subject nature of these limits (and examples of how they limits can change under certain circumstances) is in fact consistent with the information presented in the Draft EIR.

For a discussion of tonal information, please see Response to Comment FLAND-14.

Response to FLAND-40

The author has several comments related to the time variation of noise.

The author is cavalier in stating that the State recommends using other hourly sound descriptors for assessing non-transportation noise sources. More accurately, he should have stated that 30 years ago, the now-defunct Office of Noise Control issued a Model Community Noise Control Ordinance to assist local agencies in the development of local noise ordinances, and that defunct agency may have had such a recommendation in certain circumstances.

The City of Suisun City did not prepare a local ordinance based on the state model, and it is unclear why the author is trying to push this model into this EIR analysis. It does not appear that the Model Community Noise Control Ordinance has been updated since 1977. The Model Community Noise Control Ordinance is 46 pages in length and includes a copy of appendices. There is no indication that the Model Community Noise Control Ordinance is current in any way, and the author has not explained why the EIR should follow detailed time variation "suggestions" in the Model Community Noise Control Ordinance. For instance, the author has not cited this model as one that is widely found compelling by local agencies, adopted, and used. In fact, that is not the case. As noted in the preface to the Model Community Noise Control Ordinance, the Model Community Noise Control Ordinance was completed in March 1975. Since then, the basic document was revised several times before the version was published in April 1977. It has not been widely embraced by local governments, including the City of Suisun City.

The Noise Section of the Draft EIR did present measure and report sound descriptors in addition to the L_{eq}. See response to FLAND-11, which refers to various analyses using the L_{max} levels. Exhibits 4.9-2 through 4.9-6 present hourly values for L_{eq}, L_{max}, L_{10}, and L_{90} levels.

Response to FLAND-41
The author discusses the noise level that interferes with normal human conversation.

These comments have no effect on the overall analysis in the Draft EIR noise section. On page 4.9-3 of the Draft EIR, there are references to both 60 dBA and 65 dBA being levels that could interfere with speech. The author indicated the level should be 58 to 63 dBA at a distance of 3 feet, but he provided no reference to this assertion.

Response to FLAND-42
The author referenced various vibration-related standards. No further response is necessary.

Response to FLAND-43
The author reiterates the sensitive receptor information in the Draft EIR. No further response is necessary.

Response to FLAND-44
The author discusses the ambient noise levels and wants measurements in the backyards, sound metrics recommended by the State, and tonal content information.

See response to Comment FLAND-40 regarding the sound metrics recommended by the State. The EIR preparers do not believe these metrics are in fact recommended by the State at this time for CEQA analyses.

See response to Comment FLAND-12 regarding noise measurements in the backyards.

See response to Comment FLAND-14 regarding tonal content.

The sound levels do reach a minimum for 4 hours in Exhibit 4.9-2, but this does not affect the analysis of the project. All noise levels less than the meter limit would be interpreted as 40 dBA and would have almost no effect on the results regardless if they were actually 39 dBA, or 35 dBA or less.

Response to FLAND-45
The author agrees with the Title 24 sound level limits in the Draft EIR, and raises a question about potential annoyance from vibration.

In the section referenced (page 4.9-19 of the Draft EIR), the annoyance levels for vibration are shown in Table 4.9-4.

Response to FLAND-46

The author concurred with the applicability of most of the local noise policies identified in the Draft EIR, and points out an inconsistency between Policy 4 and the land use compatibility chart (Exhibit 4.9-7) that shows a lack of understanding of noise issues by the City.

Several of the noise policies identified by the author are not relevant to this project, including State generated Model Noise Control Ordinance, the Solano County General Plan that is still being written, and new General Plan and Noise Ordinances in Vacaville and Fairfield.

The inconsistency identified by the author as it relates to policy appears to be a typographical error. The title of Policy 4 is "Protection of Residential Land Uses from Non-Residential Noise Sources." Given the name of Policy 4, the language probably means that:

> "…the City shall seek to minimize potential noise conflicts by assuring that noise received ~~by~~ from the commercial or industrial land uses does not exceed 65 CNEL.

The Draft EIR interprets the local regulations to protect residential land uses from noise that would exceed 65 CNEL.

Response to FLAND-47

The author indicates there are more local codes that address sound and suggests using the alternative noise standards from the State Model Community Noise Control Ordinance (1977).

As explained in Response to FLAND-10, the Draft EIR identifies the noise related portions of the City Municipal Code that are applicable to the proposed project. The additional codes cited do relate to noise sources but are not specific to any issues relevant to the proposed project. The author does not indicate how the codes might affect the proposed project.

See Responses to FLAND-10 and FLAND-40 regarding the State Model Community Noise Control Ordinance. There is no reason it should be analyzed for the proposed project.

Response to FLAND-48

The author summarized the main point of the methodology and indicates a few areas need further clarification. The following responses correspond to the lettering of the author's comments.

Items A and B. The author restated the first part of the Methodology section. No further response is necessary.

Item C. The author stated that the source of the construction noise thresholds was not referenced in the Methodology section. The sources for the construction levels are provided in Tables 4.9-7 and 4.9-8 of the Draft EIR.

Items D1 and D2. The author stated that the FHWA noise model is only usable down to 31 miles per hour. See Response to FLAND-34.

Item D3. The author stated that the Methodology did not explain its assumptions for "soft" and "hard" ground attenuation.

To provide a conservative evaluation of the traffic noise levels, the analysis used hard ground attenuation for all of roadways, as shown by the attenuations in Appendix H.

Item D4. The author claimed that the Draft EIR inaccurately stated that residential areas are protected from roadway noise by soundwalls along SR-12 and Walters Road, which he alleged is incorrect because the wooden fence along the north side of Petersen Road is not an effective sound barrier.

The Draft EIR does not make a blanket statement about sound walls as claimed by the author. The Draft EIR on page 4.9-24 reads:

> "Residences in the project area are *largely* shielded from traffic noise on SR-12 and other major arterials by existing sound walls." (emphasis added).

This statement is intended to provide a general characterization of sound attenuation barriers in the project vicinity and is not intended to identify every single type of sound barrier between residences and roadways. Moreover, the Draft EIR specifically identified the wooden fence on page 4.9-5, indicating that the analysis did account for this type of noise barrier. As such, the author's claim that this represents an inconsistency is incorrect.

Item F. The author alleged that the Draft EIR failed to acknowledge that the soundwall that would run along the project frontage with Petersen Road would have openings for access points, which would allow for noise to impact nearby residences.

The soundwall is referenced in the Methodology section to note what assumptions were used in the analysis. As such, it is not intended to be a comprehensive evaluation of the sound attenuating characteristics of the soundwall.

Response to FLAND-49

The author summarized the main point of the thresholds of significance and indicates a few area of disagreement on the thresholds.

The following information is provided to respond to comments by the author.

Item 1. The author acknowledged that the Draft EIR correctly identified the CEQA noise thresholds. No further response is necessary.

Item 2. The author stated that the Draft EIR's statement that a 3- to 5-dB noise increase represents a minimally perceptible noise increase to the human ear is not substantiated by factual evidence and fails to account for tonal content increases.

As noted by the author, the 3- to 5-dB increase threshold is commonly used in CEQA noise analyses. In fact, it is widely accepted that the average healthy ear can barely perceive changes of 3 dBA increases or decreases, that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998; FICON 1992). The author cited a reference that questions the use of this noise "rule of thumb" when specifically dealing with aircraft noise. The project does not propose any new increases in aircraft noise.

Item 3a and 3b. The author noted that the Draft EIR used the sliding scale thresholds of 5-dBA increases when the existing CNEL is below 60 dBA, and 3 dBA when it is above 60 CNEL. The author stated that this criterion is not justified for either non-aircraft or non-transportation sound sources.

The sliding scale of 3 to 5 decibels conveniently ties back to sound level differences that sound level changes that are clearly perceptible to most individuals. It is up to the Lead Agency to establish thresholds that can assess the significance of an impact. The author criticizes the use of a noise analytical tool established by the Federal Interagency Committee on Noise (FICON) for evaluating noise impacts of airports for a land use project. The author does not explain why it was inappropriate to use this tool in this way.

Item 3c. The author asserted that the sliding scale criteria is contrary to the goals of the General Plan, which state that noise should be reduced to acceptable levels.

While the General Plan does indeed contain a goal stating, "To reduce human exposure to noise to acceptable levels," its related objective provides further clarification: "To achieve levels of noise exposure for various types of land uses and human activities so that ambient, stationary, and vehicular noise will not unnecessarily impede these activities." (General Plan, Page 109) When taken in context with the objective, the use of a sliding scale is consistent with the goal because it is based on 60 dBA being the optimal exterior noise exposure level.

Item 3d. The author stated that the noise analysis did not account for State-recommended standards for non-transportation sources. The author alleged that this is reinforced by the City's references to barking dogs and peddlers.

Regarding the state recommendations, see response to FLAND-10 and FLAND-40. It is unclear what the references to barking dogs and peddlers have to do with establishing significance thresholds for this project. Reasonable sound limits have been incorporated into the significance thresholds.

Item 4. The author stated that the noise analysis did not properly evaluate the CEQA threshold pertaining to a substantial temporary or periodic increase in ambient noise levels, because it only considered 24-hour noise measurements that do not account for effects on sleep disruption, speech interference, or annoyance.

Refer to Response to FLAND-11.

Item 5. The author stated that non-transportation noise sources should have been evaluated in relation to the state's Model Noise Ordinance.

See responses to FLAND-10 and FLAND-40.

Item 6. The author noted that the state's Model Noise Ordinance asserts that changes in tonal content can be a factor in determining the significance of non-transportation-related noise.

See responses to FLAND-10 and FLAND-40.

Response to FLAND-50

The author disapproved of the method of analysis and mitigation measures for construction impacts. The following responses correspond to the numbering and lettering of the author's comments.

a.(1 and 2). The author alleged that the Impact NOI-1 analysis does not follow the stated method of calculating CNEL but, instead, evaluates noise increases directly above relative to background noise levels. The author stated that the impact of such noise increase may be greater than the "potentially significant impact" disclosed in the Draft EIR.

The evaluation of construction noise in Impact NOI-1 used the standard estimate of noise being reduced by 6 dB for each doubling of distance. This is shown and explained in Table 4.9-9. The author does not provide any explanation why this estimation is incorrect. Therefore, no further response can be provided.

The Draft EIR identified the residual significance of Impact NOI-1 as "significant unavoidable" after the implementation of all feasible mitigation. As such, the Draft EIR did not understate the severity of this impact.

a.(3). The author disputed a statement in Impact NOI-1 that construction noise would be noticeable in the project vicinity, but it would not eliminate the use of exterior areas at nearby residences because it does not provide a definition or a threshold of what would cause residences to not use exterior areas.

As explained on Page 4.9-28 of the Draft EIR, most of the nearest residences would not experience the "worst-case" noise level of 90 dBA but would instead experience a 3- to 10-dB increase above the existing ambient noise levels, which were measured at 64 dBA over a 24-hour period along the north

side of Petersen Road. Accordingly, it is reasonable to conclude that exterior noise levels of 67 to 74 dBA would not cause residents to avoid using exterior areas of the residences, because these noise levels would not be considered excessive or overly intrusive.

a.(4). The author stated that construction noise from the proposed project could easily exceed the state's Model Noise Ordinance standards for residential exposure.

See responses to FLAND-10 and FLAND-40.

b.(1). The author stated that the limitation on the hours of construction activities identified in Mitigation Measure NOI-1b should correspond with the guidance in the state's Model Noise Ordinance.

The construction hours identified in Mitigation Measure NOI-1b reflect the requirements of the Suisun City Municipal Code. The Municipal Code is the binding policy of Suisun City, while the state's Model Noise Ordinance is not. Therefore, the hours in the mitigation measure are appropriate.

See responses to FLAND-10 and FLAND-40.

b.(2). The author stated that "The proximity of the homes to the main part of the construction will occur on the project site warrant adopting a similar requirement for construction along with the other mitigation measures."

It is not clear what the author meant by this statement, although it appears to be a reference to the limits on construction hours activities identified in Mitigation Measure NOI-1b. Refer to the response b. (1) above for further discussion.

b.(3). The author stated that the construction noise analysis is inaccurate and incomplete because it lacks reasonable sound standards and evaluation of sound source operations.

The analysis in Impact NOI-1 is comparable to construction noise analyses in other EIRs for development projects. This analysis addressed noise exposure on sensitive receptors and proposed seven construction noise mitigation measures. The impact analysis concluded that nearby residences would experience elevated noise levels such that the impact would be significant and unavoidable after the implementation of all feasible mitigation measures. As such, the analysis can be reasonably characterized as sufficient, not withstanding the author's personal opinion.

Response to FLAND-51

The author has many comments related to the analysis of noise from project operations. The following responses correspond to the numbering and lettering of the author's comments.

a.(1). The author noted that the analysis of "stationary" noise in Impact NOI-3 included non-stationary sources such as truck movements.

The author is correct: this section discusses potential of onsite and near-site operational sources of noise, not just the stationary sources. However, because most of the cavities are stationary in nature (e.g., HVAC unit noise, loading dock noise, etc.) the heading "stationary" was used.

a.(2). The author stated that the list of non-transportation or transportation source noise on private property is not complete, but are addressed later in the section.

As stated by the author, all of the noise sources are addressed in this impact. No further response is necessary.

a.(3)(a and b). The author asserted that the Draft EIR incorrectly states that the 8-foot-high masonry wall along the project frontage with Petersen Road would shield all forklift noise because driveway openings in the wall would allow some noise to leave the project site.

Most forklift activities would occur near the truck doors and pallet bale storage areas, which would be behind interrupted segments of the 8-foot-high masonry wall. Although the author is correct in noting that there are breaks in the wall, these breaks occur at access points, where forklifts would not be expected to venture because they would not leave the project site. However, even in the unlikely event of a forklift venturing past an opening in the wall, the noise emitted would be brief in nature and probably not noticeable to residences on the opposite side of the roadway because of the wall that will be installed on the north side of Petersen Road. Therefore, the Draft EIR's statements that the residences would not be exposed to forklift noise is reasonable.

a.(3)(c). The author stated that the height of the pallet stack, particularly if it approaches or exceeds 8 feet, would have an influence on noise generated.

Most noise associated with the pallet stack would be generated by the forklift engine that would be near the ground, not by the pallets. Aside from stacking, which would be an infrequent and discreet noise event unlikely to generate substantial offsite noise, the pallet stack is not anticipated to generate any noise.

a.(3)(d). The author stated that the reference to average and maximum noise levels given for dock activities provide little information about the time interval.

The L_{max} and L_{eq} values are short-term levels when there is activity at the loading docks. The extrapolation used this level averaged over 24 hours, so it would be higher for the CNEL because of the nighttime penalty for noise that is required for the CNEL calculation.

a.(3)(e and f). The author claimed that his firm, The Acoustics & Vibration Group, has measured higher noise levels for Transportation Refrigeration Units than what was disclosed in the Draft EIR.

Such measurements will vary depending upon project specifics. The time length of The Acoustics & Vibration Group measurements is not provided. The Draft EIR indicated the sources references for the loading dock noise. Regardless, in the discussion of this impact (see page 4.9-38 of the Draft EIR), the EIR indicates that the impact would be a significant and unavoidable impact.

a.(3)(g). The author claimed that, because another subsection of Impact NOI-3 was titled "Truck Movements: Onsite and Offsite," the data for loading/unloading activities may overlap.

The analysis in the "Loading/Unloading and Outdoor Pallet/Bale Storage Areas" subsection contains several of the factors that are related to the loading dock noise, because that is how some of the background measurements were conducted. The following truck movements subsection of this impact focuses exclusively on the noise from the onsite and offsite truck movements.

a.(3)(h). The author alleged that the analysis of truck movements failed to account for the fact that exhaust accounts for a significant portion of truck movement noise at low speeds, which is a concern because exhaust emitted at 12 feet above ground level would not be attenuated by an 8-foot-sound barrier. In addition, the author noted that the breaks in the project site soundwall along Petersen Road would allow truck movement noise to spillover onto nearby residences.

Not all of the noise from loading/unloading activity would be from truck exhaust. During much of the time, the truck would not be running, and, thus, there would be neither engine or exhaust noise. The text from the Draft EIR is presented below. The analysis indicated that the wall would shield much, but not all, of the noise. If the wall shielded all of the noise, the reduction from the wall would be approximately 8 dBA. The analysis conservatively only included a 5-dBA reduction from the wall for the entirety of the loading and unloading activities. The text addressing this discussion on page 4.9-33 of the Draft EIR is provided below:

> "The proposed 8-foot-tall masonry wall would shield those residences in the Quail Glen subdivision from much of the noise from loading/unloading activities. It is conservatively estimated that the proposed sound wall would achieve a minimum noise-level reduction of 5 dBA, thereby reducing noise levels to 46 L_{eq} and 66 L_{max}."

Regardless, in the discussion of this impact (see page 4.9-38 of the Draft EIR), the EIR indicates that the impact would be significant and unavoidable impact.

a.(3)(i and j). The author stated that using a 24-hour average for truck movements or loading dock activity is unwarranted because of the requirements in the Municipal Code intended to prevent excess sound from non-transportation sources. The author noted that a Berkeley, California court decision involving aircraft noise found that 24-hour intervals may not be adequate to evaluate impacts and that tonal content and 1-hour sound metrics may be better descriptors.

Using the 24-hour CNEL is consistent with a review of the project's overall noise impact from all sources, taking into account the time of day that certain noise sources would occur. Having this 24-hour perspective and consideration for the increased sensitivity of residences to nighttime noise resulted in the identification of mitigation measures in the Draft EIR to restrict certain activities at nighttime (including Mitigation Measures NOI-3a, NOI-3b, and NOI-3d).

The Municipal Code is silent on what types of time intervals should be used in noise analyses for non-transportation noise. Therefore, the author's assertion that there is an implicit requirement in the Municipal Code for the types of time intervals that should be used in noise analyses is not supported by fact.

Other evaluation methods could be applies as suggested by the author, but it should be noted that noise from a commercial shopping center is much different from aircraft noise. In contrast to the Berkeley airport case, which only discussed the CNEL, this Draft EIR measured and presented data on other noise criteria, including L_{max}, and 1-hour L_{eq}, L_{10}, and L_{90} measurements.

Evaluating tonal content changes from aviation pattern changes, as suggested by the author's example, may be appropriate in the case of an airport, because of the unique noise characteristics of aircraft, but it would not be appropriate for a project where most of the noise would be generated by vehicular sources and miscellaneous noises associated with a shopping area.

a.(3)(k). The author stated that the loading dock noise levels identified in the Draft EIR would exceed the state's Model Noise Ordinance standards.

See responses to FLAND-10 and FLAND-40.

a.(4)(a). The author stated that truck movements onsite and offsite have to be addressed separately, because movements on public roads are exempt from local control and must only meet federal and state limits.

There is no requirement in CEQA stating that onsite and offsite noise from truck movements must be evaluated separately. Rather, this is merely the author's opinion. The Draft EIR evaluated onsite and offsite truck movement noise in one subsection because it was the most logical and coherent way of presenting this information, which is in accordance with CEQA Guidelines objectives of making such analysis accessible to the layperson.

a.(4)(b). The author noted that noise generated by heavy trucks offsite is not stationary noise, as implied by the impact title.

As previously noted, Impact NOI-3 addresses onsite and near-site sources of operational noise, not just the stationary sources. However, because most of the cavities are stationary in nature (e.g., HVAC unit noise, loading dock noise, etc.) the heading "stationary" was used.

a.(4)(c). The author stated that the analysis of truck movement noise does not distinguish between onsite and offsite truck movement, which makes it impossible to determine if onsite truck noise levels would comply with Municipal Code noise requirements.

This impact considers the truck movement on Peterson Road and on the project site, whereas the impact related to loading docks only considered onsite truck movement. It is another way to assess the noise impacts from the project. Because these truck movements would cause overall noise levels to exceed the City of Suisun City's exterior noise-level standard of 65 dBA CNEL, this would be considered a significant impact of the project (Draft EIR page 4.9-35).

Regarding the author's statement about compliance with the Municipal Code, there are no ordinances in the Municipal Code regulating noise exposure from truck movements on private property. Therefore, it is not possible to evaluate whether onsite truck movements comply with the Municipal Code's noise standards.

a.(4)(d). The author stated that truck movement noise should be evaluated in accordance with the state's Model Noise Ordinance standards.

See responses to FLAND-10 and FLAND-40.

a.(4)(e). The author stated that truck access to the project site from SR-12 would have to occur via Petersen Road because there are no ways for trucks traveling northbound on Walters Road to access the project site. As such, the author alleged that the Draft EIR failed to considered truck noise impacts on residences on the north side of Petersen Road.

A full signalized access point would be located on Walters Road that would be accessible for truck movements from SR-12 during the nighttime hours. (Note that Mitigation Measure NOI-3d has been modified to explicitly allow trucks to use the signalized access point during the nighttime hours to avoid movements on Petersen Road. This change is noted in the Errata and does change the significance of any conclusions presented in the Draft EIR.) During daytime hours, truck movements from SR-12 would use Petersen Road.

Regardless, the Draft EIR acknowledged that operational noise impacts, including those from truck movements, would be significant and unavoidable after implementation of all feasible mitigation measures. Therefore, contrary to the author's assertion, the Draft EIR did not understate project-related noise impacts.

a.(5)(a). The author stated that the evaluation of parking lot noise activities were incorrectly assessed using 24-hour averages.

See responses to FLAND-51 a.(3)(j) and FLAND-11. This analysis presents more than just CNEL information.

a.(5)(b). The author stated that the rooftop HVAC equipment sound sources are reduced by an 8-foot sound wall, but the building height will exceed 8 feet and, therefore, have no effect on HVAC noise.

The Draft EIR contains no statements asserting that the 8-foot masonry block wall would attenuate rooftop HVAC noise. Rather, HVAC noise would be attenuated by a parapet or enclosure, as stipulated in Mitigation Measure NOI-3c.

a.(5)(c). The author asserted that parking lot activities would occur in the northwestern corner of the project site, which would not be shielded by a soundwall and, therefore, could expose nearby residences to excessive noise.

The northwestern corner of the project site is not anticipated to be a location where operational noise would spill over onto nearby residences, because it is set back further from the residences than other parts of the site (e.g., the Wal-Mart Supercenter loading areas) and because roadway noise from SR-12 is anticipated to drown out any parking lot noise from this part of the project site. Moreover, the primary users of the parking areas in the northwestern corner of the site would be restaurant customers and employees, and peak usage of this area would correspond with peak trip volumes on SR-12 (e.g., 4 p.m. to 8 p.m.), indicating that periods of peak usage would overlap with periods of peak roadway noise.

a.(5)(d). The author stated that the evaluation of PA system noise impacts failed to account for potential complaints that result from height and orientation of such systems.

Mitigation Measures NOI-3a and NOI-3c both proposed measures intended to minimize spillover of PA system noise. The author does not indicate any problem with these mitigation measures.

a.(5)(e). The author stated that the stationary noise analysis is inadequate because of his aforementioned comments.

All of the author's comments have been addressed. Although the author does not feel the stationary noise analysis is adequate, that is simply his personal opinion.

b.(1). The author stated that use of a 24-hour noise descriptor (CNEL) results in noise impacts being understated.

Refer to Response to FLAND-11.

b.(2 and 3). The author stated that the stationary noise mitigation does not provide the sound reduction necessary to reduce impacts to a level of less than significant. In particular, the author cited the noise levels for nighttime deliveries, mechanical equipment, refrigeration equipment, maintenance, parking lot activities, and the PA system.

The Draft EIR identified several mitigation measures that include restriction for the noise sources identified by the author. These mitigation measures include Mitigation Measures NOI-3a, NOI-3b, and NOI-3d. However, the Draft EIR concluded that this impact would be significant and unavoidable because mitigation would not fully reduce stationary noise impacts to a level of less than significant.

Response to FLAND-52

The author alleged that the evaluation of vehicular source noise impacts is flawed, because the FHWA model is not valid for roadways where speeds are less than 31 mile per hour. The author also asserted that the vehicular source impact analysis did not include field counts or model calibration.

See response to FLAND-34. The noise analysis did not conduct field tests at all locations to calibrate the model, but it relied upon the default values in the model. Generally, any adjustments to the model from field testing are at most only a few decibels. In the case of the analyses in the Draft EIR, the adjustments would be applied to both existing and future noise levels, so the absolute value of the change in decibels as a result of the project would not change, even if an adjustment was warranted based upon field testing.

Response to FLAND-53

The author believes he has presented sufficient evidence to show the Draft EIR noise analysis is not complete.

Although the author has spent considerable effort in an attempt to show the Draft EIR noise analysis is not complete, accurate, or adequate, the author provides little information to show the analysis is not complete. The author admits in the report that the standards used are common practice and that all the noise sources of the project are addressed. The author fails to acknowledge that the Draft EIR concludes that the impacts are significant and unavoidable for construction noise (NOI-1), operational noise from stationary and onsite and near-site mobile sources (NOI-3), and traffic-related noise (NOI-4). The Draft EIR does establish significance thresholds, uses common well-established methodologies to analyze the impacts, and identifies feasible mitigation measures to help reduce the impacts.

In addition, as noted on page 4.9-38 of the Draft EIR, the summary of combined effects from different noise sources takes into consideration the combined effects of two or more noise sources occurring at the same time. It is an important consideration in considering Impact NOI-3 to be a significant and unavoidable impact.

Response to FLAND-54

The author provides $^{1}/_{3}$-octave band analyses of heavy trucks leaving loading docks and the site.

The author provides an octave band analysis of heavy trucks leaving a loading dock, although it is unclear how the author thinks this should change the noise analysis of the project. As such, no further response can be provided.

Response to FLAND-55

The author provides $^{1}/_{3}$-octave band analyses of heavy trucks leaving loading docks and site.

The author provides an octave band analysis of trailer refrigeration units at 25 and 50 feet, although it is unclear how the author thinks this should change the noise analysis of the project. As such, no further response can be provided.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister:

I wanted to share a concern with the Walters Road West Project that I hope the EIR will address. I am concerned that air quality issues resulting from tractor trailer trucks coming and going for delivers, especially the impact on those of us who live next to the site. Please be sure to study how those impacts can be reduced. MFLOY-1

Thank you.

Signature

MARVIN R FLOYD
Print Name

1413 TILLMAN STREET
Address

SUISUN CITY CA. 94585

707-422-5318
Phone

cc: Suisun City Council

Marvin R. Floyd (MFLOY)

Response to MFLOY-1

The author stated that the Draft EIR should address air quality impacts from tractor-trailer trucks serving the proposed project.

Impact AIR-6 in the Draft EIR addresses emissions of diesel particulate matter from diesel engine tractor-trailers. This analysis is supported by a Health Risk Assessment provided in its entirety Appendix B.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister,

Will there be some major public transportation components to the Wal-Mart project? I think some dedicated bus service on Walter's Road, between Highway 12 and Fairfield needs to be guaranteed (and paid for by Wal-Mart). Traffic is going to be a mess, so every attempt to encourage shoppers to leave their cars at home and take a bus. ZFLOY-1

Sincerely,

Signature

ZINA FLOYD
Print Name

1413 Tillman St.
Address

Suisun city Ca. 94585

707-422-5318
Phone

cc: Suisun City Council

Zina Floyd (ZFLOY)

Response to ZFLOY-1

The author asserted that the proposed project should be served by public transit, particularly, dedicated bus service on Walters Road between SR-12 and Fairfield financed by Wal-Mart.

Fairfield-Suisun Transit Route 6 provides existing bus service along a portion Walters Road in the eastern part of Suisun City, as well as through residential neighborhoods north and south of the project site. Mitigation Measure TRANS-8 requires the proposed project to provide an enhanced transit stop along the project frontage to allow the proposed project to be served by Fairfield-Suisun Transit bus service. Also, refer to Master Response 2.

Regarding the author's suggestion that Wal-Mart finance dedicated bus service between SR-12 and Fairfield, the proposed project is anticipated to primarily serve Suisun City, not Fairfield (refer to Section 4.12, Urban Decay for further discussion). Therefore, requiring the project applicant to finance bus service to a market that is not anticipated to patronize the proposed project would not be appropriate.

From: Joanna Fon [jfon5@yahoo.com]
Sent: Monday, November 05, 2007 6:42 PM
To: Pedro "Pete" M. Sanchez; Jane Day; Mike Hudson; sderting@uisun.com; Michael A. Segala
Subject: Wal-Mart

Dear Sirs/Madam: FON

I'm writing to all of you because I want to express my concerns for the new plan to build a new Wal-Mart in Suisun City.

I work in Martinez. The traffic in Highway 80 is always heavy. I take Highway 12 to get home, and since we moved to this city 7 years ago, traffic in Highway 12 has increased so much that it takes double the time it used to take to get home compare to when we first moved to this city.

-1

There is no doubt that we, the citizens that travel our roads every day, will be too affected with the traffic this new store will bring. I'm sure all of you can see what is going to happen, and I hope the wellbeing and safety of our own neighbors will be more important to all of you, our elected officials.

We have one Wal-mart around the corner, why do we need another one? Please do the right thing, and say NO to Wal-mart.

Thanks for your time,

Juana Fon

Joanna Fon (FON)

Response to FON-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

From: Vladimir Foronda [mailto:v_foronda@hotmail.com]
Sent: Monday, November 05, 2007 4:47 PM
To: Heather McCollister
Cc: Jeannette Zanipatin
Subject: Comments to Draft EIR Concerning Wal-Mart and General Opposition to Wal-Mart Supercenter in Suisun

November 5, 2007

Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.,
Suisun City, CA 94585

Dear Ms. McCollister, FORON

We live in the community known as Peterson Ranch and we are opposed to the Wal-Mart being built so near to our home. The Wal-Mart off Chadbourne Road in Fairfield already exists and serves the local population well so there is no need for a Supercenter in Suisun. We bought our home a little over a year ago. Had we known that Wal-Mart planned on building a Supercenter store at the corner of Highway 12 and Walters Road that is open 24 hours a day and 7 days a week, we would not have bought a home in Peterson Ranch nor any other neighborhood close to this site. The decision on whether this development should proceed should be based on more than the economic benefits to Suisun. We should look beyond packaged statements fed by Wal-Mart's public relations efforts. The city leaders should also acknowledge that there will also be business, health, and quality of life costs that will degrade the neighborhoods surrounding the Wal-Mart.

We have read the Draft Environmental Impact Report and are most concerned about those areas involving the Significant Unavoidable Adverse Environmental Impacts (SUAEI). See bulleted items. There are other SUAEI areas mentioned in the DEIR that merit concern as well but we will only address those that impact our family and neighborhood since we do not live directly adjacent to the site. There are also other issues not mentioned in the DEIR that should merit attention at some level or other forum such as the potential increase in crimes, the drop in property values from living adjacent to a Wal-Mart, the resulting increase in home and auto insurance due to the increase in crimes, and the general degradation of the community's quality of life from living near a Wal-Mart. -1

- **Visual Character:** Development of the proposed project would irreversibly and permanently alter the visual character of the project site. Mitigation is proposed; however, it would not fully mitigate the impact to a level of less than significant.
- **Operational Emissions:** Long-term operational emissions would exceed Bay Area Air Quality Management District (BAAQMD) thresholds for regional operational emissions. Mitigation is proposed; however, it would not fully mitigate the impact to a level of less than significant.
- **Cumulative Air Quality Impacts:** Because the proposed project would have a significant unavoidable impact related to long-term operation emissions, it would also have, therefore, a significant unavoidable cumulative impact on air quality. No mitigation is available to reduce this impact to a level of less than significant.
- **Greenhouse Gas Emissions:** The proposed project would emit greenhouse gases (e.g., carbon dioxide) in substantial quantities. While there are no adopted thresholds at the time of this writing for greenhouse gas emissions, the size and intensity of the proposed project are substantial enough for its emissions to be considered a cumulatively significant contribution to global concentrations of greenhouse gases. Mitigation is proposed; however, it would not fully mitigate the impact to a level of less than significant.

• **Long-Term Intersection Operations:** Project-generated trips would contribute to deficient performance at eight intersections under Year 2030 conditions. Mitigation is proposed that would improve operations at all eight intersections to acceptable levels; however, because several of the intersection are under the jurisdiction of the City of Fairfield or Caltrans, the City of Suisun City cannot assure that the improvements would be in place by the time of project opening. Therefore, this impact is considered significant and unavoidable.
• **Queuing:** Project-generated trips would contribute to excessive queuing at seven movements. Mitigation is proposed that would improve queuing at all seven movements to acceptable levels; however, because several of the intersections are under the jurisdiction of the City of Fairfield or Caltrans, the City of Suisun City cannot assure that the improvements would be in place by the time of project opening. Therefore, this impact is considered significant and unavoidable.

The Wal-Mart Supercenter project will seriously degrade the quality of life in the area and we urge your department to reflect on those consequences. The first item on the bulleted list involves visual character. I don't want to devote much space to how much of an eyesore a big box Supercenter will be so I just want to point out the obvious. It will be an eyesore and cheapen the character of the community and decrease property values. That said, now we can address the other issues.

We are seriously concerned about the traffic congestion that this behemoth of a store will create as it would impact families who take their kids to and from school and also the time it takes for working adults to get to and from work. Second, we are concerned about the increase in traffic flow this store would create on Highway 12 and Walters Road and the resulting increased potential for traffic accidents and fatalities. Highway 12 already has a reputation for fatalities and this Supercenter plan will only exacerbate the problem. Finally, we do not wish our family and fellow community members to be exposed to the increase in car, truck, and store pollution that will accompany the increase in traffic and we also do not wish our community to be exposed to any pollutants and who knows what toxins that will be emitted by this Supercenter's various departments. With all the attention now being paid to improving the environmental health of our communities why would you want to encourage the development of a Wal-Mart Supercenter that will increase greenhouse gases and significantly deteriorate the air quality of your fellow community members? And do we need to mention the noise and light pollution that will be emitted by a store that is open 24 hours a day? This is unnatural and strikes us as a long term quality of life and health threat. Though mitigation measures to address the light issue will be taken let's be serious about this and ask ourselves how much of a positive impact those measures will have on the community. An eye sore will still remain an eyesore no matter what angle those lights are turned to avoid overspill. It will still look tacky and decrease the property values in the community. In fact, this is also tied in to the first SUAEI issue of visual character Also, the light and noise pollution may not be health hazards that immediately inflict damage but they surely will impact the long term health of the community that lives there by increasing stress and impacting the human body's need to rest without interruption. -1 CONT.

Thank you for taking the time to address our concerns. We address this letter to not only your department but also to any decision makers at the local level who can influence the outcome of this short-sighted development project near our neighborhood. To reiterate our earlier position, the decision on whether this development should proceed should be based on more than the economic benefits to Suisun and that we also should acknowledge that there will be business, health, and quality of life costs that will degrade the neighborhoods surrounding the Wal-Mart Supercenter. If you translate those costs to dollars, you may well find that they will outweigh the economic gains.

Sincerely,

Vladimir Foronda and Jeannette Zanipatin
Residents, Peterson Ranch community

Vladimir Foronda and Jeannette Zanipatin (FORON)

Response to FORON-1

The authors expressed their opposition to the proposed project, citing the proposed project's significant unavoidable impacts identified in the Draft EIR.

Each significant unavoidable impact is discussed in detail in the Draft EIR. Refer to Section 4 for further discussion. The authors' statement represents their personal opinion, and no further response is necessary.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

Reading through the DEIR, it looks like Wal-Mart would have the option to buy environmental credits to preserve wetlands, as a way to pave over the wetlands on the site at Route 12 and Walter's Road. Are there guarantees that can be made to make sure they purchase land in Solano County and not in some other part of the California? FOTIN-1

Thank you,

Kathi M Fotinos
Signature

Kathi M Fotinos
Print Name

103 De Anza Ct
Address

Suisun 94585

707 422-2515
Phone

cc: Suisun City Council

Kathi M. Fotinos (FOTIN)

Response to FOTIN-1

The author referenced various mitigation measures in Section 4.3, Biological Resources that require the project applicant to mitigate impacts by purchasing credits at mitigation banks and inquired if there are guarantees that the purchases will occur in Solano County.

Each mitigation measure requiring purchase of mitigation credits states that they must be purchased at an agency-approved mitigation bank in the region. While the North Suisun Mitigation Bank is anticipated to be the bank where project-related credits are purchased, there is the possibility that regulatory agencies may direct the project applicant to purchase some or all credits at another mitigation bank in a neighboring county. As such, no guarantees can be made that all credits will be purchased within Solano County. Regardless, regulatory agencies will have final approval of mitigation credit purchases. Therefore, this is considered sufficient to address these impacts.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

FORD

Project: Walters Road West Commercial Project

WAL-MART WOULD BE A GREAT ASSET TO SUISUN CITY A TOWN DEVOID OF A LOT OF BUSINESSES. PLUS TAX BASE WOULD FREE MONEY FOR FIRE & POLICE, ETC.

-1

Name RONALD W FORD + LOUBERTHA T FORD Telephone 707-425-1213
Address 807 BOBOLINK CT City SUISUN CITY Zip 94585
Signature Ronald W Ford Date 10-27-2007
Email CHAMBPA51@AOL.COM Do you wish to be placed on Master Mailing List YES

Ronald W. and Lou Bertha Ford (FORD)

Response to FORD-1

The authors expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

GEORG

Project: Walters Road West Commercial Project

I am all for the building of the super Wal-Mart in Suisun but can understand the concern. Perhaps if you agree to beautify the median strip for the area of Suisun on Hwy 12, that might help sway some of the opposition.

-1

Name MARILYN GEORGE Telephone

Address 976 McCOY CREEK CIRCLE City SUISUN Zip

Signature Marilyn George Date 10/24/07

Email Do you wish to be placed on Master Mailing List YES

Marilyn George

Response to GEORG-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

From: Richard Giangrasso [dustypkts@comcast.net]
Sent: Wednesday, October 17, 2007 8:30 PM
To: benshar@sbcglobal.net
Subject: Wal-Mart

GIANG

NO!!!!!!!!!Wal-Mart on Hy 12 in Suisun. Think TRAFFIC not your pocket book$$$$$. We movered to Rio Vista for the small town it is. If you want to shop at a Wal-Mart then move close to one. LIKE in a BIG city. Wal-Mark the worst Co. in the WORLD!!!
Wake up people.....

-1

Rich Giangrasso

Richard Giangrasso (GIANG)

Response to GIANG-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The author also noted his general opposition to Wal-Mart and its business practices. This statement represents the author's personal opinion, does not address the environmental impacts of the project, and no further response is necessary in this document.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

GIDDE.1

Project: Walters Road West Commercial Project

DEIR is NOT a FINAL IMPACT REPORT. -1

Numbers used don't add up — site is way too small for such a large project -2

traffic is already a nightmare — why make it worse? -3

adjacent area is already a crime prone area — why make it worse? -4

Name RICHARD GIDDENS Telephone

Address 1505 EL PRADO LN City SUISUN Zip 94585

Signature Date OCT 17 2007

Email IdolHanz@sbcglobal.net Do you wish to be placed on Master Mailing List ✓

Richard Giddens (GIDDE.1)

Response to GIDDE.1-1

The author stated that the Draft EIR "is not a Final Impact Report."

For the purposes of information, the Draft EIR is a component of the Final EIR. Refer to Section 1, Introduction for a description of the Final EIR contents.

Response to GIDDE.1-2

The author stated that the "numbers used don't add up—site is way too small for such a large project."

Although it is unclear what "numbers" the author is referring to, it appears that he is referencing the project square footage. As discussed in Impact LU-2 and Impact LU-3, the proposed project is consistent with all applicable General Plan and Zoning Ordinance requirements for site development, including Floor Area Ratio.

Response to GIDDE.1-3

The author stated that the proposed project would worsen existing traffic congestion.

Refer to Master Response 13.

Response to GIDDE.1-4

The author asserted that the proposed project would worsen local crime conditions.

Refer to Master Response 9.

From: Richard Giddens [mailto:idolhanz@sbcglobal.net]
Sent: Fri 11/2/2007 9:25 PM
To: Heather McCollister
Subject: My Comments On WalMart DEIR

Richard D. Giddens

1505 El Prado Lane, Suisun City, CA 94585
(H) 707-434-1066 (C) 707-208-2209
RDGiddens@sbcglobal.net

November 2, 2007

Heather McCollister
Community Development Director
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister: GIDDE.2

This letter is in response to invited comments on the Draft EIR on the proposed WalMart Walters Road project.

As a RESIDENT, TAXPAYER and CITIZEN of Suisun City I am totally dissatisfied with the shortcomings and deliberate skewing of data in this Draft Environmental Impact report. -1

The maximum allowable indoor usage calculations are in excess of what is allowed by Solano County□s Travis AFB Land Use Compatibility Plan. -2

The report□s trip generation rate for peak operating hours uses a formula that is not current and out of date. Traffic on highway 12 is already unbearable. Putting a WalMart super center in a congested traffic corridor is very poor planning. Furthermore, the DEIR trip rate calculations do not include the Super Center□s garden center. Again, the traffic and accidents on highway 12 are a politically hot potato right now. The proposed project will only inflame that situation. -3

GIDDE.2

It□s very much apparent that putting the colossus of WalMart in an already crowded and saturated traffic corridor is not in the best interests of RESIDENTS, TAXPAYERS and CITIZENS who live adjacent to the proposed site. There is no good to be gained (other then short term for only a select few) from this project. The problems it will create and the draining of our public resources do not justify a commitment of the City to support this poorly thought out project. -4

Sincerely,

Richard D. Giddens

Richard Giddens (GIDDE.2)

Response to GIDDE.2-1

The author stated that he is dissatisfied and the "shortcomings and deliberate skewing of data" in the Draft EIR. This statement reflects the author's opinion, and no further response is necessary.

Response to GIDDE.2-2

The author asserted that the proposed project would exceed the maximum allowable indoor usage calculations for Zone C as established in the Travis Air Force Base LUCP.

Refer to Master Response 6.

Response to GIDDE.2-3

The author stated that the trip generation rates used for the proposed project are out of date and did not account for the Wal-Mart Supercenter garden center. The author also stated the proposed project would worsen traffic congestion on SR-12 and lead to more accidents.

Regarding trip generation, refer to Master Response 8.

Regarding traffic congestion and roadway safety, refer to Master Response 13.

Response to GIDDE.2-4

The author expressed his opinion against the proposed project. This statement reflects the author's opinion, and no further response is necessary.

From: Daryl Glover [mailto:dakegl@yahoo.com]
Sent: Thursday, October 25, 2007 11:52 AM
To: Heather McCollister
Subject: Inquiry from Suisun.com

I feel a Wal-Mart in Suisun City is a bad idea. GLOVE.1-1

Daryl Glover
411 Goodair Ct.
Suisun City, Ca. 94585

Daryl Glover (GLOVE.1)

Response to GLOVE.1-1

The author expressed his opposition to the proposed project. This statement reflects the author's opinion, and no further response is necessary.

From: Daryl Glover [mailto:dakegl@yahoo.com]
Sent: Monday, November 05, 2007 11:08 AM
To: Heather McCollister
Subject: Wal-Mart

There's already a Wal-Mart in Fairfield and Vacaville. We don't need another one so close, much less one that would take up so much room. The existing ones are in business parks where they belong, not in the middle of a neighborhood. Wal-Mart is already building a Supercenter in Fairfield. Suisun City does not need a super Wal-Mart. GLOVE.2-1

Daryl Glover
Suisun City

Daryl Glover (GLOVE.2)

Response to GLOVE.2-1

The author expressed his opposition to the proposed project, citing the presence of existing Wal-Mart stores in Fairfield and Vacaville. This statement reflects the author's opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

We are in full support of your project. We Seniors need a closer location for your services. GOTER-1

Name Rosalinda Gotera Telephone 429 - 0914

Address 320 MERGANSER DR #5 City Suisun Zip 94585

Signature CGE for Rosalinda Date 28 Oct 07

Email _____ Do you wish to be placed on Master Mailing List _____

Rosalinda Gotera (GOTER)

Response to GOTER-1

The author expressed support for the proposed project. This statement reflects the author's opinion, and no further response is necessary.

IMPACT ISSUES

GREEN

1. **What impact does this project have on displaced shopping carts through the community?** -1
2. **What impact will closing the Wal-Mart in Fairfield off hwy 12 have on the homeless encampments areas around the store? The reason for this impact to be looked at is to determine if the homeless will be relocating to Suisun are near the new Wal-Mart. If they do, is there a plan in place to deal with the issue? The ways they take care of themselves are through can collections and begging.** -2
3. **What impact will this project have on recruiting new businesses to come into the Suisun downtown area?** -3
4. **What is the impact on having a 24 hour store verses 12 hour store?** -4
5. **What impact will a smaller store have on the Community and the tax dollars?** -5
6. **How will this 24 hour operation affect the pets in the area?** -6
7. **Will the gas station have a semi truck refueling area?** -7
8. **What is the impact on electric power capacity in the area and power outages?** -8
9. **Will there have to be a new substation for this project power consumption?** -9
10. **What impact will this project have on the sleep patterns of residents close to the project?** -10
11. **What is the impact to Suisun's annual budget to support the new project after it is built both in infrastructure and in services?** -11
12. **What will be the impact on the tax revenues generated in Suisun?** -12

Submitted by
Paul Greenlee
1669 McGuire Circle
Suisun city, Ca. 94585
(707)434-1835

Paul Greenlee (GREEN)

Response to GREEN-1

The author inquired about the impact of displaced shopping carts through the community.

Wal-Mart personnel would routinely patrol the parking lot and neighboring streets to retrieve shopping carts. However, there would inevitably be shopping carts that are abandoned in areas beyond the immediate vicinity of the store. Such occurrences are anticipated to be rare and isolated. Persons who spot abandoned shopping carts would be able to contact the store to arrange a pickup or notify the City of Suisun City to arrange a pickup. Because shopping cart abandonment is anticipated to be rare and isolated, it would not be considered a significant impact on the environment.

Response to GREEN-2

The author questioned how the closing of the Wal-Mart store on Chadbourne Road in Fairfield would impact homeless encampments near that store. The author asserted that closing the Chadbourne Road store and the opening of the Suisun City Wal-Mart Supercenter would cause the relocation of homeless encampments to the project vicinity.

Refer to Master Response 16.

Response to GREEN-3

The author inquired about the proposed project's effect on recruiting new businesses to locate in Downtown Suisun City.

As discussed in Section 4.12, Urban Decay, the proposed project is not anticipated to be directly competitive with the types of businesses located in Downtown Suisun City. Therefore, the proposed project would not be expected to have any effect on recruiting new businesses to locate in Downtown Suisun City.

Response to GREEN-4

The author inquired by the impact of the Wal-Mart store operating 24 hours a day rather than 12 hours a day.

The Draft EIR did consider impacts from the 24-hour operation of the proposed project and identified nighttime lighting and noise to be potential concerns. These concerns are addressed in Section 4.1, Aesthetics, Light, and Glare and Section 4.9, Noise, respectively.

Response to GREEN-5

The author inquired about the impact a smaller store would have on the community and tax revenues.

The Draft EIR did consider two reduced-density alternatives to the proposed project. Reduced Density Alternative Option 1 evaluated a 150,000-square-foot retail center anchored by a 75,000-square-foot grocery store. Reduced Density Alternative Option 2 evaluated developing only a

180,000-square-foot Wal-Mart Supercenter. Refer to Section 5, Alternatives to the Proposed Project for further discussion.

Tax revenues do not cause physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

Response to GREEN-6

The author inquired about how 24-hour operation of the proposed project would affect pets in the surrounding area.

Although impacts on pets are not typically evaluated in the CEQA process, such impacts can be qualitatively assessed by using the Draft EIR's evaluation of impacts on human beings as a proxy. Moreover, 24-hour operation of the store would not be expected to present any unique significant impacts to humans or pets. Rather, the two areas of most concern from a human or pet health standpoint are air quality and noise.

Refer to Master Response 15 for a discussion of localized health effects of air quality.

Even though noise is described as a significant unavoidable impact, noise health effects on humans are not anticipated to be significant. Although construction activities may result in high, short-term noise levels, the various noise attenuation measures are anticipated to reduce exposure. In addition, construction noise would be temporary. Long-term vehicular noise levels, which are of greater concern because this is the most prominent source of noise in the project vicinity, are shown in Tables 4.9-13 and 4.9-14 and would not come close to the hearing damage levels shown in Table 4.9-1.

Response to GREEN-7

The author inquired if the gas station would have a semi-truck refueling area.

The gas station would not have a semi-truck refueling area.

Response to GREEN-8

The author inquired about project impacts on electric power capacity in the area and the potential for power outages.

Project energy use is evaluated in Impact PSU-7 and in Section 6.4, Energy Conservation. PG&E provided a letter dated April 30, 2007, which is available in Appendix I, indicating that it had adequate electricity and natural gas supplies to serve the project. Therefore, power outages would not be a foreseeable consequence of the proposed project.

Response to GREEN-9

The author inquired if there will be a new electrical substation built to serve the proposed project.

The PG&E letter did not indicate that a new substation would be necessary to serve the project.

Response to GREEN-10

The author inquired about the proposed project's impacts on sleep patterns of residents close to the project.

Sleep patterns vary from person to person and, therefore, it is not possible to detail how each individual's sleep patterns might change. However, nighttime lighting and noise would be anticipated to have the greatest impacts on sleep patterns, and these issues were addressed in the Draft EIR. Mitigation Measure AES-3 requires the proposed project's exterior lighting to be directed downward and away from nearby residences to prevent spillage. Mitigation Measures NOI-3a through NOI-3f prohibit or significantly restrict various noise-generating activities during nighttime hours, including truck deliveries, loudspeaker use, garbage/recycling activities, parking lot street sweeping, and landscaping. Mitigation Measure NOI-4 requires the project applicant to offer to replace the existing 6-foot-high wooden fences along the north side of Petersen Road with a 6-foot-high masonry block wall, which would provide significant noise attenuation from both vehicular and stationary noise sources. With the implementation of these mitigation measures, the proposed project would minimize disruption of sleep patterns of nearby residents to the maximum extent feasible.

Response to GREEN-11

The author inquired about how the proposed project's infrastructure and public service needs would impact the City of Suisun City's annual budget.

As discussed in the Draft EIR, the proposed project would provide the full cost of its infrastructure needs (e.g., roadway improvements, utility connections, etc.).

Project-related costs on public services do not have physical impacts on the environment and are outside the scope of the Draft EIR.

Response to GREEN-12

The author inquired about the proposed project's impact on tax revenues generated in Suisun City.

Tax revenues do not cause physical impacts on the environment and, therefore, are outside scope of the Draft EIR.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister:

How many concerns need to be voiced? Traffic, crime, air quality, Travis - this project is not worth it. Don't threaten our city this way. If this project goes through, I will move out of Suisun as will many of my friends and neighbors. The property values will drop and this community will suffer. Please think about saving your community and not the $$$! GRENH-1

Thank you,

Signature

MARTHA GRENHART
Print Name

814 BLUEJAY DR.
Address

707-428-5293
Phone

cc: Suisun City Council

Martha Grenhart (GRENH)

Response to GRENH-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, crime, air quality, Travis Air Force Base compatibility, and property values.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

From: ARMANDO GRESSEL [mailto:1dl4arm@sbcglobal.net]
Sent: Sun 10/14/2007 8:44 AM
To: Michael A. Segala
Subject: Wal-Mart

GRESS

No Wal-Mart in Suisun please. Armando, Suisun resident 18 years, Teamster 23 years, Reistered voter. Thank You. -1

Armando Gressel (GRESS)

Response to GRESS-1

The author expressed his opposition to the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

GROVE

Project: Walters Road West Commercial Project

I am very much in favor of the New Walmart in Suisun; It will provide much needed tax money. Impact on the base is minimal. -1

Name Don Grover Telephone 429 1079

Address 406 Kellogg City Suisun Zip 94585

Signature Donald J Grover Date 11-1-07

Email slouggduck@sbcglobal.net Do you wish to be placed on Master Mailing List Sure

Don Grover (GROVE)

Response to GROVE-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

The Draft EIR states Wal-Mart will limit tractor trailer deliveries from 7 AM to 10 PM, seven days a week. What happens if a truck delivery is late and misses the 10 PM deadline? Will that truck be required to wait until 7 AM? Who enforces the 10 PM to 7 AM delivery prohibition? Will the City fine Wal-Mart for violations? Will the restaurant and gas station also be limited to their deliveries as well? How can we be assured that the Supercenter, restaurant and gas station will be a responsible neighbor to those who live behind it and on the other side of Highway 12? GUERR-1

Thank you for your attention.

Signature

Mina Guerrero
Print Name

205 Sacramento St #3
Address

Suisun, CA 94585

428-1646
Phone

cc: Suisun City Council

Martha Guerrero (GUERR)

Response to GUERR-1

The author noted that the Draft EIR will limit tractor-trailer deliveries to the Wal-Mart Supercenter between the hours of 7 a.m. and 10 p.m. and inquired about the possibility of a truck delivery missing the delivery window and the implications of this scenario (e.g., loading/unloading activities occurring between 10 p.m. and 7 a.m., trucks waiting until 7 a.m.). The author inquired about enforcement of the restriction and if the City would have the power to fine Wal-Mart for violations.

To clarify, Mitigation Measure NOI-3d states that the Wal-Mart Supercenter shall minimize nighttime noise in the loading docks either by limiting deliveries to between the hours of 7 a.m. and 10 p.m. by either prohibiting deliveries during those hours or by limiting access during those hours to the northernmost Walters Road access point. Thus, the measure does not preclude the possibility of nighttime truck deliveries to the Wal-Mart Supercenter. Rather, the intent of this measure is to prevent tractor-trailers from using Petersen Road between 10 p.m. and 7 a.m. because of the proximity to nearby residences.

Enforcement of all project-related mitigation measures would be the responsibility of the City of Suisun City. Mitigation measures are legally binding and the project applicant is obligated to comply with them. If the City can verify that the project applicant has violated mitigation measure requirements, it would have the ability to levy penalties.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

GULLI

MY CONCERN IS THE TRAFFIC INCREASE TO HWY 12 DURING COMMUTE HOURS. ALTHOUGH ESTIMATED @ ONLY 500 (ish) FOR THE 7-8 AM HOUR - EVEN AN INCREASE OF ONLY A PORTION OF THAT NUMBER TO HWY 12 WOULD ADD TO THE ALREADY OVERWHELMED ROAD (AT THOSE HOURS) -1

Name JAN GULLION Telephone 707 688 0992

Address 74 ALEXANDER WAY City SUISUN Zip 94585

Signature Date 10/24/07

Email Do you wish to be placed on Master Mailing List NO

Jan Gullion (GULLI)

Response to GULLI-1

The author expressed concern about project impacts on traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

Great Idea

GUY-1

Name 604 Telephone

Address City Zip

Signature Date

Email Do you wish to be placed on Master Mailing List

Guy (GUY)

Response to GUY-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

Should NOT approve Wal-Mart at this location due to traffic and crime problems. Also, to many people in one place. GUYNN.1-1

Name George Guynn, Jr. Telephone 429-3395

Address 7109 Pheasant Dr. City Suisun City Zip 94585

Signature _____ Date 10/17/07

Email georgejr@hotmail.com Do you wish to be placed on Master Mailing List X

George Guynn, Jr. (GUYNN.1)

Response to GUYNN.1-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion and crime concerns.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

From: george guynnjr [mailto:georgejr@hotmail.com]
Sent: Monday, November 05, 2007 11:12 AM
To: Heather McCollister
Cc: Pedro "Pete" M. Sanchez; Sam Derting; Jane Day; Mike Hudson; Michael A. Segala; public.advisor@cpuc.ca.gov
Subject: DEIR Comments Due on November 5

Dear Community Development Director McCollister:

I found a problem with: DEIR 4.6-15

• No more than an average of 75 persons per acre are permitted for the entire site.
• No more than 300 persons per any individual acre are permitted onsite at any given time. GUYNN.2

If there is a 20 foot by 10 foot place for cars to park in the parking lot, that is 200 sq. feet per car. Then, if the road between two lines of cars is 20 feet by 1,000 feet, that would be 20,000 sq. feet. One acre is 43,560 sq. feet. Subtracting the 20,000 sq. feet from the 43,560 sq. feet leaves 23,560 sq. feet. Divide the 23,560 sq. feet by 200 sq. feet per car leaves 117.8 spaces per acre. 300 people per acre divided by 117.8 spaces per acre leaves 2.55 people per car. So, if an average of 2.55 people or more per car park in the Wal-Mart proposed lot, the people in the lot will equal or excede the 300 people per acre requirement. This could also easily happen with any sort of group meeting or protest. Also, during Thanksgiving and Christmas, the 300 people number would be likely exceded!!!! This potential violation of the Travis Airport Land Use Plan is not worth risking losing the 1.5 billion economy of Travis, just so the City can get $600,000 a year in sales tax, that may not be there anyway, expecially when other costs not covered by Wal-Mart are considered that the public will have to pay!!!! -1

Another problem not mentioned in DEIR 4.6 is that higher traffic volume is going to be a bigger hazard in safe handling of toxic materials and waste. Saying that it is no problem doesn't help the people that may be injured or killed in the future. Highway 12 is not considered safe now (known as "Blood Alley"), but now it is for Wal-Mart?!!!! -2

GUYNN.2

Additionally, the hazardous materials stored in the open at the present Chadborne site for Wal-Mart have resulted in citations for Wal-Mart. What is to make the public believe the same thing won't happen again at the proposed Suisun City site? -2 CONT.

This project is going to make traffic on Highway 12 much worse along with increasing accidents even more. Plus, the road is controlled by Caltrans, not the City, which means forget about relief!!!! Local streets are going to be used as short cuts, making matters even worse. Plus, Wayne Monger has pointed out that the traffic count in the DEIR is way under what it actually should be and that the two gas pipe lines in the area were not even mentioned. Thus, as Wayne stated, the whole DEIR needs to be redone and fixed correctly this time!!!! -3

Also, since the traffic count is way under what it actually would be, the noise is going to be much higher. Besides, 72 to 76 db is too high a noise level anyway!!!! -4

Finally, the proposed location is too close to the Suisun March and other habitat land. I sympathize with the City's desire to grow and develop, but such development should not come at the expense of our enviroment right next to the proposed Supercenter. The City should look at smaller alternatives whose impact on the community would be less severe than a very large box store. -5

Sincerely,

George Guynn, Jr.
1109 Pheasant Dr.
Suisun City, Ca. 94585-2212
(707)429-3395
georgejr@hotmail.com

George Guynn, Jr. (GUYNN.2)

Response to GUYNN.2-1

The author questioned the Draft EIR's analysis of the proposed project's consistency with the Travis Air Force Base LUCP in Impact LU-4. The author asserted that the analysis understated the number of people who would be on the project site at any one time.

Refer to Master Response 6.

Response to GUYNN.2-2

The author alleged that the Draft EIR failed to examine how increased traffic volumes on local roadways would create additional hazards for the safe handling of hazardous materials. The author also stated that the Wal-Mart store on Chadbourne Road in Fairfield has been cited for hazardous materials violations, which he suggests might occur at the proposed Suisun City location.

The only project use anticipated to receive regular truck deliveries of hazardous materials is the gas station. Conservatively assuming two truck deliveries a day, this would result in an insignificant increase of hazardous materials cargo on local roadways. In addition, as discussed in Master Response 14, the proposed project would add an insignificant number of new trips to SR-12 relative to existing conditions; therefore, it would not significantly increase risks to transporting hazardous materials.

Regarding the assertion that the proposed project would result in hazardous materials handling violations because other Wal-Mart stores have been cited for such violations, this in itself does not demonstrate a causal relationship between the presence of a Wal-Mart store and materials handling violations. Rather, hazardous materials handling violations are often the result of unique, site-specific conditions that do not have the potential of being replicated at the proposed project. Therefore, hazardous materials violations at other Wal-Mart store locations do not have any bearing on the analysis contained in the Draft EIR.

Response to GUYNN.2-3

The author asserted that because the Draft EIR understated the proposed project's trip generation. The author also expressed concern about traffic improvement mitigation on SR 12.

Refer to Master Response 8 for a discussion of project trip generation. See Master Response 1 for a discussion of timing and funding of traffic mitigation.

Response to GUYNN.2-4

The author asserted that because the Draft EIR understated the proposed project's trip generation, the Draft EIR understated the proposed project vehicular noise impacts. The author also stated that noise levels of 72 to 76 dB are too high.

As stated in Master Response 8, the proposed project used appropriate trip generation rates to estimate peak-hour trips rates. Regardless, as described in Impact NOI-4, the vehicular noise analysis used higher afternoon peak-hour trip generation rates (925 peak hour trips) relative to the analysis in Section 4.11, Transportation (877 peak hour trips). Therefore, the vehicular noise analysis provides a conservative, worst-case evaluation.

Regarding the author's statement about noise levels, it is not clear where the figures of 72 to 76 dB were obtained from. As shown in Tables 4.9-12 and 4.9-13, all roadway noise levels would be 74.7 dBA, L_{eq} or less. Regardless, the proposed project would not result in any roadway noise level increases that exceed adopted thresholds. The Draft EIR does acknowledge, of course, that roadway noise level increases, when combined with stationary noise level increases, could meet or exceed established thresholds of significance of Impact NOI-4.

Response to GUYNN.2-5

The author asserted that the proposed project is too close to Suisun Marsh and that the City should consider smaller alternatives for the proposed project.

The Draft EIR evaluated impacts on biological resources in Section 4.3, Biological Resources. Refer to that section, as well as the supporting technical studies contained in Appendix C and Appendix N, for further discussion. In addition, Master Response 20 addresses impacts on Suisun Marsh.

The Draft EIR evaluated smaller commercial retail alternatives to the proposed project in Section 5, Alternatives to the Proposed Project. Refer to that section and Master Response 5 for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

Build it!

HALL-1

Name Ed Hall Telephone 707-426-4633

Address 821 Hanlon Way City Suisun Zip 94585

Signature Edward A. Hall Date 10/27/2007

Email hallx6@earthlink.net Do you wish to be placed on Master Mailing List Yes

Ed Hall (HALL)

Response to HALL-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

RECEIVED

OCT - 9 2007

RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

Heather McCollister, Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Subject: Response to Draft Environmental Impact Report (DEIR)

Dear Ms. McCollister and all parties concerned:

Having read the recently published Draft Environmental Impact Report (DEIR), **We, the undersigned, are ADAMANTLY OPPOSED to the proposed Walmart Project at Walters Road and State Highway 12!**

Before I delineate the reasons for our opposition, let me preface my letter by stating that we purchased our home at 1419 Pelican Way in the Quail Glen subdivision in September 1987. Coming from the Bay Area, with all it's smog, traffic congestion and crime, we literally thought we had moved to "God's country". How pleasant it was to wake up to a certain quietness and clean delta breezes coming through our windows in the morning, to drive down country roads without encountering traffic gridlock, to go shopping without fighting for a parking spot and to feel safe and secure in our home.

Let me add, as an aside, that at the time we moved here, (unbeknownst to us) the City of Suisun was ranked 99th out of 100 as a good place to live due, in large part, to it's high crime rate (particularly in the Marina area) and it's lack of adequate infrastructure.

However, over the 20 years that we have lived here, thanks to the vision and leadership of Jim Spering, we have witnessed a tremendous, positive growth of the city, including the elimination of the crime-infested Marina area, the revitalization of the waterfront area, the widening of Highway 12 and the construction of the Heritage Park shopping center and homes, the Lawler Ranch subdivision and, most recently, the Petersen Ranch subdivision. HAMES-1

But these were "**managed growth**" initiatives ... and I emphasize the word "**managed**".

Also, these projects were constructed over a number of years and were planned with the goal of making Suisun City attractive to new-comers to the area and to make our community both affordable and enjoyable to all it's residents. Once again, there was a genuine sense of pride in calling Suisun City "home".

All in all, raising a family here has been a very pleasurable experience and I am sure that is one of the main reasons that so many people have chosen to move to this area and our community.

However, the construction of a Walmart Supercenter at the purposed site <u>would not only destroy</u> the many positive features that Suisun City has accomplished over the years <u>but would, in fact, return our community to one of the worst places to live</u>... for the following reasons: HAMES-1 CONT.

<u>1 - INCREASE IN CRIME</u>: At the time we moved here, the Quail Glen subdivision was considered a "model neighborhood", with it's newly-constructed energy-efficient Prestley homes. It was safe and a good place for young couples to raise their families. And even now, 20 years later, our area of Quail Glen has experienced almost no significant criminal activity. I believe that this is due, in large part, to the fact that most of the occupants are original owners who have not moved away, the efficiency of our neighborhood watch program and our remote location away from the city on the outskirts of town. Apparently the criminal element doesn't like to travel this far to commit their crimes. I have been a regular reader of the <u>Daily Republic</u> since we have lived here and rarely, if ever, see our neighborhood listed in the crime logs (with the exception of a very few "reckless driving" citations at Walters Road & Highway 12). **<u>Of course, all this will change with the construction of Walmart!</u>**

Both Walmart and our city officials concur that there would be an increase in criminal activity. Walmart writes on page 4.10-18: ***"The purposed project ... <u>would be expected to attract several thousand consumers on a daily basis.</u> As with any large commercial retail center, <u>law enforcement would be expected to respond on a regular basis</u> to calls for service. The Suisun City Police Department indicated that it expects that most calls for the purposed project would concern shoplifting, check fraud, identity theft, noise complaints, traffic collisions and vehicle burglaries".*** HAMES-2

Furthermore, Acting Chief of Police, Ed Dadisho, wrote in a letter (<u>Appendix I: Public Service and Utility Letters</u>) that: ***"The Suisun City Police Department anticipates the proposed Wal-mart Supercenter will have a moderate impact on the day-to-day operations of the Department"*** and, in addition to the events listed above by Walmart, goes on to state ***"Additionally there is the potential for increased vehicle <u>and residential burglaries</u> due to increased activity in the nearby area".***

There are virtually no major crimes committed in our area now and yet, **both Walmart and Police Chief Dadisho <u>expect an increase in crime</u>**. Therefore, I ask you, **<u>where is the logic and sanity in inviting this deleterious element to our neighborhood when it doesn't presently exist?</u> <u>It makes absolutely no sense!</u>**

Because of the location of my property with my rear 27-plus-year-old fence on Petersen Road directly across from the Walmart site and the loading dock area in particular, **I am very concerned (remember Chief Dadisho's concern of "increased residential burglaries"!).** While Walmart states that their security staff will be **their *"first line of defense"***, they will not be obligated to prevent someone from hopping over my rear fence or to protect my property and/or family from vandalism and/or injury since their responsibility ends at the store's parking lot. **<u>Also, the Police Department's response time will be increased</u>** (also see <u>Appendix I</u>) and, in reality, <u>they would not arrive until after the event occurred and/or the injury/assault took place.</u>

Therefore, it will be necessary for me to take additional measures to insure my family's safety. These may include, but are not limited to: (1) - installing concertina razor-wire along the upper portion of my fence; (2) - installing a motion-detector/piercing, high-decibel alarm/video-monitoring system in my back yard; and (3) - possibly purchasing a guard dog (German Shepard) trained in the art of defense. And these do not come at a cheap price! HAMES-2 CONT.

It is unfortunate that, whereas we now enjoy the peace and security of our home and community, I will be forced to take expensive actions to protect my family and my property from the crime that both Walmart and the Police Chief say is inevitable!

In essence, if someone comes on to my property un-invited with the intention of committing damage/inflicting harm to my property/family, **there will be consequences!**

2 - TRAFFIC INCREASE/CONGESTION/ COLLISIONS/(FATALITIES): Both Walmart (see Transportation-section 4.11) and the Police Department (see Appendix I) concur that there will be an increase/adverse effect in the traffic conditions surrounding both the Quail Glen/Petersen Ranch/Lawler Ranch subdivisions and also throughout most, if not all, of Suisun City.

Even with the current improvements to Highway 12, anyone who has ever driven their children to school in the morning can attest to the gridlock/bottleneck situations that can occur at certain times. And commuters returning home from Interstate 80 in the evening experience this phenomenon in reverse.

What do they think adding "several thousand consumers on a daily basis" will do?!

Walmart, in its "Transportation Section/4.11", **concedes that traffic will be adversely affected along Walters Road from Air Base Parkway; throughout the Quail Glen/Lawler Ranch/Petersen Ranch subdivisions; and along Highway 12 through the Sunset area, Marina area and, quite possibly, all the way to Interstate 80**. This includes increased waiting times at lights & stop signs and longer commute times (and, of course, the use of more gas!). HAMES-3

Interestingly, the report doesn't adequately address the impact that this project may have on State Highway 12 East from Walters Road to Rio Vista/Lodi! This past year we have all been made aware of an unfortunate number of accidents/fatalities along this road. Again, what do they think adding a few thousand more drivers to this dangerous road will accomplish ... reduce the number of injuries/deaths?!

As I previously stated, the widening of Highway 12 from Interstate 80 to Walters Road several years ago was a **managed** project and, even with it's flaws, has provided a reasonably efficient transportation system throughout Suisun City. **However, the traffic conditions that the Walmart Project would bring would literally destroy these improvements to our roads, surrounding neighborhoods and the entire city!**

3 – AIR QUALITY (& Health effects): Even though Walmart admits to, and tries to mitigate, the dramatic effects that their project will contribute to the surrounding environment in the "Air Quality Section-4.2" (increased pollution, continuous diesel fumes from delivery trucks, increased carbon monoxide from increased vehicular traffic, etc.) – See MM AIR – 4/Mitigation Measures – **they are basically saying that it will happen, even with their proposed mitigating measures, and to just get used to it!**

Again, they will be creating a hazardous condition that never existed!

Even though they say they will "try to ***minimize the pollution***" with various measures such as "***advising***" truck drivers to turn off engines when not in use and prohibiting diesel idling of more than five minutes, I would ask **who is going to enforce these measures**?!

Since the loading entrance/dock will be directly behind my back fence, and will be in use on a non-stop, continuous basis, **what was once clean, fresh air blowing into my house/yard will become non-stop diesel fumes (along with their carcinogens) , 24 hours a day, seven days a week!** Forget about sitting in the yard or opening our windows!

In addition, and more importantly, is the material that Walmart sites regarding ADVERSE HEALTH RISKS ! HAMES-4

Walmart states in it's Appendix B: Air Quality Analysis (Human Health Risk Assessment) that "***Emissions of DPM and other TAC's would occur from the (project's) activities***" including "***truck traffic on local streets and arterials in transit to or from the loading dock"; "truck idling and movement on-site at the loading dock"; "operation of transportation refrigeration units at the loading dock";*** and ***"operation of the gasoline service station".***

It goes on to state that "***air pollutants or TAC's are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i,e,, injury or illness)".*** *It continues ...* ***"The current list of TAC's includes approximately 200 compounds, including particulate emissions from diesel-fueled engines".***

This, alone, should raise a glowing red flag in regard to both Walmart's and the city's liability as not only my family but a large portion of the Quail Glen subdivision would be immediately affected, not to mention the outlying areas.

In fact, in Appendix B: Air Quality Analysis, Walmart goes on to state that "***Based on diesel truck engine and truck TRU activity at an existing Wal-Mart Supercenter, the annual DPM concentrations would be greatest ... to the north of the purposed Wal-Mart Supercenter, along the site boundary ... within the Quail Glen Subdivision".***

In regard to the above listed data, Walmart states in "SECTION 6: OTHER CEQA CONSIDERATIONS" that both **Operational Emissions** and **Cumulative Air Quality** would have "**Significant Unavoidable Inpacts**" **!!!**

I am sure you are familiar with the "Spare The Air Days" when the temperature reaches the triple digits. This would become our battle cry 365 days a year, all because of Walmart !!!

In a frightening paragraph on page 6-1, Walmart states ***"Long-term operational emissions WOULD EXCEED Bay Area Quality Management District (BAAQMD) thresholds for regional operational emissions. Because long-term operational emissions would exceed BAAQMD thresholds, the purposed project would have a cumulative air quality impact. No mitigation is available to reduce this impact to a level of less than significant. This is a SIGNIFICANT UNAVOIDABLE IMPACT of the purposed project"!***

AND THAT, IN EFFECT, COULD MAKE OUR NEIGHBORHOOD LIKE THREE-MILE ISLAND ... toxic houses (and people) contaminated by the air we must breathe !!! HAMES-5

Not only would property values fall significantly but anyone wishing to sell their home may be unable to do so (since we would be required to list these suspected human health hazards in a disclosure statement). At the same time, no one in their right mind would consider purchasing a home in the area knowing these hazards existed !

On this point, I predict that there will be a **mass exodus** of both home owners and renters from the community which **would result in a large number of vacant properties** (plus, another increase in crime) and, consequently, **a significant drop in money to the city's tax base**!

In essence, the main point of this is that these hazardous conditions DO NOT PRESENTLY EXIST and it challenges the sane mind and common sense why anyone WOULD WANT TO CREATE THESE CONDITIONS !!!

It is beyond comprehension why our city leaders would destroy a "healthy" neighborhood and a community that has evolved over the years to a city of pride! If this project continues, we cannot go back and undo the hazardous conditions we create!

4- (POSSIBLE) CLOSURE OF TRAVIS AIR FORCE BASE First, it should be stated that according to published data, if Walmart proceeds with the project at Walters Road and State Highway 12, ***"The Supercenter WILL BE IN VIOLATION OF the Travis Air Force Base Land Use Plan because it will result in more than 300 people per acre outdoors; and more than 75 people per acre indoors. Because it is located in zone "C" of Travis's Land Use Plan, the site is restricted from these levels of population due to safety concerns".*** HAMES-6

I found no mention of this in the DEIR so it seems that Walmart does not want to acknowledge the "elephant in the room". But it is the biggest elephant we should all be paying attention to !!!

According to other published data, ***"The base is vitally important to Solano County's overall economic health"!*** It goes on to say, ***"Travis is the largest employer in Solano County, with about 15,000 employees (including 3,554 civilian employees)*** and that ***The base generates over $1.5 billion dollars a year in revenue in Solano County and it's cities".***

Anyone who remembers the time when Mare Island Naval Shipyard in Vallejo closed (which is not in our backyard like the purposed Walmart Supercenter would be) can attest to the **devastation** that was created not only in Vallejo but also in Fairfield, Suisun, Vacaville and possibly even as far as Dixon. Property values fell here so much that many people simply walked out of the houses they had just purchased; many jobs related to the shipyard were lost; and many people who had made this area their "home" simply moved to other "safer" locations.

Strikingly, published data also states that ***"If any of Travis's operations or squadrons had to be moved, due to training impediments or curtailed ability to operate, thousands of residents could be forced to move and thousands of jobs would be lost"!*** HAMES-6 CONT.

Once again, is it beyond comprehension and, perhaps, even borders on insanity, that our elected "leaders" would even entertain the idea of bringing in a project that could devastate our community, and many surrounding cities, forever!

Remember, Travis Air Force Base is a **BIG** player and does not have to ask or beg us not to build the project. **They will simply pack up and leave** if the project encroaches on their vital mission to our national security!

And this, in my opinion, is perhaps paramount to all the other considerations in regard to the purposed Walmart Supercenter at Walters Road and State Highway 12 !!!

5 – URBAN DECAY/RETAIL MARKET IMPACT ANALYSIS Perhaps not quite as devastating as the closure of Travis Air Force Base but equally pernicious as a major cause of urban decay and neighborhood blight would be the effect on our two magnet retail centers (Raley's & Rite Aid) and the many smaller businesses throughout the city.

One only has to look at the now abandoned Albertson's store in the Sunset Center or the entire Mission Village Shopping Center in Fairfield to understand the impact that these eyesores have had on the community(s). Boarded up buildings **not only add absolutely nothing to the city's tax base but also can attract certain criminal elements such as vandalism , vagrancies, vehicular burglaries and personal injury.** HAMES-7

Most of the stores we now have, particularly the smaller ones, operate on such a narrow profit margin that any negative impact could force them to close. Remember, these people are not running a business "out of the kindness of their heart" ... they are in it to make some money!

And yet Walmart, in the DEIR, concedes that their store would have a "certain impact" on the businesses of the community.

I don't know exactly where they get their numbers from, since they can "estimate" them from hypothetical data and present them in all sorts of charts and graphs (hoping that people cannot analyze them). **But Walmart itself states in the DEIR that both Raley's and Rite Aid would experience a 16% loss by 2009 and a 9% and 10% loss, respectively, by 2015!** In reality, these losses (to Raley's and Rite Aid) **may exceed** these numbers!

Further, in "4.12 – Urban Decay" on page 4.12-34, Walmart cites a case that suggests ***"a (purposed) project (could cause) long term vacancies in existing retail space".*** It goes on to suggest that this ***"could cause a ripple effect ... and would eventually result in general deterioration and decay within and outside the market area.".***

Furthermore, Walmart's DEIR study states that ***"multiple store closures and long-term vacancies are indicators of urban decay"*** and that ***"The Heritage Park Shopping Center and Sunset Center are the two retail centers that would be affected by the purposed project".***

While Walmart goes on to list the many various enterprises that would be affected by the project, such as apparel stores, food stores, eating and drinking places, home furnishings and appliances, building materials outlets, auto supply dealers and service stations, they seem to be focused on the two large shopping centers. HAMES-7

Based on this analysis, it seems pretty clear ... even by Walmart's own admission ... that many of the smaller stores (including all of those at the Marina Shopping Center and those that surround both Raley's and Rite Aid) **could close** and that the larger retail stores, suffering from reduced profits, **may curtail their hours (and employees). Or they may simply shut down!**

And don't forget, many of these employers/employees of these businesses live in our community who could lose their homes and the stability that they have enjoyed over these many years. **There goes that "ripple effect" again!**

If this happens, then I ask the city leaders what they will do to entice new businesses to move into these boarded up buildings? The behemoth Walmart Supercenter will scare them away!

Remember, **competition among similar stores is what keeps customer service high and prices low**. It's all a matter of "business survival" and, based on Walmart's reputation, they will undercut any competitor until it goes away ... **and then raise their prices!**

All in all, while the Supercenter would be a win-win situation for Walmart, it would be a disastrous **LOSE-LOSE situation for Suisun City** ... **and that means it's people, it's neighborhoods and the entire community!**

6 – NOISE According to the DEIR, a **significant increase** in noise will result from the Walmart Supercenter project, both during the construction phase and **forever** during the operational phase. For reference, Walmart cites "Table 4.9-1: Noise Levels and Human Responses", and uses decibels (dBA) as indicators of the noise levels.

The table shows that *"a vacuum cleaner emits **70 dBA** and **makes telephone use difficult**; that a freight train at 50 feet emits **80 dBA** and **interferes with conversation**; a heavy duty truck at 50 feet emits **90 dBA** and **is annoying**; a jet takeoff at 2,000 feet emits **100 dBA** and **is very annoying with hearing damage at sustained exposure levels**; and an unmuffled motorcycle emits **110 dBA** and has maximum vocal effect **with physical discomfort**"!*

During the construction phase, Walmart lists construction phase noises in Table 4.9-7 such as ground clearing, excavation, erection and finishing **and they are all in the mid-to-upper 80's**, In Table 4.9-8: Noise Associated with Typical Construction Equipment , they list grading, backhoe, pneumatic tools, air compressor, crane, plate compactor, concrete vibrator and heavy truck **and they are all in the upper 80's with one (backhoe) listing at 90. And the pile driver lists at 101 !!!**

The report goes on to state that ***"the residential land uses to the north of the project site (which would be Quail Glen and my house in particular) are the sensitive receptors of most concern as they relate to project construction noise"!*** HAMES-8

They go on to state on page 4.9-28 that ***"the noise levels at the nearest residences (again, my house), could be as high as 84 dBA*** and that ***although the construction activities would likely occur during daytime hours, construction noise could still be considered substantially disruptive to residents" !!!***

Furthermore, they state that ***"During these times*** (during construction) ***outdoor activities at the affected residences would be negatively affected by noise, and indoor levels ... could be negatively affected. This is a potentially significant impact" !!!***

It is not stated how long this construction phase would last, which could be months to more that a year, but it is evident that the peace and quite that we now enjoy would be **gone forever** and replaced with an "*annoyance*", at the very least, with which we must put up with. Once again, anyone wishing to sell their houses during this period would be out of luck!

In the "Impact Analysis" section (page 4.9-32), Walmart states that *"during the long-term **or** operational phase of the purposed project, **onsite activities would create potential noise impacts. The Walmart Supercenter and the fuel station would be open 24 hours per day, 7 days per week"!***

Proceeding to the effects of operational noise, in the section "Loading/Unloading Activities and Outdoor Pallet/Bale Storage Areas" on page 4.9-33, Walmart states that *"the data used in this analysis takes into account noise generated by truck arrivals, i.e., trucks backing into the docks (including backup beepers), air brakes, idling and other related truck unloading noise"*. It again states that ***"the loading docks could be active for up to 24 hours per day" !!!***

In the section "Truck Movements: Onsite and Offsite" on page 4.9-34, Walmart states that "*access for truck deliveries to the Walmart Supercenter western loading dock and restaurant* ***would be from an unsignalized, full-access point on Petersen Road***" and that "*While the purposed 8-foot tall masonry wall would reduce noise levels from onsite truck movements,* ***the existing 6-foot-tall backyard fences on a 2-foot-tall berm would be the only shielding for residences from off-site truck pass-bys on Petersen Road***" and that "***residences north of Petersen Road could be exposed to potential offsite noise*** *associated with up to five and three truck pass-bys during each daytime and nighttime hour, respectively" !!!*

On page 4.9-35 the report states that *" the resultant exterior noise level at the property line of residences north of Petersen Road would be 66 dBA*" and that "***these truck movements would cause overall noise levels to exceed the City of Suisun City's exterior noise-level standard*** *of 65 dBA: as such, this* ***would be considered a significant impact*** *of the project*" ! HAMES-8 CONT.

In addition to all of the negative impacts listed above, there is also the "Parking Lot Activities" listed on page 4.9-35 which include ***"vehicle movement through the parking lot, vehicles starting, people conversing, car alarm systems, doors slamming, customers loading/unloading, among others".***

Finally, in their "Summary and Combined Effects of Stationary Noise Sources" on page 4.9-38, Walmart states that **"Therefore, even with the mitigation measures purposed, this would be significant unavoidable impact of the purposed project" !!!**

So, not only would we be subjected to noise "**that would be annoying, at a minimum,**" **24 hours a day**, but we would also be subjected to the **non-stop diesel fumes (and carcinogens), too !!!**

I remember when one or two large trucks would park, and idle their engines, behind our house on Petersen Road and the Police put a quick stop to that! **If the Walmart Supercenter project goes ahead, to whom will we complain when we can't breathe, can't sleep, can't enjoy a quiet, peaceful evening in our yards, open our windows, carry on a normal conversation, etc., etc., etc. ?!!!**

Therefore, in the final analysis of all the impacts listed above, and stated by Walmart in the Draft Environmental Impact Report (DEIR), **THERE IS NOT ONE POSITIVE IMPACT** presented in their case. **Everything implies a negative impact** with permanent consequences that will drastically affect the people of Suisun City … real human beings … and our community in so many ways for the rest of our lives !!!

HAMES-9

I ask you, where are the priorities of our leaders? Are they with the environmental beauty of our surrounding area; several vibrant, safe and successful residential subdivisions; a profitable socio-economic business climate; and the health and well-being of our residents?

Or are they with a corporate giant that thinks nothing of these things and is only focused on the acquisition of more power and wealth?

Therefore, the Mayor and City Council can ... AND MUST ... stop this now !!!

Just to be clear for the record, we (the undersigned) are not opposed to Walmart as a legitimate business. We realize that many people patronize their stores and we believe in a system of free enterprise.

However, **what we do adamantly oppose is the LOCATION** that Walmart has selected ... **right in the epicenter of major residential subdivisions** ... and the many long-term devastating trade-offs that the Supercenter would bring to our community.

In closing, I would sincerely like to believe that our elected officials have a certain amount of courage, honesty, integrity and character and are willing to stand up to Walmart **and stop this project now**.

If these people (Mayor Pete Sanchez and the City Council) are or have been in favor of **increased crime, increased traffic congestion, increased vehicle collisions with possible fatalities, increased health hazards, increased carcinogens in the air, increased noise, increased urban decay & neighborhood blight, the closing of existing stores, depreciating property values, a regressive reputation of our city and (God forbid) the closing of Travis Air Force Base**, then I also believe they should have had the guts to have stated that in their election campaigns. HAMES-9 CONT.

I assure you that not one of them would have been elected to office !!!

If the Walmart Supercenter project proceeds as planned, we will experience most, if not all, of the above stated adverse effects. And the healthy lifestyle and community atmosphere that the residents of Suisun City have enjoyed for these many years **will be gone forever** !!!

But at least we'll have a Walmart Supercenter!

I will also go on to state that if our elected officials allow this project to go forward, I will do everything in my power to inform our community of their actions and to have every one of them removed from office at the next election !!!

UNFORTUNATELY, THE DAMAGE WILL ALREADY BE DONE !!!

ADDENDUM: ALTERNATIVE PROPOSAL TO THE WALMART PROJECT:

Since the purposed Walmart Supercenter project has generated nothing but negative impacts to the community, even with limited mitigation measures, I would like to suggest a project that would afford the city of Suisun City not only many **positive impacts** but may also create a "crown jewel" both for the city and also for the many surrounding communities in Solano County. HAMES-10

I will preface my suggestion by saying that my mother is 90 years old and lives in an "assisted living facility" in Fairfax, Virginia. Prior to that, she lived in an "independent living" efficiency apartment at the same location. On my many visits back there, I saw that not only was she happy and well cared for, but all the residents enjoyed a sense of peace and serenity knowing that they were taken care of in their "golden years". Granted, this may be an "east coast tradition" and maybe they think more highly of their "elderly" citizens, but I think it is something we could emulate here in Solano County. Remember, not only has our community grown by leaps and bounds but so has the number of our "senior citizens".

I am confident that the site could adequately accommodate a section for a sufficient number of efficiency apartments (small living room, kitchen, 1 bedroom & bath), an assisted-living facility (for people who need some care and are not immobile), plus strolling paths through landscaped gardens and sitting areas. The parking areas could be designated for those who have their own vehicles and also for visitors.

I also think this project would qualify for the "commercial " zoning ordinance of the city since the facility would be run by a corporation. Incidentally, I'm sure that the people who work at this facility would be paid more than Walmart employees. In addition, both the residents and the employees of the facility would shop in Suisun City, thus helping out our local businesses and also adding to the city's tax base.

Compared to the Walmart project, which only brings with it many negative impacts, I believe that this project would not only negate Walmart's negatives, but would create many positive impacts. They would be as follows: HAMES-10 CONT.

1 – **No increase in crime**. As a rule, senior citizens do not create crimes, nor attract the criminal element.
2 – **No substantial increase in traffic congestion/collisions/etc**. Other than the residents who commute through our community or those people visiting the residents, there would be no significant increase in traffic, particularly involving large delivery trucks. In contrast to the Walmart project, I don't think this project would attract "several thousand customers per day"!
3 – **No increase in air pollution/carcinogens/etc**. Since the facility would not require diesel-fueled delivery trucks 24 hours a day, seven days a week, plus a gas station, the project would not adversely affect the air quality of the area.
4 – **No increase in noise**. While there would be some noise generated during the construction phase, there would be a minimal increase in noise during it's day-to-day operations. As a rule, senior citizens do not make a lot of noise … they like peace & quiet, too!
5 – **No urban decay/impact on the retail market**. In fact, this facility would have the opposite effect. It would not cause the depreciation of existing home values but would most likely cause them to increase as the facility would/could attract family members to move to the area to be close to their loved ones. In addition, both the residents and employees of the facilities would utilize the local existing retail outlets and services. It may even attract new ones!

6 – **No impact on Travis Air Force Base**. Since the facility would fall within the parameters set forth in the Travis Air Force Base Land Use Plan (300 people per acre outdoors and 75 people per acre indoors), I don't conceive of the possibility of this facility shutting down the base, unlike the Walmart Supercenter!

In essence, I believe that this type of project **would create a WIN-WIN situation for the city of Suisun City!**

If you recall, a while back our school district created "The Place To Be" for school children to go for companionship, educational assistance and, most important, safety for both themselves and the community. And that was a success! HAMES-10 CONT.

Similarly, for senior citizens at the other end of the spectrum, this proposal could make Suisun City "the place to be" and could become one of the major attractions of our community throughout Northern California. It would show that we are not only a vibrant, growing community but also one that cares about all of it's residents!

I would also admonish our city elected leaders to remember that at some point they, too, will be looking to where to spend their "golden years". Wouldn't it be nice if they could say that they were instrumental in bringing such a place to Suisun City?!

Respectfully submitted,

Paul J. Hames

Paul J, Hames

Connie L. Hames

Connie L. Hames

cc: Mayor Pete Sanchez
Vice Mayor Jane Day
Council Member Mike Hudson
Council Member Sam Derting
Council Member Mike Segala

Supervisor Jim Spering
Assemblywoman Wolk

Suisun Citizens League
The Daily Republic

Paul J. and Connie L. Hames (HAMES)

Before responding to the comments raised in the letter specifically, it should be clarified that the EIR was prepared by Michael Brandman Associates (MBA), an environmental consultant under contract to the City of Suisun City. From time to time, Wal-Mart and its design team were consulted by MBA or the City about their project design or plans, but Wal-Mart was not a principal drafter of the EIR as suggested by the authors of the comment letter.

Response to HAMES-1

The authors provided commentary on their views on the recent history of development in Suisun City and expressed their opposition to the proposed project.

These comments reflect the authors' personal opinions and do not require further response.

Response to HAMES-2

The authors cited the discussion of police protection impacts in Impact PSU-2 and asserted that crime in their neighborhood will increase, which the authors allege will require them to implement security measures at their residence, including concertina razor wire, a "motion detector/piercing, high-decibel alarm/video monitoring system," and a guard dog.

Regarding the Impact PSU-2 analysis, refer to Master Response 9. As for the authors' claims related to security measures, these are their personal opinions , and require no further response.

Response to HAMES-3

The authors cited the discussion of project-related traffic impacts in Section 4.11, Transportation and asserted that traffic will worsen on SR-12. The authors also requested that the Draft EIR evaluate the proposed project's impacts on roadway safety on SR-12 between Suisun City and Rio Vista.

Refer to Master Response 1 for a discussion of mitigation timing and funding, Master Response 13 for a discussion of traffic congestion on local roadways, and Master Response 14 for a discussion of safety on SR-12 between Suisun City and Rio Vista.

Response to HAMES-4

The authors referenced the Draft EIR's analysis of operational air emission in Impact AIR-4 and asserted that the development of the proposed project would expose their residence and neighborhood to unhealthful levels of air pollution, including carcinogenic pollutants. In addition, the authors inquired about enforcement of the air pollution control measures identified in Mitigation Measure AIR-4.

Refer to Master Response 15 for a discussion of air pollution health risks.

Enforcement of all project-related mitigation measures would be the responsibility of the City of Suisun City. Mitigation measures are legally binding, and the project applicant is obligated to comply

with them. If the City can verify that the project applicant has violated mitigation measure requirements, it would have the ability to levy penalties.

Response to HAMES-5

The authors referenced the Draft EIR's identification of operational air emission and cumulative air quality impacts as significant unavoidable impacts in Section 6, Other CEQA Considerations and asserted that their neighborhood would become, in effect, "like Three Mile Island." This, the authors assert, would cause property values to decline and create a "mass exodus" of residents, which would create a large number of vacant properties.

As described in Master Response 15, localized air pollution would not exceed State or federal standards for CO or TACs. Therefore, the authors' claim that their neighborhood would be subject to the same health risks as areas near Three Mile Island is unfounded and lacks factual support.

Concerning the authors' allegation that the proposed project's operational air emissions would create a "mass exodus" of residents, this claim is contradicted by observed evidence in other parts of Suisun City. Both the Heritage Park and Sunset Center shopping centers, which are commercial retail land uses similar in nature to the proposed project, are located immediately adjacent to residential areas. There is no evidence in these surrounding residential areas of depressed property values or substantial vacancies, even though these commercial centers are sources of substantial amounts of area and vehicular air emissions. Therefore, the authors' claim lacks factual support.

It should be noted as well that the Draft EIR contained several important typographical errors. Table 4.2-6 included data showing the projected long-term emissions for criteria pollutants, and concluded that in every emission category BAAQMD thresholds would be exceeded. This was incorrect. In point of fact, the numbers demonstrated that for ROG, CO, and NO_X, the significance thresholds would not be exceeded. Table 4.2-6 has been corrected in the Errata. This change is not considered substantial and does not alter any conclusions presented in the EIR.

Response to HAMES-6

The authors alleged that the Draft EIR did not properly evaluate the proposed project's consistency with the Travis Air Force Base Land Use Compatibility Plan. The authors asserted that the development of the proposed project could lead to closure of Travis Air Force Base, thereby causing significant economic harm to the local economy.

Refer to Master Response 6 for a discussion of the project's consistency with the Travis Air Force Base Land Use Compatibility Plan.

Response to HAMES-7

The authors cited the Draft EIR's analysis of urban decay impacts and asserted that the development of the proposed project would result in the closure of a number of competing retail businesses in Suisun City.

Refer to Master Response 4.

Response to HAMES-8

The authors referenced the Draft EIR's analysis of noise impacts and asserted that construction and operational noise would increase ambient noise levels to intolerable levels. The authors expressed concern about noise and air pollution emissions from diesel trucks and inquired about whom would they complain to if trucks idle on Petersen Road near their residence.

Construction noise impacts were evaluated in Impact NOI-1 and were found to have the potential to significantly increase ambient noise levels. Mitigation was proposed that would require that construction equipment be properly tuned and employ noise reduction devices, institute limitations on construction hours, require that stationary noise-emitting construction equipment be located as far as possible from residences, establish a noise nuisance phone number and enforcement system, establish an adaptive management system that would institute additional noise mitigation measures if deemed necessary, and place restrictions on pile driving operations. These mitigation measures reflect the proposed project's proximity to the Quail Glen subdivision and are more stringent than typically required for similar development projects. While ambient noise levels would increase during construction, these mitigation measures would be expected to reduce the severity of impacts on the nearby residences.

Operational noise impacts were evaluated in Impacts NOI-3 and NOI-4 and were found to have the potential to significantly increase ambient noise levels. Mitigation was proposed that would require limitations on loudspeaker use, truck deliveries, garbage/recycling activities, and parking lot street sweeping, and institute noise attenuation measures into the project design. In addition, mitigation is proposed that would require the project applicant to replace the existing wooden fence protecting property owners on the north side of Petersen Road (opposite the project site) with a masonry block wall that would act as a more effective noise barrier. While ambient noise levels would increase during project operation, these mitigation measures would be expected to reduce the severity of impacts on the nearby residences.

Air pollution health risks are addressed in Master Response 15.

Regarding the authors question about trucks idling on Petersen Road, this is not expected to occur because of the provisions contained in Mitigation Measure NOI-3d, which place restrictions on nighttime truck deliveries in order to prevent noise disturbances, and also because Wal-Mart's truck fleet is equipped with devices that automatically shut off engines after 3 minutes of idling.

Finally, it should be noted that the authors did not dispute the analysis of noise impacts presented in the EIR, but in fact cite it as the basis for their opposition to the proposed project. Given the nature of these comments, no further response can be provided.

Response to HAMES-9

The authors provided commentary on the proposed project and expressed their opposition to it.

These comments reflect the authors' personal opinions and do not require further response.

Response to HAMES-10

The authors presented an alternative proposal to the proposed project that consists of a senior housing project, which they assert would comply with the General Commercial (GC) zoning designation for the project site because the facility would be run by a corporation. The authors claim that this project would not increase crime, traffic, air pollution, or noise and also would not cause urban decay impacts or have an adverse impact on Travis Air Force Base.

Refer to Master Response 5.

From: Hames, Paul [paul@water.ca.gov]
Sent: Monday, November 05, 2007 3:13 PM
To: Pedro "Pete" M. Sanchez
Cc: Jane Day; Mike Hudson; Sam Derting; Michael A. Segala
Subject: Watch the video

PHAME.1

Mayor Sanchez and City Council Members,

I understand that at a recent City Council meeting Paul Greenlee of Suisun Alliance gave each one of you a 15-minute video which shows the long-term effects that a Wal-Mart Supercenter had on the town of Cathedral City.

Since their experience would be comparable to what could happen to Suisun City if the Wal-Mart Supercenter is built at Walters Road and Highway 12, I strongly urge you ... no, as your "employer" I REQUIRE you ... to watch this video. -1

With this project having the potential to impact our community for many years to come, surely you owe it to your constituents to spend the mere 15 minutes to watch this video. We expect you to be informed with ALL the information, both pro and con and from both sides, for something as critical as this.

The future of Suisun City depends you each one of you making an informed, intelligent decision, and we will hold you accountable.

Respectfully,

Paul J. Hames
1419 Pelican Way
Suisun City

Paul J. Hames (PHAME.1)

Response to PHAME.1-1

The author expressed his opposition to the proposed project and stated Suisun City Council members should watch a video that is critical of Wal-Mart. This statement represents the author's personal opinion and no further response is necessary.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

The Draft EIR for the Walters Road Wal-Mart project says that traffic will increase significantly in the neighborhoods around the site, but the EIR consultant who wrote the EIR used old standard for assessing traffic impacts due to Wal-Mart SuperCenters. The Institute for Traffic Engineers created a special designation for Wal-Mart SuperCenters because they add SIGNIFICANTLY more traffic than other retail stores – but Michael Brandman DID NOT USE THIS STANDARD when preparing this EIR. He used ITE Land Use Code 813 when he should have used ITE Land Use Code 820.

PHAME.2-1

By not using the most up do date standards, your consultant has lowballed the car trip traffic that will be caused by the SuperCenter – which means that all of your estimates are wrong and don't reflect how much traffic will really be coming in and out of the store each day. Given that the traffic estimates are wrong, that means the air quality impacts are even worse than the EIR outlines as well and the overall pollution is far worse as well.

Your consultant can't plead to be ignorant about the real ITE standards – he used the right ones when he did two recent Wal-Mart SuperCenters of comparable size in the Bakersfield area. Why is it that the proper standards are good enough for Bakersfield, but shoddy, out-of-date standards are okay for Suisun?

Paul J. Hames
Signature

PAUL J. HAMES
Print Name

1419 PELICAN WAY
Address

SUISUN

429-8620
Phone

cc: Suisun City Council

Paul J. Hames (PHAME.2)

Response to PHAME.2-1

The author stated that the Draft EIR's trip generation estimate understated the proposed project's actual trip generation because it used ITE Land Use Code 813 for the Wal-Mart Supercenter and not ITE Land Use Code 820.

Refer to Master Response 8.

From: mklaurie [mklaurie@netzero.net]
Sent: Monday, November 05, 2007 5:19 PM
To: Heather McCollister
Subject: Wal-Mart

Hello Ms. McCollister,

HANSE

I just received the letter today that you sent regarding the Public Meeting held on October 17th, 2007 on the Wal-Mart EIR report.

Thank you, for following up on the Comment Cards and the apparent loss of some of those cards. I did have a comment, in that we have an existing Wal-Mart at a great location, whose business traffic has a minimal effect on normal commute traffic as there is not a residential area right next door. The proposed location at Walters Road would greatly and negatively impact traffic in this location due to the additional traffic that would create a hardship on the local residents. Wal-Mart appears to want to saturate our communities with their stores as they are also in process of obtaining approval in Fairfield for another Super Wal-Mart. Enough is enough, we do not need another Wal-Mart especially right next to a Residential area. -1

Thank you again for following up on the Comment Cards!

Sincerely,

Dwayne Hansen
506 Acapulco Ct.
Suisun, CA 94585

Dwayne Hansen (HANSE)

Response to HANSE-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion and over saturation of Wal-Mart stores in Fairfield and Suisun City.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The author's statement about over saturation of Wal-Mart stores represents his personal opinion and no further response is necessary.

Suisun City is expecting $600,000 a year in tax revenue from the Super WalMart project. This number is derived from the total of $60,000,000/yr. in sales which Suisun City gets 1% or the $600,000/yr. A recent article in the American Eagle (American Canyon paper) quotes the manager of the new supercenter as saying that the average basket purchase at a Wal-Mart is between $30 and $40. Divide the $60 million by $35 dollars (the average purchase) to find the necessary yearly visits to generate the expected $600,000 in sales tax for the city. That means the store would have to have 1,714,286 visits per year or 4,697 visits per day to generate the expected sales tax revenue for Suisun. The Draft EIR claims the market area is Suisun City alone. So a city of approximately 30,000 (or 8,955 households) must generate 4,697 visits a day, spending an average of $35 per visit to generate the expected sales tax revenue. Now that's a lot of loyal WalMart shoppers; every other day another $35!! Now let us look at the approximately 30,000 residents or the 8,955 household number. Also in that total number(s) are many Travis Air Force Base retirees. I don't believe all of those retirees are going to leave the commissary prices for a Super WalMart. Some of the other Suisun City household numbers will probably go to the new Fairfield Super WalMart because it is closer than the Suisun City Super WalMart way over in the southeast corner of town. I believe a closer look at the numbers and revenue projections are in order. The DEIR numbers leaves a big credibility gap! HANSO-1

Rich & Peg Hanson
300 McNabe Court
Suisun City

4.1 – Aesthetics, Light, and Glare

MM AES-2 Prior to occupancy of the Wal-Mart Supercenter, the project applicant shall implement the measures listed below and the restrictions related to overnight RV parking. Store management shall regularly monitor overnight RV parking and enforce the restrictions, up to and including removing offending RVs from the parking area by towing.
• Signage shall be posted at multiple, highly visible locations in the parking area identifying a designated overnight RV parking and listing the aforementioned restrictions:
- Prohibition of consecutive nights of overnight parking
- No more than 10 overnight parked RVs on any night
- Prohibition of "camping" activities in parking areas (e.g., setting up lawn chairs, barbeques, recreational facilities, etc.)
- Prohibition on litter
- Prohibition on parking abandoned, dismantled, inoperable, or wrecked RVs in the parking lot
• Convenient trash receptacles shall be located in or near the overnight RV parking area.

HANSO-2

Why allow any overnight parked RVs?? The current WalMart on Chadborne Road doesn't allow any RVs parking. Why is Suisun City going to allow it at all?? I also believe the future Fairfield Super WalMart restricts RVs also.

Architectural Design

The Wal-Mart Supercenter design is characterized as California contemporary retail. The main entrance of the building would feature a broken pediment that would serve as the visual focal point. An adjacent gabled entrance would be located on each side of the main entrance. The roofline would alternate in height from 24 feet, 8 inches at the lowest point to 40 feet, 8 inches at the peak of the gables. (A conditional use permit will be required for architectural elements in excess of 35 feet.) All rooftop equipment would be concealed from public view by parapets. The building materials would range in a variety of earth-tone colors consisting of concrete block masonry units, stone veneer panels, and exterior insulation and finish system.

This is the same cookie-cutter Super WalMart design from Omaha, NB looking East or West for almost 3000 WalMarts in the USA. Why can't Suisun City have an exterior design that is unique to its image. Following is an excerpt from the Suisun City website:

HANSO-3

Suisun City is fast becoming the prosperous waterfront community civic leaders have long-envisioned. Main Street is increasingly vibrant with one-of-a-kind shops and restaurants in historically authentic buildings. Everyday, people are re-discovering Suisun City as a thriving destination for business gatherings, family day-trips, and a singular and relaxing waterfront experience. Come see how we are building the 21st Century future while honoring our history.

Somewhere I think the super WalMart has lost the care to try to meet the needs of the residents of the community. Even Vallejo, CA managed to have their design changed to reflect the waterfront vision of the city. They had covered walkways and even a miniature lighthouse at one end of the store. Suisun City doesn't even rate this and we even have a lighthouse on the waterfront?? All we get is standard out-of-the box store design! This does not meet the vision of what we want visitors and business coming from the East on Hwy #12 to see as a welcome to Suisun City!

4.5 – Geology, Soils, and Seidmicity

Recent changes to the NPDES permit held by the FSSD include Provision C.3, which specifies requirements to treat about 90 percent of runoff from new development projects. The new C.3 provisions include:

• **Numeric Sizing Criteria for Pollutant Removal Treatment Systems.** The project must include source controls, design measures, and treatment controls to minimize stormwater pollutant discharges. Treatment controls must be sized to treat a specific amount—about 85 percent—of average annual runoff.
• **Operation and Maintenance of Treatment Measures.** Treatment controls often do not work unless adequately maintained. The permit requires an operations and maintenance (O&M) program, which includes (1) identifying the properties with treatment controls, (2) developing agreements with private entities to maintain the controls (e.g., incorporation into covenants, conditions, and restrictions), and (3) periodic inspection, maintenance (as needed), and reporting. HANSO-4
• **Limitation on Increase of Peak Stormwater Runoff Discharge Rates.** Urbanization creates impervious surfaces that reduce the landscape's natural ability to absorb water and release it slowly to creeks. These impervious surfaces increase peak flows in creeks and can cause erosion.

Suisun City Municipal Code Chapter 15.12.080 requires that a runoff control plan be submitted to the City for approval and that the plan demonstrate how peak runoff from the site will be minimized to pre-development conditions. Where is this plan?? The developer's "Storm Water Control Plan" calls for a variety of methods, such as retention ponds, media filters and landscaping in vague details (pg 4-7-21). The study also admits that plans do not work well in poorly permeable soils such as this site (pg 4-17-18). The stormwater will be carried through the Lawler Ranch drainage system which is inadequate to the handle the load. The drains are already clogged with trash and silt and the storm drain outfall is deteriorated and possibly in need of rehabilitation already (pg 4-7-2). Who is going to fix/upgrade the Lawler Ranch drainage system to carry this increased runoff during construction and afterwards? Who is going to monitor and determine if the corrections were adequate for the long term fix??

Rich Hanson
300 McNabe Court
Suisun City

4.6 – Hazards and Hazardous Material

Nowhere in this entire section of the DEIR did I find anything about the existing fuel pipeline and petroleum products pipeline (couldn't verify any gas lines). There is in all probability also optic fibers for communications buried also along Hwy #12, Walter Road and Peterson Road which provide Travis Air Force Base communications. With all the construction, site preparation on groundwork, utilities to be laid; I would say they exists a real possibility of danger totally ignored in the DEIR. Combine that with also the Hwy #12 lane increase from 2 to 3 lanes right on top of the existing pipelines I would say they missed a big item in the DEIR! HANSO-5

Rich & Peg Hanson
300 McNabe Court
Suisun City

4.9 – Noise

2.4 - Significant Unavoidable Adverse Environmental Impacts

• **Construction Noise:** Construction noise may result in excessive noise levels at nearby residences. Mitigation is proposed; however, it would not fully mitigate the impact to a level of less than significant.

• **Stationary Source Noise:** Stationary source noise from operation of the proposed project may exceed acceptable noise levels at nearby residences. Mitigation is proposed; however, it would not fully mitigate the impact to a level of less than significant. HANSO-6

MM NOI-3d. The project applicant shall minimize truck delivery noise to the Wal-Mart Supercenter western loading dock either by limiting deliveries to the hours between 7:00 a.m. and 10:00 p.m. or by limiting nighttime truck access (ingress and egress) to the northernmost access point on Walters Road (north driveway).

If you limit the truck deliveries by time of day (pg 4-11-69) then you change the noise measurements, traffic & traffic queuing numbers, noise pollution, air quality, etc. All of these numbers will change due to the assumption of truck delivery schedules during the night. All of these numbers have to be changed in the EIR to reflect this minimized traffic, when are the new numbers coming out?? Also, what other ingress and egress is there besides the Walters Road (north driveway?

MM NOI-3e. Consistent with Mitigation Measure AIR-9, signage shall be posted informing truck drivers of California Air Resources Board (CARB) regulations, including requirements related to shutting off truck engines when not in use, the 5-minute limitation on idling, and the limitation on TRU operations to no more than 120 minutes within loading dock areas or elsewhere on the project site. HANSO-7

Where in the RFP is an measurement and/or enforcement of these mitigation efforts? Do the neighbors across the street call the police when it get to noisy?

MM NOI-3c. The project applicant shall incorporate the following design features into the <u>final site plans</u>:

• Building equipment (e.g., HVAC units and cold food storage units) shall be located away from nearby residences and properly shielded by either a rooftop parapet or other enclosure that effectively blocks the line of sight of the source from nearby residences.

• Wing-walls around truck wells and rubberized gaskets at loading bays shall be implemented at the primary loading docks of each building.

• Any outdoor loudspeaker system speakers shall be directed away from residences. Speaker volumes shall be adjusted to minimize noise at nearby residences. HANSO-8

When does anyone see the "<u>final site plans</u>". How do we ever know without some form of check and balances? What can be done after implementation when the noise levels become intolerable? What, if any, is our recourse, other than calling the police??

Peg Hanson
300 McNabe Court
Suisun City

4.11 – Transportation

This section describes the traffic improvements and whose jurisdiction resides the responsibility. An excerpt from pg 4-11-61:

However, because the City of Fairfield or Caltrans have jurisdiction over several roadways where improvements would be required to bring intersection operations to acceptable levels, the City of Suisun City cannot assure that the improvements would be in place by the time of project opening. Therefore, it is possible that the impact will not be fully mitigated and a significant impact would occur. For this reason, the residual significance of this impact is significant and unavoidable.

Looking at **Table 4.11-11: Long-Term Intersection Operations After Mitigation;** in the paragraph following you will find the "**Mitigated With Project LOS for AM and PM Peak Hour**". Several intersections (eight) you will find as a **D** or **F** or **Overflow** ratings in either AM or PM or both. HANSO-9

1. SR-12 /Marina Blvd
3. SR-12/Sunset Ave
5. SR-12/Emperor Dr
7. SR-12/Woodlark Dr
10. Air Base Pkwy/Walters Road
12. Bella Vista Dr/Walters Road
13. Pintail Dr/Walters Road
18. SR-12/Walters Road.

With the projected LOS at all the above intersections <u>even after mitigation</u>, why is this project even being considered?? A Super WalMart is the wrong store in the wrong place for this volume of traffic!!

Another concern not addressed in the DEIR is the fact due to the above traffic issues, drivers will be taking alternate residential streets to bypass the busy intersections. This traffic will endanger school children walking and bicycling to and from the four schools within 2 miles of the proposed Super WalMart. HANSO-10

Rich Hanson
300 McNabe Court
Suisun City

MM TRANS-8. Prior to the issuance of occupancy permits, the applicant shall install a bus stop suitable for use by FST buses within the project or along the project frontage. The bus stop shall include a shelter, trash receptacles, lighting, and landscaping, and it shall be designed in accordance with FST standards.

HANSO-11

This bus stop actually needs to be on the Super WalMart property and not on Walters Road. This bus stop should be receptive to the senior citizens, young children, etc. that will use the bus to shop. Make WalMart put the shelter close to the store's main entrance(s) and also make it blend into the Suisun City's vision of a waterfront community; something more that a bus stop with a trash can next to it.

Rich Hanson
300 McNabe Court
Suisun City

Rich and Peg Hanson (HANSO)

Response to HANSO-1

The authors cited average sales figures from a recent article in the American Eagle newspaper about the American Canyon Wal-Mart Supercenter and asserted that the Draft EIR's urban decay analysis estimate of $60 million in sales overestimates likely store revenues. The authors stated that by overestimating sales figures, Suisun City may also be overestimating sales tax revenue from the proposed project.

The Draft EIR urban decay analysis was based on the Final Retail Market Impact Analysis prepared by Bay Area Economics, available in its entirety in Appendix K. The urban decay analysis estimated current household expenditures in Suisun City and retail sales capture of those expenditures. Using these figures and adjusting for anticipated population and household income growth, the Final Retail Market Impact Analysis estimated that the proposed Wal-Mart Supercenter would generate $60.8 million in sales.

The article the authors cited is for a Wal-Mart Supercenter project in another retail market (American Canyon) and quoted the store manager stating that the average customers spends $30-$40 a basket. The Draft EIR used a sales capture/leakage approach, while the figures cited in the article use an average sales per basket approach. As such, these are two different methodologies and do not provide an "apples-to-apples" comparison. In addition, attempting to estimate sales for the proposed Suisun City store using American Canyon figures without controlling for variables such as population and household expenditures creates the potential for sales estimates to be significantly skewed. Therefore, the authors' contention that the Draft EIR overestimates project sales is their opinion and not supported by fact.

Response to HANSO-2

The authors referenced the Impact AES-2 analysis, which included evaluation of potential impacts from overnight RV parking, and stated that Suisun City should prohibit overnight parking.

Refer to Master Response 17.

Response to HANSO-3

The authors referenced the Draft EIR's discussion of the proposed project's architectural design and asserted their preference for a unique exterior design tailored to the character of Suisun City.

This statement reflects the authors' personal opinion and does not require further response.

Response to HANSO-4

The authors' cited the proposed project discussion of Regional Water Quality Control Board standards and inquired why there is no mention of the Suisun City Municipal Code Chapter 15.12.080, which requires that a stormwater control plan be submitted for review and approval. The authors then referenced the Stormwater Control Plan discussed in Impact HYD-3 and stated that

several measures included in Mitigation Measure HYD-3b do not work well in areas with poor soil permeability. Finally, the authors inquired about the adequacy of the downstream drainage infrastructure to accommodate runoff from the proposed project.

Suisun City Municipal Code Chapter 15.12 is referenced in Impact HYD-2 and its requirements are reflected in Mitigation Measures HYD-2a and HYD-2b.

Regarding the proposed project's stormwater pollution control measures identified in Mitigation Measure HYD-3b, refer to Master Response 12.

Regarding the proposed project drainage facilities and the potential for downstream flooding, refer to Master Response 3.

Response to HANSO-5

The authors asserted that the Draft EIR failed to account for existing fuel and petroleum products pipelines that traverse the project site. The authors also alleged that the Draft EIR did not account for fiber optic lines that are also likely to be located under the project site. Finally, the authors stated that widening of SR-12 to six lanes would likely result in further impacts to the pipelines.

Regarding the authors' claims that there are pipelines under the project site, refer to Master Response 18.

The proposed project would not widen SR-12 to six through lanes. Therefore, any pipeline disturbance issues associated with SR-12 widening is outside the scope of the Draft EIR.

Response to HANSO-6

The authors asserted that the implementation of Mitigation Measure NOI-3d, which places restrictions on nighttime truck deliveries, would result in significant changes to air quality, noise, and traffic impact analysis sections of the Draft EIR.

To clarify, Mitigation Measure NOI-3d states that the Wal-Mart Supercenter shall minimize nighttime noise in the loading docks either by limiting deliveries to between the hours of 7 a.m. and 10 p.m. or by limiting access during those hours to the northernmost Walters Road access point. The measure does not prohibit nighttime truck deliveries to the Wal-Mart Supercenter. Rather, the intent of this measure is to prevent tractor-trailers from using Petersen Road between 10 p.m. and 7 a.m. because of the proximity to nearby residences.

Regardless, even if it were assumed that no truck deliveries would occur between 10 p.m. and 7 a.m., this would not alter the conclusions presented in the Draft EIR. It is anticipated that five to seven 18-wheeler truck deliveries would occur on a daily basis and 10 to 12 vendor truck deliveries would occur 5 days per week. Therefore, a maximum of 19 deliveries would occur during the five day portion of the week. Limiting these deliveries to between the hours of 7 a.m. and 10 p.m. would have

no effect on air quality, because the time of day of emissions does not affect significance, and delivery limits would have little effect on noise and traffic because the number of deliveries is insignificant relative to ambient levels. Therefore, the authors' assertion that Mitigation Measure NOI-3d would alter the significance of the impact analysis presented in the Draft EIR is a matter of opinion not supported by factual evidence.

Response to HANSO-7

The authors inquired about who would enforce Mitigation Measure NOI-3e, which requires various anti-idling measures in the loading docks.

Enforcement of all project-related mitigation measures would be the responsibility of the City of Suisun City. Mitigation measures are legally binding, and the project applicant is obligated to comply with them. If the City can verify that the project applicant has violated mitigation measure requirements, it would have the ability to levy penalties.

Note that Wal-Mart's truck fleet is equipped with devices that automatically shut off engines after 3 minutes of idling.

Response to HANSO-8

The authors referenced Mitigation Measure NOI-3c's provisions that require various noise attenuation measures into the final site plans and inquired when such plans would be reviewed for compliance.

Final site plans would be reviewed by the City prior to issuance of building permits to ensure compliance with mitigation measures. In addition, the City will verify that the measures are in place when building inspectors inspect the buildings prior to issuance of occupancy permits.

Response to HANSO-9

The authors referenced the resulting level of service shown Table 4.11-11 for mitigated conditions and questioned why the City would even consider approving the project if would result in LOS D and F conditions on local roadways.

Refer to Master Response 1 for a discussion of mitigation timing and funding as well as Master Response 13 for a discussion of traffic congestion on local roadways.

Response to HANSO-10

The authors asserted that the Draft EIR failed to evaluate the likelihood of drivers using residential streets as shortcuts to avoid congested arterials under project conditions.

Refer to Master Response 19.

Response to HANSO-11

The authors stated that the Fairfield-Suisun Transit bus stop proposed in Mitigation Measure TRANS-8 should be on the project site and not on the Walters Road frontage so that it can be safer for senior citizens and children.

Refer to Master Response 2.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

I am opposed to the City allowing a large shopping center to be build in a spot where an unsafe highway, an Air Base and scores of homes are located. It seems like a very unsafe situation to me. Please don't' approve this plan. WHANS-1

Wendy Hanson
Signature

Wendy Hanson
Print Name

627 Placer Lane
Address

Suisun City

330-1151
Phone

Wendy Hanson (WHANS)

Response to WHANS-1

The author expressed her opposition to the proposed project, citing concerns about roadway safety and Travis Air Force Base compatibility.

Roadway safety concerns are addressed in Master Response 13.

Travis Air Force Base compatibility is discussed in Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

MHARR

Project: Walters Road West Commercial Project

By all means put it in. -1

Name Mary Harris Telephone 421-3488

Address 615 Wigeon Way City Suisun Zip 94585

Signature Mary F. Harris Date 10-24-07

Email _____ Do you wish to be placed on Master Mailing List _____

Mary Harris (MHARR)

Response to MHARR-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project I am against a Walmart in Suisun not against Wal-Mart. The negative impact of a "Super Wal-Mart" or any other retailer on the proposed sight is immeasurable. Truck & other traffic will increase on an already congested span of SR-12. I moved to Suisun because ~~of~~ it's small town, community oriented. Why not tear down & rebuild on the current Chadbourne site? Our children who attend the schools will be endangered by the increase in traffic. They have to cross Walters Road & Highway 12 to get to & from school. Walmart does not report all of the crimes that occur in their parking ~~to~~ lots. ~~This~~ There is always (over)

SHARR-1

Name Susan I. Harris Telephone 707-425-7784

Address 1701 Dover Circle City Suisun City Zip 94585

Signature Susan I. Harris Date 10/24/07

Email izorah@aol.com Do you wish to be placed on Master Mailing List yes

an increase in crime wherever wal-mart builds their stores. What will Wal-Mart do to prevent/address crime increases? How many small businesses will closer due to loss of sales? Small Businesses are what keep this community growing an fill the coffers of this City's government. What will the City do when the Sunset Center loses it's small business? Build another Wal-Mart? Probably. Is our town so desparate for revenue that it will do business with any business at any price? We all know the story of the woman who took in the snake. When the snake bit her she cried, "why did you bite me. I'm going to die". The snake told her "you knew I was a snake when you took me in!! Be careful of what you do - The consequences may cost lives.

SHARR-1
CONT.

Susan Harris (SHARR)

Response to SHARR-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, crime, and impacts on local businesses. The author expressed her preference for developing a Wal-Mart Supercenter at the Chadbourne Road Wal-Mart store site.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

Finally, in regards to the author's stated preference for developing a Wal-Mart Supercenter at the existing Chadbourne Road Wal-Mart site, refer to Master Response 22.

HERRO.1

-----Original Message-----
From: Howard Herron [mailto:hwherron@sbcglobal.net]
Sent: Wednesday, October 17, 2007 6:55 PM
To: Heather McCollister
Subject: Wal-Mart Project

I want to weigh in on this issue and let you know that I am IN FAVOR of the Wal-Mart project as proposed on the NW corner of Hwy 12 and Walters Rd.
This store would bring much-needed tax revenue to Suisun City as well as convenient and economical shopping shopping to Suisun City residents. Our current super-market alternative, Raley's, is a nice store, but pricey. The naysayers of this project oppose it on the grounds of increased traffic and noise, as they do on ANY new development project. The fact is that increased traffic and noise are going to come anyway, whether there is a new Wal-Mart or not, because those phenomenon are a function of new development in general which is spurred by population growth which is not going to stop. The new Wal-Mart might accelerate or increase it by 1 or 2 percent, but not stop it. So, either we, Suisun City, can participate, control, and benefit from this new development, or we can opt out and watch it go elsewhere where we have no say or benefit from its presence. Again, I urge you to APPROVE the Wal-Mart project. -1

Howard W Herron
228 Brookside Dr
Suisun City

Howard W. Herron (HERRO.1)

Response to HERRO.1-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

-----Original Message-----
From: Howard Herron [mailto:hwherron@sbcglobal.net]
Sent: Monday, October 22, 2007 1:10 PM
To: oursuisun@yahoo.com
Cc: Heather McCollister
Subject: Wal-Mart Project

HERRO.2

To: Suisun Alliance
Subject: Wal-Mart Project

You should be a proponent, rather than an opponent, of this project for the benefit of Suisun City. Suisun City needs the tax revenue and its residents need the convenience and economical shopping that would be provided by the Wal-Mart project. As for the negatives you cite in your bulletin, they do not justify stopping the Wal-Mart project. Hwy 12 is already a parade of trucks and other commercial traffic serving Wal-Marts and other commercial interests in Lodi, Stockton, Elk Grove and elsewhere. The advent of a Suisun City Wal-Mart is not going to change that. At most it will add a small bump, and to that I say it's about time that we Suisun City capture a little bit of the Hwy 12 traffic flow for our benefit rather than the rest of the state. As for noise and light pollution in the surrounding neighborhoods, anybody that chooses to reside in the proximity of Hwy 12 and commercial property along same should expect to have noise and light pollution in time. They should not be a reason to stop this project. -1
Again, I urge you to reconsider your position and SUPPORT the Wal-Mart project for the benefit of Suisun City.

Howard W Herron
Suisun City

Howard W. Herron (HERRO.2)

Response to HERRO.2-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

I would like to know if there is a rationale behind your consultant's decision not to use the most up to date traffic generation standards established by the Institute of Traffic Engineers (ITE) and instead use old standards that no longer apply to Wal-Mart SuperCenters? HODGE-1

Ashleain Hodges
Signature

ASHLEAIN HODGES
Print Name

514 SNOW DRIVE
Address

** 707-425-1909
Phone.
**UNLISTED - DO NOT GIVE OUT.

I hope Suisun City is astute enough to stop Wal-Mart's big guns from bulldozing another small city as this is our city, citizens of Suisun City! A quick buck is not worth the myriad of problems this project would bring to our city. And why does Wal-Mart present falsified information??

Additionally, why doesn't Wal-Mart improve and enlarge the existing store just off I-80??

Asleain Hodges (HODGE)

Response to HODGE-1

The author claimed that the proposed project's traffic study used low trip generation rates that no longer apply to Wal-Mart Supercenters. The author also expressed a preference for enlarging the existing store off of I-80.

Refer to Master Response 8 for a discussion of project trip generation.

In regards to the author's stated preference for expanding the existing Chadbourne Road Wal-Mart, refer to Master Response 22.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

HOPKI-1

Project: Walters Road West Commercial Project

Please doNOT Build A WAL-MART near my home. I moved to this area to get away from lots of combustion & I Love my home. This is where I live. If build A WAL-MART There will be lots of traffic on the Hwy near my home & also, It will cause more people to come in that do not live here which can cause more problems. Please, Please keep the peace in my home area of Suisun City. Thankyou!!

Name Hopkins Telephone

Address Potrero Circle (Lawler Ranch) City Suisun Zip 94585

Signature Date 10/22/07 A taxpayer of Lawler Ranch!!

Email Do you wish to be placed on Master Mailing List

Hopkins (HOPKI)

Response to HOPKI-1

The author expressed opposition to the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

To: Heather McCollister
Community Development Director in Suisun City
701 Civic Center Blvd
Suisun City Ca 94585
November 3, 2007

Dear Ms. McCollister:

I am concerned about the ability of our existing businesses to compete with the proposed supercenter at Walters Rd.

I understand that Wal-Mart has some pretty large advantages in pricing – it can afford to take a loss on merchandise and food to eliminate the competition.

For instance, can Rite Aid really survive in the longer term with a 16% to 10% sales loss?

HOWAR-1

Also, the Urban Decay chapter mentions two existing furniture stores in Suisun City, American Home Furnishings and another furniture store in Marina Shopping Center. Why does the study predict that 10% capture will occur in home furnishings (pg 4.12 – 29) but it doesn't say how the capture will affect these two businesses?

Later, in Chapter 6, "Other CEQA Considerations", the study admits that "the proposed project in conjunction with other retail projects, would have a cumulatively considerable impact on urban decay". (pg 6-17) If this is so, then why does the study find Impact URB Decay 1 to be "less than significant"? (pg 4.12-41)

Thanks for your time,

Thanks

211 Magnolia Ave.
Vacaville, CA 95688

work 40 hours a week at Suisun Rite Aid
I use Rt. 12 to get to work

cc: Suisun City Council

Henry W. Howarth (HOWAR)

Response to HOWAR-1

The author referenced the Draft EIR's analysis of urban decay impacts and questioned if Rite Aid can really survive a 10 to 16 percent loss in sales to the proposed project. The author noted that the Draft EIR indicated that the Wal-Mart Supercenter would capture 10 percent of furniture sales and inquired about project impacts on American Home Furnishings and a furniture store in the Marina Shopping Center. Finally, the author referenced the cumulative urban decay analysis in Section 6.3, Cumulative Impacts, which he asserted indicated that the proposed project would have a cumulatively considerable impact on urban decay, and questioned why Impact UD-1 does not have the same finding.

As discussed on page 4.12-39, the Rite Aid is expected to withstand sales losses to the proposed project because it is still expected to have a sustainable level of business and may benefit from being located on the west side of Suisun City and from long-standing customer loyalty. Regardless, even if it were to close, it would not be expected to result in urban decay because the Sunset Center does not exhibit any conditions of blight, and property management has been vigilant in maintaining the condition of the property.

Regarding the impacts on the home furnishing sector, as shown in Tables 4.12-11 and 4.12-12, sales at existing home furnishings outlets are anticipated to increase after project capture between 2006 and 2015. Therefore, the home furnishings retailers the author referenced are not expected to experience lost sales, even with the Wal-Mart Supercenter accounting for 10 percent of the home furnishings market.

Finally, the author's statement that the Draft EIR concluded cumulative urban decay impacts would be significant is incorrect. The author took a statement about the proposed project—in conjunction with other planned or approved retail projects having the potential for closing competing businesses—out of context. Rather, as the concluding paragraph on page 6-17 clearly states, cumulative urban decay impacts would be less than significant.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

GHUBB.1

Project: Walters Road West Commercial Project

I am a 26+ year resident of Pelican Way - less than 1/4 mi from the Wal-Mart site. My quality of life, not to mention my house value, will certainly decrease with this project. As a cancer survivor (with asthma) I am very concerned about the carcinogens and air quality as a result of this project. I am going to be afraid to keep my windows open or →

Name Geri Hubbard Telephone 707 7182073

Address 1424 Pelican Way City Suisun City Zip 94585

Signature Geri Hubbard Date 10/17/07

Email gerigirl43@aol.com Do you wish to be placed on Master Mailing List yes -1

spend any time out doors. Currently I like to walk in the neighborhood and spend quality time outside with my grandchildren and pets. The EIR report makes it clear that the levels of pollutants is above a safe level.

Geri Hubbard (GHUBB.1)

Response to GHUBB.1-1

The author, a nearby resident of the project site, asserted that her quality of life will deteriorate because of air pollution emitted by the proposed project. The author referenced the air quality analysis in the Draft EIR, which she asserted indicates that air pollution is above a safe level.

Refer to Master Responses 11 and 15, which discuss the potential health effects of air quality impacts.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

GHUBB.2

Project: Walters Road West Commercial Project

As a cancer survivor (2003) and an asthma sufferer, I am concerned about the "substantial" increase in air pollution and greenhouse gases reported in the draft EIR report. According to the report the daily emissions of carbon monoxide, nitrogen oxide and others would significantly exceed BAAQMD thresholds of significance. Any increase in air pollutants will be detrimental to my health and →

Name Geri Hubbard Telephone 707 422 4477
Address 1424 Pelican Way City Suisun City Zip 94585
Signature Geri Hubbard Date 10/28/07
Email gerigirl43@aol.com Do you wish to be placed on Master Mailing List yes

-1

to the quality of life I now enjoy. I live less than 1/4 mi. from the proposed supercenter. As a teacher, I am also concerned about the two elementary schools within 1 1/4 miles of the proposed project since air pollutants affect children and the elderly harder, we already have 32% worse air quality than the rest of California.
The number of trucks making deliveries and idling varies within the DEIR - 40 per day; 10 per hour daytime; 5 per hour nighttime; 733 heavy trucks a day. What is the true number? Who will enforce the state law prohibiting truck idling for longer than 5 min.? What about the estimated 8,000 + car trip increase per week + the resulting car emissions?

Geri Hubbard (GHUBB.2)

Response to GHUBB.2-1

The author stated that she is a cancer survivor and is afflicted with asthma, and she expressed concern about the Draft EIR's analysis of project-related air pollution health effects on children and the elderly. The author also asserted that the Draft EIR used inconsistent numbers for the number of truck deliveries and inquired about the enforcement of Mitigation Measure AIR-4, which contains anti-idling measures.

Regarding the author's concerns about asthma and air pollution health effects on children and the elderly, refer to Master Response 11 and Master Response 15.

The Heath Risk Assessment assumed 40 deliveries a day, with 20 heavy-duty trucks, 16 medium-duty trucks, and four light-duty trucks. This was based on observations of truck deliveries at a Wal-Mart Supercenter on Hammer Lane in Stockton and was used because it provided a worst-case scenario for truck deliveries.

The Draft EIR noise analysis assumed five to seven 18-wheeler truck deliveries, seven days a week, and 10 to 12 vendor truck deliveries five days a week. This represents the actual expected number of deliveries for the proposed Wal-Mart Supercenter. Regardless, from a noise perspective, the number of truck deliveries has little bearing on evaluating the proposed project's contribution to ambient noise level increases because project-related truck deliveries represent an insignificant source of noise relative to existing roadway noise levels. Accordingly, even if the noise analysis used the same number of truck deliveries as the Heath Risk Assessment, the difference in noise levels would be imperceptible.

Therefore, the difference in truck delivery assumptions used in the Health Risk Assessment and the noise analysis does not represent a significant inconsistency.

Regarding enforcement of Mitigation Measure AIR-4, the City of Suisun City will ultimately be responsible for verifying that its provisions have been implemented. This will be performed through the proposed project's Mitigation Monitoring and Reporting Program.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

GHUBB.3

Project: Walters Road West Commercial Project

I am concerned about the population density numbers in the DEIR. The figures seem to be contradictory. People will come to WALmart by car, bus, walking, riding bizes, etc. The report does not take this into account. The DEIR states that there will be fewer than 300 people inside the WALmart to be within the guidelines

Name Geri Hubbard Telephone 707-718-2073 (Over)
Address 1424 Pelican Way City Suisun City Zip 94585
Signature G Hubbard Date 11/2/07
Email gerigirl43@aol.com Do you wish to be placed on Master Mailing List yes

-1

of the Airport Land Use Plan. Will they close the door after 300 people enter the store? Keep in mind there will be at least 80 employees in the store 24/7. During the holidays I have been in WALmarts not ensuper centers - with many more than 345 in the store. Travis Air Force Base is important to our economy. If the base leaves over WALmart we are losing the economic benefit of all base employees and personnel who will shop at all of the businesses in Suisun.

I feel that the density statements are being manipulated and that the WALmart will far exceed the safety standards for TAFB Zone C. Why would you consider jeopardizing this neighbor?

Geri Hubbard (GHUBB.3)

Response to GHUBB.3-1

The author asserted that the Draft EIR's maximum usage intensity calculations in Impact LU-4 did not account for persons traveling to the proposed project on foot, by bike, or by public transit and, therefore, understate the maximum number of people on the project site at any one time.

Zone C of the Travis Air Force Base LUCP establishes the following restrictions for non-residential land uses:

- No more than an average of 75 persons per acre for the entire site at any given time.
- No more than 300 persons per any individual acre at any given time.

Both of these limitations apply per acre. Thus, the author's statement that the Wal-Mart store should be limited to 300 persons total is incorrect. For a further discussion of the project's consistency with the Travis Air Force Base LUCP, refer to Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

LHUBB.1

Project: Walters Road West Commercial Project

I HAVE OWNED A LOCAL BOOKKEEPING SERVICE IN SOLANO CO. FOR 30+ YEARS, DEALING WITH A VARIETY OF SMALL BUSINESSES. I BELIEVE THEY ARE THE BACKBONE OF A HEALTY COMMUNITY. I HAVE SEEN MANY OF MY CLIENTS LOSE THEIR BUSINESSES WHEN LARGE DISCOUNT RETAILERS COME INTO THEIR SERVICE AREA. IE COSTCO AND WAL-MART (VALLEJO). THE SALES TAX REVENUE THAT IS GAINED BY WAL-MART SALES IS MONEY THAT IS LOST FROM LOCAL SMALL BUSINESSES. SUISUN CITY →

Name LES HUBBARD Telephone (707) 4225566

Address 1424 PELICAN WAY City SUISUN CITY Zip 94585

Signature [signature] Date 10/10/07

Email HUBBARDLES@COMCAST.NET Do you wish to be placed on Master Mailing List _____

-1

WILL END UP WITH TWO "MISSION VILLAGE" VACANT AREAS WHEN THE RALEY'S + RITE-AID CENTERS LOSE BUSINESS AND CLOSE DOWN. THE ALBERTSON'S SPOT HAS MOST LIKELY STAYED VACANT THIS LONG DUE TO THE PROPOSED WAL-MART.

Les Hubbard (LHUBB.1)

Response to LHUBB.1-1

The author expressed his concern that the proposed project would have significant economic harm on small businesses, which would result in store closure and urban decay.

Refer to Master Response 4.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

For 30 years I have been a small business owner of a bookkeeping/tax service that serves small business owners. Small business owners are the backbone of a healthy community. I opted for Solano County 30 years ago because of that community feeling. In Vallejo I saw businesses suffer when big box stores opened (Costco and WALMart). Most of those small businesses were forced to close. I believe that downtown Suisun, the new Sunset Ave. live/work project, the Gentry project, Sunset Center, and Heritage Center (Raley's) → (over)

Name Les Hubbard Telephone 422-4477
Address 1434 Pelican Way City Suisun Zip CA
Signature [signature] Date 11/3/07
Email hubbardles@comcast.net Do you wish to be placed on Master Mailing List yes

LHUBB.2-1

will all suffer. Look at the Albertsons + liquor store in the Sunset Center. Why has no one taken over these empty stores? Are they afraid of not making it because of the WALMart? I think so. The businesses in these centers offer similar goods and services as the WALMart will offer. Raley's for one pays higher wages than WALMart. If the Raley's closes (it is fact that 2 grocery stores close when a super center opens) we will lose the sales tax from Raley's and the gain from WALMart will be lower due to lower prices. Any sales tax gained from WALMart is merely sales tax lost from the businesses that have closed in Suisun. There will be extra costs involved with WALMart - road construction, police services, and social services - that will be greater than any extra revenue. If Hwy 12 needs to be widened or the intersections @ Sunset and/or Walters Rd need to be expanded/improved, then the huge costs for that will take away any sales tax gained for decades. How can a city of only 29,000 people possibly generate $73 million plus (DEIR) of sales tax? How many Suisun gas stations will close?

Les Hubbard (LHUBB.2)

Response to LHUBB.2-1

The author expressed his concern that the proposed project would cause significant economic harm to small businesses, which would result in store closure and urban decay. The author asserted that closure of businesses in Suisun City would reduce the tax base and cause corresponding reductions in public service and infrastructure spending.

Refer to Master Response 4.

-----Original Message-----
From: leshubbardea@comcast.net [mailto:leshubbardea@comcast.net]
Sent: Monday, November 12, 2007 3:02 PM
To: mhudson@suisun.com
Subject: Wal-Mart

LHUBB.3

In response to the letter published on 11/12/07, I disagree with the idea that the proposed Wal-Mart in Suisun City will not harm local small business in our area. The writer does not speak for the business community. I have owned a bookkeeping and tax service in the Fairfield-Suisun area for the last 31 years. During that time my client base has been located in Solano and Napa counties with the highest number of clients being in Vallejo and Fairfield-Suisun. I believe that small businesses are the backbone of the community. I have watched over the years small businesses lose sales and close due to the infiltration of Wal-Mart type stores.

Wal-Mart supercenters are not just grocery stores. They have nail and beauty salons, automotive accessories and services, optical services, clothing, food services, sporting goods, photo processing, pharmacy, electronics, hardware, and more. All of these services that Wal-Mart will offer are represented by current local Suisun businesses located in the Downtown area and in the Marina, Heritage and Sunset Centers. A study quoted by the American Independent Business Alliance indicated that about 85% of Wal-Mart's sales depend on taking sales from local businesses. People do not buy more products just because Wal-Mart arrives in town. On the aver age, t wo grocery stores close whenever a Wal-Mart supercenter opens according to research. Not only are the sales taken from other retailers in the local tax base but if products at Wal-Mart are sold at a lower price they generate less sales tax revenue for Suisun. Additionally, local small business owners use local accountants, insurance agents, attorneys and other local services while Wal-Mart uses their own staff located at their out of area head office. -1

While dealing with small businesses in Vallejo, I watched sales decline as Wal-Mart and other big box stores opened. Most of the businesses lost enough revenue that they needed to close. I believe the old Albertson's site on Sunset Avenue has remained vacant because of the threat of the Wal-Mart opening and the resulting loss of business for whoever might have located there. I also believe that if the Wal-Mart on Highway 12 and Walters Road opens the Heritage Shopping Center (Raley's) and the Sun set Center will become the new 'Mission Villages' – vacant centers with no businesses open. It is shortsighted to look at large sales tax projections without looking thoroughly at the consequences of building this project. Suisun City is working hard to develop the downtown area and the Wal-Mart option will make this work in vain. Please look to the future of Suisun and the kind of city it can and should be.

Les Hubbard, 27 year resident of Suisun City

Les Hubbard (LHUBB.3)

Response to LHUBB.3-1

The author expressed his concern that the proposed project would have significant economic harm on small businesses, which would result in store closure and urban decay.

Refer to Master Response 4.

From: Roland Hudson [mailto:hudso4@pacbell.net]
Sent: Sat 11/3/2007 10:08 PM
To: Sam Derting
Subject: Concerned Citizen of Suisun

HUDSO

Dear Councilman Derting,

As concerned citizens of Suisun, We come to you to thank you for viewing the Wal-Mart DVD that Paul Greenley of the Suisun Alliance gave to you. We sincerely hope you would value the Suisun Residents enough who voted you into office and take some of this factual information into consideration.

The way it may appear, one begins to think that a decision was already made to build a supercenter even before environmental impact studies were discussed, facts and information about the negative effects of other supercenters were gathered, and public outcry was heard. A question then comes up; Why would someone in a decision-making role be so eager to build a supercenter before all the evidence is in? We know Wal-Mart is financially powerful, but We pray they are not that strong to bully our political representatives. -1

Please restore our faith in elected officials and listen to our request that you see the negative effects a Wal-Mart Supercenter would have the planned area.

Another question for you; Have you driven on Highway 12 in the mornings between 7:30 and 9:00am during the week? Where it used to take 15 minutes to drive to Cordelia, it now takes 35 minutes (25 minutes from Lawler Ranch Parkway to Marina) and it will only get worse with increased trucks and auto traffic going to and from Wal-Mart! Please drive this area and you will know what we're talking about.

Once it is decided, there's no turning back! Please hear our concerns and be our voice.

Sincerely,

Dena & Roland Hudson

Dena and Roland Hudson (HUDSO)

Response to HUDSO-1

The authors asserted that Suisun City's elected representatives should consider all facts and information about the project before considering approval of the project. The authors also expressed concern about traffic congestion on SR-12.

The Draft EIR evaluated intersection operations at five intersections on SR-12 and proposed mitigation for project impacts. Refer to Section 4.11 of the Draft EIR, Master Response 1, and Master Response 13 for further discussion of project-related traffic impacts.

The remainder of the authors' comments is personal opinion and no further response is necessary.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister:

DHUDS.1

Traffic on hwy 12 has become very heavy (sometimes taking 20-25 minutes just to travel from Lawler Ranch Parkway to Marina. -1

In the event of a disaster or security threat the extra auto traffic to and from the Wal-Mart would jeopardize security. How would you address this concern. truck

Thank you,

Dena Hudson

Signature

Dena Hudson

Print Name

417 Donaldson Ct

Address

Suisun, CA 94585

707-421-1411

Phone

cc: Suisun City Council

Dena Hudson (DHUDS.1)

Response to DHUDS.1-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion on SR-12. See Master Response 13 regarding traffic congestion on SR 12 and local roadways as well as Master Response 14 regarding SR-12 safety. This statement represents the author's personal opinion, and no further response is necessary.

Heather McCollister
Community Development Office
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

DHUDS.2

Ms. McCollister,

With the increased security risks what extra measures would be taken to protect Travis AFB from this threat? -1

Increased traffic (trucks), increased public (including non-residents)

Thank you,

Dena Hudson

Signature

Dena Hudson

Print Name

417 Donaldson Ct

Address

Suisun, CA 94585

707-421-1411

Phone

cc: Suisun City Council

Dena Hudson (DHUDS.2)

Response to DHUDS.2-1

The author expressed her opposition to the proposed project, citing concerns about the security of Travis Air Force Base and increased truck traffic.

Regarding the author's concerns about the security of Travis Air Force Base, the proposed project consists of commercial retail uses. It does not contain any characteristics that would threaten the security of Travis Air Force Base. As discussed in Master Response 6, the proposed project would not be anticipated to have any effect on the operational future of Travis Air Force Base.

Roadway safety is addressed in Master Response 13.

-----Original Message-----
From: Roland Hudson [mailto:hudso4@pacbell.net]
Sent: Saturday, November 03, 2007 10:04 PM
To: mhudson@suisun.com
Subject: Concerned Suisun Citizen

RHUDS

Dear Councilman Hudson,

As concerned citizens of Suisun, We come to you to ask you to please view the Wal-Mart DVD that Paul Greenley of the Suisun Alliance gave to you. We sincerely hope you would value the Suisun Residents enough who voted you into office and take 15 minutes to watch this factual DVD with an open mind.

One begins to think that a decision was already made to build a supercenter even before environmental impact studies were discussed, facts and information about the negative effects of other supercenters were gathered, and public outcry was heard. A question then comes up; Why would someone in a decision-making role be so eager to build a supercenter before all the evidence is in? We know Wal-Mart is financially powerful, but We pray they are not that strong to bully our political representatives. -1

Roland Hudson (RHUDS)

Response to RHUDS-1

The author asserted that Suisun City's elected representatives should consider all facts and information about the project before considering approval of the project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

HUYNH.1

Project: Walters Road West Commercial Project

The proposed Suisun Wal-Mart is unacceptable. The environmental impact of the Wal-Mart supercenter will affect this community. There will be more cars and commercial trucks on HW12 and city streets, noise, lower air quality, more road damage, and local business loss. More crime will come to this community; Suisun city used to be a nice and quiet neighborhood, and we want to keep that way. Also, there are too many Wal-Mart shopping centers in this county already. On the other hand, what if Wal-Mart does not have enough customer demand to support their business and does not make profit? Will Wal-Mart → -1

Name Kenny Huynh Telephone 422-8213

Address 1394 Lawler Ranch City Suisun Zip 94585

Signature Kenny Huynh Date 10-24-07

Email Lafayettemsbank@yahoo.com Do you wish to be placed on Master Mailing List _____

still support jobs for local residents, and support the sales tax revenue? What about homeland security? Will Wal-Mart affect the Air base at Travis?

Kenny Huynh (HUYNH.1)

Response to HUYNH.1-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion, air quality, noise, diversion of sales from competing businesses, and Travis Air Force Base compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

The Draft EIR evaluated project-related noise impacts in Section 4.9, Noise. Refer to that section for further discussion.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

The potential noise impacts, and mitigation, are set out in the Draft EIR, Section 4.9. See also Draft EIR Appendix H. Given the general nature of the comment, no further response is possible.

The author also expresses general opposition to the project, and his statement represents the author's personal opinion, and no further response is necessary.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

The new Wal-Mart will bring a lot more artificial light into the Peterson Ranch and Lawler Ranch neighborhoods. I don't like the fact that these lights will be polluting our neighborhoods 24 hours a day – can the city force Wal-Mart and the other stores to limit their operations to normal business hours so that residents won't feel so intruded upon? HUYNH.2-1

Kenny L Huynh
Signature

Kenny L Huynh
Print Name

1394 Lawler Ranch PKWY
Address

Suisun CA 94585

422-8213
Phone

Kenny Huynh (HUYNH.2)

Response to HUYNH.2-1

The author stated that the proposed project would result in substantial light impacts on the Lawler Ranch neighborhood.

The Draft EIR evaluates potential light and glare impacts of the project at Impact AES-3. With Mitigation Measure AES-3, the Draft EIR concludes that light and glare impacts will be less than significant. Refer also to Master Response 10. For this reason, it is not necessary to consider as mitigation the possibility of limiting the hours of operations of the Wal-Mart Supercenter and the feasibility of such a proposal in order to further reduce light and glare impacts.

Ms. Heather McCollister
City of Suisun
Community Development Department
701 Civic Center Blvd.
Suisun, CA 94585

Ms. McCollister,

It disturbs me that this DEIR admits that air quality will be worse as a result of this Supercenter and gas station being built. Solano County is already widely know for our high rates of asthma. There has to be a middle ground. How about a smaller store that won't attract as many cars and demand as many truck deliveries? HUYNH.3-1

Sincerely,

Kenny L Huynh
Signature

Kenny L Huynh
Print Name

1394 Lawler Ranch pkwy
Address

Suisun CA 94585

422-8213
Phone

cc: Suisun City Council

Kenny Huynh (HUYNH.3)

Response to HUYNH.3-1

The author inquired about the possibility of developing a smaller store that would attract fewer vehicular trips and truck deliveries in order to reduce potential risks of asthma.

See Master Response 11 for a discussion of asthma risk.

In regards to the author's suggestion that a smaller store be evaluated, two reduced-density alternatives to the proposed project were evaluated in Section 5, Alternatives to the proposed project. Refer to that section of the Draft EIR for further discussion.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister:

The proposed Suisun wal-mart is unaeceptable. The enviromental impact of the wal-Mart Supercenter will affect this community. There will be more cars and commercial trucks on HW 12 and city streets, noise, Lower air quality, more road damage, and local business loss. More crime will come to this community; suisun city used to be a nice and quiet neighborhood, and we want to keep that way. Also, there are too many wal-Mart shopping centers in this county already. HUYNH.4-1

Thank you,

Kenny R Huynh
Signature

Kenny R Huynh
Print Name

1394 Lawler ranch PKWY
Address

Suisun CA 94585

707 422-8213
Phone

cc: Suisun City Council

Kenny Huynh (HUYNH.1)

Response to HUYNH.4-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion, air quality, crime, noise, diversion of sales from competing businesses, and oversaturation of Wal-Mart stores.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

Regarding crime, refer to Master Response 9.

The Draft EIR evaluated project-related noise impacts in Section 4.9, Noise. Refer to that section for further discussion.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

The author's statement about oversaturation of Wal-Mart stores represents his personal opinion and no further response is necessary.

From: james jackson [mailto:quanchia@sbcglobal.net]
Sent: Thursday, November 01, 2007 10:21 AM
To: Heather McCollister
Cc: Jane Day; Mike Hudson; Michael A. Segala; Pedro "Pete" M. Sanchez; Sam Derting
Subject: walmart

Good morning. My name is James Jackson I have been a resident of Suisun for the past fifteen years. I have some concerns about the super walmart which is being purposed. I would like to know who is going to pay for the over pass at sunset and highway twelve. I would also like to know who is going to pay for the highway and street reconfiguration that will be needed to handle the increased traffic. We all know that with a super walmart comes an increase in the crime rate ,is the city going increase the patrols and pay for the extra officer needed. Why was the traffic survey done during the holidays when the traffic was at it's lowest with people being out of town and off from work. -1
The numbers for the increase in traffic for the walmart are bogus. Another survey needs to be done to get the true and accurate numbers, and this time don't wait for the holidays. The purposed system for the rain run off Wall mart has come up with is illegal. any large building over one hundred thousand square feet has to have a catch basin. Has a concerned citizen I am not for this super store in the middle of my neighborhood. I have never used the current wal mart in the past fifteen year's I've been here and i will not use the super walmart if it is built and there quite a few people who won't either. It's ashamed that member's of the city council don't give a damn about the people on this end of the highway all to compete with Fairfield who will have a super walmart with in five miles of this purposed project.

James Jackson (JACKS.1)

Response to JACKS.1-1

The author inquired about who would pay for the overpass a Sunset Avenue and SR-12 and intersection improvements. The author also questioned why the traffic study was performed over the holidays. The author expressed concern about crime that might increase as a result of the project. Finally, the author asserted that the proposed project's drainage system is "illegal" because it doesn't have a catch basin, which he alleged is required for all buildings greater than 100,000 square feet in size.

There are no statements in the Draft EIR identifying an overpass at Sunset Avenue and SR-12. Therefore, no further response to this comment can be provided. The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The traffic study counts were performed in July 2006, not during the December holiday season. As such, the author's claim is incorrect.

Regarding crime, refer to Master Response 9.

There are no laws mandating the use of catch basins for projects in excess of 100,000 square feet. As such, the author's claim is incorrect.

Heather McCollister
Director of Community Development
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister,

I read in the Wal-Mart DEIR that RVs will be allowed to park overnight in the Supercenter parking lot. Could Suisun charge an occupancy tax on each vehicle for every night they stay? Seems like a fair way to collect additional revenue. Could the EIR take a look at this? JACKS.2-1

Thank you,

Signature

James Jackson
Print Name

1414 Tillman St
Address

Suisun
Phone

707 428-3361
Phone

cc: Suisun City Council

James Jackson (JACKS.2)

Response to JACKS.2-1

The author inquired if the Draft EIR could examine charging RVs parking on the project site an occupancy tax.

Mitigation Measure AES-2 established various measures intended to reduce the aesthetic impacts of overnight RV parking. An occupancy tax would not provide any further mitigation for this impact because it would not pertain to aesthetics. Therefore, the Draft EIR did not consider charging an occupancy tax for overnight RV parking.

The City could consider, independent of the CEQA process, the revenue generating proposal suggested by the author, but such a consideration would be beyond the scope of this document.

From: Herman James [mailto:hjames3351@comcast.net]
Sent: Mon 6/25/2007 10:29 PM
To: Michael A. Segala
Subject: Super Wal-Mart

To: Suisun City Council
Council Member: Mike Segala

Monday, June 25, 2007

From: Herman James
1508 Bella Vista Dr.
Suisun City, CA 94585

JAMES

As a concern citizen of Suisun City I am expressing my deep concern over the propose development of the Wal-Mart super center on Highway 12 and Walter's Road. I believe that the development will have an adverse impact on our city and Travis AFB. I encourage you to consider the major increase in traffic congesting and the potential for an increase in crime in our city and surrounding areas. I would hope after you take all these things into account that you would vote down the current proposal. I also believe that the citizens of Suisun should not have to pay for the increase in taxes to support the demand for increase fire and police services. I also believe that such a super center would put local businesses at risk of going out of business. Thanks for your attentions to this letter and my concerns regarding the growth in our city. -1

Herman James
(707) 426-3550

hjames3351@comcast.net

Herman James (JAMES)

Response to JAMES-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion, Travis Air Force Base compatibility, and potential tax increases.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

Changes in tax rates do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

RECEIVED

OCT 22 2007

RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

The Hathily P. Johnson Trust
555 Peters Avenue, Suite 115
Pleasanton, CA 94566
925-846-2715
October 19, 2007

RE: Environmental Impact Report - Walters Road West Project

Heather McCollister, Community Development Director
City of Suisun City
Community Development Department
701 Civic Center Boulevard
Suisun City, CA 94585

Dear Ms. McCollister,

Please see the enclosed City of Suisun City "RESOLUTION 93-73" and "AGREEMENT FOR THE PURCHASE OF REAL PROPERTY THROUGH THE THREAT OF EMINENT DOMAIN". Please also direct your attention to paragraph number 23 of the "Agreement for Purchase...".

This paragraph spells out certain obligations of the City of Suisun City to allow for Left-in, Left-out Access from Walters Road and from Petersen Road (Scandia Road) to the successor owners of APN 0174-190-12. The above referenced Draft EIR does not mention these preexisting obligations of The City and these obligations may directly or indirectly affect the project and the "Local Roadways" as they are mentioned in Section 4.11.2 of the DEIR: MJOHN-1

"4.11.2 -
Environmental Setting
Roadway Network
The City of Suisun City is located in central Solano County. The primary regional roadway serving the City is State Route 12 (SR-12), which interchanges with Interstate 80 (I-80) to the west. Below is a description of the local roadway network.
Local Roadways
The project site is a roughly triangular piece of land bounded by Petersen Road (north), Walters Road (east), and SR-12 (south). Access to the project site would be from Petersen Road and Walters Road."

I trust that the authors of the EIR will recognize the City of Suisun City's preexisting obligations and will define a mitigation measure for them. MJOHN-1 CONT.

Thank you.

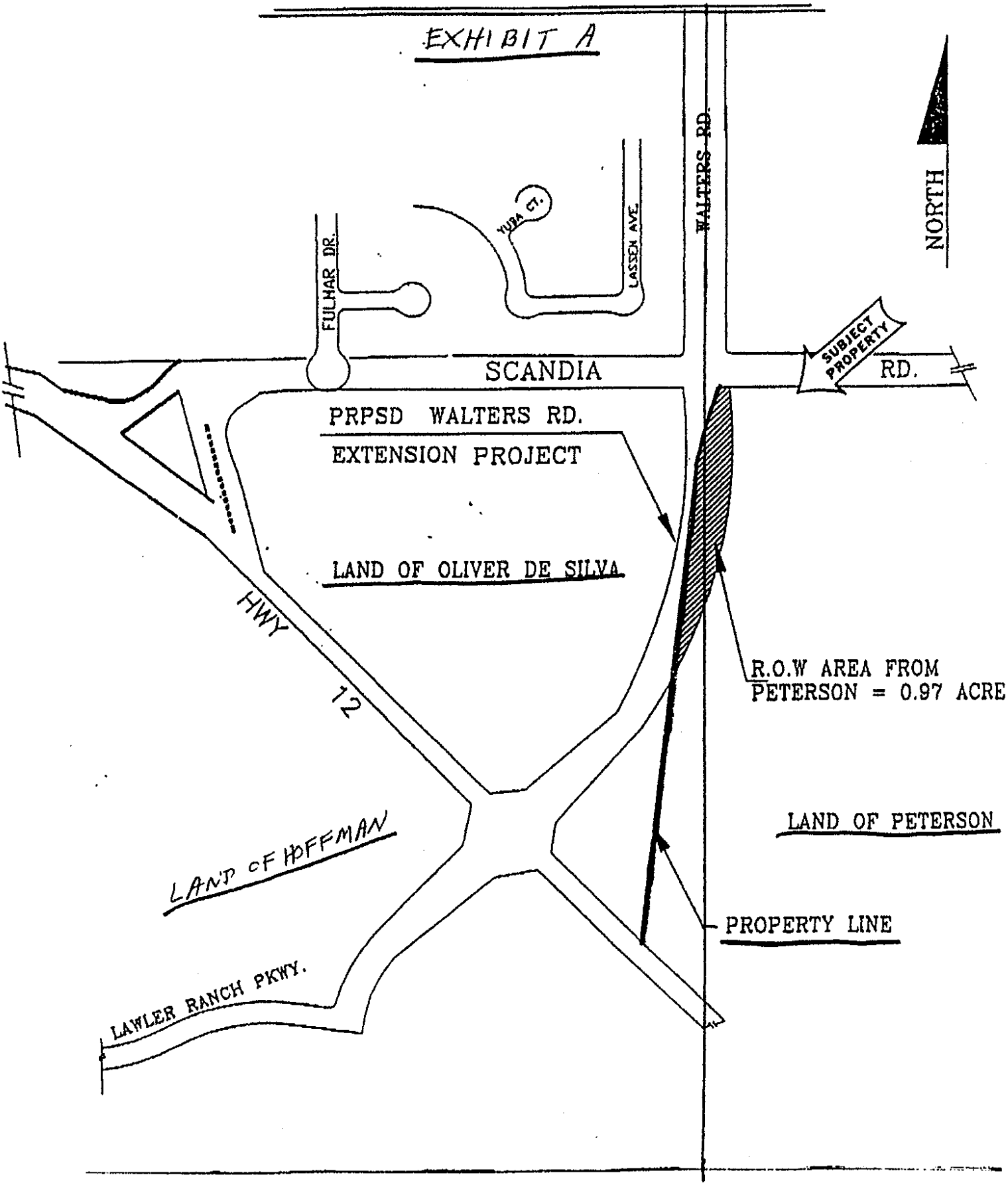
Sincerely,

Marcus B. Johnson

Marcus B Johnson, Trustee

WALTERS ROAD EXTENSION

EXHIBIT A



RESOLUTION 93-73

A RESOLUTION OF THE SUISUN CITY COUNCIL AUTHORIZING THE CITY MANAGER TO SIGN AND EXECUTE A PURCHASE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY TO ACQUIRE CERTAIN REAL PROPERTY OWNED BY MARCUS E. PETERSON, SOLE SUCCESSOR TRUSTEE DOROTHY SPARKS PETERSON LIVING TRUST (APN 174-190-12).

WHEREAS, the City of Suisun City desires to purchase certain real property owned by Marcus E. Peterson, Sole Successor Trustee of the Dorothy Sparks Peterson Living Trust, described as follows:

Lying within Section 33, Township 5 North, Range 1 West, Mount Diablo Meridian and being a portion of the lands of Dorothy Sparks Peterson, as trustee, and any successor trustee of the Dorothy Sparks Peterson living trust, as described in Doc. No. 24900, Book 1987, page 48618, Official Records of Solano County and being more particularly described as follows:

Beginning at a point on the dividing line of the said lands of Peterson and the lands of Scandia Road said point marking Engineers Station 22+84.98 P.O.T. as shown on a map entitled, "Walters Road" dated March 4, 1992 and on file in the office of the Department of Public Works, City of Suisun City; also from said point of beginning a found 1/2" iron pipe tagged R.C.E. 21615 monument on the southerly line of Scandia Road bears South 78^{0} 02′ 03" West, 20.32 feet; thence along said dividing line North 78^{20} 02′ 03" East, 80.57 feet to a found 1" iron bar tagged "Solano County Surveyors" monument; thence continuing along said dividing line North 88^{0} 09′ 57" East, 46.32 feet; thence leaving said dividing line South 44^{0} 59′ 29" West, 97.74 feet; thence South 0^{0} 00′ 31" East, 115.52 feet, thence South 5^{0} 43′ 16" West, 60.10 feet; thence South 0^{0} 00′ 31" East, 113.26 feet; thence curving to the right with a radius of 800.00 feet through an angle of 23^{0} 50′ 24" for a distance of 332.87 feet to a point on the Section Line common to Section 32 and 33′ said Section Line also being the dividing line of the said lands of Peterson and the lands of E. O. DeSilva as described in Doc. No. 24900, Book 1987, Page 48618, Official Records of Solano County; thence along said Section Line North 0^{0} 09′ 49" West, 658.68 feet to a found 1/2" iron pipe, tagged R.C.E. 21615 monument on the said dividing line between the lands of Peterson and Scandia Road; thence along said dividing line North 78^{0} 02′ 03" East, 20.32 feet to the point of beginning.

Containing 0.97 acres, more or less.

Basis of Bearing: Bearing between "Ref. Mon. 185" and " Ref. Mon 161+30.60" as shown on the state monumentation map filed with the County Surveyor as State Highway Map Number 12, said line having a bearing of South 44° 10′ 42" East.

A.P. No. 173-190-12 (PTN)

WHEREAS, the property owner and the City of Suisun City have agreed to the terms of the purchase of said property as outlined in the Agreement For Purchase of Real Property Through The Threat of Eminent Domain, dated July 27, 1993.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of Suisun City does approve the terms of purchase outlined in the said Purchase Agreement; and

BE IT FURTHER RESOLVED, that the City Council authorizes the City Manager to sign and execute all documents necessary to secure said real property.

PASSED AND ADOPTED at a special meeting of said City held on Tuesday, the **27TH day of July, 1993** by the following vote:

AYES: **COUNCILMEMBERS** **Day, Rundlett, Sargent, Segala, Spering**

NOES: **COUNCILMEMBERS** **None**

ABSENT: **COUNCILMEMBERS** **None**

ABSTAIN: **COUNCILMEMBERS** **None**

WITNESS my hand and seal of the said City this **27th day of July, 1993.**

Sharon Ventura

Sharon Ventura, City Clerk

AGREEMENT FOR PURCHASE OF REAL PROPERTY THROUGH THE THREAT OF EMINENT DOMAIN

This Agreement is made this 27 day of July, 1993, by and between MARCUS EDMOND PETERSON, sole successor Trustee of the DOROTHY SPARKS PETERSON LIVING TRUST U/A DATED MARCH 26, 1987, hereinafter referred to as "Seller", and the CITY OF SUISUN CITY, a public body, corporate and politic, of the State of California, hereinafter referred to as "Buyer."

RECITALS

WHEREAS, Seller is the owner of all that certain real property situated in the unincorporated area of the County of Solano, California, which is more particularly described in Exhibit "A" attached hereto, incorporated herein and made a part hereof by this reference thereto; and

WHEREAS, Buyer has entered into a Joint Powers Agreement with the County of Solano which authorizes Buyer to acquire property in the unincorporated area of the County.

WHEREAS, Buyer desires to acquire this property through threat of EMINENT DOMAIN at an agreed price and under specified terms and conditions;

NOW, THEREFORE, it is agreed as follows:

TERMS OF SALE

1. Description of the Property. Seller agrees to sell and Buyer agrees to purchase that certain real property described in Exhibit "A", situated in the County of Solano, State of California, and which is more particularly designated as a portion of Assessor's Parcel No. 174-190-12. Seller shall retain rights per the reservation clause set forth in Exhibit A. The portion of the parcel to be acquired by Buyer shall be hereinafter referred to as the "Property". The remainder of the parcel owned by Seller, which is not to be purchased by Buyer shall be hereinafter referred to as the "Remaining Property".

2. Good Faith Deposit. A check in the amount of $1,000 drawn on Suisun Valley Bank, Suisun City Branch, payable to North American Title Company will accompany the original of the Agreement (the "Good Faith Deposit"). The Good Faith Deposit is to be deposited in the escrow account established pursuant to Section 4 below, and shall be applied to the purchase price as provided in Section 3 below.

3. Purchase Price. The purchase price of the Property shall be the sum of $10,500 (Ten Thousand Five Hundred Dollars) to be paid as follows:

   a. The Good Faith Deposit described in Section 2 shall be paid to Seller in cash upon close of escrow; and

   b. The balance of the purchase price, in the amount of $9,500 (Nine Thousand Five Hundred dollars) shall be deposited by Buyer in the escrow account established pursuant to Section 4 below, and shall be paid to Seller in cash at the close of escrow.

4. Escrow. This sale shall be consummated through an escrow established with the Solano County Office of North American Title Company, 1261 Travis Boulevard, Suite 150, Fairfield, California 94533. Each party shall execute and deliver to the escrow holder its written instructions consistent with the terms of this Agreement and shall provide the escrow holder with such other information, documents, and instruments as the escrow holder may reasonably require to enable it to close the transaction on the closing date.

   The closing date shall be such date as is selected by Buyer (with at least 10 business days' prior written notice to Seller), provided that such date shall in all events be on or before September 15, 1993.

   At close of escrow, Seller shall convey all Seller's right, title and interest in the Property to Buyer by Trustee's Grant Deed, without warranty express or implied. A condition to Buyer's obligation to purchase the Property shall be the issuance by North American Title Company (or its underwriting insurer) of a California Land Title standard policy of title insurance in an amount equal to the purchase price of the Property insuring Buyer as vestee of fee simple title to the Property, free and clear of all liens and encumbrances, except real property taxes and assessments, a lien not delinquent, the standard printed exceptions contained in the CLTA form of title insurance policy issued by escrow holder, any other exceptions or conditions shown on the title report referred to in Section 6 below, other than the unrecorded cattle lease to Ray Farris and further subject to all laws, ordinances and regulations of the governmental bodies having jurisdiction in the premises as they from time to time exist.

   If North American Title company (or its underwriting insurer) is unwilling or unable to issue such title policy to Buyer at closing, Buyer may, at Buyer's election (and as Buyer's sole remedy, unless nonissuance of such policy is due either to Seller's default under this agreement or Seller's failure to remove

prior to closing a contractual encumbrance on the Property voluntarily entered into by Seller between the date of the title report referred to in Section 6 and the closing date) terminate this Agreement. In the event of a termination pursuant to the preceding sentence, the $1,000 Good Faith Deposit shall be refunded to Buyer.

5. Waiver of Deposit. Seller hereby waives any entitlement to the funds on deposit with the State Treasury as probable compensation for the Property being acquired by Buyer, provided, however, that this waiver shall be effective only if, and beginning at such time as, the purchase provided for in this agreement closes.

6. Title Report. Whenever there is a reference in this Agreement to a "title report," such reference shall mean the preliminary report of title a copy of which is attached to this Agreement as Exhibit B. In connection with the unrecorded cattle lease, Seller agrees to give Ray Farris written notice of termination of the lease, as to the Property, in sufficient time for such termination to be effective on the closing date. Seller shall provide Buyer with a copy of such notification prior to the closing date.

7. Condition of Property: "AS IS, WHERE IS", . Seller disclaims the making of any representations or warranties, express or implied, regarding the Property or matters affecting the Property, including, without limitation, the physical condition of the Property, title to or the boundaries of the Property, pest control matters, soil condition, hazardous waste, toxic substance or other environmental matters, compliance with building, health, safety, land use and zoning laws, regulations and orders, structural and other engineering characteristics, traffic patterns and all other information pertaining to the Property. Buyer, moreover, acknowledges that (i) Buyer presently is in possession of the Property and therefore has access to the Property for whatever on site investigations Buyer may wish to conduct, (ii) Buyer has entered into this Agreement with the intention of making and relying upon its own investigation of the physical, environmental, economic and legal condition of the Property, including, without limitation, all matters relating to the feasibility of using the Property for the purposes for which Buyer is acquiring it, and (iii) Buyer is not relying upon any representations and warranties made by Seller or anyone acting or claiming to act on Seller's behalf concerning the Property. Buyer further acknowledges that it has not received from Seller any accounting, tax, legal, architectural, engineering, property management or other advice with respect to this transaction and is relying solely upon the advice of its own accounting, tax, legal, architectural, engineering, property management and other advisors. Buyer hereby agrees that Buyer's closing of the purchase provided for by this Agreement shall constitute Buyer's

acknowledgement that Seller has given Buyer every opportunity to consider, inspect and review to its satisfaction the physical, environmental, economic and legal condition of the Property. BUYER HEREBY EXPRESSLY ACKNOWLEDGES THAT BUYER SHALL PURCHASE THE PROPERTY IN ITS "AS-IS" CONDITION AND ASSUMES THE RISK THAT ADVERSE PHYSICAL, ENVIRONMENTAL, ECONOMIC OR LEGAL CONDITIONS MAY NOT HAVE BEEN REVEALED BY ITS INVESTIGATIONS.

8. Williamson Act. It is understood that, upon closing, the existing Williamson Act contract affecting the Property will be canceled only as to the Property and such contract will continue in full force and effect with respect to all other property covered thereby and Seller will incur no penalties or costs.

9. Disclosure. If applicable, Seller agrees to give written notice to Buyer, prior to the close of escrow, pursuant to Health and Safety Code Section 25359.7, and make all other disclosures as required by law.

10. Bonds or Assessments. The principal and interest installments of any bonds or assessments on the Property due and payable with respect to periods prior to the close of escrow shall be assumed and paid by Seller. The amount of any such installments due and payable with respect to periods after the close of escrow shall be assumed and paid by Buyer.

11. Possession. Seller acknowledges that Buyer is authorized to take possession of the Property pursuant to a stipulation relating to prejudgment possession and an order filed on May 27, 1993. Possession was effective as of the date of the filing of the stipulation. If for any reason, other than a default under this Agreement by Seller, the purchase provided for in this Agreement does not close by the date specified in Section 4, Buyer will redeliver possession of the Property to Seller and will repair any damage done to the Property while in Buyer's possession.

12. Risk of Loss. Any risk of loss to the Property shall be borne by Seller until title has been conveyed to Buyer.

13. Closing Costs. Buyer shall pay one hundred percent (100%) of the escrow costs and fees and premium for the title policy required by Paragraph 4, as well as recording costs, transfer stamps and transfer taxes.

14. Failure of Buyer to Perform. In the event that Buyer shall fail for any reason or at its sole election to complete the purchase of the Property by the date specified in Section 4 of this Agreement, Buyer shall notify Seller in writing, and Agreement shall be null and void, and thereafter neither party shall have

any rights or obligations to the other (except that Seller shall retain $1,000.00 of the Good Faith Deposit as consideration for entering into this Agreement), unless an extension is agreed upon in writing by both parties.

15. Binding on Successor Seller. This agreement inures to the benefit of, and is binding on, Seller and the heirs, personal representatives, successors, and assigns of Seller.

16. Brokers. Each party to this Agreement warrants to the other that no person or entity can properly claim a right to a real estate commission, real estate finder's fee, real estate acquisition fee or other compensation (collectively, "Real Estate Compensation") based upon the acts of that party with respect to the transaction contemplated by this Agreement. Each party hereby agrees to indemnify and defend the other against and to hold the other harmless from any and all loss, cost, claim, liability or expense (including but not limited to attorneys' fees and returned commissions) resulting from any claim for Real Estate Compensation by any person or entity based upon such acts.

17. Notices. All notices and demands shall be given in writing either by personal service or by registered or certified mail, postage prepaid, with return receipt requested. Notice shall be deemed given on the date appearing on the return receipt, but if the receipt is not returned within five (5) working days, then seventy-two (72) hours after deposit in the mail. Notices shall be addressed as they appear below for each party, provided that if any party is given notice of change of name or address, notices to the giver of the notice shall thereafter be given as demanded in that notice:

To Seller:
Marcus Edmond Peterson
5161 Springdale Avenue
Pleasanton, California 94588

With copy to:
Paul M Little, Esq
Cooley, Godward, Castro, Huddleson & Tatum
One Maritime Plaza
20th Floor
San Francisco, California 94111-3580

To Buyer:
Suisun City
Public Works Director
Public Works Department
701 Civic Center Boulevard
Suisun City, California 94585

18. Survey. Buyer shall "stake" the common boundary between the Property and the Remaining Property owned by Seller.

19. Legal Expenses. Buyer and Seller are to bear their own legal costs.

20. Improvement Costs. Buyer and Seller agree that upon development of the Remaining Property (whether then owned by Seller or any successor owner), whether and to what extent the City of Suisun City may require reimbursement of any costs of the development improvements will be governed by applicable law and that, in any event, prior to development, Buyer's Remaining Property will bear no reimbursement obligations.

21. Fencing. Buyer agrees that, in order to prevent cattle from escaping from the Remaining Property during construction, Buyer will, at its expense, install cattle fencing along the entire length of the common boundary line between the Property and the Remaining Property by doing one of the following prior to the commencement of construction: (i) moving the existing fence, or (ii) installing a temporary fence for use during construction.

    Buyer also agrees that, promptly following the completion of construction, Buyer will install a new permanent cattle fence along the entire length of the common boundary between the Property and the Remaining Property. Buyer agrees that such permanent fence will be constructed of new materials and shall be of design and materials as shown in Exhibit C. Buyer agrees to bear the cost of the permanent fence.

22. Utility Stubs. In connection with its pending Walters Road extension Project, Buyer agrees to install, at Buyer's expense, utility stubs as detailed on Exhibit D to this Agreement.

23. Left-In, Left-Out Access. At the request of Seller or any successor owners of the Remaining Property, at any time at or after the first filing with Suisun City or Solano County (whichever is then applicable) of an application for any planning entitlement or building permit relating to the Remaining Property, Seller or successor may install left-in, left-out access to the Remaining Property through the landscaped median on Walters Road at any location specified by Seller or successor, provided that such location is at least 300 feet distant from the Walters/Scandia intersection and that all improvement costs associated with the construction of the left-in, left-out intersection through the median will be borne by Seller or successor property owner. If a median is installed on Scandia Road, Buyer will allow the Remaining Property to have similar left-in, left-out access rights from Scandia Road.

24. Grading. The grading of Walters Road Extension from the roadway to the eastern edge of the right-of-way will be at a slope of approximately 2:1. This slope will be level at the edge of the right-of-way, however, the roadway itself will be approximately two feet or less above the level of the Remaining Property. Buyer and Seller are aware that the Property is currently in a flood zone so that prior to any development on the Remaining Property, fill would probably need to be imported to comply with applicable floodplain regulations.

25. Alterations or Variation in Terms. No alterations or variation in the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not hereby expressly incorporated shall be binding upon the parties.

26. Counterparts. This Agreement may be executed in two (2) counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument.

27. Dismissal. On June 10, 1993, Buyer dismissed its eminent domain action against Seller (Action No. L-000926, Superior court of California, County of Solano) without prejudice. If the purchase proved for in this Agreement closes, then effective upon such closing, Buyer agrees that, for all purposes, such dismissal shall be deemed to have the effect of a dismissal of the entire action with prejudice.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first hereinabove written.

Seller: DOROTHY SPARKS PETERSON LIVING TRUST
U/A Dated March 26, 1987

By: Marcus Edmond Peterson
Marcus Edmond Peterson, Sole Successor Trustee

BUYER: CITY OF SUISUN CITY

By: Chet J Wystepek
Chet Wystepek, City Manager

WALTERS ROAD EXTENSION

RIGHT OF WAY REQUIREMENT

LANDS OF PETERSON TO CITY OF SUISUN CITY

Lying within Section 33, Township 5 North, Range 1 West, Mount Diablo Meridian and being a portion of the lands of Dorothy Sparks Peterson, as trustee, and any successor trustee of the Dorothy Sparks Peterson living trust, as described in Doc. No. 24900, Book 1987, page 48618, Official Records of Solano County and being more particularly described as follows:

Beginning at a point on the dividing line of the said lands of Peterson and the lands of Scandia Road said point marking Engineers Station 22+84.98 P.O.T. as shown on a map entitled, "Walters Road" dated March 4, 1992 and on file in the office of the Department of Public works, City of Suisun City; also from said point of beginning a found 1/2" iron pipe tagged R.C.E. 21615 monument on the southerly line of Scandia Road bears South 78° 02′ 03" West, 20.32 feet; thence along said dividing line North 78° 02′ 03" East, 80.57 feet to a found 1" iron bar tagged "Solano County Surveyors" monument; thence continuing along said dividing line North 88° 09′ 57" East, 46.32 feet; thence leaving said dividing line South 44° 59′ 29" West, 97.74 feet; thence South 0° 00′ 31" East, 115.52 feet, thence South 5° 43′ 16" West, 60.10 feet; thence South 0° 00′ 31" East, 113.28 feet; thence curving to the right with a radius of 800.00 feet through an angle of 23° 50′ 24" for a distance of 332.87 feet to a point on the Section Line common to Section 32 and 33; said Section Line also being the dividing line of the said lands of Peterson and the lands of E. O. DeSilva as described in Doc. No. 24900, Book 1987, Page 48618, Official Records of Solano County; thence along said Section Line North 0° 09′ 49" West, 658.68 feet to a found 1/2" iron pipe, tagged R.C.E. 21615 monument on the said dividing line between the lands of Peterson and Scandia Road; thence along said dividing line North 78° 02′ 03" East, 20.32 feet to the point of beginning.

Containing 0.97 acres, more or less.

Basis of Bearing: Bearing between "Ref. Mon. 185" and "Ref. Mon 161+30.60", as shown on the state monumentation map filed with the County Surveyor as State Highway Map Number 12, said line having a bearing of South 44° 10′ 42" East.

A. P. No. 173-190-12 (PTN)

5/26/93

LICENSED LAND SURVEYOR
DOUGLAS LEW DONMON
LIC. # 5111
STATE OF CALIFORNIA

"EXCEPTING THEREFROM AND RESERVING TO GRANTOR all oil, gas, hydrocarbons, and associated substances, and all other minerals, in, under or produced and saved from said real property and lying more than five hundred (500) feet below the surface thereof, including without limitation the right to directionally drill, mine, explore, extract, and operate in and through said real property and to remove all or any of said oil, gas, hydrocarbons, associated substances and other minerals, without, however, the right to drill, mine, explore, extract, or operate through the surface or the upper five hundred (500) feet of the subsurface of said real property"

Attachment 1

Marcus B. Johnson (MJOHN)

Response to MJOHN-1

The author referenced the description of the local roadways on page 4.11-1 of the Draft EIR and indicated that it should be revised to include a mitigation measure to reflect access provisions identified in a purchase agreement between the City of Suisun City and the Hathily P. Johnson Trust. The access provisions are for property located on the east side of Walters Road and concern access to Walters Road and Petersen Road.

The proposed project would implement a full-signalized intersection on Walters Road between SR-12 and Petersen Road. This intersection would provide full access from the project site to north and southbound Walters Road and but would be able to accommodate similar access for the Hathily P. Johnson Trust property on the east side of Walters Road. As such, the proposed project would not preclude the Hathily P. Johnson Trust property from obtaining access to Walters Road. The proposed project would not modify Petersen Road east of Walters Road and, therefore, would have no effect on access to the Hathily P. Johnson Trust property from Petersen Road. For these reasons, the author's proposed mitigation measure is not warranted.

Ms. Heather McCollister
Director, Community Development
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Dear Ms. McCollister,

I was reviewing the DEIR and the project's possible biological impacts. I'm curious about the mapping revisions from the US Fish and Wildlife. If USFWS does reject the previous surveys, what does that mean for the DEIR? Will parts of the DEIR have to be released for public comment? I think that would only be fair to the public that we have a chance to see any revised surveys before the Final EIR is prepared and goes before the Planning Commission and City Council. RJOHN.1-1

Thank you,

Rudy Johnson
Signature

Rudy Johnson
Print Name

1105 Pheasant Dr
Address

429-5668
Phone

cc: Suisun City Council

Rudy Johnson (RJOHN.1)

Response to RJOHN.1-1

The author referenced Mitigation Measure BIO-5b, which provided contingency measures to address the potential for USFWS to reject the project applicant's request for three critical habitat mapping revisions, and he inquired if the Draft EIR would need to be re-circulated if this occurs.

As discussed in Impact BIO-5, a small portion of the projects site adjacent to Walters Road is within critical habitat designations for the tadpole shrimp, vernal pool fairy shrimp, and Contra Costa goldfields. Focused surveys for these species did not indicate their presence onsite. Moreover, because only a small portion of the project site is within the critical habitat designations for each species, the Draft EIR acknowledged the possibility that mapping errors occurred. Regardless, CEQA and case law clearly establish that contingency mitigation is acceptable when there is uncertainty about future actions. Because Mitigation Measure BIO-5b clearly identifies how the project applicant would mitigate impacts on critical habitat to a level of less than significant, it is considered sufficient to address the impact. As such, re-circulation of the Draft EIR would not be necessary.

Following publication of the Draft EIR, it was determined that the regulatory agencies may require the proposed project to mitigate impacts at different ratios than the 3:1 ratio identified in Mitigation Measure BIO-5b. As such, the text of Mitigation Measure BIO-5b has been revised to reflect the possibility that regulatory agencies may require different mitigation ratios. Regardless, the regulatory agencies would make the final decision on this matter and their ultimate requirements would reflect what they consider to be the best ratio. This change is noted in the Errata and does not change the residual significance of any conclusions presented in the Draft EIR.

Heather McCollister
Director of Community Development
City of Suisun
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

What guarantees can be put in place to make sure Suisun doesn't have to dip into our general fund to create a Capitol Improvement Program to fund the necessary infrastructure improvements? The DEIR says Suisun is already running a $800,000 budget shortfall. We shouldn't have to add to that debt by dipping into our fund to pay for the CIP. Wal-Mart ought to be ready to pay for everything up front. They've got the money to do it! RJOHN.2-1

Sincerely,

Rudy Johnson
Signature

Rudy Johnson
Print Name

1105 Pheasant Dr
Address

Suisun City

429-5668
Phone

cc: Suisun City Council

Rudy Johnson (RJOHN.2)

Response to RJOHN.2-1

The author inquired about what guarantees can be put in place to ensure that the City does not need to fund project-related infrastructure costs from City funding sources.

Refer to Master Response 1.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

JONES-1

Project: Walters Road West Commercial Project

I just bought a new home here in suesun city and it cost my wife & i about $ 650.000 Dollars. The Reason I dont want a walmart Supper center in the area is because it is not need here because the store dose not provide good salary jobs that will benfit upper & Middle Class working people in the area. it will bring properly value down in homes - low income - areas will only befit this new store. this city has strived to be come a great place to Raise family's I choose to commute to the bay area on a daily to work and live here. That was by choce not force. This store is not needed here move on areas that need it.

Name MR. Kevin, Katrinia Jones Telephone 707-399-0927

Address 1700 CARSWELL LN City Suesun Zip 94585

Signature [signature] Date 10-24-07

Email N/A Do you wish to be placed on Master Mailing List _____

Kevin and Katrina Jones (JONES)

Response to JONES-1

The authors expressed their opposition to the proposed project, citing concerns about neighborhood compatibility.

Neighborhood compatibility was addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

Heather McCollister
Community Development Office
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister,

WHILE TRAFFIC STATISTICS AND PROJECTIONS ARE INCLUDED IN THE DEIR, THE APPEAR TO BE INCOMPLETE AND OUT OF DATE. I DON'T SEE THE RELATIONSHIP OR REVEVANCE BETWEEN SUISUN CITY AND SAN DIEGO. NOT ONLY ARE THE POPULATIONS ARE NOT SIMILAR, BUT THE FINANCIAL AND EDUCATIONAL DEMOGRAPHICS APPEAR TO BE MIS-MATCHED AS WELL. KAN-1

ADDITIONALLY, THE APPEARS TO BE NO PROJECTIONS FOR PERIPHERY TRAFFIC INCREASE TO PINTAIL DR AND ANDERSON RD/CANTLER PKWY. BOTH ARE LOGICAL ALTERNATIVE ROUTES TO HIWAY 12 TO AVOID HIWAY 12/WALMART TRAFFIC CONGESTION. BOTH ROUTES PASS BY ELEMANTARY SCHOOLS WHICH WILL ONLY BRING MORE DANGER TO OUR CHILDREDS' SAFETY. KAN-2

LASTLY, IS THE CITY COUNCIL "SO BLIND" AS TO IGNORE CATHEDRAL CITY'S FINANCIAL SHORT FALL AND WALMART'S BROKEN AGREEMENTS TO CATHEDRAL CITY? THIS PROJECT CONTINUES TO IMPLY IT ONLY IS A PROJECT TO BENEFIT THE CITY COUNCIL FINANCIALLY! KAN-3

Thank you,

Signature

MICHAEL R. KAN
Print Name

515 SEAGULL DR.
Address

SUISUN CITY

707. 426. 1857
Phone

cc: Suisun City Council

Michael R. Kan (KAN)

Response to KAN-1

The author stated that the Draft EIR's traffic analysis is incomplete and out of date because it referenced a document from San Diego.

Because the traffic counts used in the Final Traffic, Circulation, and Parking Analysis were performed in July 2006 when local schools were out of session, the counts were adjusted to include school-related trips using the "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" to determine the number of expected primary trips to the high schools, middle schools, and elementary schools. This document was used because no comparable guide exists for Solano County or the San Francisco Bay Area region. Regardless, because most school-related trips in California are made during the same time of day, San Diego rates would not be expected to significantly differ from Suisun City rates. Therefore, the author's assertion that the Draft EIR's traffic analysis is incomplete and out of date reflects his opinion and is not supported by fact.

Response to KAN-2

The author asserted that the Draft EIR failed to evaluate the likelihood of drivers using residential streets such as Pintail Drive and Lawler Ranch Parkway as shortcuts to avoid congested arterials.

Refer to Master Response 19.

Response to KAN-3

The author expressed his opposition to the proposed project, citing concerns about fiscal impacts.

Fiscal impacts do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

Oppose super center WALMART because 1) More traffic 2) City can attract other business for more taxes to city 3) Impact on environment - 4) Open 24 5) Wal Mart in Fairfield serves community well.

KINGE-1

Name Ann M Kingston Telephone 422-4025

Address 510 Erin Dr City Suisun Zip 94585

Signature Ann M Kingston Date 10-28-07

Email _____ Do you wish to be placed on Master Mailing List no

Ann M. Kingeter (KINGE)

Response to KINGE-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, the potential for greater tax revenues from other businesses, potential environmental impacts, and the proximity of the existing Wal-Mart store in Fairfield.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Difference in tax revenues do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

The Draft EIR provided a comprehensive evaluation of project-related environmental impacts. Because the author did not cite any specific environmental concerns addressed in the Draft EIR, no further response can be provided.

The existing Chadbourne Road Wal-Mart store is scheduled to close with the opening of the North Texas Street Wal-Mart Supercenter. This project has been approved, but at the time of this writing, is in litigation. Refer to Master Response 22 for further discussion.

From: Joi Keeling [sheltie_ana@yahoo.com]
Sent: Friday, October 12, 2007 8:00 PM
To: Heather McCollister
Subject: wal-mart

KEELI

Dear Heather McCollister,

I would like to voice my concerns about the possible location of the Super Wal-mart in our town.

The city has done many improvements to the downtown harbor area making it like an old small town. You have built homes above business; you plan numerous festivals and market nights. This doesn't sound like a town that needs a giant 24 superstore.

If we bring Wal-mart into our town this is what I see in our future.

1.M ore accidents on Hwy 12 due to increased traffic, Hwy 12 is already called a death corridor. And I also live on one of those streets which you say will have extra congestion and the intersection will have to be modified, my street is already busy.

2.Declining property values due to increase in traffic, noise, trash, pollution (due to car emissions) and theft.

3.I ncrease in crime. The criminal element won't stay at the Wal-Mart parking lot it will filter into the surrounding neighborhoods, making us feel unsafe in our own homes. And the Wal-mart security can't help you off Wal-mart property.

-1

4.M ore crime means you will need more police, which means raising taxes to pay for more officers and that's a cost Suisun residents don't need.

5.The enc roachment of Travis AFB will put Travis on the government's base closure list and when that happens Suisun and Fairfield will cease to exist. I have lived in two previous towns where the encroachment of their existing bases, San Bernardino to Norton AFB and Moreno Valley to March AFB, caused the base closures. San Bernardino has dried up and Moreno Valley in slowly blowing away, too. And both of those towns have increased crime rates since the base closures.

6.W e currently have a lot of small family owned business's which will not be able to compete with the giant chain store causing them to go out of business, leaving stores empty and you will lose their tax revenue, which is what you are wanting from Wal-mart.

7.I have lived in Suisun for 7 years now and I have seen a serious decline in the quality of the Fairfield and Vacaville Wal-marts. It has gotten bad enough that I have not shopped in either store for over 4 years. And the homeless setting up camp in their parking lots doesn't help. Do we want the first thing for people to see of our city (when traveling west on Hwy 12) to be a giant super store with filthy parking lots and homeless camps?

KEELI

8. W al-mart has received a lot of publicity over the last few years with the sweat shop workers and their treatment of employees. I don't think we want our town linked to that kind of negative publicity.

9. I believe those voting for the Super Wal-mart are deafened by the sound of the money they will make off the tax revenue Wal-mart will bring to Suisun. Just remember nothing good ever comes from greed. If you think the good things the Super Wal-mart will bring will out way the bad, you are living in a dream world. -1 CONT.

Please reconsider this proposal; it is not what Suisun needs, let some other town deal with the negative retail giant.

Sincerely,

Concerned Suisun City Resident

Joi Keeling (KEELI)

Response to KEELI-1

The author expressed her opposition to the proposed project, citing concerns about traffic, roadway safety, air quality, property values, crime, Travis Air Force Base compatibility, and aesthetics.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Roadway safety concerns are addressed in Master Response 13.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

Regarding crime, refer to Master Response 9.

Travis Air Force Base compatibility is discussed in Master Response 6.

Project-related aesthetic impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

From: eleanor_wilson707@comcast.net [mailto:eleanor_wilson707@comcast.net]
Sent: Sat 6/16/2007 4:06 PM
To: Sam Derting
Cc: Michael A. Segala
Subject: Keep walmart out

KUCIA

My name is Nicolas Kuciak at 534 Fortuna Drive in Suisun. I'm using a friends email as I do not have internet service in my home. You are welcome to reply to this email. I ask you, please do not let Walmart build on Walters and highway 12. This will be a detriment to our neighborhood, increased traffic and crime. the more important issue, I think is to get a replacement where Albertson's once was. If you have Walmart, you will not only have to spend more money on roads, but more money on increased police service. -1

In 2003 or 2004, I saw a Lilberal slanted magazine, that listed Suisun as one of the top ten suburbs in the United States. I'm sure if we had had the Superwalmart, our city would not have been listed. Let's not in the future have to reminisce how nice our town once was. Also, please remember that I am a voter. Thankyou for reading this message.

Nicolas Kuciak (KUCIA)

Response to KUCIA-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion and crime.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

From: Nicole Kuhn [mailto:kuhn805@sbcglobal.net]
Sent: Tuesday, October 23, 2007 2:03 PM
To: Heather McCollister
Subject: Wal-Mart Project DEIR Comments

KUHN

We are one of many who have great concern over a Wal-Mart supercenter located right around the corner from our home. We bought this home because it was located away from large companies such as this, in a nice remote area with great neighbors. We already have a Wal-Mart on the other side of town, in a mostly commercial area; why the need for another one just down the highway ten minutes? The traffic is already congested enough on HWY 12, do we need more traffic - accidents and deaths?? I am not sure who we can express our concern to, and being one resident I'm not sure it will matter to anyone, but the homeowners in the Walters Road area are very upset about this proposed development!! Please take into consideration the people that will have to see this large eyesore every time we drive to and from our home, deal with the increased traffic congestion and the new crowds of people in our neighborhoods. We have NO interest in Wal-Mart being part of our neighborhood!! -1

Sincerely,
Nicole Kuhn

Nicole Kuhn (KUHN)

Response to KUHN-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, roadway safety, and aesthetics.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Roadway safety concerns are addressed in Master Response 13.

Project-related aesthetic impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

LANGD

Project: Walters Road West Commercial Project

I've been told that the draft EIR doesn't take into consideration reduced traffic flow in other areas of the City (or County) Since there is only 1 grocery store in Suisun it is obvious that there would be substantially less inter-city traffic. With the ever-increasing cost of buying & burning fossil fuel, having a "1 stop shop" is desirable. Since Fairfield will also have a Walmart Super Center I doubt that the traffic figures suggested by the staff of the Airport Land Use Commission are accurate. I support this project and the revenue it will bring (or keep in) Suisun. -1

Name Mark Langdon Telephone 428 1247

Address 315 Line St - 32+ years City Suisun Zip 94585

Signature Mark Langdon Date

Email ovejita@comcast.net Do you wish to be placed on Master Mailing List Yes

Mark Langdon (LANGD)

Response to LANGD-1

The author expressed his support for the proposed project but stated that he believes the Draft EIR may have overstated traffic impacts because it would reduce travel lengths to the nearest retail center for much of Suisun City.

Although the author's statement is plausible, the Draft EIR's traffic analysis, including projections of trip distribution, was performed in accordance with procedures approved by the City of Suisun City and the Solano Transportation Authority. These procedures are intended to provide for a conservative, "worst-case" analysis of project-related traffic impacts.

-----Original Message-----
From: cybersquirt@comcast.net [mailto:cybersquirt@comcast.net]
Sent: Wednesday, October 31, 2007 2:51 PM
To: Heather McCollister
Subject: WalMart Supercenter DEIR comments

Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.,
Suisun City, CA 94585

LIMON

I am writing you as a concerned citizen of Suisun City. My concern involves the WalMart that may be built one block from my home. The reasons for my concern are many, including the impact this store will have on the surrounding area due to increased human and vehicular traffic. I'm confused why a commercial site of that magnitude will be allowed so close to a residential neighborhoor. I think it sets a bad precident. While it is true that there are now two other commercial venues in the same area, neither have the impact or the potential impact that this WalMart Supercenter does. -1

My confusion is doubled when I know that there will be another WalMart Supercenter a mere 10 minutes away, in Fairfield's Mission Village. While this fact is outside the scope of the DEIR, it has bearing when considering it's potential negative impact on the community. How many WalMart's do they need? A few minimum wages jobs but at what cost? The businesses that exists just up the road, in Sunset Plaza will certainly be affected and I'd hate to see it become the ghost town Mission Village was for so long. The priority should be the gaping hole left by Albertson's, not adverse development in rural areas. -2

Thank you for your time,
Jennifer Limon
518 Lassen Ave
Suisun City, CA

Jennifer Limon (LIMON)

Response to LIMON-1

The author expressed her concern about increases in traffic and the proposed project's land use compatibility with the surrounding neighborhood.

The Draft EIR addressed land use compatibility in Section 4.8, Land Use, and traffic impacts in Section 4.11, Transportation.

Response to LIMON-2

The author expressed concern that the proposed Suisun City Wal-Mart Supercenter, in conjunction with the North Texas Street Wal-Mart Supercenter in Fairfield, could result in the closure of competing businesses in Sunset Center, resulting in urban decay.

The Draft EIR evaluated the proposed project's urban decay impacts, including potential impacts on Sunset Center, in Section 4.12, Urban Decay.

Heather McCollister
Community Development Director of Suisun City
701 Civic Center Boulevard
Suisun City, Ca 94585

November 5th, 2007

Dear Ms. McCollister:

I definitely disagree with the density calculations concerning the Walters Rd Supercenter and its compliance with the Airport Land Use Plan as they are delineated on pg 4.8-19 of the Draft EIR, under "Land Use/Travis Air Force Base Land Use Compatibility Use Plan".

On page 4.8-19 it says, "The Wal-Mart Supercenter building area is approximately 4.6 acres and therefore would have a maximum allowable usage intensity of 1,380 people (4.6 acres x 300 persons per acre)." CLOPE-1

Having examined a copy of the Travis Air Force Base Land Use Compatibility Plan for myself, I find that Table 2A, "Basic Compatibility Criteria" (pg 2-6), defines the maximum level of people per indoor acre in Zone C as 75 per acre. This would yield a total number of 345 people allowed inside the Supercenter building at any given time (4.6 acres x 75= 345 people).

What is being done to correct this erroneous conclusion on the part of the consulting firm in charge of these conclusions? Is the City of Suisun aware of this error?

Thanks,

(707) 429-9703
Chanel A. Lopez
858 Kingman Dr.
Vacaville CA. 95687

cc: Suisun City Council

Chanel A. Lopez (CLOPE)

Response to CLOPE-1

The author asserted that the Draft EIR's maximum usage intensity calculations in Impact LU-4 understated the maximum number of people on the project site at any one time because it used 300 persons per acre for the maximum individual acre calculation instead of 75 persons per acre.

As stated in a footnote to Table 2A on page 2-7 of the Travis Air Force Base LUCP, the 75-persons-per-acre limit for Zone C is intended to be used for calculating the average number of persons on the property (i.e., the entire site). Moreover, as stated in Table 2A on page 2-6 of the Travis Air Force Base LUCP, the maximum number of persons per single acre is 300 for Zone C. As such, the author's statement is incorrect.

Refer to Master Response 6 for further discussion of the proposed project's consistency with the Travis Air Force Base LUCP's maximum usage intensity limits.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

JLOPE

Project: Walters Road West Commercial Project

I support to have a Wal-Mart, we need our own supermarkets to avoid to go far away to get the first needs. -1

Name Jose Lopez Telephone

Address 817 Canary Av. City Suisun City Zip 94585

Signature Jose Lopez Date 10/27/07

Email — Do you wish to be placed on Master Mailing List x

Jose Lopez (JLOPE)

Response to JLOPE-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

MLOPE

Project: Walters Road West Commercial Project

Support it

-1

Name Magda Lopez Telephone (707) 580-1459

Address 58 Rodonda Ave City Suisun City Zip 94585

Signature Magda Lopez Date

Email Do you wish to be placed on Master Mailing List

Magda Lopez (MLOPE)

Response to MLOPE-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

L-CEJA-1

Project: Walters Road West Commercial Project

I DO SUPPORT THE PROJECT OF HAVING A WAL-MART BECAUSE WE NEED NEW PROGRESS IN SUISUN CITY AND I DON'T SEE A DIFFERENCE BASED ON GETTING NEW JOB AND MORE INCOME TO THE CITY. AND ABOUT CRIME, PERSONAL OPINION IT WON'T INCREASE COS WAL-MART WILL PROVIDE SECURITY. JOBS AND BETER LOOK FOR SUISUN.

Name JOSE LOPEZ-CEJA Telephone (707) 746-8776

Address 906 TOWHEE WAY City SUISUN CITY Zip 91585

Signature [signature] Date 10/24/07

Email — Do you wish to be placed on Master Mailing List NO.

Jose Lopez-Ceja (L-CEJA)

Response to L-CEJA-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

LYONS-1

Project: Walters Road West Commercial Project

Good project.

Negative signs seem to suggest that criminals and ghetto rats shop @ Wal-Mart!
People like the Chadbourne site mainly because it doesn't impact their neighborhood although it is unsafe at night.

Name Margie Lyons Telephone

Address 731 Monte Carlo City SS Zip 94585

Signature Date

Email Do you wish to be placed on Master Mailing List

Marge Lyons (LYONS)

Response to LYONS-1

The author stated, "Good project," but also stated, "Negative signs seem to suggest that criminals and ghetto rats shop @ Wal-Mart! People like the Chadbourne site mainly because it doesn't impact their neighborhood, although it is unsafe at night." These statements represent the author's personal opinion, and no further response is necessary.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

The Draft EIR says this project will have unavoidable impacts on our air quality due to all the additional cars and tractor trailer trucks on Highway 12 and Walter's Road coming and going from the Supercenter and there are no ways to reduce these impacts. Yet, a March 2005 Solano County Health and Social Services Department Update report states that "Solano County has the highest prevalence rate of asthma in California" and that "Solano County's asthma rate is 32% worse than for the State as a whole." Why should a project that you already know will significantly impact our air quality be approved in an area already known for high asthma rates? MACIA-1

Thank you,

Silvia G. Macias
Signature

Silvia G. Macias
Print Name

1116 Pintail Dr.
Address

Suisun City, CA 94585

707-384-1388
Phone

cc: Suisun City Council

Silvia G. Macias (MACIA)

Response to MACIA-1

The author expressed concern about the proposed project's air emissions on persons afflicted with asthma in the project vicinity.

Refer to Master Response 11 and Master Response 15.

From: Major, Mike E [mailto:MMajor@tsocorp.com]
Sent: Monday, October 15, 2007 11:49 AM
To: Pedro "Pete" M. Sanchez; Michael Major
Cc: Jane Day; Mike Hudson; Sam Derting; Michael A. Segala
Subject: Wall Mart

MAJOR

Have lost your collective minds? Are you seriously considering allowing Wall Mart in Suisun when there is one so close by in Fairfield? We have been paying taxes all these years to try and revitalize downtown, the last thing we need is a huge superstore on the outskirts sucking the life blood out of downtown. The Albertsons on Sunset has been closed for a couple of years, do you seriously think anyone is going to be willing to locate there with a Wall Mart just down the street? Have you been living in a cocoon and never seen the results of town after town with their downtown boarded up after Wall Mart comes in? If I want to buy cheap crap from over seas there are plenty of Wall Marts in our area, I promise you I will never vote for any member of this council who votes to let Wall Mart into our town. Mike Major, 1321 Philip Way. -1

Mike Major (MAJOR)

Response to MAJOR-1

The author expressed his opposition to the proposed project, citing concerns about impacts on Downtown Suisun City.

The Draft EIR's urban decay analysis considered potential retail impacts on Downtown Suisun City businesses. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

CITY OF SUISUN CITY · CALIFORNIA

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

Hey - my card wasn't stolen, and I don't think anyone else's was either. I was so annoyed at this "Public Hearing" where no one could speak, no opportunity for group discussion or public education in a forum, that I decided against cooperating. I and a lot of other interested citizens made an effort and pushed aside competing priorities for our limited time in order to attend — and then found that there was nothing to do but turnaround and go home again, with the evening shot!

My concern about the proposed Wal-Mart?? It betrays the vision of the Suisun City redevelopment. More — it places important barriers to the realization of that vision.

LOVER

Name Pat Matteson Telephone

Address 832 Driftwood Drive City Suisun City Zip 94585

Signature Patricia C. Matteson Date 11/2/07

Email Do you wish to be placed on Master Mailing List yes - but please do not share my address with ANYONE

MATTE -1

My husband and I literally and figuratively "bought into" the live/work/shop LOCALLY vision, as good citizens of Victorian Harbor. We are paying high assessments for the redevelopment and harbor maintenance costs that are part of the package. The revival of downtown Old Suisun and having essential businesses like grocery stores (real ones, not convenience stores) and a pharmacy within walking/biking distance are part of that vision.

The proposed Wal-Mart center is a dinosaur, a throwback to the bad old days of depending on cars for everything and having to fling one's self onto a clogged highway and drive - using increasingly expensive energy and polluting the air - for the daily necessities of life. And - that Supercenter will drive our local Sunset Avenue alley's and pharmacy out of business - the only remotely walkable/bikeable options for Old Town residents now.

THIS WAL-MART IS NOT APPROPRIATE FOR SOLANO COUNTY & ESPECIALLY SUISUN CITY QUALITY OF LIFE VISION!

Patricia C. Matteson (MATTE)

Response to MATTE-1

The author expressed her opposition to the proposed project, citing concerns about impacts on Downtown Suisun City, traffic congestion, air pollution, and community character.

The Draft EIR's urban decay analysis considered potential retail impacts on Downtown Suisun City businesses. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

Neighborhood compatibility was addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

Ms. Heather McCollister
Community Development Department
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

I took a look at the traffic study in the Wal-Mart DEIR and was surprised to see that it was done during August. This doesn't make any sense to me because August is typically one of the less busy months in terms of traffic on Highway 12. Can a traffic study be done leading up to the holidays in December? It seems like you will get a more realistic assessment of the traffic situation on 12 and Walter's during that time of the year. MCCAL-1

Thank you,

Signature

STEVEN L McCALL
Print Name

1203 De ANZA CT
Address

Suisun City CA 94585

408 398 1399
Phone

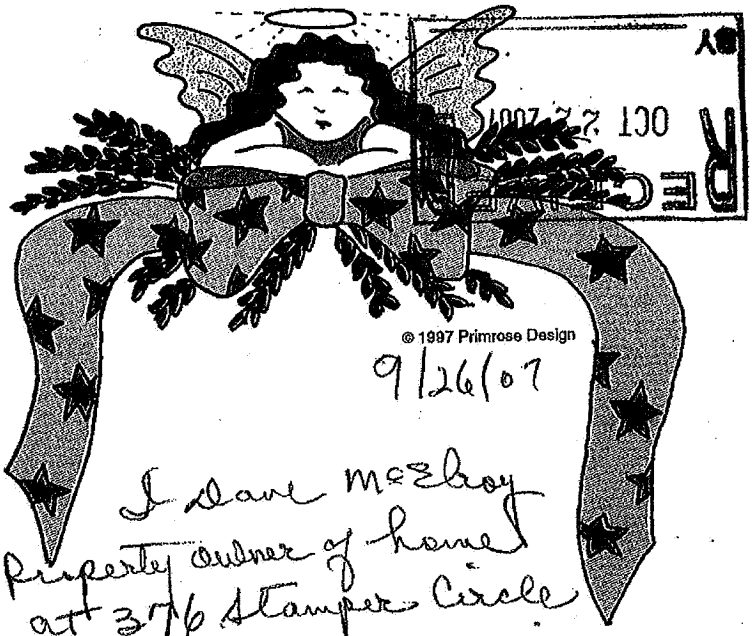
cc: Suisun City Council

Steven L. McCall (MCCAL)

Response to MCCAL-1

The author stated that the Final Transportation, Circulation, and Parking Impact Study prepared by Kimley-Horn and Associates, Inc. was "done in August" and asserted that August is one of the less busy months in terms of traffic volumes on SR-12. The author requested that the study be re-done in December when traffic volumes are higher.

The Final Transportation, Circulation, and Parking Impact Study is dated August 2007, but roadway turning movement counts were conducted in July 2006. As discussed on page 4.11-11 of the Draft EIR, these counts were adjusted upward to account for schools being out of session during this time of year. As such, the author's assertion that the traffic study should be re-done is not warranted.



9/26/07

I dave McElroy
Property owner of home
at 3716 Stamper Circle
Suisun Cal. Received your
letter. I am against Wal-Marts
Building a Super Saint Store
on Walters Road. I have seen
What Happen in Harvey La. they
Caused other Store like
Safeways, A&P, WinNDIXIE To
Close Their doors. They Shuld
Not Be allowed To sell groceries
Just other goods of Kind.

Thank you

D... McElroy

MCELR-1

Dave McElroy (MCELR)

Response to MCELR-1

The author expressed his opposition to the grocery components of the proposed project, citing concerns about impacts on competing retailers.

The Draft EIR's urban decay analysis considered potential retail impacts on competing supermarkets in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

From: jessica mcintosh [mailto:jssc_mcntsh@yahoo.com]
Sent: Tue 6/5/2007 6:52 PM
To: Michael A. Segala
Subject: This is our opinion

MCINT

Dear MSegala,

The residents at 603 Klamath Way do not want a Wal-Mart built on Walters Road because there will be a problem of children and traffic sooner or later. Someone will die sooner or later and hopefully it will not be your child because of the following: high traffic congestion, drugs, and prostitution will follow. Property values will be lowrered. Family-neighborhoods will be demolished. -1

Jessica McIntosh (MCINT)

Response to MCINT-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, roadway safety, vice, and property values.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Roadway safety is addressed in Master Response 13.

Regarding crime and vice, refer to Master Response 9.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

Ms. Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Heather,

The Draft EIR says that the project will not impact evacuation routes for Suisun residents incase there is an emergency, but it also says that eight intersections will see an increase in traffic and wait times at stop lights. Regardless of the fact that the Draft EIR contradicts itself, will Suisun study how emergency evacuations will occur if the project is built in light of the increased traffic and stop light wait times that will result? MCLEM-1

Thank you,

Signature

Kristine Mclemore
Print Name

502 Hacienda Lane
Address

Suisun, CA 94585

707-426-4887
Phone

cc: Suisun City Council

Kristine McLemore (MCLEM)

Response to MCLEM-1

The author referenced the Draft EIR's conclusion that the proposed project would not adversely impact emergency access and stated that the Impacts TRANS-1 and Impacts TRANS-2 suggest otherwise.

For the reasons stated in Master Response 13, the proposed project would result in better intersection operations after mitigation relative to the "without project" scenario. Because intersection levels would operate at better levels than without the project, the Draft EIR concluded that the proposed project would not adversely impact emergency response or evacuation.

To: Heather Mc Collister
Director of Community Development
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Mrs. McCollister,

Is it really likely that the Walters Rd/Supercenter project can generate $73.5 million in sales a year without drawing substantial numbers of customers and traffic from outside of Suisun's "sphere of influence"?

If the market area for the Walter's Rd project is really only Suisun's sphere of influence, then why does Exhibit 4.11-7 "Project Trip Distribution" show 30% of the project's trip distribution originating from Air Base Parkway and Travis Air Force Base area? MELER-1

Thanks,

Dianne Meler
1408 Whitby Way
Suisun, Ca 94585

cc: Suisun City Council

Dianne Melero (MELER)

Response to MELER-1

The author referenced the projection that the proposed Wal-Mart Supercenter would generate $73.5 million in sales in Section 4.12, Urban Decay and inquired why Exhibit 4.11-7 shows 30 percent of project trips being assigned to eastbound Air Base Parkway.

Refer to Master Response 21.

Katy Miessner
135 Scenic Way
Vallejo CA 94590

November 5, 2007

Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, California 94585

Via E-mail to: hmccollister@suisun.com

RE: Comments regarding the Draft Environmental Impact Report on the Walters Road Wal-Mart Super-center project in Suisun

Dear Ms. McCollister:

Below please find my comments regarding the Draft Environmental Impact Report (EIR) on the Walters Road Wal-Mart Super-center project in Suisun (Walters Road project) that we believe must be addressed in order to create an environmentally friendly project.

MIESS-1

Based on the review of the Walters Road project EIR, I have concluded that the impacts on the environment are too great to be mitigated. I therefore recommend that the EIR be rejected because of its extensive and critical flaws.

Biological Impacts –
The Walters Road project will have a significant and negative impact on the area's biology, but the EIR has deemed it to be compliant with California's Environmental Quality Act (CEQA) through the developer's buying of "credits at an agency-approved mitigation bank". However, the site, though not in pristine condition, is part of a critical habitat area that is home to numerous endangered and special status species and no amount of "credit buying" will address the loss of this important area. The proposed site is partial wetlands and the development will cover a stream that is critical to the area's watershed.

Think of Wal-Mart's target market area as a watershed - everyone will come to a Wal-Mart retailer within a targeted market area. Like a watershed, Wal-Mart customers will flow to this one concentrated area, which will be very heavily affected.

MIESS-2

Unlike a watershed, however, whose size is determined by topography and geographical features within an area, the size of this Wal-Mart depends greatly upon the location, population concentration, and proximity of the Wal-Mart to other identical or similar franchise stores. The possibility of so many consumers each making an individual mark on the watershed, either directly through vehicle and other pollution sources or indirectly, will be overwhelming to this critical habitat.

Unlike a Wal-Mart super-center, a watershed does not have the ability to "relocate". They are not engineered -- geography and biology and other local factors create a watershed and they should be protected where they exist naturally.

This is why the Walters Road project must receive a stream bed alteration permit, a discharge permit pursuant to the Clean Water Act, a certification for discharge into U.S. waters (regulated by the U.S. Army Corps of Engineers), and be certified as compliant with the Clean Water Act (Regional Water Quality Control Board). The project must also obtain authorization from the U.S. Fish and Wildlife Service because it will impact critical habitat. MIESS-2 CONT.

Drainage and Storm water Runoff -
If approved, the Walters Road project will add more than 20 acres of pavement next to the Quail Glen/Lawler Ranch neighborhoods. This creates a significant level of storm water runoff laden with heavy metals, grease, gasoline residues, fertilizers and herbicides; some of these from products stored outdoors at the Garden Center. The project's storm water will discharge into Hill Slough, just below Lawler Ranch, before entering the Suisun Marsh.

Cumulative pollutants and heavy water flows must be slowed, and partially reabsorbed at the site through the use of various "infiltration devices" to minimize flooding dangers and pollution.

The development's "Storm Water Control Plan" calls for a variety of methods, including bioswales, that are an attempt at minimizing the Walters Road project impacts.

Not much is known regarding the effectiveness of bioswales in really cleaning run-off. If bioswales are not working to the level which they are theoretically designed for, then untreated water is put back into natural waterways, creating potential problems for water body health as well as local aquatic and plant life. Studies of Bioswales show that many water quality standards are not met. MIESS-3

And the project's Storm Water Control Plan admits that these devices don't work well in poorly permeable soils such as the project site. It also admits that many of the suggested water saving devices can become easily clogged and take frequent maintenance. The storm water runoff will be carried through Lawler Ranch's drainage system, which is inadequate to handle the load. The drains are clogged with silt and trash and "the storm drain outfall is deteriorated and possibly in need of rehabilitation".

This sensitive wetland area is too critical to the environment to allow for such a large facility to be built by Wal-Mart, who is known for not meeting their obligation of protecting the environment from their massive and unsustainable operations.

Wal-Mart was ordered to pay fines to the state of Connecticut for polluting streams near Wal-Mart stores there from improperly stored pesticides and other toxins. Florida fined Wal-Mart for violating petroleum storage tank laws at its auto service centers. The company admits that it failed to register its fuel tanks and failed to install devices that prevent overflow, that it did not perform monthly monitoring, and that it blocked state inspections.

Toxic runoff generated by a super-center is a serious concern. Wal-Mart says they are getting better at addressing impacts, but can the Hill Slough and Suisun Marsh be risked?

I have concluded that the impacts of a 214,919 square foot building with a 14,000 sq ft garden center so close to sensitive wetlands and watersheds can not be successfully mitigated based on the EIR, the inexact science of bioswales and other mitigating devices, and Wal-Mart's dreadful track record. MIESS-4

Again, I urge the City of Suisun to reject the Walters Road Wal-Mart Super center Draft Environmental Impact Report, as well as the massive project itself.

Sincerely,

Katy Miessner

Katy Miessner (MIESS)

Response to MIESS-1

The author provided some introductory remarks to preface the letter and stated her opinion that the Draft EIR should be rejected. This statement represents the author's personal opinion, and no further response is necessary.

Response to MIESS-2

The author stated that the project site is designated a critical habitat area and asserted that no amount of mitigation in the form of purchasing credits at an agency-approved mitigation bank would reduce the significance of the loss of this habitat. The author stated that the proposed project would attract large concentrations of people and will have adverse impacts on nearby critical habitat areas. Finally, the author noted that the project must receive a Streambed Alternation Permit, a Discharge Permit, a certification for discharge into waters of the United States, be certified as compliant with clean water, and obtain authorization from the USFWS for impacts on critical habitat.

Purchasing credits at any agency-approved mitigation bank for critical habitat impacts is an accepted form of mitigation, and has been authorized by agencies charged with protection of special status species such as the USFWS. While the author may disagree, this is simply a difference of opinion.

Regarding the author's claim that the proposed project would impact surrounding critical habitat areas near the project site (e.g., the grazing land on the east side of Walters Road), it is doubtful that the project would cause a noticeable increase in impacts on these areas because of the presence of existing urban development and infrastructure. The critical habitat areas east of Walters Road are used for grazing and are located adjacent to two heavily trafficked roadways (SR-12 and Walters Road), as well as the Travis Air Force Base runway. As such, the lands are regularly exposed to air pollution, light and glare, aviation and vehicular noise, urban and agricultural runoff, trampling, and other forms of significant disturbance. Given these conditions, it is unlikely the development of the proposed project would cause an increase in the intensity of these impacts above existing levels because the current, compromised biological quality of these lands.

Finally, the regulatory approvals the author noted are referenced in the Draft EIR in Section 4.3, Biological Resources.

Response to MIESS-3

The author referenced the proposed project's drainage and water quality mitigation measures and questioned the effectiveness of bioswales in terms of cleaning runoff and the adequacy of the downstream drainage system to accommodate project flows. The author expressed concern that urban runoff from the project site could compromise water quality in Hill Slough and Suisun Marsh. The author also asserted that Wal-Mart Stores, Inc. was ordered to pay fines in Connecticut and Florida for water quality violations and suggested that similar violations could occur at the project site.

The author's concerns about the adequacy of the proposed project drainage system are addressed in Master Response 3.

Regarding the author's claims about the effectiveness of bioswales and the allegations about water quality violations at other Wal-Mart store locations, refer to Master Response 12.

Response to MIESS-4

The author provided concluding remarks expressing her opposition to the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

No to Wal-Mart

Project: Walters Road West Commercial Project

Timothy Miner Dont want to lose Air Force Base
There will be more traffic on Highway
12 and its bad enough already. There
will be more crime and Thieves in
boardering neighborhoods.

MINER-1

Name Timothy Miner Telephone (707) 438-0910
Address 2124 Stress Ct City Fairfield Zip 94533
Signature Date Nov. 3 07
Email Do you wish to be placed on Master Mailing List

Timothy Miner (MINER)

Response to MINER-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion, Travis Air Force Base compatibility, and crime.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

Travis Air Force Base compatibility is discussed in Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

3 Minutes against Proposed Project MONG.1-1

Name Wayne I. Monger Telephone

Address 1409 Tillman St City Suisun City Zip 94585

Signature Date

Email wmonger@concast.net Do you wish to be placed on Master Mailing List Yes

Wayne I. Monger (MONGE.1)

Response to MONGE.1-1

The author's comment reads "3 minutes against proposed project."

Because this comment does not pertain to the Draft EIR, no further response is necessary.

From: wmonger@comcast.net [mailto:wmonger@comcast.net]
Sent: Tuesday, October 23, 2007 1:39 PM
To: Pedro "Pete" M. Sanchez; Jane Day; Mike Hudson; Sam Derting; Michael A. Segala; Heather McCollister
Subject: Walters Road West Project Draft EIR - Section 4.12 Urban Decay study

MONGE.2-1

Dear Mayor of Suisun City, City Council Members and Community Development Director,

The Walters Road West Project Draft Environmental Impact Report Section 4.12 study of the Urban Decay impacts has failed to address the economic, social and environmental impacts upon the city's yearly finances, surrounding neighborhoods and the protected wetlands area from the establishment of semi-permanent homeless encampments within walking distance of the proposed Wal-Mart Super Center retail development at Highway 12 and Walters Road.

Currently in mid-2007, there are homeless encampments of significant size and population hidden within the wooden areas along Ledgewood Creek between Highway 12 and Cordelia Road. This is the border of the western edge of Suisun City, with a commercial/industrial zone for the City of Fairfield on the other side of the creek. Except for some criminal activity and stolen shopping carts being abandoned within the west half of Suisun City, the economic and criminal impacts of the residents of these homeless encampments is currently minimal for the City of Suisun City as compaired to the costs borne by the City of Fairfield.

Three (3) near-term projects in and around Suisun City will result in the disruption of "normal" activities in the homeless encampments currently found along Ledgewood Creek, displacing residents to new encampment zones. The first disruptive project will be the start of construction of the combined commerical and residential Gentry Suisun project that will border along the length of Ledgewood Creek between Highway 12 and Cordelia Road. The second disruptive project will be the closing of the existing Wal-Mart retail center on Chadborne Road in favor of a newly-opened Wal-Mart Super Center on North Texas Street in Fairfield. The current Chadborne Road Wal-Mart, which is within walking distance of the homeless encampments along Ledgewood Creek, is a primary source of income and supplies for the encampment residents due to a steady supply of available recycleable materials and the "relaxed" law enforcement posture concerning petty crimes found ar ound W al-Mart corporate retail developments. The third project in this sequence will be the opening of the planned Wal-Mart Super Center in Suisun City at the corner of Highway 12 and Walters Road. Due to the lack of available "hidden" open space near the North Texas Street retail development within the City of Fairfield for the establishment of homeless encampments, many residents of the encampments along Ledgewood Creek will be forced to migrate eastward to the east half of Suisun City to stay close to their preferred retail outlet of Wal-Mart. The city government and residents of Suisun City will see the establishment of homeless encampments in the protected wetlands areas to the east of Grizzly Island Road and to the south of the fence seperating the protected wetlands of McCoy Creek and Wood Slough from the Lawler Ranch subdivision. There is a strong possibility that homeless encampments will also be established along the banks and under the road b ridges of McCoy Creek.

Myself and many of my neighbors here in the Lawler Valencia section of Lawler Ranch understand that our streets and neighborhoods of Lawler Ranch will become the primary path for the residents of these new homeless encampments, who will be daily walking back and forth to the Wal-Mart Super Center at Highway 12 and Walters Road. We are gravely concerned about not only the "Urban Decay" aspects of these "new" residents of the east half of Suisun City upon the values of our homes and safe neighborhoods, but are also severely worried about the huge jumps in violent home invasion robberies, auto thefts, drug crimes, property vandalism and property crimes that we and our families will have to endure for years to come as a result of this retail project. Minor aspects of the homeless encampments problem will be the loss of revenue for the Solano Garbage Company from the decreased amount of recycleable materials picked up from Lawler Ranch residents as well as the scattering of trash on the neighborhood streets as homeless residents dig through household trash looking for recycleable materials to sell at the Wal-Mart Super Center recycling center. We as residents will also be required to be watchful for discarded drug paraphernalia and locations of where homeless residents passing through our neighborhoods have deficated or urinated in our front yards.

MONGE.2-1
CONT.

With the establishment of homeless encampments with significant populations within the protected wetlands and along McCoy Creek in the east half of Suisun City, the Suisun City City Council and City Staff will need to plan for annually increased funding to both the Police and Public Works departments. Utilizing the economic model of the current City and County of San Francisco's homeless camp clean-up efforts in Golden Gate Park, the City of Suisun City should see an annual cost of $100,000 to $120,000. Most of this funding will need to be devoted to the Suisun City Police Department for the proactive enforcement within the new homeless encampments of the "Sexual Predator Punishment and Control Act" (also known as "Jessica's Law"), passed by the California voters in November 2006. This act requires that all paroled sexual offenders in the State of California must live and remain outside of a 2,000 foot radius from any school or public park. Due to the f act th at Crescent Elementary School, McCoy Creek Park and Lawler Ranch Park directly adjoin the protected wetlands and the McCoy Creek drainage system where new homeless encampments will be established in the near future if the Wal-Mart Super Center at Highway 12 and Walters Road is allowed to proceed with construction, due dilligence will be required from departments within the City of Suisun City to enforce this law and keep our children safe. Another part of this increased annual funding from the city's budget will go to the Public Works Department, as they assist the Suisun City Police Department and Fire Department with clean-up of encampment rubbish, abandoned shopping carts, drug paraphernalia, toxic chemicals and human wastes dumped into the waterways leading from our City into the protected waters of Suisun Bay.

Thank you for your time considering this major piece missing out of the Walters Road West Project Draft Environmental Impact Report Section 4.12 "Urban Decay".

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone 707-426-5510

From: wmonger@comcast.net [mailto:wmonger@comcast.net]
Sent: Wednesday, October 24, 2007 1:28 PM
To: Pedro "Pete" M. Sanchez; Jane Day; Mike Hudson; Sam Derting; Michael A. Segala; Heather McCollister
Cc: dkhalls@sta-snci.com; rmacaulay@sta-snci.com
Subject: Walters Road West Project Draft EIR - Section 4.11 Transportation - Public Transit Access

October 24, 2007

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director, MONGE.2-2

The Walters Road West Project Draft Environmental Impact Report under the Section 4.11 on Transportation states under "Impact TRANS-8" that this planned Wal-Mart Super Center retail project at the corner of Highway 12 and Walters Road "may not have adequate access to public transportation". Due to the projected detremental impacts upon local and regional traffic patterns that this retail project will have, the leaders of Suisun City must insist upon inclusion of a workable, transit-friendly component as condition of the approval of this project. With my background of over six years of planning and overseeing the operations of public transit bus and paratransit services here in northern California, I very strongly urge the Mayor of Suisun City and the Suisun City City Council to fully require a centralized stand-alone transit stop to be planned and installed within this large retail project property prior to opening. This will also r equire that an entrance and egress route through this planned retail project must be designed and designated with clearances enough to adequately fit all existing Fairfield-Suisun Transit vehicles that may be used on all transit routes that will serve this retail center.

Failing to insist to the applicant that this planned project must have a centralized "safe" transit stop within the property, instead of alternative possible transit stop placement locations at points along the Walters Road public roadway or at an inside edge of the proposed retail center property, is dangerous to the transit users and traffic flow, counter-productive in couraging increased transit use and a potential liability issue for the government agencies approving this retail center project. To illustrate this point, I will use the recent experiences of the El Dorado County Transit of Placerville, CA in trying to serve the citizen's needs for transit to a recently opened Wal-Mart retail center. My mom, Edith Monger of Fairplay, CA, is a member of the Citizens Transit Advisory Council for El Dorado County Transit and works toward better public access by elderly and disabled residents using transit services to shop at retail cen ters i n El Dorado County. The Wal-Mart retail center in Placerville sits adjacent to Missouri Flat Road, a primary 4-lane road with a heavy mix of auto and semi-truck traffic - very similar to the width and traffic mix currently found on Walters Road in Suisun City. The El Dorado County Transit stop serving this Wal-Mart retail center is located on the opposite side of Missouri Flat Road from the retail property. There is poor use of this stop by elderly and disabled El Dorado County Transit patrons wishing to shop at the Wal-Mart retail center, due to the access distance between the transit stop and Wal-Mart front entrance of around one eighth (1/8) of a mile and a very dangerous at-grade crossing of the 4-lane Missouri Flat Road. My mom has worked tirelessly over the past 2 years to encourage public transit use to this Wal-Mart retail center, and has been successful in getting dozens of elderly and disabled El Dorado County citizens to try the service once. In surve ying past users of this service, my mom has found a large majority of people are refusing to try the service a second time due to the exteam mobility problems encountered in going between the Wal-Mart retail center and the transit stop location, plus negotiating the crossing of Missouri Flat Road while carrying full shopping bags.

Without a required modification of the project plans by the leaders of Suisun City, these exact same transit access and use failures found in Placerville will be encountered here in Suisun City with the Walters Road West Project Wal-Mart Super Center retail project. I strongly urge the City Council and Mayor to force implementation of these changes as a condition of the approval of this project.

Thank you for your time and attention to this vital detail of this proposed project.

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone 707-426-5510

cc: Solano Transportation Authority - Daryl Halls, Robert Macaulay

From: wmonger@comcast.net
Sent: Thursday, November 01, 2007 6:08 PM
To: Pedro "Pete" M. Sanchez; Jane Day; Mike Hudson; Sam Derting; Michael A. Segala; Heather McCollister
Subject: Walters Road West Project Draft EIR - Section 3.2.1 Lighting and Signage

Dear Mayor of Suisun City, Suisun City City Council Members and Community Development Director - MONGE.2-3

As a 15 year resident of Suisun City and the Lawler Valencia section of Lawler Ranch, I am very concerned with the traffic safety hazards from the placement, size and lighting design of the proposed 35 foot high pylon sign planned as part of the proposed Wal-Mart Super Center retail development at the corner of Highway 12 and Walters Road. This intersection is already the site of hourly red-light violations by 80,000 pound semi-trucks that are unable to stop for a traffic signal change in time. I am extreamly worried about the placement location of this sign and it's advertising lighting, resulting in severe negative effects leading to increased incidents of traffic accidents and traffic deaths.

At the current pre-development time, westbound traffic on Highway 12 moving at or above the 50 miles per hour speed limit has an unimpeeded view of the controlling traffic signals at the Walters Road intersection. According to the published plans within the Walters Road West Project Draft Environmental Impact Report as to the location of the 35 foot pylon advertising sign and using personal visual inspections, this proposed advertising sign will be positioned directly behind the primary westbound Highway 12 and Walters Road traffic signal when viewed from the two westbound lanes of traffic at points between 150 yards to 100 yards east of the intersection. Any colored or flashing LED advertising lights included in this planned pylon sign will be a direct visual hinderance for approaching drivers trying to determine what color the traffic signal is displaying. During the frequently occuring evenings/nights/mornings that sees this location made significantly mor e haza rdous with moderate to heavy ground fog, any additional colored or flashing lights produced by this proposed pylon advertising sign will further obscure and hinder the ability of approaching drivers to pick out the Highway 12 and Walters Road intersection traffic signals and act accordingly in time. This potentially leathal problem interfering with traffic control systems at the Highway 12 and Walters Road intersection should be reexamined in detail by any City of Suisun City, Highway 12 Safety Committee or CalTrans traffic safety studies in conjunction with this project. The reflective luminesce of this sign (and adjacent parking lot lights) also needs to be reexamined and measured during times of moderate to heavy ground fog to determine if these lights will violate aircraft safety regulations under these conditions.

Thank you for your time in considering this item of concern with the Walters Road West Project Draft EIR.

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone 707-426-5510

From: wmonger@comcast.net
Sent: Sunday, November 04, 2007 2:12 PM
To: Pedro "Pete" M. Sanchez; Sam Derting; Jane Day; Mike Hudson; Michael A. Segala; Heather McCollister
Cc: dkhalls@sta-snci.com; rmacaulay@sta-snci.com
Subject: Walters Road West Project Draft EIR - Section 4.11 Transportation - Detour Routes and Pedestrian Safety

November 4, 2007

MONGE.2

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director McCollister,

I have been a voting resident of Suisun City for 14 1/2 years, and a citizen of Solano County for 19 years. In analyzing the Walters Road West Project Draft Environmental Impact Report - Section 4.11 Transportation, I have found two (2) serious omissions within the scope of the Transportation Study on the impact of local Suisun City streets and Suisun City pedestrian safety due to the proposed Wal-Mart Super Center retail project.

First, the transportation study for the Draft EIR focused primarly upon funneling local traffic originating throughout Suisun City onto Highway 12 and then into the entrances of the proposed retail project on Walters Road. Only a very minor amount of effort was made within the transportation study to evaluate and mitigate the effects of increased traffic on other primary City streets. This needs to be reexamined and recalculated for this proposed retail project.

This "Final Transportation, Circulation and Parking Impact Study" produced for Kimley-Horn and Associates for the Draft EIR states conclusions that have significantly underestimated or completely omitted the increased traffic impacts upon the two alternative parallel routes for Highway 12 between Walters Road and the Sunset Avenue retail/city services area. These two routes are Pintail Drive paralleling Highway 12 to the north, and the combined Lawler Ranch Parkway/Anderson Drive paralleling Highway 12 to the south. As a resident of Lawler Ranch, I already know of some neighbors who are so frightened of the current traffic conditions and accident occurance level at the Highway 12 and Walters Road (plus Highway 12 and Emperor Drive) intersection that they are using the combined Lawler Ranch Parkway/Anderson Drive route to get to and from the Suisun City Post Office, the Suisun City Library, the retail centers on Sunset Avenue and the Suisu n City YMCA site. In asking why they use the Sunset Avenue and Highway 12 intersection instead of others, the general perception is that it is "a little safer" than the other intersections on Highway 12 east of Sunset Avenue. Other neighbors here in Lawler Ranch have expressed concerns to me about the future traffic problems at the Highway 12 and Walters Road intersection, and have also stated to me that they too will increase their use the combined Lawler Ranch Parkway/Anderson Drive alternate route after the proposed Wal-Mart Super Center retail project is opened in order to bypass traffic congestion and traffic hazards caused by this project. There are also Suisun City residents who live in the Peterson Ranch and other neighborhoods east of Walters Road who have discussed with me their plans to greatly increase their use of Pintail Drive west from Walters Road instead of traveling the heavily impacted Walters Road and Highway 12 route to access the same in-city de stinat ions. The use of these two parallel alternate city street routes will further be exacerbated during annual holiday retail sales seasons, severe periods of ground fog conditions or closures of Highway 12 at Walters Road due to severe traffic accidents. The City of Suisun City must also expect to budget increased road repair funds to maintain the streets of these alternate routes. -4

The second omission is the failure within the transportation study and the Draft EIR to require inclusion within Mitigation Measures Trans-8 "Pedestrians" grade-seperated pedestrian overpasses of Highway 12. With the project requirements that the City of Suisun City pay CalTrans to bring Highway 12 up to "four lane expressway standard", and in the near future expand Highway 12 to "6 lanes" to handle increased traffic generated by the proposed retail project, there is a failure to examine two (2) key points utilized by school children crossing Highway 12 that need safe, grade-seperated crossings. The first grade-seperated pedestrian crossing should be at or east of the current Highway 12 and Sunset Avenue intersection. This structure is needed to handle the pedestrian traffic to and from the Crescent Elementary School on nearby Anderson Drive. Ideally, this structure would be at or very near the Snow Drive and Highway 12 intersection i nstead of at the Sunset Avenue and Highway 12 intersection. The second grade-seperated pedestrain crossing should be at the Marina Blvd and Highway 12 intersection. This structure needed is to safely handle the high volume of pedestrian traffic to and from the Crystal Middle School on nearby Wispering Bay Lane. Even with today's pre-Wal-Mart Super Center retail project traffic levels on Highway 12, this pedestrian traffic utilizing at-grade crossing protected by traffic signals at Marina Blvd severely impacts the flow of vehicles during peak AM and PM hours. -5

MONGE.2

Thank you for your time and attention to these vital omissions from the Walters Road West Project Draft Environmental Impact Report. Please make certain that these two serious omissions from the Draft EIR are properly examined and included in the Final EIR of this project. -5 CONT.

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone 707-426-5510

cc: Solano Transportation Authority

From: wmonger@comcast.net
Sent: Sunday, November 04, 2007 11:36 PM
To: Pedro "Pete" M. Sanchez; Sam Derting; Jane Day; Mike Hudson; Michael A. Segala; Heather McCollister
Cc: public.advisor@cpuc.ca.gov
Subject: Walters Road West Project Draft EIR - Section 4.6 Hazards - Pipeline Safety Regulations

November 4, 2007

MONGE.2

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director McCollister,

I have searched the entire Walters Road West Project (proposed 227,019 square feet Wal-Mart Super Center retail project at the corner of State Highway 12 and Walters Road) Draft Environmental Impact Report, having failed to find any acknowlegement anywhere of the presence of the two (2) primary underground high-pressure natural gas transmission pipelines owned by Pacific Gas and Electric running east-west along the northern edge of the project site. I have also failed to find any documents where the City of Suisun City or the project applicants have contacted Pacific Gas and Electric concerning government required consultation on underground pipeline safety easements and construction restrictions.

The two (2) underground high pressure natural gas pipelines in question lay along the north edge of Peterson Road approximately 130 feet from and parallel to the rear wall of the proposed Wal-Mart Super Center main building. Just short of the crossing of Walters Road on the west side, one of these two pipelines makes a 90 degree turn to the south, cuts underneath the northeast corner of the retail project property (where the truck turning and unloading docks are planned) then out to another 90 degree turn under the center of Walters Road, almost directly underneath the planned location of the new retail project property entrance intersection.

Due to past fatal accidents concerning pipeline damage by contractors and catastrophic pipeline integrity failures, there are multiple federal and state regulations concerning encroachment onto existing pipeline right-of-ways. Under the Code of Federal Regulations Title 49 (Transportation) Part 192 Subpart "O" (Gas Transmission Pipeline Integrity Management) Sections 192.903 and 192.500, it states that the "Potential Impact Circle" for a high pressure natural gas pipeline with a catastrophic failure (explosion and fire) is 600 feet. When there is a building anywhere within this 600 foot circle that is occupied by 20 or more persons on at least 5 days per week for 10 weeks in any 12 month period upgrades the pipeline to a "Class 3" location with additional safety procedures and restrictions. The entire proposed Wal-Mart Super Center building, if built, will lay well within this 600 foot "Potential Impact Circle" for over a quarter mile of pipeline an d will cause these pipeline segments to be reclassified as "Class 3". I am also very worried that the combination of heavy (idling) truck traffic serving this proposed Wal-Mart Super Center, the high water table approximately 3 feet below ground level and weak soil structure subject to liquiefaction will expedite a catastrophic failure of the underground high pressure natural gas pipelines. Other federal regulations covering safety and encroachment of these pipelines are CFR Title 49 Subtitle VIII (Pipelines) Chapter 601 (Safety) Section 60109 (High density population areas and environmentally sensitive areas), CFR Title 49 Subtitle VIII (Pipelines) Chapter 601 (Safety) Section 60127 (Population encroachment and rights-of-way) and Public Law 109-468 Pipeline Inspection, Protection, Enforcement and Safety Act of 2006 effective December 29, 2006. -6

Thank you for your time and attention to this dangerous omission from the Walters Road West Project Draft EIR.

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone 707-426-5510

cc: California Public Utilities Commission

From: wmonger@comcast.net

Sent: Monday, November 05, 2007 12:06 PM

To: Pedro "Pete" M. Sanchez; Sam Derting; Jane Day; Mike Hudson; Michael A. Segala; Heather McCollister

Cc: CCahee@waterboards.ca.gov; DBowyer@waterboards.ca.gov; RDuazo@waterboards.ca.gov; VPal@waterboards.ca.gov

Subject: Walters Road West Project Draft EIR - Section 4.7 Hydrology - Stormwater Flow and Pollutants

November 5, 2007

MONGE.2

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director McCollister,

My wife and I have been voting residents of the City of Suisun City for 14 1/2 years, plus have been residents of Solano County for 19 years. As a trained geologist, I have closely observed the hydrologic systems connecting to Wood Slough at the east end of Suisun City since we moved into our Lawler Ranch home on March 1, 1993. Our home is approximately 1/4 mile southeast of the proposed project location, where we will be impacted directly by many aspects of this proposed project. I have closely analyzed both the Walters Road West Project (227,000 square foot Wal-Mart Super Center retail project) Draft Environmental Report Section 4.7 "Hydrology and Water Quality" plus the Appendix G: Final Hydrologic Study for the Walters Road West Project by Michael Brandman Associates. I have found many sections lacking rigorous research and conclusions favoring avoidance of stormwater flow control or pollution runoff controls by the project applicant. -7

From the start of the Draft EIR Section 4.7, the base data being used to calculate stormwater flows is wrong and shows lack of investigation. Stated in Section 4.7.2 Environmental Setting that "The 10-year, 24 hour estimated maximum precipitation amount is 3.0 inches and the 100-year, 24-hour maximum precipitation amount is 4.5 inches for the project area". During the past 14 winter seasons living here in Lawler Ranch, I have personally recorded with my backyard rain gauge a 24-hour rainfall event of 5.2 inches one year and a seperate 24-hour rainfall event of 5.6 inches another year. The use of the 4.5 inches as the maximum for a 100-year event is way too low. -8

Elsewhere within Draft EIR Section 4.7, the subject of local flooding and stormwater runoff capacity is poorly investigated. Since moving into Lawler Ranch in March 1993, I have experienced several flooding events in the immediate area. Because of the increased height above mean ground level where the homes in Lawler Ranch were built at, residents have not had home flooding problems. But we have had street and undeveloped land flooding problems in our immediate area. At the intersection of Lawler Ranch Parkway and Potrero Street, which lays just above the 42-inch stormwater drainagė which the proposed 20.8 acre retail project will be attached to, there have been three (3) seperate 24-hour flooding events over the past 14 winter seasons with water standing up to 6 inches in depth at street level due high tide levels in nearby Wood Slough and high stormwater runoff. The undeveloped ranchland (including Parcel 4 covered by the Draft EIR) whic h lays on the opposite (north) side of Highway 12 from the Lawler Ranch residential development and on the east side of Walters Road from the proposed retail project site, has flooded up to five (5) foot in depth six (6) of the past 14 winter seasons. During the 1999-2000 winter season, flood waters contained on these properties overtopped Highway 12 at a point approximately 700 yards east of the Highway 12 and Walters Road intersection. It should be noted that during these past high stormwater events, approximately 70 percent of the stormwater on the 20.8 acre retail project site has been retained there by the (now plowed under) vernal pools at each end of the property. Within the study, determination of the ground water table level taken at the end of a dry summer season during October 2006 was an average of 6.2 feet below ground level (5.8 to 7.1 feet). This figure is way too far below ground level from what it is most of the year. From my own experien ce wit h the late autumn to early summer ground water table, other residental experiences with ground water problems in both Lawler Ranch and Quail Glen and watching the construction of parts of Lawler Ranch, ground water for the area including the proposed retail project site runs at around 3.0 feet below surface - and even less than that during multiple stormwater-generating events. -9

All of this leads up to my concerns about a poor stormwater flow management plan in this Draft EIR and prevention of rapid contamination of local neighborhoods and Wood Slough by pollutiants from this completed retail site. I see in the plan there is a heavy reliance upon infiltration treatment systems to divert a large percentage of any stormwater discharge produced on this 20.8 acre site. This is wrong, considering the highly expansive nature of the soils of this site (elsewhere in the Draft EIR it states that due to unstable and expansive soil conditions could endanger the stability of constructed improvements, water infiltration should be minimized) and the fact this violates Provision C.3.i.iv of Order No. R2-2003-0034 from the California Regional Water Quality Control Board to the Fairfield-Suisun Sewer District -10

that states "The vertical distance from the base of any infiltration device to the seasonal high groundwater mark shall be at le ast 10 feet". I very, very strongly urge that the stormwater management plan be changed to funnel 100 percent of the site generated stormwater discharge into an onsite stormwater catch basin of sufficent size and capacity to prevent flooding of the retail project parking lot, adjacent Walters Road and Highway 12 and the neighboring residental neighborhoods. -10 CONT.

The other reason I very, very strongly urge 100 percent capture of stormwater flow from this site is to fully control and treat before discharge into the stormwater system flowing under Lawler Ranch and into Wood Slough the high variety of pollutants that will be released daily from this site. Wal-Mart has a very, very poor corporate record in the United States of preventing petrochemicals, fertilizers, pesticides, toxics and untreated sewage from reaching local waterways. The existing Wal-Mart on Chadborne Road in Fairfield has consistently been observed storing a variety of toxic materials chemicals in uncontained public areas where they are spilled and make their way into the local stormwater runoff without being treated. We do not expect the management oversight of pollution source containment to be any more vigilant at this proposed Wal-Mart Super Center than at any other currently in operation. I am also very concerne d with the fact that the Walters Road West Project Wal-Mart Super Center will generate raw sewage discharges into the stormwater system, due to allowing overnight camping with Recreational Vehicles who's occupants dump the contents of their holding tanks into the site's storm drains. I also strongly urge inclusion into the requirements for the control of toxic discharge that an electronic chemical detection "sniffing" system be installed into the underground stormwater discharge system leading to Wood Slough, and that the continual readout for this system be installed in the nearest Suisun City Fire Department, as they are the first responders to any hazardous toxic discharge. -11

Thank you for your time and attention to these problems with the Walters Road West Draft EIR. Please make certain that this project will not flood our homes or streets, or bring toxic materials flooding into our homes.

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone: 707-426-5510

cc: San Francisco Bay Regional Water Qualtity Control Board

From: wmonger@comcast.net
Sent: Monday, November 05, 2007 2:11 PM
To: Pedro "Pete" M. Sanchez; Sam Derting; Jane Day; Mike Hudson; Michael A. Segala; Heather McCollister
Subject: Walters Road West Project Draft EIR - Section 4.5 Geology Soils and Seismicity

November 5, 2007

MONGE.2

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director McCollister,

As a 14 1/2 year voting resident of Suisun City and as a trained geologist, I have some concerns with some of the research and conclusions reached in the Walters Road West Project Draft Environmental Impact Report Section 4.5 Geology, Soils and Seismicity. This report fails to comment upon the proximity and possible repeat of the very distructive Vacaville-Winters earthquake sequence of April 19-21, 1892. The two main shocks have been estimated to have been Richter magnitude (M) 6 1/2 and 6. Building damage in the existing towns of Suisun City and Fairfield from these earthquakes were quite serious, as Modified Mercalli intensity VIII damage has been recorded in the historical record. As John Bennett states in his April 1987 California Geology (Vol 40, No. 4) article titled "Vacaville-Winters Earthquakes...1892", he says "Recurrence of an event of similar magnitude in the Vacaville-Winters area today could be a threat to a vastly increased population and attendant facil ities in the west Central Valley and the San Joaquin Delta areas". He further goes on to state "The 1892 earthquakes were comparable in destructive force to the 1983 Coalinga earthquake (M 6.4) or the 1971 San Fernando earthquake (M 6.4)". If a repeat of these earthquakes occur within our immediate area, there will be significantly higher soil liquefaction, horizontal ground shaking and destruction of toxic materials containment areas than planned for at the proposed retail development site.

The Draft EIR wrongly labels the nearest earthquake fault zone of concern as being the Concord-Green Valley fault zone over 10 miles to the west. The proposed retail development site at the corner of Highway 12 and Walters Road is actually within 4 miles distance of the Vaca Fault. As John Bennett states elsewhere in his California Geology "Vacaville-Winters Earthquakes...1892" article, "This fault, mapped by Bailey (1931), trends northwest along the northeast flank of the hills just south of Vacaville terminating at the alluvium at the southern end of Vaca Valley just west of Vacaville. Wagner and others (1981) show the Vaca Fault extending southerly across Travis Air Force Base to connect with the Kirby Hills fault west of the Montezuma Hills. A prominent zone of seismicity is associated with the trend south of the Montezuma Hills, defining a zone that includes the Livermore earthquake sequence of January 1980." I should note at this point that in the 14 1/ 2 years living in the Lawler Ranch section of Suisun City, we have experienced over a half dozen earthquakes in the M 3.0-3.5 range with epicenters less than 2 miles away in the Potereo Hills. This is an active earthquake area. -12

I strongly urge that the Walters Road West Project Draft EIR Section 4.5 Geology, Soils and Seismicity be gone back over and rechecked to see what recommendations and mitigations need to be improved to address stronger earthquake hazards nearer to the site than the Concord-Green Valley fault zone to the west.

Thank you for your time and attention to these concerns about the completeness of this section of the Walters Road West Project Draft Environmental Impact Report.

Sincerely,

Wayne I. Monger
1409 Tillman Street
Suisun City, CA 94585
home phone 707-426-5510

From: wmonger@comcast.net
Sent: Monday, November 05, 2007 3:26 PM
To: Pedro "Pete" M. Sanchez; Sam Derting; Jane Day; Mike Hudson; Michael A. Segala; Heather McCollister
Cc: shellyk@atheniangrill.net
Subject: Walters Road West Project Draft EIR - Section 4.12 Urban Decay and Retail Market Impact

November 5, 2007 MONGE.2

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director McCollister -

My wife and I have been residents of the Lawler Ranch subdivision of Suisun City since March 1, 1993. Having spent many days reading through and analyzing the Walters Road West Project Wal-Mart Super Center retail project Draft EIR, there are only two major points that I can agree with. These are that this proposed Wal-Mart Super Center at Highway 12 and Walters Road will be an "underperforming store" from the very first day the doors open, and that over 95 percent of shopper support for this site will come strictly from within the Suisun City city limits. It is true as the Wal-Mart performers at the meetings on Oct 24th and 27th that there are 150,000 people within 5 mile radius of this proposed retail site, but of these, approximately 125,000 of these residents - including many from the west end of Suisun City - will find it easier and shorter distance to go to the other Wal-Mart Super Center to be constructed on North Texas Street in Fa irfiel d that the one being planned for Suisun City at Highway 12 and Walters Road. The fact that Wal-Mart has the desire to build two of these giant Super Centers at a distance of only 3 1/2 miles distance from each other still directs me toward a corporate policy of poisoning and killing off as much of the existing retail market in order to force people to become Wal-Mart shoppers. -13

A problem I have found with the basic economic analysis of the retail market dollars available within Suisun City is that the Appendix K "Retail Market Impact Analysis" concerns about 15 percent to 18 percent of the Suisun City population. The Draft EIR states that the number of Suisun City residents and the amount of available Suisun City retail dollars that go to the Travis Air Force Base Commissary and "PX" are of such small numbers that it was eliminated from consideration in the "retail capture" equations. This is totally false and severely biases the results as to how much retail dollars leaving Suisun City can be "redirected" back into Suisun City. About 15 to 18 percent of the current Suisun City families are either active military or retired military, who heavily utilize the retail services on the base and will not become Wal-Mart shoppers in large numbers. -14

Other problems that I have found within the "Retail Market Impact Analysis" are sectors of our city's retail and service merchants who will be greatly affected by the arrival of a Wal-Mart Super Center but never examined. As an example of this, there is no mention anywhere of the impacts upon the Bait and Tackle/Sporting Goods segment of our city's ecomomy - like Virgil's Bait and Tackle Shop and Rocky's One Stop Fishing Shop. I also question the assumption that all of the gas stations/convienence stores within Suisun City can take a 9 % business decrease and not loose at least one or two of them. Gas stations run on such tight profit margins that a 9% business decrease will be tough to survive. Finally, I really question if our Suisun City Raleys supermarket will be able to survive the estimated 17% loss of business as predicted in the Urban Decay Draft EIR section or if the citizens of Suisun City will be able to ecomomically suppo rt the addition of 227,000 square feet of retail space at the Walters Road West Project and 340,000 square feet of retail space planned for the Gentry-Suisun project. If we loose Raley's, I will take my retail dollars to the Raley's or Safeway supermarkets in Fairfield, and will NEVER shop at Wal-Mart! -15

In closing, I wish to repeat a recent quote from Jim Cramer, the host of CNBC business channel show "Mad Money" concerning Wal-Mart. This quote accruately reflects how my family and many of my neighbors feel about having a Wal-Mart Super Center as an unwanted "neighbor". The quote from Jim Cramer is "There are 2 places that I would rather shop than at a Wal-Mart; those being at a trash dumpster and at a land fill!!" Please bring into our city new retailers of quality that fit the profile the city is trying to project and that citizens will want to shop at, not the absolute worse and abusive retailer in the world! -16

Thank you for your time and attention to these concerns with the failure of the "Retail Market Impact Analysis" and Section 4.12 of the Walters Road West Project Draft Environmental Report.

Sincerely,
Wayne I. Monger
1409 Tillman Street

Suisun City, CA 94585
home phone 707-426-5510

cc: Downtown Business Alliance

Wayne I. Monger (MONGE.2)

Response to MONGE.2-1

The author stated that the Draft EIR's urban decay analysis failed to evaluate the likelihood of the proposed project causing homeless encampments to be established in nearby creeks. The author asserted this is a foreseeable consequence of the proposed project because (1) the Suisun-Gentry project will displace homeless persons out of existing encampments in Legewood Creek; (2) the existing Chadbourne Road Wal-Mart store in Fairfield will close, which is in proximity to the existing encampments; and (3) there are no suitable potential encampment areas near the approved, but un-built, North Texas Street Wal-Mart Supercenter location in Fairfield. Therefore, the author claimed that homeless persons will establish encampments along McCoy Creek, Wood Slough, and Suisun Marsh and result in the Lawler Ranch subdivision being exposed to large increases in violent, drug, and property crimes, as well as nuisances such as litter and public defecation and urination. This, the author asserted, will result in greater expenditures by the City of Suisun City on public safety.

Refer to Master Response 16.

Response to MONGE.2-2

The author referenced Mitigation Measure TRANS-8, which requires the project applicant to install an enhanced bus stop for Fairfield-Suisun Transit bus service on the project frontage, and stated that the measure should be revised to require the installation of a centralized, stand-alone transit stop within the project site. The author asserted that such a stop would be safer and be more effective at increasing transit usage than locating a stop on the project frontage.

Refer to Master Response 2.

Response to MONGE.2-3

The author expressed concern about the proposed project's pylon sign that would face SR-12 and include an LED signboard. The author stated that the sign could distract drivers on SR-12, leading to an increase in accidents.

Refer to Master Response 10.

Response to MONGE.2-4

The author asserted that the Draft EIR's evaluation of traffic impacts failed to account for increased usage of alternate routes parallel to SR-12, specifically Lawler Ranch Parkway and Pintail Drive, that would result from traffic congestion caused by the proposed project.

Refer to Master Response 19.

Response to MONGE.2-5

The author stated that the Draft EIR failed to require the proposed project to provide two grade-separated pedestrian crossings of SR-12, one at Sunset Avenue and the other Marina Boulevard. The

author asserted that these are necessary because the Draft EIR requires the proposed project to expand SR-12 to six lanes.

The author's assertion that the Draft EIR requires the proposed project to expand SR-12 to six lanes is incorrect. Several mitigation measures require the project applicant to provide intersection improvements on SR-12 that would include lane re-striping, signal timing optimization, or providing auxiliary lanes. None of these improvements would expand SR-12 to six through lanes.

The need for grade-separated pedestrian crossings of SR-12 at Sunset Avenue and Marin Boulevard would be tied to the project increasing pedestrian crossings of those intersections. Given the distance to the project site, it would not be expected that the proposed project would result in a significant increase in the number of persons crossing those intersections on foot. As such, requiring the proposed project to install grade-separated pedestrian crossings would not be warranted.

Response to MONGE.2-6

The author asserted that the Draft EIR did not account for the presence of two high-pressure gas pipelines running under the project site. The author stated that the development of the proposed project on top of the pipelines could expose project employees and customers to various hazards if they were to rupture.

Refer to Master Response 18.

Response to MONGE.2-7

The author provided some introductory remarks to preface his comments about the Draft EIR's analysis of hydrology and water quality impacts. No further response is necessary.

Response to MONGE.2-8

The author referenced the Draft EIR's discussion of the project area having a 100-year, 24-hour maximum precipitation rate of 4.5 inches and asserted that this rate was too low because he had personally measured higher rates in his backyard rain gauge.

The 100-year, 24-hour precipitation rate of 4.5 inches provided in the Draft EIR was obtained from the Western Regional Climate Center, a widely cited source for precipitation data. This rate was recorded at the Fairfield weather station, the nearest continuously operating weather station to the project site (1950 through 2007), on October 13, 1962. Given the controlled setting of the weather station and period of observation, this is considered the most accurate and reliable source for obtaining a 100-year, 24-hour precipitation rate. While the author may indeed have measured higher rates in his backyard rain gauge, amateur "backyard" measurements do not have the same scientific standing as professional measurements made at a weather station. As such, the author's statement is simply a difference of opinion.

Response to MONGE.2-9

The author asserted that there are existing flooding problems in the Lawler Ranch subdivision and stated that the development of the proposed project would result in the elimination of the vernal pools that capture some of the rainfall that would otherwise flow downstream and further exacerbate drainage problems. The author also stated that groundwater typically occurs at 3 feet below the project site, and the 5.8 to 7.1 feet cited in the Draft EIR are skewed because they were taken on October 2006 at the end of a dry summer.

Regarding the concerns about downstream drainage, refer to Master Response 3.

The groundwater levels cited in the Draft EIR were taken from the Geotechnical Investigation, which conducted borings in October 2006. Spring 2006 was period of high rainfall and, therefore, it would be expected that groundwater measurements taken in the following months would be above average for that time of year. Regardless, groundwater levels do fluctuate, and it is possible that groundwater may occur at depths of up to 3 feet under certain conditions. However, this does not alter any conclusions presented in the Draft EIR.

Response to MONGE.2-10

The author asserted that because of high groundwater levels below the project site, infiltration technologies for stormwater management are inappropriate for the project site. The author recommended that the stormwater management plan be changed to require onsite stormwater catch basins to capture all stormwater generated on the project site.

Refer to Master Response 12.

Response to MONGE.2-11

The author asserted that 100 percent stormwater retention would also prevent the release of stormwater pollutants into downstream waterways. The author stated that polluted runoff, such as pesticides, toxic chemicals, and sewage, is likely to enter downstream waterways from the project site. The author recommended that an electronic chemical detection system be installed into the stormwater drainage system leading to Wood Slough to notify the Suisun City Fire Department of hazardous materials leaks.

Mitigation Measures HYD-3a and HYD-3b identify several stormwater pollution control measures that would prevent the release of pollutants into downstream waterways. These measures are specifically designed to address runoff associated with pesticides and toxic chemicals (e.g., oils, greases, heavy metals, etc.). Sewage release from RVs is not considered likely on the project site because the proposed project would not have any RV sewage disposal facilities.

Regarding the author's recommendation for an electronic chemical detection system, this is not considered necessary because the proposed project would not be a large-quantity generator of

hazardous materials, and its proposed project stormwater pollution control measures would be sufficient to prevent the release of urban pollutants into downstream waterways.

Response to MONGE.2-12

The author stated that the Draft EIR's analysis of geologic hazards failed to address the possible reoccurrence of the Vacaville-Winters earthquake sequence, which occurred in 1892, which the author claimed could result in higher liquefaction, ground shaking, and destruction of toxic materials containment areas than planned for at the project site. The author also alleged that the Draft EIR did not note the presence of the Vaca Fault, which the author stated has had recent earthquakes as high as 3.5 M.

The Draft EIR's evaluation of geologic hazards was based on the Geotechnical Investigation prepared by TRC Lowney, dated December 18, 2006. The Geotechnical Investigation is contained in its entirety in Appendix E.

As described on page 4.5-11 of the Draft EIR, the California Building Standards Code establishes seismic design criteria for each Seismic Zone (0 through 4, with 4 being the most stringent). The rigor of the seismic design requirements corresponds with each zone's susceptibility to seismic events and is based on scientific analysis of structural integrity during previous earthquakes. Suisun City is located in Seismic Zone 4 and, therefore, is subject to the most stringent seismic design requirements. The Seismic Zone 4 designation reflects Suisun City susceptibility to earthquakes, including the 1892 Vacaville-Winters temblor. Therefore, the author's assertion that the Draft EIR understated the proposed project's susceptibility to seismic hazards is a matter of opinion not supported by fact.

The author contends that the Draft EIR failed to account for the Vaca Fault; this fault is a Type C fault, which has the lowest potential to result in a major earthquake. As described in pages 9 and 10 of the Geotechnical Investigation, the California Geologic Survey only maps Type A and Type B faults because these have the greatest potential to rupture and result in significant seismic hazards. Moreover, the seismic design criteria established in the California Building Standards Code relate only to Type A and Type B faults. Therefore, the omission of the Vaca Fault from the Draft EIR's analysis is not considered significant and does not have any effect on the conclusions presented in the document.

Response to MONGE.2-13

The author asserted that by locating two Wal-Mart Supercenters within 3.5 miles of each other, Wal-Mart Stores, Inc. is attempting to drive as many of its competitors out of businesses as it possibly can. This statement reflects the author's personal opinion and does not require further response.

Response to MONGE.2-14

The author asserted that the Draft EIR did not account for project-related capture of retail dollars from the Travis Air Force Base Commissary and PX. The author asserted that this was improper

because 15 to 18 percent of Suisun City families are either active or retired military personnel who heavily use the commissary and PX.

Project-related impacts on the Travis Air Force Base Commissary were addressed on pages 4.12-40 and 4.12-41. The Draft EIR concluded that the commissary is a government-subsidized enterprise that is not subject to the same economic pressures as private retailers and, therefore, would not be expected to close if it lost sales to the proposed project. Moreover, a representative of the Defense Commissary Agency confirmed that it is "safe to say" that the commissary would not close as a result of the proposed project (refer to page 4.12-41 of the Draft EIR). Like the commissary, the PX is also a government-subsidized enterprise and would not be expected to face closure because of the proposed project. Regardless, in the highly unlikely event that the commissary or PX closed as a result of the proposed project, urban decay would not occur because both facilities are located within Travis Air Force Base, a secure, restricted-access national defense installation.

Response to MONGE.2-15

The author questioned why the Draft EIR did not evaluate project-related impacts on two local bait and tackle/fishing shops. The author also expressed doubt that Raley's could sustain a 17 percent loss in sales to the proposed project without closing and that local gas stations could sustain a 9 percent loss in sales without closing.

Local bait and tackle/fishing shops, as well as other smaller retail and service merchants, are already competing in an environment of large region-serving retailers such as Wal-Mart and Target, which are nearby and offer a broad array of goods. The primary new aspect to this development is the addition of a full-service supermarket, and those impacts are considered in depth in the Draft EIR's urban decay analysis. A Wal-Mart Supercenter is unlikely to be any more competitive with highly specialized stores such as the bait stores cited above than the existing Wal-Mart nearby or other retailers already present in the region.

The impacts on Raley's are addressed in detail in Impact UD-1. As noted there, the 17 percent loss in sales largely offsets estimated gains in sales following Albertson's closure; thus, the net loss from sales levels prior to that closure is actually much smaller. The regional impacts analysis in Impact UD-3 estimates that continued growth in the region will create the regional demand to support this new retail as well as existing retail outlets.

Response to MONGE.2-16

The author expressed his opposition to the proposed project. This statement reflects his opinion and does not warrant further response.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ANNAM.1

Project: Walters Road West Commercial Project

AM concerned that the WALL that will be put up around the SuperWALMT won't be High enough — would love to see at least 12'.

Thanks

-1

Name Anna Moscaretti Telephone 707 290 5583
Address 1205 Pheasant Dr City Suisun Zip 94585
Signature [illegible] Date 10/27/07
Email jingle52@aol.com Do you wish to be placed on Master Mailing List _____

Anna Moscarelli (ANNAM.1)

Response to ANNAM.1-1

The author expressed her concern that the 6-foot high masonry wall that is required in Mitigation Measure NOI-4 would not be high enough to reduce noise exposure for residents on the north side of Petersen Road.

The 6-foot high masonry block wall would sit atop a 2-foot high earthen berm and, therefore, be 8-feet above Petersen Road. Most vehicular noise is emitted at heights less than 8-feet above the roadway and, therefore, the masonry block wall would be effective at attenuating roadway noise.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ANNAM.2

Project: Walters Road West Commercial Project

How will Hwy 12 be AFFected IF SWACMT comes to Suisun? Will Funds be given For wear n tear, upkeep, More CHP, More Suisun cops ????

Thanks

-1

Name A. Moscarelli Telephone

Address 1205 Pheasant Dr City Suisun Zip 94585

Signature A. Moscarelli Date 10/27/07

Email jingle52@aol.com Do you wish to be placed on Master Mailing List

Anna Moscarelli (ANNAM.2)

Response to ANNAM.2-1

The author inquired about how SR-12 would be affected by project-related traffic. The author also inquired if more funding would be provided for roadway maintenance and police.

Regarding impacts on SR-12, refer to Master Response 13.

The proposed project would not directly contribute revenues for roadway maintenance or police, but would indirectly provide property tax and sales tax revenue to the City of Suisun City. The allocation of additional tax revenue would be at the discretion of the Suisun City Council.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ANNAM.3

Project: Walters Road West Commercial Project

If this Project goes Thru
I would like to have
Lights on Bike Trail —
Police Standards.
My house — backyard faces
bike/walking line. Thanks —
Anna

-1

Name Anna Moscarelli Telephone
Address 1205 Pheasant Dr City Suisun Zip 94585
Signature Date 10/24/07
Email jingle52@aol.com Do you wish to be placed on Master Mailing List

Anna Moscarelli (ANNAM.3)

Response to ANNAM.3-1

The author recommended that the lights be installed on the Central County Bikeway as a result of the proposed project.

The Central County Bikeway is currently not lighted to deter nighttime usage. Lighting the bikeway would encourage usage, which may create safety and security risks. For this reason, lighting the bikeway is not desirable.

Heather McCollister
Community Development Office
Suisun City Hall
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

I've noticed there are a lot of inconsistencies in this DEIR and I question just how unbiased Michael Brandman Associates has been in its preparation. Who are the wildlife biologists who handled the surveys of birds and other animals located on the site? Was that Mr. Hoffman who works for Michael Brandman Associates or Mr. Olberding? ANTHM.1-1

Sincerely,

Signature

ANTHONY MOSCARELLI
Print Name

1205 PHEASANT DRIVE
Address

SUISUN CITY, CA 94585

707 427 8509
Phone

cc: Suisun City Council

Anthony Moscarelli (ANTHM.1)

Response to ANTHM.1-1

The author inquired about who prepared the biological surveys.

Page 4.3-1 lists the biological consultants who prepared the various biological surveys.

From: Anthony Moscarelli [mailto:archerone@comcast.net]
Sent: Tuesday, December 04, 2007 1:42 PM
To: Pedro "Pete" M. Sanchez; Jane Day; Mike Hudson; Sam Derting; Michael A. Segala; Heather McCollister
Cc: wmonger@comcast.net; Algernon Acey; Amanda Dum; Michael Scanlan; george guynnjr; Kathy Schoenauer; Matt Fisher; Laura Calderon; Elizabeth Garber; REGI AND TAMMY; RICHARD HANSON; Paul Greenlee; yoshiko tagami
Subject: Walters Road West Project Draft EIR

December 4, 2007

Dear Mayor of Suisun City, Suisun City City Council members and Community Development Director McCollister,

ANTHM.2

I am an 18-year voting resident of Suisun City. I have some concerns over the omission of the Jet fuel lines and the easement for them on the Draft Environmental Impact Report for the Wal-Mart Project. This report fails to comment upon the proximity of the Wal-Mart building to them and possible impact the soil movement would have on them during an earthquake or heavy soil saturation. The City knows about the 37 year old Travis AFB petroleum pipelines that have an Easement that goes parallel to Peterson Road on the developer's property. This easement is twenty foot wide, which clearly states no building. My concern is also the constant weight of 40-ton Big-Rig trucks driving on the lot to the warehouse. These trucks will go over the Jet Fuel Lines and park next to them. -1

The DEIR left off a safety plan for dealing with a possible leak of these pipelines and its effect on the environment. The DEIR left off Travis AFB cooperation and response in the safety plan for their easement.

Peterson Road in that area has a 5-ton weight limit. That is because the utilities under it are not protected against the constant weight of 40-ton Big-Rig trucks. The petroleum pipelines cross under the same street. That section of the road is the same section that the Big-Rigs of Wal-Mart will be using if built. The City's cost of reinforcing the streets was left off the DEIR.

Sincerely,
Anthony Moscarelli
1205 Pheasant Drive
Suisun City, CA 94585
Home phone 707-427-8509

Anthony Moscarelli (ANTHM.2)

Response to ANTHM.2-1

The author asserted that the Draft EIR failed to evaluate the proposed project's impacts on the jet fuel pipeline running under Petersen Road and stated that the Draft EIR failed to include a safety plan for remediating potential leaks from the pipeline. The author also expressed concern about the need to reinforce Petersen Road to protect the pipeline from heavy trucks.

Refer to Master Response 18.

From: karlheinz@frontiernet.net
Sent: Thursday, October 18, 2007 5:54 PM
To: benshar@sbcglobal.net
Subject: Super Wal Mart

It would be great having a super wal-mart store in Suisun as I do most of my shopping in Wal-Mart, Dixon. They have great foods and other goods and are not so expensive. I'm all for it. Nina

NINA-1

Nina (NINA)

Response to NINA-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

From: Molauron@aol.com
Sent: Sunday, November 04, 2007 9:34 PM
To: Heather McCollister
Subject: WALMART-EIR

OWENS

Before I go into points regarding the above-referenced EIR, there are two questions I have not been able to get answered:

1) Why is the issue of Wal-Mart coming to Suisun not being placed on the ballot? -1

2) How many other Wal-Mart locations in the United States are in RESIDENTIAL areas such as the proposed Suisun site? The Pennsylvania/Beck-Highway 12 locations are more in line with customary Wal-Mart sites. -2

As for the EIR, there are many areas that need to be clarified or substantiated before it can be studied seriously, i.e., dates of compilation of statistics since many of the figures shown are not relevant to current data; expense to the City of Suisun re number of additional police/fire required as well as additional dollars for the cost of personnel and how these costs would be able to be covered by the expected new taxes generated which are also slated to cover many other areas of the project for which Suisun will be responsible. -3

The EIR must be addressed again, reworked and submitted to the the City as well as the residents of Suisun before any decision can be made.

It is not in the best interest of the people of Suisun to propose this project in its current state or current location. The savings by the residents shopping at this Wal-Mart will be substantially reduced when they realize the impact of property values declining and possible additional taxes in order to bring this project up to Wal-Marts specs. -4

I hope there are enough people who have indicated their thoughts to you so you can approach the next phase knowing you are working toward the wishes of the people of Suisun.

Marilyn Owens
807 Bella Vista Drive
Suisun, CA 94585
707-434-8599

molauron@aol.com

The entire EIR

Marilyn Owens (OWENS)

Response to OWENS-1

The author inquired why the project approval is not being placed on the ballot.

The City of Suisun City is a General Law City and, therefore, the Suisun City Planning Commission and City Council are vested with the discretionary authority to approve or deny the proposed project. As such, a vote of the Suisun City electorate is not required by law.

Response to OWENS-2

The author inquired about how many other Wal-Mart locations in the United States are in residential areas and stated that the Suisun-Gentry location is a more appropriate site for a Wal-Mart store.

The project site is designated for General Commercial uses by the City of Suisun City General Plan and Zoning Ordinance and the proposed project is consistent with the various requirements of these land use planning documents. Therefore, from a land use planning perspective, the proposed project would be appropriate for the project site. The number of other Wal-Mart store locations near residential areas is not germane to the Draft EIR analysis.

The City of Suisun City has an application on file for development at the Suisun-Gentry site that involves different uses than the proposed project. As such, that site is not available for the proposed project.

Response to OWENS-3

The author said several issues in the Draft EIR need to be clarified, including "dates of compilation of statistics since many of the figures shown are not relevant to current data," the number and cost of additional police and fire personnel required to serve the proposed project, and expected tax revenues of the proposed project.

It is not clear what "dates of compilation of statistics" is in reference to. Therefore, no further response can be provided.

Both the Suisun City Police Department and Suisun City Fire Department did not indicate that the proposed project would directly create a need for additional personnel.

Tax revenues generated by the proposed project do not have physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

Response to OWENS-4

The author stated that the Draft EIR should be "reworked" and submitted again to City of Suisun City. The author expressed her opposition to the proposed project, citing concerns about property values and potential fiscal impacts on the City. These statements reflect the author's personal opinion and do not require further response.

From: Cristina Padua-Hughes [mailto:emcy@sbcglobal.net]
Sent: Monday, November 05, 2007 4:46 PM
To: Heather McCollister
Cc: Dwight Acey; emcy@sbcglobal.net; Pedro "Pete" M. Sanchez; Jane Day; Mike Hudson; Sam Derting; Michael A. Segala
Subject: Comments re Draft EIR - Wal Mart

November 5, 2007

PADUA

I am a resident of Suisun City and have lived in Lawler Ranch for the last 14 years. I learned of a proposed super Wal-Mart to be built along Highway 12 and Walters Road from a neighbor. This would be only a block or two from my neighborhood. I personally believe that putting a SUPER Wal-Mart in the midst of residential areas is not a good or viable idea. -1

Unfortunately, I did not have much time to read the whole Draft EIR re this project. I do have some questions and comments, though.

The Site

I understand that the proposed site is a Commercial Zone. Did the city of Suisun City in declaring the area as a commercial zone comply with laws and regulations of CEQA? Did the City do an environmental review? -2
Also, in this site, I learned that there are various gas lines that lie beneath.

Cultural Resources

The EIR states that the project site is undeveloped and contains non-native grasses and a drainage ditch. It is not recorded on any national, State or local historic registers. I understand that the Senior Project Archaeologist, Carrie D. Wills conducted a records search at the Northwest Information Center and a pedestrian survey. Somewhere in this EIR, -3
I read that the area is home to some native plants and animals. It is the habitat of some wildlife species, reptiles and a variety of bird species. Building on this site would displace all the wildlife in our area.

Suisun is an Indian word. To say that this is not a known historic site, where would have the Indians lived then? Why would Suisun City use an Indian word to name the city after it? There must have a history there. It is possible that -4
Indians might have lived in this area at some historic era.

On the records search, I see a letter from the Native American Heritage Commission to Ms. Wills suggesting to contact ALL those indicated in the enclosed list of Native American individuals/organizations that may have knowledge of cultural resources in the project area. I do not see any letter to nor response from any of those listed included in this -5
EIR. I am assuming none of them were contacted? It does not look like an extensive records search or investigation was done.

What happens if any human remains or any artifact is found in the area? Who would or could determine that a find is -6
an artifact or just a piece of a broken pot or glass?

The pedestrian survey conducted by the archeologist did not show any prehistoric nor historic resources. The presence of dense vegetation prevented a detailed examination of the Project Area. I do not think the dense vegetation is a -7
reason not to do a detailed examination.

How does this project affect and protect the nearby Suisun Marsh? -8

Transportation

Is the City going to pay for ALL the road improvements? Why would we subsidize a conglomerate, a giant who has -9
more money than the City?

PADUA

The intersections of SR 12 and Beck and SR 12 and Pennsylvania Ave. were not included in the study, why and why not? Were the side streets of or streets within Lawler Ranch taken into account? -10

How would the City address increase in traffic and parking? -11

How would the City address increase in crime? -12

How would the City address urban decay? Noise? -13

How would the City address flooding in Lawler Ranch and the surrounding areas? -14

How would the City address closures of stores/businesses of the surrounding areas of the project site? -15

How would the City address decrease in property values of the surrounding area of the project site? -16

How would this project affect the Gentry project? Would the City be able to fiscally manage both? -17

Does this project encroach on the "buffer zone" of Travis Air Base? -18

I heard Jane Day's comment about this project on the radio, KCBS (AM 780), this morning that this has not been formally presented to them (the Council.) What does it mean? Then, why is the City spending thousands or maybe hundreds of thousands of dollars on this? -19

The return on investment on this Super Wal-Mart project on this site would be negative, even from the beginning. I believe the City is making a BIG or SUPER mistake!

And, last but not the least, I understand our comments are public. But, what I didn't know is that our names and addresses would be published also. I was not told nor warned. I did not want my address and tel. no. published. There should be a note or warning about Privacy issues. -20

Thank you.

Cristina Padua-Hughes

Cristina Padua-Hughes (PADUA)

Response to PADUA-1

The author provided some introductory remarks to preface the letter and stated her opposition to the project. This statement represents the author's personal opinion, and no further response is necessary.

Response to PADUA-2

The author noted that the project site is designated for commercial uses and inquired if the City of Suisun City complied with the requirements of CEQA when it designated the project site for such uses.

The environmental impacts of the City of Suisun General Plan, which designated the project site for commercial uses, were evaluated in an Initial Study that concluded no significant impacts would occur from adoption of the plan. As such, the Suisun City Council certified a Negative Declaration in May 1992, which satisfied CEQA requirements for environmental review of the General Plan.

Response to PADUA-3

The author referenced the Draft EIR's evaluation of cultural resources impacts, which described the site conditions including the presence of non-native vegetation. The author stated that the proposed project would displace wildlife on the project site.

The analysis in Section 4.4, Cultural Resources is not intended to evaluate project impacts on biological resources. Those impacts are evaluated in Section 4.3, Biological Resources.

Response to PADUA-4

The author asserted that the term "Suisun" is an Indian word and questioned how the Draft EIR could not conclude that the project site is a historic site. The author claimed that Indians might have lived on the project site.

The term Suisun or *Suisunes* indicates one of the tribes of Patwin Native Americans that occupied the Suisun Marsh regions of Solano County. Cities and counties in California are often named for Native American tribes or leaders but it does not necessarily indicate that Native American tribes occupied that exact location. Typically, prehistoric archaeological sites are found in areas adjacent or very near year-round water sources, at the bases of hills, and along ridge tops that are accessible by very moderate slopes. As the project area is not located immediately adjacent to a year-round water source or at the base of a hill or along a ridge top, the archaeological sensitivity for the project area is considered to be low. In addition, the pedestrian survey did not result in discovery of any Native American artifactual materials, features, or isolates that would indicate that the *Suisunes* or any other tribe lived within the project area.

The Draft EIR did propose Mitigation Measure CUL-1, which requires that any potentially significant cultural resources encountered during project-related construction activities be examined by a qualified archaeologist. This is a standard mitigation measure and reflects the possibility that

undiscovered cultural resources could be found on the project site. However, simply because this mitigation measure is proposed in the Draft EIR should not be construed to suggest that the project site is known to contain cultural artifacts.

Response to PADUA-5

The author noted that the Phase I Cultural Resources Assessment in Appendix D contains a letter from the Native American Heritage Commission (NAHC), which includes a list of contact information for tribes in the project area and asserted that she did not see responses from those tribes. This, the author alleged, suggests that the record search or investigation was not sufficient.

The Phase I Cultural Resources Assessment included a query of the NAHC Sacred Lands File. The NAHC response to the query indicated that the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. As a standard practice, the NAHC response included a list of the nearest tribes that may have knowledge of cultural resources in the project area.

The Phase I Cultural Resources Assessment also included a records search at the Northwest Information Center (NWIC) for the project area (with a 0.25-mile radius) and a pedestrian survey of the project site. The NWIC records search and the pedestrian surveys yielded no records or evidence of Native American cultural resources on or near the project site. In addition, four archaeological studies were previously conducted within a 0.25-mile radius of the project site, two of which encompassed portions of the project site. Therefore, three separate studies (including the Phase I Cultural Resources Assessment) have evaluated the project site for cultural resources and none of them has yielded any evidence of the presence of Native American inhabitants. For these reasons, it was determined that adequate information was available to support the findings in the Phase I Cultural Resources Assessment and contacting individual tribes was not necessary. As such, the author's allegation that the Phase I Cultural Resources Assessment is insufficient reflects her opinion and is not supported by factual evidence.

Response to PADUA-6

The author inquired about what would happen if human remains are encountered on the project site and who would determine the significance of a cultural resources find.

The Draft EIR did propose Mitigation Measure CUL-4, which addresses potential impacts related to encountering human remains. If human remains are found, all construction activities must stop and the Solano County Coroner's Office must be notified to retrieve the remains. If the remains are found to be of Native American origin, the Coroner's Office must notify any identified descendents for recommendations about burial treatments.

Response to PADUA-7

The author alleged that the presence of dense vegetation on the project site prevented the Phase I Cultural Resources Assessment from being sufficiently detailed.

Although the Phase I Cultural Resources Assessment acknowledged that the presence of tall, grassy vegetation on the project site reduced ground visibility to near 0 percent, it did not state that it prevented a thorough pedestrian survey of the project site. The survey included using a trowel at random intervals to scrap away the vegetation to see if any resources were present. In addition, the open spaces between the vegetation were closely examined to see if any resources were present. Neither the trowel scrapings nor examination of the open spaces resulted in discovery of any cultural resources. Thus, although ground visibility was poor, the survey was as extensive and as complete as the conditions would allow.

Additionally, as stated above, the Phase I Cultural Resources Assessment was the third cultural resources survey to encompass all or portions of the project site. As such, three separate studies have evaluated the project site and none of them identified archaeological remains indicating the presence of Native American inhabitants.

For these reasons, the author's allegation that the Phase I Cultural Resources Assessment is insufficient reflects her opinion and is not supported by factual evidence.

Response to PADUA-8
The author inquired about how the proposed project would affect Suisun Marsh.

Refer to Master Response 20.

Response to PADUA-9
The author inquired if the City of Suisun City would subsidize all of the road improvements.

As stated in Mitigation Measures TRANS-1a through TRANS-1h, TRANS-2a through TRANS-2e, and TRANS-3a through TRANS-3d, the project applicant is responsible for providing "fair-share" fee payments to the appropriate jurisdiction (Suisun City, Fairfield, or Caltrans) for roadway improvements. None of those jurisdictions would bear the costs of financing roadway improvements. Refer to Master Response 1 for further discussion.

Response to PADUA-10
The author questioned why the intersections of SR-12/Beck Avenue and SR-12/Pennsylvania Avenue and intersections along side streets in the Lawler Ranch subdivision were not included in the intersection operations evaluation.

As explained on page 4.11-5 of the Draft EIR, the City of Suisun City selected the 18 study intersections that were evaluated in the Final Traffic, Circulation, and Parking Study prepared by Kimley-Horn and Associates, Inc. These intersections were determined by the City of Suisun City to be the ones most affected by project-generated trips.

Response to PADUA-11
The author inquired about how the City of Suisun City would address traffic and parking impacts.

Project-related traffic and parking impacts are evaluated in detail in the Draft EIR in Section 4.11, Transportation.

Response to PADUA-12
The author inquired about how the City of Suisun City would address the increase in crime.

Refer to Master Response 9.

Response to PADUA-13
The author inquired about how the City of Suisun City would address noise and urban decay.

Project-related noise impacts are addressed in detail in the Draft EIR in Section 4.9, Noise. Project-related urban decay impacts are addressed in detail in the Draft EIR in Section 4.12, Urban Decay.

Response to PADUA-14
The author inquired about how the City of Suisun City would address flooding in the Lawler Ranch subdivision as a result of the development of the proposed project.

Refer to Master Response 3.

Response to PADUA-15
The author inquired about how the City of Suisun City would address closures of businesses.

Potential store closure impacts are evaluated in detail in the Draft EIR in Section 4.12, Urban Decay.

Response to PADUA-16
The author inquired about how the City of Suisun City would address potential decreases in property values as a result of the development of the proposed project.

Changes in property values are not physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

Response to PADUA-17
The author inquired about how the proposed project would affect the Suisun-Gentry project and if the City of Suisun City would be able to fiscally manage both.

The proposed project would not have any physical impacts on the Suisun-Gentry project. Because the Suisun-Gentry project is contemplated as a “lifestyle” mixed-use project, it would not be expected to be a direct competitor to the proposed project and, therefore, would not have the potential to experience urban decay.

Both the Suisun-Gentry project and the Walters Road West project would be privately owned and operated and the City of Suisun City would not have a financial stake in them. Therefore, the author's query about the City's ability to fiscally manage both projects is moot.

Response to PADUA-18

The author inquired if the proposed project would encroach on the "buffer zone" of Travis Air Force Base.

The Travis Air Force Base LUCP does not identify any "buffer zones." However, it appears the author is referring to the proposed project's consistency with the Travis Air Force Base LUCP, which is addressed in Master Response 6.

Response to PADUA-19

The author stated that she heard a radio interview in which a City Council representative noted that the proposed project has not been formally presented to the Suisun City Council. The author inquired about the meaning of this statement and asked a rhetorical question about why the City would spend money on the proposed project.

The project applicant has filed an application with the City of Suisun City to develop the proposed project. Because the proposed project requires a discretionary land use approval and could have a physical impact on the environment, the project must undergo environmental review in accordance with CEQA prior to the Suisun City Council considering approval of the project application. Therefore, the City Council representative's statement is correct.

Regarding the author assertion about the City spending money on the proposed project, all costs incurred during the environmental review process are the responsibility of the project applicant, not the City of Suisun City.

Response to PADUA-20

The author stated that she did not want her address or telephone number published in the public record. Because her comment letter does not identify her address or telephone number, this precludes the possibility of publication of this information in the Final EIR. No further response is necessary.

RECEIVED
OCT 29 2007
BY

PAM

CITY SUISUN CITY

TO ALL SUISUN CITY COUNCIL MEMBERS : **We say NO to Wal-Mart Super Center !**

Supposedly there was a survey done to see if we wanted to have the Wal-Mart put in. According to one of your city council members, the survey showed 75% of Suisun city residents chose to have the supercenter in this area. Since it would be built in this area, everyone here should have been contacted but talking to many of the neighbors around here, I found that no one was contacted or even heard about a supercenter being built in this area.
None of us in the area were ever notified about this even by mail, Why is that? Nothing was sent to us, stating the pros and cons about this issue. We are the ones that it would affect, so let us choose. The crime would really increase in this neighborhood. Fulmar and side streets are quiet in this area. Pintail and side streets are a complete different story.
We have enough vehicle traffic of all types on Walters Road now. Just trying to cross Walters Rd & Mammoth is an adventure. We are both disabled and when we go out for walks to Bonfare and try to cross at Walters & Mammoth, and Walters & Peterson. There have been many times that the big rigs, and Solano Garbage Trucks have run the light, and we have almost been hit. We have put in many complaints that the crossing light is not long enough for people to cross, but are just told that it's just the way it is... Don't we have a right to stay safe while crossing the street? I guess not ! When someone is killed, who will we have to thank ? The City of Suisun City Police Dept has even stated that there would be an increase of problems.

Traffic will increase on Klammath from Mammoth as a shortcut and also from Klammath to Humbolt over to Fulmar as a shortcut. The kids like to play outside, because it is quiet and safe, but vehicles that don't know the area will drive faster and could hit the kids. The Bonfare already has people hanging out, doing drug deals and bothering customers with panhandling and riding bikes and skateboards all over the lot. So if you want to add a Wal-Mart, there will be more of that in our neighborhood. Shopping carts will be showing up on our streets, and also there will be homeless issues and vehicle break-ins. This area is quiet, because we deal with problems on our own and we want to keep it that way. The Police Dept. can't handle what they have now, what makes you think that bringing in a big store will help. We can't get patrols in this area now even after begging. -1

All we have is two officers per shift. So, if those two officers get a call, that leaves the city open for other big things to happen. The city will need more firefighters and more police officers. Who will pay for that ? We, the taxpayers, pay for it now and can't even get patrols in our areas. Having security at Wal-Mart will become a nightmare because they can only observe and report and it is well known that Wal-Mart will not prosecute. Wal-Mart will soon be known as Stop – N – Rob.
Once the new Wal-Mart opens in Fairfield, many Fairfield residents will then go to the Wal-Mart in Fairfield.
Wal-Mart does not belong in people's backyards. It belongs in a business area. Wal-Mart has no right to complain about the flight paths for Travis AFB. The base has been here for many years, and you learn to live with it or don't move to Suisun city.

As for Travis AFB flight path, that needs to be left alone. That is why there is so much open land in that area so if there was some type of problem injuries would be limited. Travis AFB brings in a high dollar amount to the area, and many Military people live off base in Fairfield, Suisun City. Also many people like us get our medical care there. People travel many miles (like from Richmond and further) just to get medical care of some type. Many disabled people depend on public transportation and can't afford to travel very far. Don't make the mistake like what happened in Alameda and built right up to the gate, which forced them to close down because of people complaining. If you live near an airport you know there is going to be noise. You don't move in and then complain about it. Everyone knows where Travis is and also knows about the planes and flight paths. It isn't like they can just roll up the runways and place them somewhere else. People living in Lawler Ranch had to sign waivers before moving in about the flight paths and planes flying around the areas, along with the typical noise and activity that comes from an Air Force Base. Once they moved in, some families didn't like the noise and complained. Most understood but some chose to move out. Everyone that moves to this area knows Travis AFB is here and is well aware of it's activities. At first it seems like you hear every little noise but after a while, you don't hear anything. It is the same thing if you lived next to a Fire Station. If you don't like to hear sirens, you don't move next to one.

Please re-consider allowing this Wal-Mart Super Center to be built here. " **Wrong size, Wrong location** "

Thank you

Pam
Resident of Suisun City

Pam (PAM)

Response to PAM-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, crime, and Travis Air Force Base compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

Travis Air Force Base compatibility is discussed in Master Response 6.

November 2nd, 2007

Community Development Director of Suisun City
Heather McCollister
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Mrs. McCollister,

The Economic Impact Study for the Mission Village Wal-Mart in Fairfield predicted significant economic impact to several existing supermarkets if both Wal-Mart supercenters (Fairfield and Suisun City) and the Laurel Creek Plaza Safeway were built. PAWLE -1

It seems to me that the Walters Rd Draft EIR completely side steps the issue by declaring the market area to be within Suisun City's boundaries.

If Fairfield has drawn significant numbers of shoppers from Suisun City, why couldn't the reverse be true? What evidence is there to show that a large store with a 5 – 10 mile pull won't bring significant traffic and business f rom Fairfield and Rio Vista? Particularly since the study shows 30% of the project's traffic coming from out by Travis Air Force Base? (Project Trip Distribution, Exhibit 4.11-7) PAWLE -2

Travis employs thousands of people. In total number they add up to about half of Suisun's population. Isn't it reasonable to expect that these people will shop at the supercenter?

Respectfully yours,

Ed Pawley III
(707) 208-0978
203 Harvest Dr.
Vacaville, CA 95687
I Also work 40 hrs. a week at Suisun Rite Aid and take Walters and Rt 12 to work everyday! Another Wal-Mart is excessive for this area!

cc: Suisun City Council

Ed Pawley III (PAWLE)

Response to PAWLE-1

The author stated that the Fairfield Wal-Mart Supercenter Economic Impact Study anticipated significant economic impacts to existing supermarkets if both the Fairfield and Suisun City Wal-Mart Supercenters and the Laurel Creek Plaza Safeway were developed. The author alleged the Draft EIR "sidestepped" the issue by declaring the Trade Area to be the Suisun City Sphere of Influence.

The Fairfield Wal-Mart Supercenter Economic Impact Study defined its Trade Area as being both the cities of Fairfield and Suisun City. The Walters Road West Retail Market Impact Analysis defined its Trade Area as the Suisun City Sphere of Influence. Given the leakage of retail dollars from Suisun City to Fairfield, it was appropriate for Fairfield Wal-Mart Supercenter Economic Impact Study to consider Suisun City in its Trade Area. For this same reason, it is appropriate for the Walters Road West Retail Market Impact Analysis to limit its Trade Area to the Suisun City Sphere of Influence.

Regarding the significant economic impacts identified in the Fairfield Wal-Mart Supercenter Economic Impact Study, this assumed the Suisun City Wal-Mart Supercenter was part of the 650,000 square-foot Suisun-Gentry project. Since that time, the Wal-Mart Supercenter has been removed from the Suisun-Gentry project and the project has changed to a mixed-use, "lifestyle" project. In addition, the North Texas Wal-Mart Supercenter Economic Impact Study used much higher projections for Wal-Mart Supercenter sales per square foot ($460) than the Walters Road West Retail Market Impact Analysis ($300). As such, the Fairfield Wal-Mart Supercenter Economic Impact Study found that cumulative retail impacts would be much greater than the Walters Road West Retail Market Impact Analysis. For these reasons, the two studies used different assumptions and, therefore, their conclusions differ.

Response to PAWLE-2

The author asserted that because Fairfield retailers are capturing a significant amount of retail dollars from Suisun City, then it would be plausible for the reverse to be true. The author inquired about what evidence is to show that the Wal-Mart Supercenter won't attract customers from Fairfield or Rio Vista. The author cited Exhibit 4.11-7, which shows 30 percent of project trips being assigned to eastbound Air Base Parkway.

As shown in Table 4.12-7, there is anticipated to be $236 million in retail sales leakage out of Suisun City in 2009, with most of these dollars being spent in Fairfield. Therefore, it would not be reasonable to assume that this leakage could simply be reversed in the manner the author suggests.

Regarding the author's question about the consistency between the traffic and urban decay analyses, refer to Master Response 21.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

PENAD

Project: Walters Road West Commercial Project

We do not need a super Walmart in our city. I feel this will bring down our local business. Please stop Walmart. -1

Name Derek Penados Telephone 707-720-6499

Address ~~1020~~ Camellia ct City Suisun Zip 94585

Signature Date 10-17-07

Email dpenados@hotmail.com Do you wish to be placed on Master Mailing List Yes.

Darla Penados (PENAD)

Response to PENAD-1

The author expressed her opposition to the proposed project, citing concerns about impacts on local businesses.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister:

My understanding is that the Supercenter project is going to require some traffic pattern changes on Highway 12. Who will be responsible for paying for these changes? Has CalTrans committed to doing so? Will Suisun residents have to pay? What guarantees are there that Wal-Mart pay for all the road work? What is the timetable for making these improvements? PEREZ -1

Thank you,

Olga S. Perez
Signature

Olga S. Perez
Print Name

1308 Reeves Ct
Address

Suisun, ca 94585

707-427-2289
Phone

cc: Suisun City Council

Ollga S. Perez (PEREZ)

Response to PEREZ-1

The author inquired about the timing and responsible party for financing the various roadway improvements identified in the Draft EIR. The author inquired if Caltrans is committed to implementing the improvements.

Refer to Master Response 1.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

PHILL

-1

I support the project whole heartedly!
What took so long!!

Name Teri Phillips Telephone 422-9192
Address 613 Golden Eye Way City Suisun Zip 94585
Signature [illegible] Date 10/24/07
Email _____ Do you wish to be placed on Master Mailing List _____

Terri Phillips (PHILL)

Response to PHILL-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

From: Joshua Quinley [bigsquid75@yahoo.com]
Sent: Sunday, November 04, 2007 6:57 PM
To: Heather McCollister
Subject: guera_dosmil@hotmail.com

Dear Ms. McCollister,

QUINL

I have the following questions and comments regarding the proposed Super Wal-Mart at Walters Road and Highway 12. -1

I am extremely distressed by the potential increase in traffic on Highway 12. Both in the number of cars and the number of big rigs. The proposed center will add 61,460 trips per week. This will further clog an already overclogged route. It will add at a minimum 15 minutes to my commute time on a good day and 25+ on a bad day. Does the City not care how deeply this will affect quality of life of Suisun's residents? -2

The wear and tear on the highway and the City's infrastructure will be exponetial. Who is going to pay for this increase in maintenance? What will the City do if it finds that all the tax revenue from this proposed center in actuality is going to maintain the issues that were a result of the center being built equaling no income for the City? -3

As you must be aware, the Highway 12 corridor is one of the most dangerous around. How does the City see the addition of an average of TEN big rig truck deliveries in the day and an average of FIVE deliveries per night fitting into making Highway 12 as safe as it can be for families and residents? This is independent of the mind boggling increase in air pollution. -4

Everyone appears to be turning a blind eye to the air pollution issue. I have read that Solano County has one of the worst, if the not THE worst, number of cases of asthma. The proposed location is well under a mile away from TWO schools. Does the City not care about the health and well being of its children and the their families? How many children coming down with asthma is accepatable to the City? One? Three? Ten? It is not just the children but also the elderly who will be affected by this giant increase in air pollution. -5

Who chose the research company that performed the EIR? I have a hard time believing several of the facts presented. As a resident that lives a street over from the proposed site, if the research company thinks our neighborhood is not going to be affected by the increase in noise due to an increase in traffic, they are clearly being paid off by Wal-Mart. If the City chooses to stick their head in the sand and ignore the many inconsistencies and the like, shame on the City. -6

What does the City plan to do when all the families (especially the young ones which will be the next generation) that can afford it leave town? It will be left with a City full of Section 8 housing and renters. That is not to say that Section 8 and renters are bad people, but a community is built on people who have bought homes and plan on raising their family in that location and get to know their neighbors and build relationships with them. Gentrification will not help the City. Thankfully we will be able to move if this project comes to fruition and we are a young family. -7

How does the City plan to address the fact that Wal-Mart is currently in a Class Action lawsuit with approximately 1+Million current and former female employees for not promoting women. Who on earth does the City think is going to be the primary employee at this location?! Women. They have proven themselves to be a poor employer, this is icing on the cake. -8

The Wall Street Journal recent wrote an online article stating that the days of the Wal-Mart Super Center are numbered. People no longer want to shop in a such a big store. I would be happy to provide you with a copy of this article if you wish. -9

Additionally, has the City been checking the overall marketshare of Wal-Mart for the last year or two? They lost money last Christmas while other retails made a profit albeit modest profits. They are not reading what the consumer wants and are losing market share. They will not be able to generate the anticapated amount of income. -10

QUINL

Why did the EIR ignore the proposed retail location at Clay Bank and Air Base Pkwy? This is designated for a grocery store and is without a doubt close enough to have an effect of the proposed Wal-Mart. -11

Additionally, I must know how the City believes that a Super Center will enhance the City's overall image? If you answer no other questions, please answer this one. The Super Center will in no way shape or form help increase business in downtown Suisun which appears to be the obession of the Council. Someone who has never been to Suisun before and is driving through and sees the Super Center will not be encouraged to stop downtown to see what other cultural delights the City might have to offer. They will continue on to somewhere like Napa Valley or Benicia. IMAGE IS EVERYTHING. A Super Center in this location is a bad image to project. The location is fact part of town even though the Council would like to think otherwise.

-12

Wal-Mart is not the best at keeping its promises. All the little things that they are supposed to do, monitor, etc. to make the center less impactful, who will be enforcing this on a DAILY basis to make sure they didn't pull the wool over out eyes?

In closing, I am sickened that the City is being so short-sighted and focusing soley on what it perceives to be the income the store will generate instead of worrying about how it affects the community as a whole. This short-sightedness is what has put us in the position we are currently in. We need to stop the cycle.

Thank you for your time in addressing my comments and questions.

Sincerely,

Joshua Quinley
Quail Glen
415-516-4846 - cell phone

Joshua Quinley (QUINL)

Response to QUINL-1

The author provided some introductory remarks to preface the letter. No further response is necessary.

Response to QUINL-2

The author objected to the proposed project increasing trip generation on local roadways, which he asserted will increase his commute by 15 to 25 minutes.

As shown in Tables 4.11-9 and 4.11-11 of the Draft EIR, after mitigation, all intersections would operate at better levels of service under the "with project" scenario compared to the "without project" scenario. Refer to Master Response 13 for further discussion. As such, the author's statement reflects his personal opinion and is not supported by factual evidence.

Response to QUINL-3

The author asserted that the proposed project's trip generation would result in accelerated deterioration of the City infrastructure and inquired about who would bear the cost of maintenance and upkeep. The author also questioned about the possibility of project-generated tax revenue not providing sufficient funding to cover project-related impacts.

Regarding funding of project-related roadway improvements, refer to Master Response 1.

The implementation of the project-related roadway improvements would provide sufficient capacity on local roadways to accommodate project-generated trips, as well as existing trips and trips from other planned and approved projects, and, therefore, accelerated deterioration of infrastructure is not considered a foreseeable consequence.

Project-generated tax revenue does not have physical impacts on the environment and, therefore, are outside the purview of the Draft EIR.

Response to QUINL-4

The author expressed concern about project generated trips increasing roadway safety risks on SR-12.

Refer to Master Response 13 and Master Response 14.

Response to QUINL-5

The author expressed concern that project-related air emissions could expose surrounding residents to health hazards and aggravate asthma conditions.

Refer to Master Response 11 and Master Response 15.

Response to QUINL-6

The author inquired about the selection process for the consultant that prepared the Draft EIR. The author stated that he considered the Draft EIR to be inadequate because he did not agree with its conclusions about noise and traffic impacts.

Michael Brandman Associates, the consultant that prepared by the Draft EIR, was selected by the City of Suisun City Community Development Department.

Regarding the author's assertion that the Draft EIR is inadequate because of its conclusions about traffic and noise, this is an expression of opinion and is not supported by factual evidence. As such, no further response is necessary.

Response to QUINL-7

The author inquired about what the City of Suisun City plans to do when all of the families move away because of the proposed project and their former residences become occupied by Section 8 renters because of the development of the proposed project.

The author's statement is an expression of opinion and is not supported by factual evidence. As such, no further response is necessary.

Response to QUINL-8

The author questioned how the City of Suisun City would address currently litigation against Wal-Mart Stores, Inc. by current and former employees and expressed his opinion that Wal-Mart is a poor employer.

The City of Suisun City is not a party to any lawsuits against Wal-Mart Stores, Inc. and has no authority to adjudicate such matters. Therefore, it does not have any legal authority to address litigation against Wal-Mart Stores Inc. Moreover, this document is concerned with the environmental impacts of the project, and social and economic impacts are not relevant under CEQA unless they lead to reasonably foreseeable physical impacts. The remainder of the author's statement is an expression of opinion and requires no further response.

Response to QUINL-9

The author stated that Wall Street Journal published an article stating that, "the days of Wal-Mart Super Center [sic] are numbered."

This statement does not relate to the Draft EIR and does not require further response.

Response to QUINL-10

The author inquired if the City of Suisun City has been checking the overall market share of Wal-Mart Stores, Inc. during the past several years and claimed that the company is losing market share.

This statement does not relate to the Draft EIR and does not require further response.

Response to QUINL-11

The author inquired why the Draft EIR ignored the proposed economic impact of the Laurel Creek Plaza commercial project on the proposed project.

Refer to Master Response 4.

Response to QUINL-12

The author provided various opinions about the proposed project that did not relate environmental impacts or the adequacy of the analysis contained in the Draft EIR. Therefore, no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

QUINT-1

Project: Walters Road West Commercial Project

Favor the Wal Mart store in Suisun. This would bring revenue to the city; bring Jobs and offer some competition for Raleys. Raleys is the ONLY GAME in town. If Suisun residents want to spend a lot more money instead of saving by shopping Raley's that is what will happen. Raleys can charge what ~~they~~ they ~~were~~ want NO COMPETITION!! the military could care less what civilians do! most are not eligible

Name _____ Telephone (707) 421-8320

Address Joyce Quintana Casey City Suisun City Zip 94585

Signature Joyce Quintana-Casey Date 10/24/07

Email _____ Do you wish to be placed on Master Mailing List _____

Joyce Quintana-Casey (QUINT)

Response to QUINT-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

From: steve ramirez [mailto:xmen-steve@sbcglobal.net]
Sent: Fri 6/8/2007 3:43 PM
To: Michael A. Segala
Subject: walmart Subject

Council Menber Segala

RAMIR

. Would please think at the negative effect of the Walmart Supercenter in Suisun.I 'm quite concerned.I have worked in the retail industry for over twenty five years.I am able to pay house taxes and support my family. And I contribute to the community.I feel that my lively would be compromised. That opening that Supercenter would destroy may smaller retail businesses.Please consider the smaller retail shops. That you for your time. -1

Steve Ramirez

Steve Ramirez (RAMIR)

Response to RAMIR-1

The author expressed concern about the proposed project, citing concerns about impacts on small businesses.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay, as well as Master Response 4, for further discussion.

Heather Mc Collister
Community Development Director
701 Civic Center Boulevard
Suisun City, CA 94585

November 2nd 2007

Dear Ms. Mc Collister:

I'm concerned that the proposed Walters Rd project will take up a lot of police time and that this will have to be paid for by the public.

I notice that the Draft Environmental Impact Study comes to the conclusion that no new police or fire "facilities" will be needed due to the project.

But the study also says that the fire department lacks staff and needs a new fire engine, one that is tall enough to put out a fire at the Wal-Mart supercenter (4.10-17)

RAMOS.1 -1

The study fails to address the cost of police and fire emergency services and the time/money it takes every time police or firemen must respond to a call.

Wal-Mart will contribute a one-time fee to the police and fire departments, but since the cost of these services is ongoing, should their contribution be ongoing?

Also the study says that Wal-Mart will provide "onsite security personnel" but will they be 24 hour?

Thanks,

Rhonda Ramos
1515 El Prado Ln.
426-6328

cc: Suisun city council

Rhonda Ramos (RAMOS.1)

Response to RAMOS.1-1

The author stated that the Draft EIR's discussion of impacts on fire and police services failed to addresses the cost of providing additional services over the long run and suggested that Wal-Mart be required to provide ongoing contributions to fund these services. The author also inquired if Wal-Mart's security personnel would be onsite 24 hours a day.

Both the Suisun City Police Department and Suisun City Fire Department did not indicate that the proposed project would directly create a need for additional personnel. Regardless, the costs of providing police and fire services do not have physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

The Wal-Mart Supercenter security personnel would be onsite 24 hours a day.

Ms. Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

November 4, 2007

Dear Ms. McCollister,

I question the conclusion of the Draft Environmental Impact Study that the supercenter at Walters Rd will not adversely affect Travis Air Force Base's Commissary.

First of all, if no business was going to come from Travis Air Force Base to the Walters Rd supercenter, then why would Exhibit 4.11-7 (Transportation) show 30% of the project trip distribution coming from Air Base Parkway in the vicinity of the Base?

Secondly, the study claims that "the 2000 census indicated that 18.2% of the Suisun City population were 'civilian veterans' or persons over the age 18 who had served in the military". (pg 4.12-20)

If the population of Suisun today is approximately 29,000, and the percentage of military personnel and military retirees remains the same, then the current number of Suisun residents eligible to shop at the Commissary would be about 5,222 people or households (because these represent adults). Adding on to this number the households of near relations yields an even higher number of Suisun households that might shop at the Commissary. RAMOS.2 -1

Isn't it therefore reasonable to assume, contrary to the Draft EIR's findings, that <u>many</u> people in Suisun's sphere of influence are currently shopping at the Commissary?

Thirdly, what evidence do we have that the supercenter has not been strategically located to target the commissary's business? In 2006, the commissary sold $56 million in merchandise. We know there are about 14,000 people who work at the Base. According to Mayor Harry Price of Fairfield, there are 65,000 military retirees in the Fairfield/Suisun/Vacaville area. And finally, the supposed barrier of the railway tracks does not occur when driving from the Base to the Walters Rd site. And the Walters Rd site is in a 3 to 5 mile radius from the Base – not so very far.

Given all these facts, shouldn't a more thorough look be taken at the possible impact of the supercenter on the Base's commissary?

Yours truly,

Rhonda Ramos
1515 El prado Ln
426-6328

cc: Suisun City Council

Rhonda Ramos (RAMOS.2)

Response to RAMOS.2-1

The author referenced the Draft EIR's discussion of potential impacts on the Travis Air Force Base Commissary provided on pages 4.12-40 and 4.12-41 and called into question the analysis by: 1) citing Exhibit 4.11-7, which shows project trip distribution; and 2) referencing the Draft EIR's statement that 18.2 percent of Suisun City residents are civilian veterans, which translates to 5,222 people. This, the author contends, suggests that "many" people in the Trade Area are shopping at the commissary. The author also suggested that the Wal-Mart Supercenter has been strategically located to target the commissary's business. Citing these reasons, the author stated that the Draft EIR should more thoroughly evaluate impacts on the commissary.

Regarding the author's reference to Exhibit 4.11-7 as evidence that Travis Air Force Base residents would patronize the proposed project, refer to Master Response 21.

As for the author's statement that "many" people in Suisun City use the commissary, this is not supported by any factual evidence showing commissary patronage rates by Suisun City residents. Regardless, the Draft EIR merely referenced the percentage of Suisun City residents who would be eligible to shop at the commissary and noted that not everyone who is eligible would do so. The purpose of this statement was to provide a general idea of how many residents have access to the commissary, not to make any definitive statements about patronage rates. Regardless, the number of Suisun City residents who have commissary privileges did not significantly influence the Draft EIR's conclusion that the commissary is unlikely to close because it is a government-subsidized enterprise and, that even if it did close, urban decay is not a foreseeable consequence.

Finally, regarding the author's suggestion that the proposed project has been strategically located to target the commissary's business, this is speculation and does not require further response.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

I feel like we would benifit from a new Wal-mart. Why? Because I like Wal-mart. RATLI -1

Name Nathan Ratliff Telephone 707-427-8078

Address 223 California City Suisun Zip 94585

Signature Nathan Ratliff Date 11-05-07

Email _____ Do you wish to be placed on Master Mailing List NO!

Nathan Ratliff (RATLI)

Response to RATLI-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

I WANT LIVE NICE & QUIET & CLEAN. SO IF WALMART SUPER CENTER COME TO OUR NEIGHBOR MESS UP OUR FUTURE. WE DO NOT WANT WALMART OUR NEIGHBOR. ABSOLUTELY NO! REIKO -1

Name HIROSHI & REIKO Telephone 425-1993

Address 629 KLAMATH DR City SUISUN CITY Zip 94585

Signature [illegible] Date 11/02/07

Email Do you wish to be placed on Master Mailing List ✓

Hiroshi Reiko (REIKO)

Response to REIKO-1

The author stated his opposition to the proposed project, citing concerns about neighborhood impacts. This statement represents the author's personal opinion, and no further response is necessary.

Heather McCollister
Community Development Office
City of Suisun
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Dear Ms. McCollister:

Looking at the long-term intersection operations and the Levels of Service the DEIR lists at eighteen intersections, I'm surprised to read that seven of them will be failing. I understand that mitigation measures will be taken by adding additional turn lanes can be created and pockets extended, but the reality is Highway 12 is a two lane highway, running in both directions. Thousands of more cars will be on 12 coming and going and many, many tractor trailer trucks making deliveries every day. More is going to have to be done on 12 than just adding an extra turn lane. Has there been any discussion of adding more lanes to 12 from I-80 out to Rio Vista? That is the reality that will have to occur if traffic will be controllable. ROBIS.1 -1

Thank you for your attention.

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA. 94585

(707) 428-5024
Phone

cc: Suisun City Council

Martin Robinson (ROBIS.1)

Response to ROBIS.1-1

The author referenced the Draft EIR's evaluation of intersection operations and questioned how effective the proposed project's mitigation would be at addressing impacts. The author asked if additional through travel lanes on SR-12 were a possibility.

Refer to Master Response 1 and Master Response 13 for discussion of traffic mitigation. The intersection improvements identified in the Draft EIR are considered sufficient to mitigate for the proposed project's impacts on intersection operations and constructing additional through travel lanes on SR-12 would not be necessary.

Ms. Heather McCollister
Community Development Director
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister:

I noticed an inconsistency in the DEIR regarding the critical habitat compensation replacement ratio. In the Summary, the ratio is 3:1 and in the Biological Resources section, the ratio is 2:1. What is the correct number? ROBIS.2 -1

Sincerely,

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA. 94585

(707)428-5024
Phone

cc: Suisun City Council

Martin Robinson (ROBIS.2)

Response to ROBIS.2-1

The author alleged that there was an inconsistency related to the habitat replacement ratio between the text of the Mitigation Measure BIO-5b in Table 2-1 (the Executive Summary Table) and the actual text of the mitigation measure in Section 4.3, Biological Resources.

The text of Mitigation Measure BIO-5b in Table 2-1 and Section 4.3, Biological Resources is identical and establishes 3:1 as the replacement ratio. As such, the author's allegation is incorrect.

Note that the text of Mitigation Measure BIO-5b has been revised to reflect the possibility that regulatory agenicies may not require a 3:1 replacement ratio because of the low biological quality of the site. Instead, regulatory agencies may decide that a lower ratio is more appropriate. Regardless, the regulatory agencies would make the final decision on this matter and their ultimate requirements would reflect what they consider to be the best ratio. This change is noted in the Errata and does not change the residual significance of any conclusions presented in the Draft EIR.

Heather McCollister
Suisun Community Development Office
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Suisun Supercenter project.

Dear Ms. McCollister,

I saw in the DEIR that there would not be any need for additional landfill capacity. That raises an interesting point. How do you know that? I don't see anything in the DEIR about how much solid waste the Supercenter, restaurant and gas station would produce. I'd like to get a better sense of just how much garbage will be produced. Also, what about the trash on the side of the highway or that blows into Peterson Road? Who is responsible for picking all that up after the Supercenter is built? ROBIS.3 -1

Sincerely,

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA. 94585

(707)428-5024
Phone

cc: Suisun City Council

Martin Robinson (ROBIS.3)

Response to ROBIS.3-1

The author asserted that there is no information about how much solid waste the proposed project would generate and questioned how the Draft EIR could conclude that no additional landfill capacity is needed. The author also inquired who is responsible for trash pick-up on the side of SR-12 or Petersen Road.

Project-related construction and operational solid waste generation is quantified in Tables 4.10-16 and 4.10-17, respectively. As such, the author's statement that the Draft EIR did not provide any information about solid waste generation is incorrect.

Regarding the author's inquiry about who is responsible for trash on the side of SR-12 and Petersen Road, the proposed project would not be expected to contribute to this problem because it would provide enclosed dumpster areas and public trash receptacles, which would prevent trash from being blown offsite. In addition, store personnel and landscaping contractors would routinely pick-up litter on the project site and the parking lot would be regularly cleaned by a street sweeper.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

What is the timetable for road improvements on highway 12 that will be necessary once the Wal-Mart is built? How will the City force the state to approve new improvements? ROBIS.4 -1

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA. 94585

(707)428-5024
Phone

Martin Robinson (ROBIS.4)

Response to ROBIS.4-1

The author inquired about the timing of project-related traffic improvements on SR-12 and asked how the City would force the State to implement the improvements.

Refer to Master Response 1.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

Does the City condone the EIR consultant using outdated traffic standards to project the traffic impacts of the Wal-Mart project? Is the City even aware that the consultant (who specializes in Wal-Marts) deliberately chose to avoid using the industry standard? ROBIS.5 -1

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA. 94585

(707) 428-5024
Phone

Martin Robinson (ROBIS.5)

Response to ROBIS.5-1

The author alleged that the EIR consultant used outdated traffic standards to evaluate the proposed project traffic impacts and inquired if the City was aware that the consultant did not use the "industry standard."

Refer to Master Response 8.

Heather McCollister
Community Development Office
City of Suisun
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Wal-Mart Supercenter

Dear Ms. McCollister:

Looking at the Transportation section of the DEIR, I noticed that the traffic count was conducted in July of 2006. I appreciate that the study adjusted its figures for school related traffic, but why were figures from San Diego schools used? The suburbs around San Diego are very different from Suisun. Is it realistic to use figures from San Diego? Scrap this traffic study and start over again. ROBIS.6 -1

Thank you,

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA 94585

(707) 428-5024
Phone

cc: Suisun City Council

Martin Robinson (ROBIS.6)

Response to ROBIS.6-1

The author referenced the Draft EIR traffic analysis' use of adjustments for school-related trips and inquired why adjustment rates from San Diego were used, which the author asserted may not be appropriate for Suisun City.

Because the traffic counts used in the Final Traffic, Circulation, and Parking Analysis were performed in July 2006 when local schools were out of session, the counts were adjusted to include school-related trips using the "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" to determine the number of expected primary trips to the high schools, middle schools, and elementary schools. This document was used because no comparable guide exists for Solano County or the San Francisco Bay Area region. Regardless, because most school-related trips in California are made during the same time of day, San Diego rates would not be expected to differ significantly from Suisun City rates.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

I don't want the City (and taxpayers) to pay extra for road and sidewalk improvements. How much and how quickly will Wal-Mart be paying the City for the costs of their traffic impacts? ROBIS.7 -1

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA 94585

(707)428-5024
Phone

Martin Robinson (ROBIS.7)

Response to ROBIS.7-1

The author inquired about how much and how quickly Wal-Mart would be paying the City for road and sidewalk improvements.

Regarding funding of roadway improvements, refer to Master Response 1.

Sidewalk improvements on the project frontage with Petersen Road and Walters Road will be financed entirely by the project applicant and will be required to be in place by project occupancy.

Heather McCollister
Community Development Office
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister,

AFTER CAREFULLY STUDYING THE INFORMATION ~~FOR~~ PROVIDED IN THE ENVIRONMENTAL IMPACT REPORT, I AM FIRMLY CONVINCED THAT WAL-MART IS NOT AND HAS NOT BEEN A GOOD NEIGHBOR AND OR BUSINESS TO HAVE IN YOUR COMMUNITY. THEY SIPHON THE FUNDS FROM CITY/COUNTY TAX FUNDS AND INCREASE THE NEED FOR CITY/COUNTY ASSISTANCE FOR MEDICAL & DENTAL NEEDS AS WELL AS HOUSING FOR ITS EMPLOYEES. WE SAY NO TO WAL-MART. WE CAN'T AFFORD TO SUPPORT YOU! ROBIS.8 -1

Thank you,

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT.
Address

SUISUN CITY, CA. 94585

(707) 408-5024
Phone

cc: Suisun City Council

Martin Robinson (ROBIS.8)

Response to ROBIS.8-1

The author expressed his opposition to the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister:

I was surprised to see there is very little in the DEIR for the Wal-Mart on how crime increases resulting from the store will be addressed. Who will be responsible for security in the parking lot? Who will be responsible for policing Peterson Road to keep criminals out of Peterson Ranch? What will the costs be? Will Wal-Mart pay for that or will the city (aka: the tax payers)? ROBIS.9 -1

Thank you,

Martin Robinson
Signature

MARTIN ROBINSON
Print Name

438 MALONEY CT
Address

SUISUN CITY, CA. 94585

(707) 428-5024
Phone

cc: Suisun City Council

Martin Robinson (ROBIS.9)

Response to ROBIS.9-1

The author inquired about who would be responsible for security in the project parking lot and asked who would be responsible for policing Petersen Road to keep the criminals out of Petersen Ranch. The author inquired about who would pay for additional policing costs.

Wal-Mart would be responsible for providing onsite security, including monitoring and patrolling the parking lot. As the local law enforcement agency, the Suisun City Police Department would be responsible for patrolling streets around the project site. The costs of providing police and fire services do not have physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

From: RODGERSJD@aol.com
Sent: Friday, November 02, 2007 9:27 AM
To: Heather McCollister
Subject: Wal-Mart comment card

Hello Suisun Leaders,

RODGE

We do not believe that a Wal-Mart is in Suisun City's best interest. We have lived here for 22 years and have seen all the wonderful improvements made in the downtown area, and in the surrounding area. Suisun City has the goal of being a destination area, and a Wal-Mart does not fit that image. We already have one shopping center struggling without an anchor tenant. Wal-Mart would threaten its remaining stores, and potentially the Heritage Park shopping center as well.

Wal-Mart promises 500 jobs. However, how many of those "new" jobs will be filled by the current employees from their Chadbourne location, or employees let go from other stores forced to close? Wal-Mart does not pay their employees a fair wage, and is well known for not providing health insurance. Why would Suisun City want such a bad employer? -1

The proposed location is detrimental to Travis AFB and Highway 12. The traffic will increase, and will only bog down an already stressed Highway. The location is surrounded by residential areas which would be negatively impacted by the light, noise and traffic. We live off Highway 12, in Dover Terrace South, and would definitely be aware of the traffic.

We will not shop at Wal-Mart. If Raley's and Rite Aid are forced to close, we will be forced to shop in Fairfield in order to buy the quality merchandise we need.

Sincerely,

Debbie and Dan Rodgers
611 Crested Drive
Suisun City CA 94585-2900

Debbie and Dan Rodgers (RODGE)

Response to RODGE-1

The authors expressed their opposition to the proposed project, citing concerns about traffic congestion, noise, light, and Travis Air Force Base compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR evaluated project-related noise impacts in Section 4.9, Noise. Refer to that section for further discussion.

Light and glare impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

ROLLE.1

Project: Walters Road West Commercial Project

I can't get home on Highway 12 as it is, A Walmart out at the End of Suisun will only make TRAFFIC WORSE. I will Launch A CAMPaign against any City Council member who votes For this PROJECT During the NEXT election. -1

I Am PResident of Public Employees Union, Local #1 & I have The means to launch a CAMPAign.

Name DAvid Rolley Telephone (707) 372-7012

Address 612 PLACER LAne City Suisun City Zip 94585

Signature D. Rolley Date 10-17-07

Email davidada@Comcast.net Do you wish to be placed on Master Mailing List _____

David Rolley (ROLLE.1)

Response to ROLLE.1-1

The author stated that the proposed project would worsen traffic congestion on SR-12 and vowed to launch an election campaign against any members of the Suisun City Council who supports the project.

Regarding the author's concerns about traffic congestion, refer to Master Response 1 and Master Response 13. The remainder of the comment is the author's personal opinion and does not require a response.

From: davidcuda@comcast.net [mailto:davidcuda@comcast.net]
Sent: Saturday, October 20, 2007 2:11 PM
To: Heather McCollister
Subject: Walmart Project

ROLLE.2

Hi Heather, I know I filled out two cards on 10/17/2007. In case you didn't recieve them, my basic comments are that Highway 12 already backs up to unacceptable levels. I have a hard time getting home from work because Highway 12 backs up almost to Interstate 80. Highway 12 and Airbase Parkway are supposed to provide quick access to the air base in case of a national emergency. I fear that putting a supercenter all the way at this end of Susiun would cause the Air Force to consider if it makes sense to continue to operate an air base. I would hate to lose the well paying jobs the air base provides in favor of the low paying jobs of Walmart. -1

On a practical level, it really makes no sense to place a Walmart Supercenter way out here. I don't think people are going to come all the way out here from Fairfield or even western Suisun to go to Walmart. Why don't they just expand the Walmart they already have at the other end of Highway 12? -2

I live very very close to where they want to put this supercenter in. It is not a good location for me or for Walmart. It's too close to residential housing. -3

Furthermore, I am the President of Public Employee's Union, Local #1. We represent almost 14,000 members and another 1000 retirees throught northern California. If the City Council votes in favor of this Walmart Supercenter, I will launch a campaign to recall them. I have the means to do it. -4

I understand that Suisun needs the tax money that a Walmart would generate, but as a resident, I would rather live with crumbling roads and unkept parks than to live next to a Walmart Supercenter, and be stuck in traffic longer than I already am.

David Rolley
612 Placer Lane
Suisun City, CA 94585
(707) 372-7012

P.S. I would appreciate it if you could tell me if you received the two cards I put in the box on the evening of 10/17/07. -5

David Rolley (ROLLE.2)

Response to ROLLE.2-1

The author reiterated his previous concerns about traffic on SR-12. He added that the proposed project would worsen congestion on SR-12, which could impair access to Travis Air Force Base during a national emergency and cause the United States Air Force to close the base.

Refer to Master Response 13 for a discussion of congestion on SR-12.

Travis Air Force Base compatibility is discussed in Master Response 6.

Response to ROLLE.2-2

The author asserted that the project site is an inappropriate location for a Wal-Mart and, instead, the existing Wal-Mart store on Chadbourne Road in Fairfield should be expanded.

The project site is designated for commercial land uses by the General Plan and Zoning Ordinance and, therefore, is considered an appropriate location for a commercial retail land uses such as the proposed project.

In regards to the author's stated preference for expanding the existing Chadbourne Road Wal-Mart, refer to Master Response 22.

Response to ROLLE.2-3

The author stated that the proposed project would be located in close proximity to his neighborhood and suggested that commercial uses are incompatible with residential uses.

As noted in Response ROLLE.2-2, the project site is designated for commercial land uses by the General Plan and Zoning Ordinance and, therefore, is considered an appropriate location for a commercial retail land uses such as the proposed project. The proposed project's compatibility with surrounding uses was addressed in Impact AES-2 and Impact LU-1.

Response to ROLLE.2-4

The author expressed his opposition to the proposed project and vowed to launch a recall effort against any members of the Suisun City Council who supports the project. These comments are the author's personal opinion and do not require a response.

Response to ROLLE.2-5

As a postscript, the author inquired if the two comment cards he submitted at the October 17, 2007 community meeting on the project were received by the City of Suisun City.

The City of Suisun City did receive one of the author' comment cards, which was addressed previously in this section in Response ROLLE.1-1. However, during the meeting, a number of the filled-out comment cards were deliberately removed without authorization by an unknown individual from a table where they had been collected. It appears that the other comment card the author

submitted was one of the cards removed. Following the meeting, the City of Suisun City sent a letter to all individuals who signed in at the meeting requesting that they resubmit the comments they had written on the comment cards. City staff also filed a police report with the Suisun City Police Department documenting the unauthorized removal of the comment cards.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

1. What use to take 5-10 minutes getting from Lawler Ranch Pkwy / Hwy 12 to I-80 now takes 15-20 minutes or more. How will increase traffic be handled.
2. Line on Lawler Ranch Pkwy, what can residents on my street expect when increased traffic begins to use Lawler Ranch Pkwy to get to Hwy 12 - Walters Rd? ROMAI-1
3. Luckily we have had no fatalities within Suisun from truck traffic. I think with more truck and cars, this is an accident waiting to happen
4. Is this project too close to TAFB?

Name Barbara Ramirez Telephone 707-421 9556

Address 1352 Lawler Ranch Pkwy City Suisun Zip 94585

Signature _____ Date 10/27/2007

Email _____ Do you wish to be placed on Master Mailing List _____

Barbara Romain (ROMAI)

Response to ROMAI-1

The author inquired about how the proposed project would mitigate impacts associated with increased traffic on SR-12 and nearby roadways such as Lawler Ranch Parkway. The author also expressed concern about increased truck traffic creating roadway safety hazards. Finally, the author asked if the proposed project would close Travis Air Force Base.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation, which also included mitigation for significant impacts. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Roadway safety impacts from increased truck traffic are addressed in Master Response 13.

Travis Air Force Base compatibility is discussed in Master Response 6. As stated in that master response, the proposed project would not be expected to have any affect on the operational future of Travis Air Force Base.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

ROPER.1

THE PROPOSED GIANT SHOPPING CENTER BY WALMART ON THE WALTERS ROAD AND HIGHWAY 12 IS THE WRONG SIZE AT THE WRONG LOCATION.
WE CAN'T RISK LOSING ANY PART OF TRAVIS AFB, SUISUN CITY CAN'T AFFORD TO ENCROACH ON TRAVIS AFB. AN EMPLOYER THAT IS TOO IMPORTANT TO THE COUNTY AND OUR COMMUNITY.
WHY SHOULD OUR TAX DOLLARS BE USED FOR NECESSARY IMPROVEMENTS TO ROAD INFRASTRUCTERES, THAT WON'T BE PAID BY WALMART. TRY TURNING ONTO WALTERS ROAD NOW FROM PINTAL, GOOD LUCK WITHOUT GETTING HIT.

Name SUE & DAVID ROPER Telephone 707-429-0336 UNLISTED #

Address 501 CRESTED DRIVE City SUISUN CITY Zip 94585-2928

Signature Sue & David Roper Date 2-NOV-2007 -1

Email NO Do you wish to be placed on Master Mailing List NO

TURN OVER.

WEVE LIVED IN SUISUN CITY FOR OVER 25 YRS, HAVE SEEN LOTS F IMPROVEMENTS, BUT THE WAL-MART SUPERCENTER PROJECT HOULD NOT BE ONE OF THEM.
THE AIR QUALITY FROM THOUSANDS OF NEW CARS AND BIG RIGS INTO E AREA, PLUS THE NOISE AND LIGHT POLLUTION IN THE NEIGHBORHOODS ROUND WALTERS ROAD.
THESE IMPACTS WILL DAMAGE THE HEALTH AND VALUE OF UR NEIGHBORHOODS.
IS IT TRUE THAT THERE IS PCB'S (POLYCHLORINATED BIPHENYL) ON THIS PROPOSED SITE NOW? -2
IN CLOSING THIS PROJECT IS UNACCEPTABLE FOR US NHO WILL HAVE TO DEAL WITH IT EVERY DAY. -3

Sue J. Roper
David F. Roper

WWW.WALMARTMOVIE.COM
WWW.BRAVENEWFILM.ORG

2-NOV-2007

Sue J. and Donald F. Roper (ROPER.1)

Response to ROPER.1-1

The authors expressed their opposition to the proposed project, citing concerns about traffic congestion, air pollution, light, and Travis Air Force Base compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR evaluated project-related air quality impacts in Section 4.2, Air Quality. Refer to that section, as well as Master Response 11 and Master Response 15, for further discussion.

Light and glare impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

Response to ROPER.1-2

The authors inquired about the presence of PCBs on the project site.

The potential presence of PCBs is addressed in Impact HAZ-1. Also, refer to Response to RAVRE.1-1.

Response to ROPER.1-3

The authors expressed their opposition to the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

Ms. Heather McCollister
City of Suisun
Community Development Department
701 Civic Center Blvd.
Suisun, CA 94585

Dear Ms. McCollister:

I am concerned about the fire department's ability to get through the traffic on Walters Road if the Supercenter is built. If they have to get to the store from Pintail, they'll face long lines at stop lights. Traffic is bad enough for emergency vehicles now a days with out hundreds of more cars on Walters or 12. ROPER.2 -1

Thanks.

David Roper

Sue J. Roper
Signature

SUE & DAVID ROPER
Print Name

501 CRESTED DRIVE
Address

SUISUN CITY CA 94585-2928

707-429-0336 unlisted #
Phone

cc: Suisun City Council

Sue J. and Donald F. Roper (ROPER.2)

Response to ROPER.2-1

The authors expressed concern about the Fire Department's ability to respond to emergencies via Walters Road, which they said could be impeded by traffic signals.

As shown in Tables 4.11-9 and 4.11-11, after the implementation of mitigation (i.e., signals, turning lanes, etc.), all intersections on Walters Road would operate at better levels of service than under the "without project" condition. Because intersections would operate at better levels with the project than without it, this indicates that the proposed project would not adversely affect the Fire Department's ability to respond to emergencies via Walters Road.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

Is the City certain that the standard accepted benchmarks for traffic generation have been used to determine how much traffic will be generated by the project? If the proper standards have not been used, will the City delay the process long enough to do new, correct studies to be included in the Final EIR? ROPER.3 -1

David Roper & Sue J. Roper
Signature

DAVID & SUE ROPER
Print Name

501 CRESTED DRIVE
Address

SUISUN CITY CA 94585

707-429-0336 unlisted #
Phone

Sue J. and Donald F. Roper (ROPER.3)

Response to ROPER.3-1

The authors inquired if the proposed project's trip generation calculations used proper standards and stated that the traffic study should be revised if it did not.

Refer to Master Response 8.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

The traffic impacts of the Walters Road Wal-Mart will be greater than the Draft EIR outlines, and I am concerned that our surrounding roads are not prepared even for the impacts that the EIR does admit to. Highway 12 is not under city jurisdiction - how will the city go about making necessary road improvements along Highway 12 when the state runs it? Does the City have a plan for compelling the state to make improvements? Will taxpayers have to foot the bill for improvements, or will Wal-Mart and the other new businesses pay for it? The EIR doesn't seem to address those issues, and I think the answers are critical to understanding how this will change our community. ROSE -1

Linda M. Rose
Signature

LINDA M ROSE
Print Name

1105 PHEASANT DRIVE
Address

SUISUN CITY CA

707 429 5668
Phone

Linda M. Rose (ROSE)

Response to ROSE-1

The author stated that the Draft EIR did not address impacts on surrounding roads and questioned how the Draft EIR's mitigation for SR-12 would be implemented because the facility is under the jurisdiction of Caltrans. The author alleged that the Daft EIR did not identify who would be responsible for funding roadway improvements.

Impacts on surrounding roads are addressed in Master Response 19.

Funding and timing of roadway mitigation measures, including on SR-12, is addressed in Master Response 1.

From: KellyBear2226@aol.com
Sent: Monday, November 05, 2007 2:31 PM
To: Heather McCollister
Subject: Suisun Walmart

Hello Ma'am,

I was told to contact you about the Wal-mart on Walters Road and 12. I am all for the Wal-mart being built there.. I no longer live there, but have a house in Rio vista.. I am inquiring because I would like to know if the Wal-mart is a go/no and when construction will begin/be completed... I am asking because it is dependent on the sale of my home RUTHE -1

Kelly Rutherford

Kelly Rutherford (RUTHE)

Response to RUTHE-1

The author expressed support for the proposed project and inquired about when the proposed project is scheduled to break ground and be completed.

As stated on Page 3-25 of the Draft EIR, the proposed project could open as early as summer 2008, although at the time of this writing, 2010 would appear to be the earliest possible opening date.

To: Ms. Heather McCollister
Director of Community Development/Suisun City
701 Civic Center Blvd.
Suisun City, Ca
94585

November 1st, 2007

Dear Ms. McCollister,

I understand that the supercenter is supposed to generate $73.5 million per year in sales. According to an AC Nielson" study "Channel Blurring and Consumer Trends" of April 2006, the average "basket ring" at a supercenter is $60.00.

If this is roughly accurate, then the Walters Rd supercenter would have to generate 1,225,000 visits a year to reach the predicted $73.5 million sales level. When divided by 365 days, this means that 3,356 customers would have to patronize the store every 24 hours to generate the $73.5 million in sales.

In a sphere of influence estimated of about 9,500 households, each household would have to shop at the supercenter every 2.8 days, spending an average of $60 dollars a visit to generate the predicted sales. SAETE -1

Personally I do not plan to shop at the supercenter at all, much less every 2.8 days, so someone else will have to go every 1.4 days to make up for my absence.

Do you think that the predicted yearly sales of $73.5 million is realistic, given the limited market area?

Thanks,

429-3921

Sufou Saeteern
1200 Bittern Way
Suisun CA 94585

cc: Suisun City Council

Svfov Saetern (SAETE)

Response to SAETE-1

The author claimed an AC Nielson study dated April 2006 found that an average basket at a Wal-Mart Supercenter is $60.00 and, using the Draft EIR's estimate of $73.5 million in annual sales, estimated that the proposed project would attract more than 1.2 million visits a year. The author asserted that this number is too high and that the Draft EIR overstated the Wal-Mart Supercenter's sales figures.

The Draft EIR's urban decay analysis is based on the Final Retail Market Impact Analysis prepared by Bay Area Economics. The Final Retail Market Impact Analysis used an industry-accepted methodology to calculate the proposed Wal-Mart Supercenter's sales. Refer to Section 4.12, Urban Decay for a discussion of the methodology.

In contrast, the author used a "back of the envelope" method for estimating store visits to assert that the Draft EIR overstates project sales. Given the rudimentary nature of this estimate, it does not legitimately challenge the methodology used in the Final Retail Market Impact Analysis and, instead, merely represents the author's opinion.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

I was looking at the DEIR on the Wal-Mart project and noticed that part of the site contains wetlands. Please make sure that the developer takes all necessary precautions by getting all the proper permits or not even building on the wetlands in the first place. It's the right thing to do, especially with the Suisun Marsh located less than half a mile away. BSALE -1

Thank you,

Signature

BLANCHE L. SALES
Print Name

1415 TILLMAN STREET
Address

SUISUN CITY, CA 94585

~~(407) 756-2926~~ (707) 422-5318
Phone

cc: Suisun City Council

Blanche L. Sales (BSALE)

Response to BSALE-1

The author noted the Draft EIR's discussion of wetland impacts and stated that the City should make sure that the project applicant takes all necessary precautions in getting the proper permitting or, alternatively, should not allow the site to be developed.

The project's potential biological impacts are addressed in Draft EIR Section 4.3, which proposes mitigation for impacts to wetlands. Refer to that section, as well as Appendix C, Appendix N, and Master Response 20 for further discussion.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

What steps will the developer of the Wal-Mart Supercenter take in assuring that the neighborhoods around Highway 12 and Walter's will be protected from noise that a 24-hour store would bring. A lot of us are concerned that the store will bring a lot of additional noise from the trucks coming in and out of the store. Is there an estimate as to how much noise would be created on top of the traffic that already exists on the highway? RSALE-1

Sincerely,

Rhea Sales
Signature

RHEA SALES
Print Name

1413 DILLMAN
Address

ST. SUISUN
707-422-5318
Phone

cc: Suisun City Council

Rhea Sales (RSALE)

Response to RSALE-1

The author inquired about measures the proposed project would implement to assure that surrounding residential areas are protected from project-related noise impacts. The author also inquired about the proposed project's contribution to ambient noise levels.

The Draft EIR proposed several measures to mitigate project noise impacts on surrounding residential areas. Those mitigation measures are discussed in Impacts NOI-3 and Impact NOI-4, and include measures such as restrictions on nighttime noise-generating activities, the installation of a parapet around the Wal-Mart Supercenter roof to attenuate noise from roof-top mechanical equipment, and requiring the project applicant to replace the existing wooden fences along the north side of Petersen Road with a 6-foot high masonry block fence.

The proposed project's vehicular trips would have the most potential to increase ambient noise levels. The ambient noise level increases associated with the proposed project's vehicular trips are discussed in Impact NOI-4.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

No - Save our land + environment! Thats why we relocated here to Suisun from San Francisco. Thanks

SALIN -1

Name Athena Salini-moore Telephone

Address 1021 Amsby Way City Suisun city Zip 94585

Signature [illegible] Date 10/29/07

Email athenadnae@yahoo.com Do you wish to be placed on Master Mailing List yes

Athena Salini-Moore (SALIN)

Response to SALIN-1

The author expressed her opposition to the proposed project, citing concerns about impacts on the land and environment.

The Draft EIR provided a comprehensive evaluation of project impacts on the environment. Because the author did not identify any specific environmental concerns, no further response can be provided.

Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

SAVIN.1

Dear Ms. McCollister,

I am appalled at the idea of A supercenter on Hwy 12. Do we not have enough traffic on Hwy 12 now? Is there not enough truck traffic jamming the rd? Why would Suisun entertain the idea of encroaching on TAFB? Suisun will never recover from that base closure. This is a bad idea on every level. I will move if this happens. -1

Sincerely,

Signature

Linda A. Savinelli
Print Name

814 Blue Jay Dr
Address

Suisun
428-5293
Phone

cc: Suisun City Council

Linda A. Savinelli (SAVIN.1)

Response to SAVIN.1-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion and Travis Air Force Base land use compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

It looks like the fix is in for Wal-Mart coming to Suisun! Your consultant, Mr. Brandman, is ignoring the correct standards for traffic congestion caused by Wal-Mart SuperCenters. He used the right one for Bakersfield, but for Suisun he's using phony numbers that make it easier for Wal-Mart to convinced us all that they aren't going to cause the traffic nightmare that everybody in Petersen, Lawler and Empire Ranches know it will be. SAVIN.2 -1

You need to scrap your worthless traffic studies and do it the right way – otherwise everybody in these neighborhoods is going to know that the Suisun Community Development Department pulled a fast one on residents in order to hand out a little old-fashioned corporate welfare.

Signature

Linda A. Savinelli
Print Name

814 Blue Jay Dr
Address

Suisun
428 5293
Phone

cc: Suisun City Council

Linda A. Savinelli (SAVIN.2)

Response to SAVIN.2-1

The author claimed that Michael Brandman Associates used appropriate trip generation rates for a Wal-Mart Supercenter projects in Bakersfield, but used inappropriate rates for the proposed project to understate impacts on traffic. The author stated that the traffic study is flawed and should be rejected.

Refer to Master Response 8.

Ms. Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

The Draft EIR does not address how the City will handle crime increases. In an August 2006 report to City staff, now fulltime Suisun Police Chief Ed Dadisho, stated that "there is the potential for increased vehicle and residential burglaries due to increased activity in the nearby commercial area." Cities across the country have had to pay for more police to handle a huge Supercenter, not to mention policing the neighborhoods around the Supercenter. The Supercenter will be open 24 hours and day, seven days a week. Has the City studied how it will handle more calls for service and neighborhood patrols? Do we have the money and staff to handle the volume? Who will pay for extra staff and staff time? SAVIN.3 -1

Thank you.

Signature

Linda A. Savinelli
Print Name

814 Blue Jay Dr
Address

Suisun
428 5293
Phone

cc: Suisun City Council

Linda A. Savinelli (SAVIN.3)

Response to SAVIN.3-1

The author stated that the Draft EIR does not address how the proposed project will increase crime. The author inquired about who would pay for additional policing costs.

Regarding crime impacts, refer to Master Response 9.

The costs of providing police and fire services do not have physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

The Walters Road Wal-Mart DEIR is completely off the mark when it comes to knowing the kind of traffic impacts we will feel close by the store. Many of us are reading the DEIR and researching the correct standards and it has become clear that your consultant is using the wrong standards. He should be using the current ITE (Institute of Traffic Engineers) standards that say the baseline of 3.87 for a SuperCenter is no longer correct and that it really is 5.50. The result of doing it the right way is that traffic will really be almost 50% more than your study says it is.

Your consultant has done other recent EIR's that used the correct standard and I'm upset that he has not done so with this EIR. I can only imagine that this is because he, Wal-Mart and/or Suisun have something to hide from the residents and you are all hoping that we won't be diligent enough to do our homework and point out your cut corners. SAVIN.4 -1

Since your estimates of how many people are coming to the store each day are wrong, it follows that your estimates on pollution, trash, noise – and most importantly, the density of people so close to Travis Air Force Base – are all way to low and your report has no value to those of us who will live with these impacts every day.

The residents of Suisun can't accept this DEIR as anything but a waste of paper.

Signature

Linda A. Savinelli
Print Name

814 Blue Jay Dr
Address

Suisun
428 5293
Phone

Linda A. Savinelli (SAVIN.4)

Response to SAVIN.4-1

The author claimed that Michael Brandman Associates used low trip generation rates for the proposed project to understate impacts on traffic, as well as impacts on other areas such as pollution, trash, noise, and density. The author stated that the Draft EIR is flawed and should be rejected.

Refer to Master Response 8.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

I don't believe that your traffic studies are realistic about the number of streets that are impacted by the Wal-Mart project. If it turns out that the study did lowball the number of cars that will be drawn into the area, doesn't that mean that the 7 intersections that will be affected so badly will actually be impacted even worse that the study says? Doesn't that also mean that more intersections other than these seven will begin to have failing grades/ SAVIN.5 -1

That is a bad mix for Suisun. I hope this project is rejected.

Sincerely,

Signature

Linda A. Savinelli

Print Name

814 Blue Jay Dr

Address

Suisun

428 5293

Phone

Linda A. Savinelli (SAVIN.5)

Response to SAVIN.5-1

The author alleged that the traffic study is not realistic about the number of streets impacted by the proposed project and, therefore, intersection operations impacts are understated.

In consultation with the City of Suisun City, Kimley-Horn and Associates, Inc., the traffic consultant, selected 18 intersections for evaluation based on their likelihood to be impacted by project-generated trips. Although the author disagrees about the selection of these intersections, this is simply a difference of opinion.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

When the traffic increases throughout Suisun, who will have to pay for the increased costs of road maintenance and upkeep? Will Wal-Mart pay the tab since these improvements will need to be made for their benefit? SAVIN.6 -1

Signature

Linda Savinelli
Print Name

814 BlueJay Dr
Address

Suisun

428 5293
Phone

Linda A. Savinelli (SAVIN.6)

Response to SAVIN.6-1

The author inquired about who would bear the cost of increased road maintenance and upkeep.

The City of Suisun City and Caltrans would be responsible for maintenance and upkeep of roadways under their respective jurisdictions. With the implementation of the project-related roadway improvements, there would be sufficient capacity on local roadways to accommodate project-generated trips, as well as existing trips and trips from other planned and approved projects, and, therefore, accelerated deterioration of roadways is not considered foreseeable such that either agency would incur excessive maintenance and upkeep costs.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

I'm opposed to the City's proposal to build a Wal-Mart next door to the Air Base because...

1. It's unsafe to build a shopping Center in the flight path of incoming Air Force planes.
2. The traffic will be worse going in and out of the area.
3. Noise and Light pollution will be far worse than before.

SAVIN.7 -1

Once the shopping center is built these impacts can't be fixed, and our neighborhood will be ruined forever.

Signature

Linda A. Savinelli
Print Name

814 Blue Jay Dr
Address

Suisun
428 5293
Phone

Linda A. Savinelli (SAVIN.7)

Response to SAVIN.7-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, noise, light, and Travis Air Force Base land use compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Noise impacts were addressed in the Draft EIR in Section 4.9, Noise. Refer to that section for further discussion.

Light and glare impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10, for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

My commute from work to home already takes much longer than I can handle. Now this project will make driving from one end of Suisun to another so much more difficult. I've heard that your studies didn't use the right standard, and that means to me that we haven't yet been told the full extent of the impacts. I hope your final draft will tell the truth about the full impacts of the traffic problem that will likely be worse that you have estimated. SAVIN.8 -1

Signature

Linda A. Savinelli
Print Name

814 Bluejay Dr
Address

Suisun
707-428-5293
Phone

Linda A. Savinelli (SAVIN.8)

Response to SAVIN.8-1

The author claimed that the proposed project's traffic study used low trip generation rates to understate impacts on traffic.

Refer to Master Response 8.

Heather McCollister
Community Development Office
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Walters Road West Project DEIR

Ms. McCollister,

As a longtime resident of Suisun, I completely oppose building a WalMart on the Walters Rd/Hwy 12 triangle. The noise and pollution, rise in crime air pollution, and traffic will adversely impact the neighborhoods quality, the value of our homes will decrease and the impact will not be favorable to the citizens of Suisun city. We ask for official reconsideration and relocation of the WalMart project. ASHOR.1 -1

Thank you,

Ann H. Short
Signature

ANN H. SHORT
Print Name

1417 PELICAN WAY
Address

Suisun
707 428 0677
Phone

cc: Suisun City Council

Ann H. Short (ASHOR.1)

Response to ASHOR.1-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion, air pollution, noise, and neighborhood compatibility. This statement represents the author's personal opinion, and no further response is necessary.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

The noise levels of adding a Wal-Mart close to the Air Base are very concerning – the back-up lights of delivery trucks nearly as loud as a large Air Force plan landing close to our neighborhoods. The noise impacts of this project are ridiculous – my family may never get a decent night's sleep again. ASHOR.2 -1

Signature

ANN H. SHORT
Print Name

1417 Pelican Way
Address

Suisun
707 4780677
Phone

Ann H. Short (ASHOR.2)

Response to ASHOR.2-1

The author asserted that the proposed project would increase ambient noise levels, citing the back-up warning of a tractor-trailer being nearly as loud as a large Air Force plane landing.

The Draft EIR evaluated the proposed project's long-term contribution to ambient noise levels in Section 4.9, Noise. Because the author's comments did not address the adequacy of the Draft EIR's noise analysis, no further response can be provided.

Heather McCollister
Director of Community Development
Suisun City Hall
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister,

I don't understand how the Suisun Supercenter will be able to generate all the tax dollars Wal-Mart is promising. The DEIR already points out that sales will be poor because of the existence of the Fairfield Supercenter and groceries aren't taxable. I know Suisun is desperate for more tax revenue, but the reality will be that the City won't be receiving the windfall it thinks it will be. The result will be closed businesses in Sunset and Marina shopping centers and a downtown that no one will visit and spend money in. This is a formula for disaster! ASHOR.3 -1

Sincerely,

Ann H Short
Signature

ANN H SHORT
Print Name

1417 Pelican Way
Address

Suisun

707 428 0677
Phone

cc: Suisun City Council

Ann H. Short (ASHOR.3)

Response to ASHOR.3-1

The author claimed that the Draft EIR pointed out that the Wal-Mart Supercenter's sales "will be poor" and questioned how the proposed project would generate promised tax revenue for the City.

For the record, on page 4.12-34, the Draft EIR stated that the proposed project would perform below Wal-Mart company wide averages. This does not necessarily mean that sales would below a sustainable level of businesses, but rather below the company wide average.

Tax revenues generated by the proposed project do not have physical impacts on the environment and, therefore, are outside the scope of the Draft EIR.

November 3rd, 2007

Heather McCollister
Director
Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Walters Road Wal-Mart Project

Dear Ms. McCollister:

I believe it will be unwise to put a large shopping center so close to the Air Base. Whether or not the County's Airport Land Use Commission determines that the density is too much, how much sense does it make to build a large shopping center next to an Air Force Base?

People in Concord remember when a plane trying to land at Buchanan Field in the 80's and crashed into a shopping mall next door two days before Christmas. That crash killed 7 people and injured 80 others. Is the City prepared to allow something like that to happen in Suisun? JSHOR -1

Thank you for your consideration of my concerns.

James R. Short
Signature

James L. Short
Print Name

1417 Pelican Way
Address

Suisun

707 428 0677
Phone

James L. Short (JSHOR)

Response to JSHOR-1

The author asserted that it is unwise to locate a large shopping center close to Travis Air Force Base, citing the plane crash at Sun Valley Mall in Concord in 1985.

Refer to Master Response 6 for discussion of the proposed project's exposure to aviation safety hazards associated with Travis Air Force Base.

Nov. 2nd, 2007

Dear Ms. McCollister,

I understand that the Walters Road Project will increase traffic on Route 12 and at the major intersections along Route 12. A major concern for me is getting to and from work safely and for the safety of my family when we drive.

I'm wondering how much more traffic will be on our roads if this project is built? SIMMS -1

I see there is a "peak pm hour" traffic number given in the Draft Environmental Report, but what will be the overall increase above what we have now on Route 12?

Sincerely,

1501 La Mesa Ct.
Suisun Ca 94585
399-7164

Caprell Simms (SIMMS)

Response to SIMMS-1

The author referenced the Draft EIR's evaluation of traffic impacts and inquired about how much more traffic will be added to local roadways, including the overall increase above existing levels on SR-12.

Traffic congestion is evaluated by measuring the average delay a motorist would experience at an intersection during a peak traffic period. The Draft EIR evaluated project impacts on intersection operations in Impact TRANS-1 and Impact TRANS-2, which identified the changes in delay that would occur from the addition of vehicle trips associated with the proposed project. Refer to Section 4.11, Transportation for a complete listing of the delay changes that would occur as a result of the proposed project. In addition, refer to Master Response 13 for further discussion of project impacts on intersection operations.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

SIMON-1

Project: Walters Road West Commercial Project

We desperately need WALMART
- Local Shopping - less travel - super
- TAX dollars - Super!!
- When they close the old Walmart - we will have to go across town - 12 impact will be countered by old Walmart closing.
- Jobs for locals!
- Better than having more fast food + sprawl -

Name Eric Simoni Telephone 707 434-8651

Address 920 Hawkeyeway Way City Suisun City Zip 94585

Signature [signature] Date

Email esimoni@shedjobs.net Do you wish to be placed on Master Mailing List YES

Eric Simoni (SIMON)

Response to SIMON-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

Heather McCollister

From: Amy Singh [amyed420@sbcglobal.net]
Sent: Wednesday, October 24, 2007 8:29 PM
To: Heather McCollister
Subject: Wal-Mart Project DEIR Comments

SINGH

Dear Ms. McCollister,

I have been a resident of the Fairfield-Suisun area for the last 18 years. I grew up only a few minutes from where my husband and I currently own a home located at 280 Tamarisk Cir. I am very content with the current aesthetics of Suisun City. It offers me a relief from the chaotic urbanization that exists only a few miles away in the Bay Area. But I digress, after reading the DEIR online, I do not feel confident it realistically addresses my concerns. My mother lives at 1404 Swift Ct. I am also titled on this property. Which can be seen from the proposed site. Not only will it effect our property values(which are dwindling), but it will disturb our everyday life in the following ways:

- Traffic: After the recent addition of homes near Walters Rd. there has been a significant increase in traffic congestion in the area. It is hard enough for me to get to
- my house, let alone her getting to Swift. There will be increased traffic on Fulmar (both foot and vehicle) which is a residential street. We have many children in this neighborhood and a school only a few blocks down.
- Crime: Recently the crime rate has risen near the Pintail/Sunset area. Retail areas, especially as large as Wal-Mart are easy targets for crime. And when those criminals are running from the authorities the first place they'll go is into nearby neighborhoods and backyards. Putting our families safety at risk. Also drugs are an issue. Where there are parking lots, low paid employees, and high traffic areas there will be drug dealers and people looking to buy from them. I grew up here I've seen plenty just getting groceries at Albertson's or Safeway.
- Trash and/or Pollution: No matter how many trash receptacles are around people are not necessarily inclined to use them, which means plastic bags, wrappers, paper, cans and bottles will be all over the parking lot and eventually our lawn. -1
- Shopping Carts: Raley's just implemented the new wheel sensors to prevent carts from being taken. But instead people are dragging them and leaving them wherever. I regularly have to dodge carts left laying in the middle of the street in my circle. No matter what Wal-mart has planned this will be a huge plague on the neighborhood.
- Loitering: The current Wal-Mart has "regular" transients that sit outside of their parking area harassing shoppers. These kinds of people will be around to disturb our daily activities like riding bikes, taking the children out for a walk, or even trying to garden. I saw the plan and it shows a drive way right across from Fulmar.
- Lights and glare: We can see clear over two, one-story homes on the other side of the court. The glare will affect not only the living room but also the bedroom next to it(and anyone sleeping in it). Not to mention the losing the view of the night sky.

I do not have an issue with Wal-Mart the entity. I have an issue with it affecting my families daily life and peace of mind. There are other places we can find for Wal-Mart. I don't feel any different then the residents of Lawler Ranch did. The area of Quail Glen is semi-rural and quaint. If a Wal-Mart were to be built here it would be extremely out of place and stick out like a sore thumb. I don't want to live in the neighborhood that other people say" I'm glad I don't live there." Although the gas station is here, it is a necessity. As far as I'm concerned the Fairfield project is in no way similar to our situation since there area is already retail and they have nearly four times the population. If we as a city want to bring retail income here, we should utilize places like the old Albertson's plaza and Marina shopping center that are vacant and designated retail areas instead of encroaching on what little pastoral bliss we have left.

In conclusion that comment card couldn't fit all of this any way ,but it is very important to me that my concerns are considered and hopefully validated. If you are in fact a resident of Suisun City Ms. McCollister then I'm sure you can appreciate my apprehension regarding this proposal. I just hope my opinions as a long time citizen (and taxpayer) matter.

Amy Singh & Edward Bobrovitsky
707-246-8971

Amy Singh and Edward Bobrovitsky (SINGH)

Response to SINGH-1

The authors expressed their opposition to the proposed project, citing concerns about traffic, crime, loitering, trash, shopping carts, and light and glare.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime and illegal loitering, refer to Master Response 9.

Enclosed dumpster areas and trash receptacles would be provided throughout the project site. Store personnel and landscaping contractors would routinely pick-up litter on the project site. In addition, the parking lot would be regularly cleaned by a street sweeper. Given these measures, significant amounts of trash are not anticipated to blow off the project site into surrounding neighborhoods.

Regarding shopping carts, refer to Response to GREEN-1.

Light and glare was addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10 for further discussion.

From: George Smith [ghsmith233@yahoo.com]
Sent: Wednesday, October 17, 2007 10:48 PM
To: benshar@sbcglobal.net
Subject: NO Thanks to Walmart.

Ben,

We don't need it... the extra traffic would make hi way 12 ...undriveable.. Walmart, no thanks! SMITH -1

George Smith (SMITH)

Response to SMITH-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

SOCOR-1

Project: Walters Road West Commercial Project

I AM A RESIDENT OF PETERSON RANCH. AS A RESIDENT OF ONE OF THE PRIME COMMUNITIES OF SUISUN, WE TAKE PRIDE IN LACK OF ~~TRAFFIC~~ TRAFFIC THROUGH OUR NEIGHBORHOOD ~~&~~ ON WALTERS. I COMPLETELY UNDERSTAND THAT WAL MART WILL BRING THE CITY LARGE AMOUNTS OF INCOME, HOWEVER, THIS CITY IS BUILT UPON THE MA & PA BUSINESSES THAT WE CURRENTLY HAVE. I AM SURE I AM NOT THE ONLY ONE TO SAY THIS, BUT WAL MART WILL TAKE MOST, IF NOT ALL OF THE ~~BUS~~ AFOREMENTIONED BUSINESSES. MAYBE THAT IS WHAT →

Name MIKE SOCORRO Telephone 707-799-7780

Address P.O. BOX 216 City SUISUN Zip 94585

Signature Date 10.22.07

Email msocorro@hotmail.com Do you wish to be placed on Master Mailing List NO

THE PLAN IS FOR THE CITY?.... AND THAT IS TO CLOSE DOWN MOST OF THE EXISTING BUSINESSES HERE. NOT THAT THE CITY WOULD CLOSE THESE BUSINESSES, BUT WAL MART WILL IF IT COMES TO TOWN.

I PERSONNALLY THINK THAT IF THE CITY IS IN NEED OF ADDITIONAL REVENUE, THEN LOOK INTO BRINGING THE BUSINESS OF FRY'S ELECTRONICS INTO TOWN. THIS STORE GENERATES TONS OF INCOME, THEREFORE BENEFITTING THE CITY. IN ADDITION, THIS STORE WILL HAVE MINIMAL IMPACT UPON THE EXISTING MA & PA TYPE STORES. THIS WOULD BE A GREAT LOCATION FOR FRY'S ELECTRONICS SINCE SUISUN CITY WOULD BE THE MIDDLE GROUND OF ITS LOCATIONS IN CONCORD ~~&~~ SACRAMENTO. THIS STORE WOULD BE A WIN, WIN SITUATION FOR EVERYONE.

THANK YOU.

Mike Socorro (SOCOR)

Response to SOCOR-1

The author expressed concern about traffic congestion and impacts on local businesses from development of the proposed project.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay for further discussion.

10/11/07

To Whom It May Concern!

I'm writing this note to let you know that we do not need a Walmart in Suisun city or fairfield one is enough. The main reason is to protect Travis air Force Base and to keep Traffic off Hi Way 12. Travis air Force Base is a major Base to protect the U S A and Brings a lot of money into the Community. Again we do not need a Wal Mart

Fred Spedicce

SPEDI-1

RECEIVED

OCT 15 2007

RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

Fred Spediacci (SPEDI)

Response to SPEDI-1

The author expressed his opposition to the proposed project because of the proposed project's traffic impacts and potential impacts on Travis Air Force Base.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Travis Air Force Base compatibility is discussed in Master Response 6.

Ms. Heather McCollister – Community Development Director
701 Civic Center Boulevard
Suisun City, CA 94585

October 31st, 2007

Dear Ms. McCollister:

Regarding the Draft Environmental Impact Report on the Wal-Mart supercenter project, I notice from the chapter on Urban Decay that Suisun City is aiming to "capture" a sales leakage of $236 million dollars (pg 4.12-29).

How was the sales leakage for Suisun City estimated? Is it based on the actual population of Suisun, or Suisun's "sphere of influence"? Also, does the sales leakage total refer to taxable sales leakage or all sales leakage? SPENC.1 -1

In order to calculate the ultimate per capita taxable sales that the city is aiming for, I added $236 million to $81.9 million (the current annual taxable sales in Suisun that is cited on pg 4.12-8) for a total of $317.9 million. Dividing this by Suisun's population of 28,500 yields a per capita taxable sales level of $10,101.00.

This means that the level of per capita taxable sales that Suisun is aiming for is higher than Solano County's per capital taxable sales level of $9892.00.

Is this a realistic or even healthy goal for a small city which is not geographically situated to capture high sales? Wouldn't it be more realistic to value the special qualities of our city – the quiet, the safety, the open space and proximity to Suisun Bay – than to build a lot of "big box" stores that could be anywhere U.S.A?

Regards,

J Spencer (Jodi Spencer)

28 Willotta Dr.
Suisun City, CA 94534
(707) 864-1176

cc: Suisun City Council

Jodi Spencer (SPENC.1)

Response to SPENC.1-1

The author questioned how the sales leakage for Suisun City was estimated and inquired if it is based on the population of Suisun City or the Suisun City Sphere of Influence. The author also questioned if it referred to all sales or just taxable sales. In addition, the author presented her own calculations for per capita taxable sales, which she suggested are unrealistic and unhealthy for a small city.

The footnote in Table 4.12-7 explains how leakage was calculated:

> Estimated sales are based on continued per capita performance at existing levels times projected 2009 Suisun City population. Potential sales are based on countywide per capita sales multiplied by 2009 Suisun City population. County per capita retail sales have been assumed as the baseline against which to compare Trade Area. Sales are assumed to be "leaking" from Trade Area if that area has per capita sales below County benchmark. (Draft EIR, Table 4.12, 7)

The leakage analysis used the Suisun City population, as there is virtually no population in the Sphere of Influence. In addition, the leakage analysis used total sales, not taxable sales.

The author's statements about per capita taxable sales reflect her opinion and do not require a response.

01/04/07
Heather McCollister
Community Development Director- Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister,

I am concerned about the funding (or lack) to pay for necessary road improvements due to the Walters Rd. and other projects the city is in the process of approving.

Is there a Capitol Improvement Program in place as of now to fund the very comprehensive road widening and intersection improvements that will be necessary if the Walters Rd and Suisun-Gentry projects are approved? Shouldn't we the public be allowed to view this program ahead of the city council vote on the Walters Rd project? The description of the funding of a CIP on page 4.11-52 of the Draft EIR provides only a general outline.

If federal, state and regional funds are not available or take lengthy approval, and the city votes to approve the Walters Rd and Suisun/Gentry projects, how will the city implement timely road improvements? Also, what formula is used to decide the developers' fair share of these road improvements? SPENC.2 -1

Shouldn't the CIP be in place and available for viewing by the public before a project is approved? This way we know whether the city will attempt to pass on millions in road improvement costs through hidden fees such as water hook ups to new homes or other fees.

I'm also very concerned that 6 major intersections that will be seriously affected by new traffic from these projects are under the jurisdiction of Caltrans or Fairfield and that Suisun cannot therefore guarantee when improvements will be made to those intersections. Also, as I understand it, 7 intersections will operate below acceptable levels of service if these projects are approved.

Sincerely,

Jodi Spencer

28 Willotta Dr.
Suisun City, CA 94534
(707) 864-1176

cc:Suisun City Council

Jodi Spencer (SPENC.2)

Response to SPENC.2-1

The author referenced the proposed project's traffic mitigation and inquired if the Capital Improvement Plan is currently in place and if it is available for public review. The author also asked how roadway improvements would be implemented if federal, state, and regional funds are not available at the time the project is approved. The author inquired about the formula used to determine the project applicant's fair share of improvement costs. Finally, the author questioned how the City of Suisun City would assure that roadway improvements are implemented to facilities under the jurisdiction of Caltrans or the City of Fairfield.

The City of Suisun City has a Capital Improvement Plan in place and is available for public review at the Suisun City Hall at 701 Civic Center Boulevard, Suisun City, California.

Regarding how roadway improvements would be implemented, including to facilities under the jurisdiction of Caltrans or the City of Fairfield, refer to Master Response 1.

Fair share costs were determined using Caltrans "Guide for the Preparation of Traffic Impact Studies," which establishes a methodology for calculating equitable share[17].

[17] Available online at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Ms. Heather McCollister
Director, Community Development
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister,

The Draft EIR states that the project would not adversely impact water quality or attribute to polluted water runoff. What about the fertilizer used in the Garden Center on the landscape on the site? The DEIR says fertilizer would only be applied during times when rain is not expected for at least 2 weeks. While this works during the summer months, what about the winter rainy season? How will the City hold Wal-Mart to their promise to not use fertilizer for four months out of the year? STACK.1 -1

Sincerely,

Heide M Stack
Signature

HEIDE M STACK
Print Name

509 SHRIKE CT
Address

Suisun City

(707) 429-8539
Phone

cc: Suisun City Council

Heide M. Stack (STACK.1)

Response to STACK.1-1

The author referenced a provision in Mitigation Measure HYD-3a requiring that pesticides and fertilizers only be applied at times when rain is not expected for 2 weeks and inquired if that applied to fertilizer used in the Wal-Mart Supercenter garden center. The author also inquired how effective the mitigation would be because such a measure would not allow pesticide or fertilizer application for four months of the year.

Mitigation Measure HYD-3a applies to the proposed project's landscaping, not to the garden center. The intent of the measure was to address pesticide and fertilizer application in outdoor areas that would be exposed to rainfall. The garden center plant sales area would be covered and would drain via floor drains to the wastewater stem; as such, it would not contribute runoff to downstream waterways.

Regarding the author's question about how effective the measure would be, its provisions are legally binding and the project applicant would be obligated to comply with them. As such, it would be considered to be effective.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

STACK.2-1

Project: Walters Road West Commercial Project

WALMART IN A DENSLEY POPULATED HOUSING AREA IS UNACCEPTABLE! WE DO NOT PROVIDE PROFIT FOR WALMART & INCREASE OF CRIME, LOSS OF TRAVIS AFB, LIMITED INFRASTRUCTURE, TOO MUCH TRAFFIC ON ALREADY CROWDED ROADS! NO WALMART ON WALTERS ROAD! THEY CAN ENLARE PRESENT FACILITY!

Name STACK Telephone 429-8539

Address 509 SHRIKE CT City SUISUN Zip 94585

Signature Jim Stack Date 10/23/07

Email _____ Do you wish to be placed on Master Mailing List _____

Heide M. Stack (STACK.2)

Response to STACK.2-1

The author expressed opposition to the proposed project, citing concerns about traffic congestion, crime, neighborhood compatibility, and Travis Air Force Base compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

Neighborhood compatibility was addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

Travis Air Force Base compatibility is discussed in Master Response 6.

From: John Stokes [mailto:jdstokes3@gmail.com]
Sent: Tuesday, October 30, 2007 11:00 AM
To: Heather McCollister; jdstokes3@comcast.net
Subject: Wal-Mart Project DEIR Comments

STOKE

I am opposed to Walmart in Suisun City located in my neighborhood. The traffic on highway 12 is terrible now you add all the delivery trucks and customer traffic and it will cause grid lock. This proposed Walmart is to be located right on the edge of Quail Glenn, this to close to our neighborhood and open 24 hours will cause noise congestion and crime to increase. I am very leery of a company who is putting Solano County under assault by putting two super Walmarts within 10 miles of each other. First all the private small businesses will be affected and forced to close and everyone will be forced to go to Walmart then within a short time one of these Walmarts will close and then the whole area will suffer. This is a sell out by the board of supervisors of Suisun for a short term gain and a failure down line. My property value is going to go down if Walmart is allowed to sink it claws into Suisun. Who is going to pay for the increase in police protection when this fantasy turns sour. I am putting the City of Suisun on notice I will sue and many other residents will sue the city for this travesty being forced on the residents. Crime rates are going to go up in this area and innocent residents are going to be hurt so Suisun stop this before we all suffer. The Walmart machine is nothing we need here let them build in China where they get all there merchandise from. Keep them out of Suisun !! -1

--
John E.Stokes Jr.
jdstokes3@comcast.net

John E. Stokes (STOKE)

Response to STOKE-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion, crime, and impacts on competing businesses.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

The Draft EIR's urban decay analysis considered potential retail impacts on competing businesses in Suisun City. Refer to Section 4.12, Urban Decay for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

JSTRA

I feel 50/50 - I don't wish for more crime, noise and congestion. Thats selfish. I feel it will bring more jobs (that are needed) ~~convience~~ convience for a commute town (being open 24hrs) cater to the seniors in that area & low income families. It can have the police making sure that we are safer during 8pm to 6am - (where crime may occur more). We need not to think ourself ~~[illegible]~~ & break the mold & be closer city thru Wal mart. -1

Name Julie Strain Telephone 419-4462

Address 1209 Skylark Ct. City Suisun Zip 94585

Signature Julie Strain Date Oct. 27, 07

Email _____ Do you wish to be placed on Master Mailing List Yes

Julie Strain (JSTRA)

Response to JSTRA-1

The author stated that she had mixed feelings about the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

MSTRA

BRINGING WAL-MART TO SUISUN CITY, ALONG W/ THE OTHER BUSINESSES IN THAT DEVELOPMENT WOULD BE A POSITIVE THING. IT WOULD CREATE MORE JOBS, IMPROVE OUR ECONOMY, AND INCREASE OUR SHOPPING CONVENIENCE. -1

Name MATTHEW STRAIN Telephone 707-419-4462

Address 1209 SKYLARK CT City SUISUN Zip 94785

Signature Matthew M Strain Date 10/27/07

Email SIXSTRAINS@COMCAST.NET Do you wish to be placed on Master Mailing List NO

Matthew Strain (MSTRA)

Response to MSTRA-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

Ms. Heather McCollister
Community Development Director
Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Ms. McCollister:

I read in the DEIR that RV homes will be allowed to park over night in the Supercenter parking lot. Not onlyh would this be quite an eye sore, but will they be allowed to empty their septic tanks on site? What if they aren't allowed to, but they do anyways? I'm worried about where that waste would end up, especially with our neighborhoods being so close and the marsh being protected area. STRAW -1

Sincerely,

Signature

Cecilia STRAWN
Print Name

502 Pheasant Ct. SS
Address

707-429-1245
Phone

cc: Suisun City Council

Cecilia Strawn (STRAW)

Response to STRAW-1

The author inquired if RVs would be allowed to empty waste holding tanks onsite and about the possibility of illegally emptying and its impacts on Suisun Marsh.

The proposed project would not include any RV waste holding tank emptying facilities. Onsite security personnel would routinely patrol the store parking lot and serve as a deterrent to illegal emptying. As such, illegal emptying would not be anticipated to occur.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

SWEET

Project: Walters Road West Commercial Project

I THINK A SUPER WAL-MART IS A GOOD FIT FOR SUISUN. WE REALLY DO NEED THE TAX BASE THIS WOULD CREAT. -1

Name William Sweet Telephone

Address 920 STELLER WAY City Suisun Zip 94585

Signature [signature] Date 10/24/07

Email Do you wish to be placed on Master Mailing List

William Sweet (SWEET)

Response to SWEET-1

The author expressed support for the proposed project. This statement reflects the author's personal opinion, and no further response is necessary.

Heather McCollister, Community Development Director
701 Civic Center Blvd.
Suisun City, CA 94598

November 4, 2007

Dear Ms. McCollister,

I am writing in response to the Draft Environmental Impact Report (DEIR) on the Wal-Mart project at the intersection of Hwy. 12 and Walters Road in Suisun City. TAGAM -1

Unlike most Wal-Mart stores that are located in an industrial area which is away from a residential area, this Wal-Mart site is right in the middle of a residential area. The main artery is where many auto accidents occur and therefore called a "blood alley." We have already lost so many lives there and we don't need 37,000 extra cars a week to bring more accidents.

We see everyday cars and 18-wheeler trucks racing to get ahead of each other heading toward Rio Vista, where there is only one lane after passing the light at Hwy. 12 and Walters. When the DEIR 4.11-17 states that the City needs to install four to six lanes between Sunset and Walters, the proposal is not only absurd, but also a very, very dangerous idea. It will definitely increase the chances of people who are trying to make right turn into Lawler Ranch being smashed from the rear by those racing cars and trucks that are rushing to go straight on 12. TAGAM -2

I would also like to address crimes that this project is likely to bring since Wal-Mart lets recreational vehicles park over night in their parking lot. This practice will attract child molesters, drug dealers/users, prostitutes, and other serious criminals within close proximity of our residences. In fact, just a week ago a child was molested on an aisle of a Wal-Mart store in Virginia. Is this the kind of behavior the city wants to introduce to Suisun? TAGAM -3

The chapter listing the Hydrologic Study in the DEIR 4.7-25 states: "On the basis of these findings, it is reasonable to conclude that flows at this convergence TAGAM -4

point could result in significant capacity reductions in the Lawler Ranch drainage system, thereby resulting in flooding within portions of the Lawler Ranch subdivision."
Also, the DEIR 4.7-13 states that "Place within a 100 year flood hazard area structures which would impede or redirect flood flows? (Refer to Section 7, Effects Found Not To Be Significant.)."We do not have to wait 100 years, or even 25 years to find out the result. We ALREADY have suffered from flooding during rainy season in Lawler Ranch due to the inefficient drainage systems.

TAGAM -4 CONT.

Our neighbors around the corner off of Lawler Ranch Parkway had the water coming to their doors in 2006. Our truck, which was parked on Potrero Circle, had water covering up to the middle of its tires in the same year. Scally Road, off Highway 12, which is only a block east from the edge of Lawler Ranch was inundated in a lake of water in 2006!

Another concern is that the District Attorney for Solano County cited the Wal-Mart stores on Chadbourne (and also in Vacaville) for failing to comply with California statutes regulating hazardous waste and hazardous materials handling practices. The hazardous materials (damaged or returned product containing dry granular fertilizer and pesticides) were left outside of the stores - all year in the elements. When it rains, the hazardous chemicals run off and flow into creeks and the residential area.

TAGAM -5

The DEIR does not address these important facts and issues when they rule there is "No Significant Impact." The project will certainly bring greater flooding in this area. I hope the city will be ready to reimburse flood victims when the massive damage comes. What is the estimate loss to the city if it is found negligent?--the city's determination to build the monster store knowing the full and serious impacts on its residents.

TAGAM -6

The Walters Road West project site should be reserved for smaller businesses only. That will result in less impacts.

TAGAM -7

Sincerely,

Yoshiko Tagami
1365 Potrero Circle
Suisun City, CA 94585

Yoshiko Tagami (TAGAM)

Response to TAGAM-1

The author provided some introductory remarks to preface the letter and no further response is necessary.

Response to TAGAM-2

The author noted that the proposed project would be located adjacent to residential areas and expressed concern about roadway safety on SR-12 from Wal-Mart truck trips.

Refer to Master Response 13 and Master Response 14.

Response to TAGAM-3

The author asserted that allowing overnight parking in the Wal-Mart parking lot will increase crime and will attract child molesters, drug dealers, and prostitutes to the surrounding residential areas.

Refer to Master Response 9.

Response to TAGAM-4

The author quoted a passage of the Draft EIR's analysis of drainage issues and stated that the proposed project would create downstream flooding problems in the Lawler Ranch subdivision.

Refer to Master Response 3.

Response to TAGAM-5

The author claimed that the Solano County District Attorney cited the existing Wal-Mart stores in Fairfield and Vacaville for failing to comply with hazardous materials handling practices for fertilizers and pesticides and asserted that this suggests the proposed project would allow hazardous chemicals to runoff into downstream waterways.

Refer to Master Response 12.

Response to TAGAM-6

The author stated that the Draft EIR did not address the issue of flooding because it identified the impact in Section 7, Effects Found Not To Be Significant and stated that the proposed project would bring greater flooding to the surrounding area.

The project site is not located within a 100-year flood hazard zone. Therefore, the Draft EIR concluded that it would not place structures within such a zone and appropriately identified this as an effect found to be less than significant. Thus, the author's claim the Draft EIR did not address this issue is false.

The Draft EIR did evaluate project drainage impacts in detail in Section 4.7, Hydrology and Water Quality. Refer to Master Response 3 for further discussion.

Response to TAGAM-7

The author stated that future commercial uses on the project site should be reserved for small business only. This statement reflects her opinion and no further response is necessary.

-----Original Message-----
From: simlin1@aol.com [mailto:simlin1@aol.com]
Sent: Tuesday, November 06, 2007 2:11 AM
To: mjhudson@hudsonbusiness.net
Subject: Wally world

Hey Mike here's a few reasons why I like WALLY WORLD...

TANIS

1. #1 REASON- We need another Grocery store besides RALEYS in Suisun.
2. Open 24 hours!! YES!! This actually works out great for us graveyard folks.
3. Walmart to me is VERY community friendly. If you go into the Fairfield store they carry local high school throw blankets, tee shirts (these are mostly Fairfield High, but we'll change that!)
4. Their CHEAP, as a mother of five, I can fill up my baskets with toys, movies, and food, and still have money left!
5. I have been a Sams Club customer for over 10 years, and a Walmart customer for at least 5 years, and I can honestly say, I have had No bad experiences. The return policy is great, and hassle-free.

-1

Lastly, as we all know Walmart has it's share of issues as does any business, but we can't please everyone. if it will bring people into our city, I say do it. We can iron out the wrinkles later. My younger sister actually started out at 16 years old in the Walmart pharmacy in Antioch, and is now in school to be a pharmacist, and is currently a pharmacy tech with Rite aid in Sacramento area. I believe that Walmart will bring more jobs to our community, especially are youth. In the agreement walmart makes with the city, do they have to hire a certain number of Suisun City residents?

Well there is a few of us mothers that enjoy going to Wally World with our Starbucks in hand on Saturday morning!

Talk to you soon,

Tanisha S.

Tanisha S. (TANIS)

Response to TANIS-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

October 31, 2007

Dear Mrs. McCollister,

It seems that the supercenter will rely heavily on the storm water control plan to control the heavy drainage of storm water (combined with pollutants) from the project's parking lot and gas station.

The storm water control plan may or may not work well, depending on who installs it and how well qualified they are. Also the study says that the soil is not good for these kinds of treatments of storm water. TAYLO -1

How do we know for certain which treatments Wal-Mart will install for storm water control and if they'll work correctly?

Also, what happens if Wal-Mart leaves the store after 10 or 15 years? Who will manage the storm water control after they are gone?

Yours,

Ken Taylor
849 Ohio St.
384-5953 cell

Ken Taylor (TAYLO)

Response to TAYLO-1

The author inquired about which stormwater quality treatment controls the proposed project would install and how effective they would be at treating stormwater. The author inquired about what would happen if Wal-Mart vacates the location after 10 or 15 years and who would maintain the stormwater management system.

The proposed project's stormwater quality treatment controls are listed in Mitigation Measure HYD-3b. These are all considered effective stormwater quality treatment measures by the RWQCB. Refer to Master Response 12 for further discussion of effectiveness of these devices.

The property owner is responsible for maintaining the proposed project's stormwater management system, regardless if Wal-Mart occupies the site or not.

From: Chareshma Thadani [mailto:CThadani@cocokids.org]
Sent: Tuesday, October 30, 2007 3:21 PM
To: Heather McCollister
Subject: Wal-Mart Project DEIR Comments

THADA.1

Please, before you decide on the walmart issue, think of how bad traffic is as of now from 7 a.m. to 8:30 a.m. just from lawler ranch parkway to sunset ave. Sometimes it takes me half an hour just from that block. That is inspite of widening the roads. It does not affect people who do not commute at that time but those with school age children and those that work in the city or outside suisun, they are all affected. Almost any city you go has a walmart. In richmond, they have one right inside hilltop mall and that has affected all the small business owners. Everyone one wants cheap, but everybody else ends up paying more in terms of time, stress, energy, frustration. How may businesses around this walmart will be affected? What happens when walmart gets tired of that area and decides to move out, just like they are doing with chadbourne road? What will happen to that area? -1

Please, please please, give this considerable thought before you give a go signal.

thank you,

Chareshma Thadani
Child Health and Nutrition Specialist
Contra Costa Child Care Council
1035 Detroit Avenue, Suite 200
Concord, CA 94518
(925) 676-6117 ext 3522
cthadani@cocokids.org
www.cocokids.org

Chareshma Thadani (THADA.1)

Response to THADA.1-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Heather McCollister
Suisun Community Development Office
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister,

It doesn't seem realistic to me that Suisun City can sustain a Supercenter after Fairfield builds theirs. We just don't have the numbers to generate the estimated tax revenue the City thinks it will receive. I used to think that maybe folks from Rio Vista would drive over to Suisun, but the DIER mentions that Oakley is thinking about building their own Supercenter. I fear Suisun is being sold a bill of goods here. THADA.2 -1

Sincerely,

Thadani
Signature

C. THADANI
Print Name

421 dobbins CT
Address

SUISUN CA 94585

421-0274
Phone

cc: Suisun City Council

Chareshma Thadani (THADA.2)

Response to THADA.2-1

The author asserted that it doesn't seem realistic that Suisun City can sustain a Wal-Mart Supercenter with the presence of another such store in Fairfield.

The Draft EIR's urban decay analysis evaluated existing and future demand for the retail categories offer at the Wal-Mart Supercenter. The analysis indicated that there is substantial leakage of retail dollars from Suisun City to other retail markets, indicating that there is enough demand in Suisun to support a Wal-Mart Supercenter. Refer to Section 4.12, Urban Decay for further discussion.

Heather McCollister
Director, Community Development
Suisun City Hall
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Wal-Mart Supercenter in Suisun

Dear Ms. McCollister,

Seems to me that a Supercenter is a short sighted fix to a longer term issue Suisun has faced for decades...developing a vibrant commercial lifeline that generates the necessary revenue for a growing city. Our downtown and both the Marina and Sunset shopping centers are in very sensitive states right now. Adding the Supercenter will kill off Marina and end the progress we've seen downtown. No one will come downtown to shop anymore because everyone will go to the Supercenter, since that's where 90% of our population lives. THADA.3 -1

Thank you for your attention.

Thadani
Signature

C. THADANI
Print Name

421 dobbins CT
Address

SUISUN CA 94585

707 421 0274
Phone

cc: Suisun City Council

Chareshma Thadani (THADA.3)

Response to THADA.3-1

The author asserted that the proposed Wal-Mart Supercenter will result in closure of businesses in Downtown Suisun City and at the Heritage Park and Sunset Center retail nodes.

The Draft EIR's urban decay analysis considered potential retail impacts on Downtown Suisun City. Refer to Section 4.12, Urban Decay for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

THORE.1

Project: Walters Road West Commercial Project

I frequently make trips to Fairfield and other destinations out side of Suisun to purchase items That would be offered by a Super Walmart. I am not alone. If I changed my destination to shop locally ~~[illegible]~~ and others did the same how much of a reduction in traffic will There be? What is The projected reduction to the overall -1

Congestion on area roads.

Name Paul Thoren Telephone 330-2933
Address 403 Marina blvd City Suisun Zip 94585
Signature Paul Thoren Date 10-17-07
Email paulethoren@yahoo.com Do you wish to be placed on Master Mailing List ✓

(over)

Paul Thoren (THORE.1)

Response to THORE.1-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

THORE.2

Thank You! This is exactly What you were elected to do. Bring in tax dollars with retail. Keep up the good work.

-1

Name Paul Thoren
403 Marina Blvd.
Suisun City, CA 94585-2708
Telephone 330-2933
Address
City
Zip
Signature Paul Thoren
Date 10-30-07
Email paulethoren@yahoo.com
Do you wish to be placed on Master Mailing List yes

Paul Thoren (THORE.2)

Response to THORE.2-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

JTHOR-1

Project: Walters Road West Commercial Project

Your store will bring all sorts of strange people into our neighborhood, your store will drag down my property value & increase traffic in an already congested area. Walmart is NOT wanted in our area! Your meeting only sugar coats your side of story, when in fact only bad things will come!

Name Jimmy Thornton & Robert Moss Telephone 707-425-1572

Address 600 Fulmar Dr. City Suisun Zip cell 424-04

Signature _____ Date _____ cell-290-6135

Email _____ Do you wish to be placed on Master Mailing List _____

Jimmy Thorton (JTHOR)

Response to JTHOR-1

The author expressed his opposition to the proposed project, citing concerns about traffic and property values. This statement reflects the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

TTHOR-1

Project: Walters Road West Commercial Project

I live on Fulmar Drive, the problem I have is the traffic that will come down my road! I have children and do not welcome any extra traffic. Why can't you close off the end of Fulmar? Think of the residence, instead of just the money you will make!

Name Tracey Thornton Telephone 707-631-7769

Address 602 Fulmar Dr. City Suisun Zip

Signature Date 10/24/07

Email TLT823@aol.com Do you wish to be placed on Master Mailing List

Tracey Thorton (TTHOR)

Response to TTHOR-1

The author inquired if blocking off Fullmar Drive from through traffic was a possibility.

As discussed in Section 4.11, Transportation, Fullmar Street is designated as a collector street by the City of Suisun City General Plan. As discussed in further detail in Response to FLAND-3, collector streets are intended to serve as linkages between residential areas and commercial areas and provide efficient circulation within residential areas. Fullmar Drive serves both purposes; therefore, blocking off the street would be contrary to its intended use as a collector street.

RECEIVED

NOV - 5 2007

RDA / PLANNING DEPT
CITY OF SUISUN CITY, CA

To: Heather McCollister
Community Development Director
City of Suisun City
701 Civic Center Blvd.
Suisun City, Ca 94585

From: Mr. and Mrs. John Torres
1423 Pelican Way
Suisun City, CA 94585

Date: November 1, 2007

Subject: **Response to the Draft Environmental Impact Report of the Walters Road West Project**

After reading most of the recently published DEIR, we are very much **opposed** to this project which is placing a Walmart Superstore in the middle of a residential neighborhood. In our case, and some of our neighbors', this store would be within only a few feet of our backyards. In our original response to this project, submitted in August 2006, we pointed out various problem areas which all have shown up in the DEIR. The most important being the unavoidable impacts on all levels of air quality, noise (construction and stationary), traffic and queuing, and crime. TORRE -1

Project Description: Visual impact: The view of the project area for the Quail Glen residents would be greatly impacted by this project. Our current unobstructed view of the sky would be destroyed by the 8 foot sound wall, the tops of big rig trucks (which are at least 10 feet high), and the the back of the Walmart building which would be 40 feet high at some points. TORRE -2

Parking: Page 3-15 of the DEIR states that the project will have 1,014 parking spaces which exceeds the Zoning Ordinance of the City of Suisun by six spaces. Is this count including the 40 parking spaces Walmart uses to display the garden items? If these spaces are included in the count, the available spaces would only be 974, which would not be in line with the Zoning Ordinance. How about container storage which takes place now on the parking lot at the Chadbourne Rd. location. There are approx. 36 of those huge metal storage containers parked in that parking lot, taking up 88 parking spaces. TORRE -3

In order to protect the residents in the area, Peterson Rd. should be posted for NO PARKING between Walters Rd. and Fullmar St. and possibly along Fullmar St. also. Peterson Rd. East (back road to Travis AFB) should be a no parking zone as well in order to avoid any possible congestion which could impact Air Base traffic.

Traffic: The current traffic flow on SR 12 is already less than satisfactory. We travel this road usually more then once a day, and there is hardly ever a time when the traffic flows smoothly. Adding thousands of additional car trips a day will make this situation intolerable. Re-striping the intersections will not help the traffic flow on SR 12, it will do the opposite: move the cars onto SR 12 at a faster speed and produce more congestion. Currently the traffic on SR 12 at times back ups from Beck Ave. almost to the freeway, the same between Pennsylvania and Beck, and Marine Blvd. gets backed up to where Webster street enters SR12. TORRE -4

Intersection of Peterson and Walters Road: The DEIR shows a right-in/right-out entrance to the project within a short distance after this stoplight. Walters Road is a heavily traveled road, including many big rigs. This right in/right out entrance could turn into a bottleneck for the cars and trucks going south on Walters Road, especially since there will be new stop light between Peterson and SR12 as the main entrance for the project. TORRE -5

Walters Road north of Peterson intersection: A new church has been build on the east side of Walters Road, just beyond the intersection. They are no restrictions for entering or leaving the parking lot of this church. Some people will have to make a left hand turn to either enter or exit the parking lot, adding to the congestion near this intersection especially on the weekends when most of the shopping is done. TORRE -6

Pintail Drive: The DEIR calls for a new stop light at the intersection of Walters Rd. and Pintail Dr. This would definitely make Pintail Dr. a short cut thoroughfare to get to the supercenter. People will avoid SR 12 at all costs and use Pintail Dr. instead. There are two schools on this street (creating heavy cross traffic two times a day), a park, a soon to be opened library, YMCA, and the Suisun Fire Department (which would have to service the project site for fire and health emergencies). The speed limit varies between 20 and 25 miles per hour. The heavy traffic on this road is further impeded by stop signs on the numerous cross streets. I drive this street home from work on most days, and I am appalled at the careless way people are driving and ignoring these stop signs. The traffic increase on this street would be a danger to everyone that lives on this street or uses it. Accidents will be waiting to happen. TORRE -7

Intersection of SR 12 and Sunset Ave.: This is easily the most dangerous intersection in town. Every time I am waiting at the stop light to either go east or west, there are at lease 2, 3 sometimes even 4 or 5 cars running the red light. Without fail, someone is always running the red light. Just re-striping the lanes to get the cars faster onto SR 12 is not enough, there has to be a serious plan to catch the red light violators. So far everyone has been fortunate and serious accidents have been avoided, but any increase in traffic would certainly turn this intersection into a hazard. TORRE -8

Noise: Currently the noise from SR 12 is barely manageable at our location. We have to keep our bedroom window closed early in the mornings because of the big rig traffic. Having a Supercenter at our backyard would destroy any kind of peace and quiet we have enjoyed living here. Because or property borders Peterson Road, the noise implications of this project are critical to us. TORRE -9

Construction Noise: This has been identified as a "significant unavoidable impact". How are the citizens to deal with this situation for which there is no solution? The DEIR states (4.9-28) that "periods of intrusive noise exposure would be temporary, and noise generated by project construction would be partially masked by noise from traffic on SR12". That's a ridiculous statement and not a solution to the problem. We won't be able to sit in our back yards or sleep in if we want to, because of the ongoing noise. TORRE -10

Why not construct the 8 foot sound wall on the project site prior to the start of construction to eliminate some of this construction noise which is going to go on for many month?

Operational Noise: The tractor/trailer noise will be on Peterson Road, our back yard. The site plan shows one entrance in the middle of Peterson Rd as the main entrance for the tractor/trailer deliveries (and another entrance to the project at the north-west side at Fullmar St.). At the middle entrance on Peterson Rd. the 8 foot sound wall which is to be built in the back of the store, would be broken up to let the trucks enter the site. Why is this entrance in the middle of Peterson Road necessary when there is another entrance scheduled at the north-west side, across from Fullmar St.? Keeping the sound wall solid without interruption would contribute to noise reduction instead of adding additional sources because of the break in the wall. Based on data collected at other Walmart Supercenters (4.9-34) there could be as many as 10 truck pass-bys during any given day-time hour and possibly five per hour during night time. Are these trucks going to be lining up on Peterson Road waiting to unload their cargo if there are too many trucks or they arrive before 7:00AM? What if it is a refrigerated truck and the cooling system needs to keep running? Even idling 5 minutes (which law allows) is an irritant. We had to put up with this before until the City put a stop to it; and we know from experience how annoying it is. Who will be monitoring the trucks to make sure that do not idle while being parked? TORRE -11

Heating/Air Condition: These would most likely be rooftop systems: 4.9-36. AC units can be very noisy. An 8-foot sound wall will not protect from roof top AC noises since the roof tops will be higher then the 8-foot soundwall.

Looking at all the other ongoing noises produced at the proposed project site (i.e. trash compactors, garbage cans, loud speakers, outside garden area, parking lot activities, restaurant, gas station, site maintenance), **the residents of the Quail Glen Subdivision would again be the ones mostly impacted by having to absorb the significant unavoidable impacts created by various noise issues.** TORRE -12

Impact NOI-4 (2-28): *"The applicant shall offer to replace the existing 6-foot wooden fence with a 6-foot high masonry wall prior to the start of construction."* This is the only positive item we have seen in the DEIR; and it would gladly be accepted by us. We would like it to be an 8-foot wall, to have maximum protection from the invasion of noise, cars, trucks and ongoing activities. TORRE -13

Cumulative Air Quality: The proposed project would exceed Bay Area Quality Management District (BAAQMD) thresholds (4.2-32 and 6-1); **there are no mitigation measures are available.** Again, the people most impacted and closest to the project site are those living in the Quail Glen subdivision. Why would any municipality even consider a project, which jeopardizes TORRE -14

the health and well being of its citizens? Air pollution and related problems are well known. Why would a city government contemplate to willfully and voluntarily endanger the health of its citizens? **This project is too big to be placed in the middle of a residential area where it will be impacting people's health and well being.**

If operational emissions, greenhouse gas emissions, and the cumulative air quality are beyond acceptable regulatory and healthy levels, the project should be dead on arrival. Are we to inhale diesel fumes and other dangerous emissions all day? What will this do to the health of the residents, especially older people and young children? TORRE -14 CONT.

Crime: There are studies available which show the impact on crime that happens wherever a Walmart Superstore is operating. Walmart does not seem to be interested in taking preventive measures so crime can be avoided in the first place. The DEIR indicates that our police department expects there to be an increase in crime. Why then would we willingly and voluntarily introduce this element into our currently stable and relative crime free neighborhoods? It is noted that most of the crime would be shop lifting, check fraud, noise, traffic collisions and vehicle burglaries. In any of these cases police would have to be involved to either take reports or arrest someone. We have never seen a security guard at a Walmart location. Where are they hiding? They should be in plain sight monitoring the store and parking lot to discourage unlawful behavior. How is the huge parking lot going to be monitored to prevent purse snatching, stealing, and car burglaries? Who will monitor the parking lot at night, especially when RVs are allowed to park overnight? It is easy to make rules, but how will they be enforced? TORRE -15

This project is a giant invitation for unsavory elements to find new territory to work their trade. And they will not be satisfied with Walmart's parking lot, but spill over into the streets and homes of the surrounding neighborhoods. **Why would we want to invite this kind of element into our pleasant neighborhoods on either side of SR 12? It makes no sense.**

After reading most of the DEIR, it is clear that there are a very high number (10 in all) of unavoidable significant impacts which would have a totally negative impact on the quality of life we have enjoyed so far in this city. For many of these items there are no mitigation measures, which can be applied; the most serious ones relating to issues regarding the changes in the overall air quality. We do not see any positive impacts which this project would bring to our neighborhoods. It might increase the city's income, but how accurate are these projections? There will be costs involved for the city to get the project off the ground and to support the store on an ongoing basis. Other stores will loose income or close and property values could decline, which in turn would cause the city to loose income. TORRE -16

Travis Air Force Base: There seems to be a conflict between what the maximum number of people allowed is either indoors and/or outdoors of the project. If the Travis Air Force Base Land Use Compatibility Plan states that it is 75 people per inside acre, the number would be 345. We understand that the final meeting regarding this issue has been postponed and a decision will be forthcoming. However, if there is any choice to be made between jeopardizing the Air Base or building a Walmart, it is not even worth a second of discussion: Walmart would be the looser. TORRE -17

A proposed *possible* annual income of $ 800,000 for Suisun City is nothing compared to the impact of 1 Billion plus revenue a year or 375 jobs compared to the over 10,000 at the Air Base. TORRE -17 CONT.

It is very unsettling for us to realize that the City of Suisun could be so uncaring and willful as to build this massive and environmentally unfriendly project in our neighborhoods. Everyone knows tat Walmart does not care about people, just profits. But we expect more from our elected city leaders. A project with as many negative impacts as this one should not be carried out. It will destroy neighborhoods, peoples' health and well being, possibly their properties and their financial security (if property values decline because of air pollution, crime, noise etc.). The project is in the wrong place, is too large, and will cause much harm to people and the environment. TORRE -18

Sincerely,

John Torres
Wiltrud Torres

cc: Mayor Pete Sanchez
Vice Mayor Jane Day
Council Member Mike Hudson
Council Member Sam Derting
Council Member Mike Segala

John and Wiltrud Torres (TORRE)

Response to TORRE-1

The authors provided some introductory remarks and asserted their opposition to the proposed project. This statement reflects their opinion and no further response is necessary.

Response to TORRE-2

The authors referenced the Draft EIR's discussion of project aesthetics in Section 3, Project Description and expressed their disapproval of how the proposed project would change their view of the project site.

Visual character impacts were evaluated in Impact AES-2 in Section 4.1, Aesthetics, Light, and Glare. The author's opinion regarding project aesthetics does not pertain to the adequacy of the analysis in the Draft EIR and no further response is necessary.

Response to TORRE-3

The authors referenced the discussion of parking in Section 3, Project Description and inquired if the 40 spaces used for temporary outdoor seasonal sales were included in the total parking supply (1,014 spaces) for the project. The authors requested that "No Parking" signs be posted along Petersen Road between Walters Road and Fullmar Street, as well as east of Walters Road to protect surrounding residents.

The total parking supply of 1,014 spaces included the 40 spaces that could be used for temporary seasonal sales (e.g., Christmas trees). Because these spaces would only be temporarily occupied by seasonal sales, the City of Suisun City allows them to be factored into the total parking supply count.

Regarding the authors request for on-street parking to be prohibited on Petersen Road, this is outside the scope of the Draft EIR because the proposed project can provide off-street, onsite parking in accordance with the Suisun City Zoning Ordinance requirements. Therefore, allowing or prohibiting on-street parking on Petersen Road would have no bearing on the conclusions contained in the Draft EIR. Nonetheless, there are no provisions in the Draft EIR that would preclude the City of Suisun City from prohibiting parking on the roadway.

Response to TORRE-4

The author stated that existing roadway conditions on SR-12 are less than satisfactory and, apparently in reference to the Draft EIR's proposed mitigation measures, stated that re-striping intersections will not improve traffic conditions.

Re-striping intersections is proposed in several mitigation measures (e.g., TRANS-1b, TRANS-1c, TRANS-1e, etc.). In some cases, re-striping is one of several proposed improvements. Regardless, the efficiency of intersection operations dictates roadway performance and re-striping intersections increases efficiency. As shown in Tables 4.11-9 and 4.11-11, the re-striping would result in improved

intersection operations relative to the "without project" condition. As such, the authors' statement is opinion without factual support.

Response to TORRE-5

The authors noted that there would be a right-in, right-out access point from southbound Walters Road near the Walters Road/Petersen Road intersection and stated that this entrance could create a bottleneck.

Right-in, right-out intersections are intended to provide for quick, efficient access and typically located in places where a full access point would otherwise create the types of traffic congestion problems the authors described. As such, the right-in, right-out access point is intended to prevent congestion by only allowing limited ingress and egress at that location, in recognition of the proximity of the Walters Road/Petersen Road intersection. Therefore, the authors' statement is opinion without factual support.

Response to TORRE-6

The author stated that a new church is being constructed north of the Walters Road/Petersen Road intersection and will have unrestricted access to Walters Road, which the authors allege will add to congestion created by the proposed project.

The peak trip generation period for most churches would typically be on Sunday mornings, which is a relatively low trip generation period for commercial retail uses. Therefore, peak church-related traffic and peak project-related traffic would not overlap. Therefore, the authors' statement is opinion without factual support.

Response to TORRE-7

The authors noted that Mitigation Measure TRANS-1f requires the project applicant to signalize the intersection of Walters Road/Pintail Drive and stated that this will result in more traffic being diverted to Pintail Drive, making the road more dangerous.

For southbound traffic on Walters Road, traveling west on Pintail Drive and then south on Fullmar Drive to get to the proposed project would be more circuitous and slower than simply staying on Walters Road. Moreover, after the implementation of the signal at Walters Road/Pintail Drive, intersection operations would improve to LOS A, meaning that this intersection would operate at the highest possible level. Efficient intersection operations on Walters Road would not provide any incentive for motorists on southbound Walters Road to use side streets. Therefore, the authors' statement is opinion without factual support.

Response to TORRE-8

The authors asserted that the intersection of SR-12/Sunset Avenue is the most dangerous intersection in Suisun City and the proposed re-striping of the intersection identified in Mitigation Measure TRANS-1b and TRANS-2a will not be sufficient to improve safety and operations.

Mitigation Measure TRANS-1b and TRANS-2a require several improvements to this intersection, including re-striping, signal timing optimization. As shown in Table 4.11-9 and Table 4.11-11, this improvement would result in the intersection operating at better levels relative to the "without project" condition. Because these intersections would operate at better levels after mitigation, they would operate more efficiently and reduce the potential for traffic safety problems. Therefore, the authors' statement is opinion without factual support.

Response to TORRE-9

The authors noted that roadway noise from SR-12 causes them to keep their windows closed and asserted that the development of the proposed project would destroy their sense of peace and quiet.

This statement does not pertain to the adequacy of the analysis in the Draft EIR and no further response is necessary.

Response to TORRE-10

The authors referenced the Draft EIR's conclusion that construction noise would be a significant unavoidable impact and inquired how "the citizens are to deal with this situation for which there is no solution?" Making an apparent referenced to Mitigation Measure NOI-4, which requires the project applicant to offer to replace the wood fences along Petersen Road with masonry fences, the author inquired why this was not proposed as mitigation for construction noise.

Mitigation Measures NOI-1a through NOI-1g establish a number of construction noise control measures that would reduce the impact on surrounding residential areas. However, the Draft EIR acknowledged that construction noise in close proximity to residential areas will result in elevated sound levels that would be intrusive and impossible to mitigate. As such, the Draft EIR concluded that this would be significant unavoidable impact. While this is a significant unavoidable impact, it should be emphasized that construction noise is temporary and will cease once construction is completed.

Regarding the author's suggestion that Mitigation Measure NOI-4 be implemented for construction, this recommendation has been included into the EIR as Mitigation Measure NOI-1h. However, this measure would not fully mitigate construction noise and, therefore, it does not change the residual significance of this impact.

Response to TORRE-11

The authors inquired why there are two access points on Petersen Road and suggested that eliminating the entrance nearest Walters Road to allow the 8-foot high masonry block fence along the project frontage to run uninterrupted between the access point near Fullmar Drive and Walters Road. The authors also questioned if Wal-Mart trucks would idle on Petersen Road if they arrive before 7 a.m. and who would be responsible for enforcement of any anti-idling measures.

The two access points on Petersen Road are necessary because the western point (near Fullmar Drive) would primarily serve the restaurant and eastern point (near Walters Road) would serve the rear of the Wal-Mart store, as well as provide efficient emergency access to the building.

Regarding the authors concern about idling on Petersen Road, Mitigation Measure NOI-3d states that the Wal-Mart Supercenter shall minimize nighttime noise in the loading docks by either limiting deliveries to between the hours of 7 a.m. and 10 p.m. or by limiting access during those hours to the northern most Walters Road access point. The intent of this measure is to prevent tractor-trailers from using Petersen Road between 10 p.m. and 7 a.m. because of the proximity to nearby residences. Therefore, truck deliveries between 10 p.m. and 7 a.m. would be expected to use the northern-most Walters Road access point to access the Wal-Mart Supercenter loading docks and not idle on Petersen Road.

Enforcement of all project-related mitigation measures would be the responsibility of the City of Suisun City. Mitigation measures are legally binding and the project applicant is obligated to comply with them. If the City can verify that the project applicant has violated mitigation measure requirements, it would have the ability to levy penalties.

Response to TORRE-12

The authors asserted that the residents in the Quail Glen subdivision would be most impacted by operational stationary noise activities, including rooftop HVAC units, trash compactors, loud speakers, and parking lot activities.

The Draft EIR identified several noise attenuation design features and mitigation measures to reduce stationary noise impacts on the Quail Glen subdivision. An 8-foot high masonry block wall will be located along the project frontage with Petersen Road and will attenuate much of the noise generated in the Wal-Mart Supercenter loading docks. Mitigation NOI-4 also requires the project applicant to offer to replace the existing residential wooden fences facing Peterson Road with a 6-foot high block masonry wall atop a 2-foot high earthen berm. Assuming that the residents take advantage of this mitigation measure, the Quail Glen subdivision would be protected by both an 8-foot block masonry wall on the south side of Petersen Road and a 6-foot high masonry wall atop a 2-foot high earthen berm on the north side of Petersen Road. In addition, Mitigation Measures NOI-3a through NOI-3f establish a number of specific noise attenuation measures, including restrictions on truck deliveries during nighttime hours, the construction of a roof-top parapet to attenuate HVAC noise, anti-idling requirements in the loading area. These mitigation measures represent all feasible measures available to reduce noise impacts on the Quail Glen subdivision to maximum extent possible.

Response to TORRE-13

The authors expressed their support for Mitigation Measure NOI-4. No further response is necessary.

Response to TORRE-14

The authors referenced the Draft EIR's conclusion in Impact AIR-8 that no mitigation is available to mitigate cumulative air quality impacts and, therefore, the residual significance is significant and unavoidable, and stated that the proposed project would create health risks to surrounding residents.

The BAAQMD CEQA Guidelines indicate that if a project's individual emissions exceed regional thresholds, it therefore results in a significant unavoidable cumulative impact. For this reason, Impact AIR-8 concluded that no mitigation was available to reduce the significance of this impact to a level of less than significant.

Regarding project-related air pollution health effects on surrounding residents, refer to Master Response 15.

Response to TORRE-15

The author expressed various concerns about the proposed project increasing crime and stated that Wal-Mart does not appear to be interested in preventative measures that would deter criminal activity. The authors inquired about how the parking lot would be monitored who will enforce rules against unlawful behavior.

Wal-Mart will provide onsite security personnel 24 hours a day. Security personnel would monitor both the interior and exterior areas of the store, including parking lot, by camera and patrol. The project applicant would be responsible for enforcement of rules onsite, although the Suisun City Police Department would also regularly patrol the project site and surrounding areas. The Police Department would regularly coordinate with Wal-Mart security personnel regarding issues of public safety on the project site and work proactively to prevent criminal activity onsite.

Regarding crime, refer to Master Response 9.

Response to TORRE-16

The authors noted that the Draft EIR identified 10 significant unavoidable impacts and expressed their concern that the City of Suisun City may bear a substantial burden and not receive any significant benefits.

This statement reflects their opinion and no further response is necessary.

Response to TORRE-17

The authors stated that the proposed project would exceed the maximum intensity usage requirements contained in the Travis Air Force Base LUCP and, therefore, the proposed project should be rejected because it would pose a threat to the base.

Refer to Master Response 6.

Response to TORRE-18

The authors provided some closing remarks expressing their opposition to the proposed project. This statement reflects their opinion and no further response is necessary.

Assemblywoman Lois Wolk
State Capitol
P.O. Box 942849
Sacramento, CA 94249

Dear Assemblywoman Wolk,

I am writing to urge you to intervene on a local issue in Suisun that has strong implications with your role as our representative to the State Legislature.

The proposal in Suisun to build a Wal-Mart SuperCenter on Walter's Road is a scary prospect for many of us because we, like you, want to see infrastructure improvements throughout our region, particularly the improvement along Highway 12 that you have been working for. The efforts to finally make that road safe are very important to us, but we fear that it will go to waste if this development is approved and thousands of new cars are moving in and out of Walter's every day.

Further, the proponents are arguing that we need the new sales tax dollars, but with all the infrastructure demands that Big Box stores like these require, I fear that it will actually cost us more in the long run. If that is the case, what effect will it have on our region's ability to plan for the future? I fear that it will be severe. VILLA.1 -1

The City has made it difficult to get information about this project. My understanding of CEQA is that the public should always be welcome is the process for new projects, but despite Mayor Sanchez's pledges for open government I don't feel like that is happening.

Please engage yourself in this effort to stop the Supercenter and help us protect our City from making a costly and permanent mistake.

Thank you,

Signature Joselito Villar

Name
JOSELITO VILLAR

Home Address
320 MAYFIELD CIRCLE SUISUN, CA. 94585

Phone Number
(707) 434-9224

cc: Suisun City Council

Joselito Villar (VILLA.1)

Response to VILLA.1-1

The author expressed his opposition to the proposed project, citing concerns about traffic congestion. This statement reflects their opinion and no further response is necessary.

Ms. Heather McCollister
Community Development Office
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Dear Ms. McCollister:

I was looking at the urban decay portion of the Wal-Mart DEIR and was surprised to see that the impact is considered less than significant. Looking around Suisun, I question how many of the businesses in the Marina Center and the businesses on Main Street can possibly survive against the Wal-Mart and Gentry Project. Both projects pride themselves on being one stop shopping destinations, where you can get everything you need to in one trip. What can the City do to help local businesses compete and survive against the businesses located off of Highway 12? VILLA.2 -1

Sincerely,

Joselito E. Villar
Signature

JOSELITO VILLAR
Print Name

320 MAYFIELD CIRCLE
Address
SUISUN, CA. 94585

(707) 434-9224
Phone

cc: Suisun City Council

Joselito Villar (VILLA.2)

Response to VILLA.2-1

The author referenced the Draft EIR's conclusion that all impacts related to urban decay are less than significant and inquired how many of the businesses in the Marina Center and in Downtown Suisun City can compete with the proposed project and Suisun-Gentry.

The Draft EIR's urban decay analysis addressed impacts on all competing retailers in Suisun City, including those located in the Marina Center and Downtown Suisun City. Refer to Section 4.12, Urban Decay for further discussion.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

I shop @ Walmart. But I strongly oppose
This location. My back yard looks directly
@ the proposed site. This belongs in an industrial
area not in a residential area

Thank you

WALL -1

Name Noel Wall Telephone 707 427-1726
Address 249 Potrero St City Fairfield Zip 94585
Signature Noel Wall Date 10-27-07
Email _____ Do you wish to be placed on Master Mailing List yes

Noel Wall (WALL)

Response to WALL-1

The author expressed her opposition to the proposed project, citing concerns about aesthetics and neighborhood compatibility.

Neighborhood compatibility was addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare.

Aesthetic impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10 for further discussion.

From: louwebster [mailto:louwebster@comcast.net]
Sent: Tuesday, October 23, 2007 8:15 PM
To: Heather McCollister
Subject: Wal-Mart

Hi WEBST

I think a Super Wal-Mart would be good for area, but DO NOT want anything to hurt Travis AFB. As one who served there and gave 36 years service. I know the importance of the base not only to the area, but the world as a whole. Hope something can be worked out. -1

Lou Webster
707-372-0419

Lou Webster (WEBST)

Response to WEBST-1

The author expressed his opposition to the proposed project, citing concerns about the project's potential to adversely affect the operational future of Travis Air Force Base.

As discussed in Master Response 6, the proposed project is not anticipated to have an effect on the operational future of Travis Air Force Base.

Ms Heather McCollister
Director of Community Development, Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

November 2nd, 2007

Dear Ms. McCollister,

What will the cumulative affects of the Gentry Project and the Walters Rd. Project combined, be on existing businesses in the Suisun and Fairfield areas?

Sunset Plaza where Albertson's closed has already lost its "anchor" store and is semi empty. WHITE -1

Won't the impact of 800,000 sq ft of new retail in Suisun City be detrimental to its existing shopping plazas? The population and income level are only growing modestly, and the housing market is slowing considerably...

Sincerely, Nellie White

806 White Wing Lane
Suisun, Ca. 94585
Tel- 707-426-6707

CC: Suisun City Council

Nellie White (WHITE)

Response to WHITE-1

The author inquired about the cumulative effects of the proposed project and the Suisun-Gentry project on existing businesses and stated that the impact of 800,000 square feet of new retail would be detrimental to existing retail centers, particularly in light of recent economic conditions.

Cumulative urban decay impacts of the proposed project, in conjunction with other planned and approved projects including Suisun-Gentry, were evaluated in the Draft EIR in Impact UD-3. As discussed in Section 4.12, Urban Decay, long-term population and household income growth in Suisun City, as well as Solano County, are anticipated to create ample demand for goods and services, such that additional retail square footage could be sufficiently supported without detriment to existing retail nodes.

From: 1blackdog4us@comcast.net [mailto:1blackdog4us@comcast.net]
Sent: Mon 7/2/2007 9:46 PM
To: Michael A. Segala
Subject: No Walmart Please

Mr. Segala, WOLFS.1

I live in Quail Glen - 14 years now. We moved from San Francisco to get away from the crime, noise and congestion. We found that here in Suisun.

Everyday I walk with my dog down Walters Road to Peterson Road and then down to Fulmar and then home. I enjoy my walk along Peterson Road as there is nothing out there except the rabbits and birds and a field. It makes me feel good having this area undeveloped. It is peaceful.

I do not think that Walmart is the right store for Suisun. I think I would prefer to have a car dealership in Suisun versus Walmart. I know that a dealership can provide a good tax revenue to the city. Probably better than Walmart. Has that been considered?

I am concerned about the following if a Walmart is built on that lot:
1. The noise and being so close to homes.
2. The lights on at night
3. The increase in traffic
3. The tranquility that is currently in this area as we don't have any shopping at this end of the city.
4. The crime and vagrants that will find this area a place to be. Plus they will start walking our neighborhoods looking for trouble. I will feel unsafe walking down Peterson Road.
5. The value of our homes decreasing because of this ugly box store. It is not an upgrade to get a Walmart in your neighborhood. It is a store for the poor. The city would be catering to the poor. And more poor would be moving here, bringing down our neighborhood even more. (Which is already going downhill real fast!) -1
6. The fact that Walmart does not care about us one bit. They only care about the dollar and their shareholders.

I often wonder why we, Suisun/Fairfield don't have a nice shopping area. (Westfield is so tacky. They did a horrible job of redoing it.)

Hopefully you've been to Walnut Creek and walked through the shops there. They have made this a destination place for people to go to. It has ambiance. It makes people want to come and shop. We need to get more high-end stores in this area. There is money to be spent. We have to go out of the area to shop at a decent store. Walmart is not a decent store. They are crooks. It is like a big killer bee swoops into the area and kills off all that is good and leaves us with nothing nice, just a big Walmart box store. I don't know if that is a good analogy...

I know Suisun needs money to survive, but this is not the way to do it. I know there are creative people out there that can come up with a better solution than to put a Walmart in Suisun. We are too small of a city for that store.

It is very frustrating to see this all happening and not be able to do anything about it. I know you and everyone that works for this city are banking on getting a Walmart, that you will get raises and it will help pay from some services. But is it really the answer? I think it is a quick fix for the budget. I would rather do with less than to have that store here. This has to be less about the money and more about making this city more appealing and the future of our city. I honestly feel like this city is turning into a Vallejo or Richmond. It is going downhill before my eyes. I don't want to move but think that someday I may have to because this city is not the same.

I'm wondering what is the vision of this city now?

I think you got my point that I don't want a Walmart in Suisun...

Thanks for listening.

Sincerely,

Laurie Wolfskill

Laurie Wolfskill (WOLFS.1)

Response to WOLFS.1-1

The author expressed her opposition to the proposed project, citing concerns about noise, lights, traffic congestion, crime, and property values.

The Draft EIR evaluated project-related noise impacts in Section 4.9, Noise. Refer to that section for further discussion.

Light and glare impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10 for further discussion.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Regarding crime, refer to Master Response 9.

Changes in property values do not have physical impacts on the environment and, therefore, are outside of the scope of the Draft EIR.

From: 1blackdog4us@comcast.net [mailto:1blackdog4us@comcast.net]
Sent: Mon 7/2/2007 9:46 PM
To: Michael A. Segala
Subject: No Walmart Please

Mr. Segala, WOLFS.1

I live in Quail Glen - 14 years now. We moved from San Francisco to get away from the crime, noise and congestion. We found that here in Suisun.

Everyday I walk with my dog down Walters Road to Peterson Road and then down to Fulmar and then home. I enjoy my walk along Peterson Road as there is nothing out there except the rabbits and birds and a field. It makes me feel good having this area undeveloped. It is peaceful.

I do not think that Walmart is the right store for Suisun. I think I would prefer to have a car dealership in Suisun versus Walmart. I know that a dealership can provide a good tax revenue to the city. Probably better than Walmart. Has that been considered?

I am concerned about the following if a Walmart is built on that lot:
1. The noise and being so close to homes.
2. The lights on at night
3. The increase in traffic
3. The tranquility that is currently in this area as we don't have any shopping at this end of the city.
4. The crime and vagrants that will find this area a place to be. Plus they will start walking our neighborhoods looking for trouble. I will feel unsafe walking down Peterson Road.
5. The value of our homes decreasing because of this ugly box store. It is not an upgrade to get a Walmart in your neighborhood. It is a store for the poor. The city would be catering to the poor. And more poor would be moving here, bringing down our neighborhood even more. (Which is already going downhill real fast!) -1
6. The fact that Walmart does not care about us one bit. They only care about the dollar and their shareholders.

I often wonder why we, Suisun/Fairfield don't have a nice shopping area. (Westfield is so tacky. They did a horrible job of redoing it.)

Hopefully you've been to Walnut Creek and walked through the shops there. They have made this a destination place for people to go to. It has ambiance. It makes people want to come and shop. We need to get more high-end stores in this area. There is money to be spent. We have to go out of the area to shop at a decent store. Walmart is not a decent store. They are crooks. It is like a big killer bee swoops into the area and kills off all that is good and leaves us with nothing nice, just a big Walmart box store. I don't know if that is a good analogy...

I know Suisun needs money to survive, but this is not the way to do it. I know there are creative people out there that can come up with a better solution than to put a Walmart in Suisun. We are too small of a city for that store.

It is very frustrating to see this all happening and not be able to do anything about it. I know you and everyone that works for this city are banking on getting a Walmart, that you will get raises and it will help pay from some services. But is it really the answer? I think it is a quick fix for the budget. I would rather do with less than to have that store here. This has to be less about the money and more about making this city more appealing and the future of our city. I honestly feel like this city is turning into a Vallejo or Richmond. It is going downhill before my eyes. I don't want to move but think that someday I may have to because this city is not the same.

I'm wondering what is the vision of this city now?

I think you got my point that I don't want a Walmart in Suisun...

Thanks for listening.

Sincerely,

Laurie Wolfskill

Laurie Wolfskill (WOLFS.2)

Response to WOLFS.2-1

The author expressed her opposition to the proposed project, citing concerns about traffic, overnight RV parking, and light. The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Overnight parking is addressed in Master Response 17.

Light and glare impacts were addressed in the Draft EIR in Section 4.1, Aesthetics, Light, and Glare. Refer to that section, as well as Master Response 10 for further discussion.

To: Heather McCollister
Suisun City Development Director
701 Civic Center Boulevard
Suisun City, CA 94585

Nov. 1, 2007

Dear Ms. McCollister:

The Environmental Impact Report for the Walters Rd Project says that Suisun City is extremely weak in general merchandise sales. It also states that "effectively the only [general merchandise] store is Rite-Aid in the Sunset Center". (p 4.12-16)

I'm wondering about Ace Hardware – isn't their inventory general merchandise?

In the food and gas categories there is little or no leakage in Suisun. So why build a huge extra grocery (i.e. supercenter) and a new gas station? WOODW -1

The city should try to get a grocery into the empty spot that Albertson's had in the Sunset Center. What about a Trader Joe's? Those stores need less space than a lot of large grocery stores. I personally prefer to shop at smaller stores, and I and a lot of my neighbors would be glad to have a Trader Joe's in handy distance.

Sincerely, (Deshawn Woodard)

1609 Hickam circle
Suisun city, CA 94585
(707) 207-3683

cc: Suisun City Council

Deshawn Woodward (WOODW)

Response to WOODW-1

The author referenced the Draft EIR's discussion of impacts on the general merchandise category in Section 4.12, Urban Decay, which focused on Rite Aid, and inquired if Ace Hardware would also be classified in this category. The author also stated that the urban decay analysis indicated that there was little leakage in the food and gas station category and inquired why Suisun City needed the Wal-Mart Supercenter's grocery component and the proposed project's gas station.

Ace Hardware is a home improvement store and its sales would be classified in the "Home Furnishings and Appliances" and "Building Materials and Farm Implements" categories.

Contrary to the author's assertion, there is substantial leakage ($19 million) in the food store category; refer to Table 4.12-7.

Table 4.12-12 indicates that there would be growth in the service station sales category between 2006 and 2015 and, therefore, there would be sufficient demand for additional gas stations in Suisun City.

Dear Ms. McCollister,

The Draft EIR on the proposed supercenter development says that the project will drain directly into Hill Slough, below Lawler Ranch. (p 4.7-1)

There are flooding concerns and problems with the Lawler Ranch drainage system being old and clogged with silt and trash. Also, on the same page it says there is a "backwater effect" in the drains because Hill Slough is tidal.

YEAKL-1

In a very heavy rain or storm the extra water from the 20 plus acres of pavement combined with the backwater effect could create a problem in Lawler Ranch couldn't it?

Also, what about the fact that supercenters usually store chemicals, fertilizers and soils mixed with herbicides in their parking lots uncovered? Was this taken into consideration?

Thank you,

Elizabeth Crowe Yeakley
958 Bauman Ct
Suisun City Ca
94585
426-4918

Elizabeth Crowe Yeakley (YEAKL)

Response to YEAKL-1

The author stated that there are existing flooding problems in Lawler Ranch and questioned the effectiveness of the proposed project drainage system. The author also inquired about whether outdoor storage of chemical and soils mixed with herbicides was accounted for.

The author's questions about drainage are addressed in Master Response 3.

As stipulated in Mitigation Measure HYD-3b, fertilizer and other agricultural chemicals are required to be stored in covered areas underlain with waterproof surfaces with proper containment devices to prevent spillage or runoff of pollutants into downstream waterways. Therefore, chemicals and soils mixed with herbicides are not expected to enter the drainage system.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

SHYOU

Project: Walters Road West Commercial Project

WAL-MART Will Be Very Good For Economic Growth for Suisun City -1

Name Shirley L. Young / New Discoveries Telephone 707-425-1440

Address 50-A MAIN St City Suisun City Zip 94585

Signature Suisun City CA 94585 Date 10-27-07

Email Shirley L Young Do you wish to be placed on Master Mailing List Yes

Shirley L. Young (SHYOU)

Response to SHYOU-1

The author expressed support for the proposed project. This statement represents the author's personal opinion, and no further response is necessary.

COMMENT CARD

Please provide your comments below. Use back of card if more space is needed.

Project: Walters Road West Commercial Project

SUYOU

I think it will bring more Traffic
I like the current location.
Isn't there another place it could be put
not so close to Travis Air Base?
Will probably shop where ever it is put when need to.
Hope it doesn't take away from our small
businesses.

-1

Name SUSAN YOUNG Telephone 7074256015
Address 619 WIGEON WAY City SUISUN Zip 94585
Signature Susan M. Young Date 10/30/07
Email _____ Do you wish to be placed on Master Mailing List X

Susan Young (SUYOU)

Response to SUYOU-1

The author expressed her opposition to the proposed project, citing concerns about traffic congestion and Travis Air Force Base land use compatibility.

The Draft EIR evaluated project-related traffic impacts in Section 4.11, Transportation. Refer to that section, as well as Master Response 1 and Master Response 13 for further discussion.

Travis Air Force Base compatibility is addressed in Master Response 6.

SECTION 3: ERRATA

The following are revisions to the Draft EIR. These revisions are minor modifications and clarifications and do not change the significance of any of the environmental issue conclusions within the Draft EIR. The revisions are listed by page number. Draft EIR text that is shown is indented underneath explanatory information. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

Section 3, Project Description

Pages 3-15 and 3-16, Architectural Design, Landscaping, and Lighting and Signage

The discussion of the proposed project's architectural design, landscaping, lighting, and signage has been modified to delete the statements about the preliminary design of the plans because these designs will be put for before the Suisun City Council for final review and adoption.

Architectural Design

The Wal-Mart Supercenter design is characterized as California contemporary retail. The main entrance of the building would feature a broken pediment that would serve as the visual focal point. An adjacent gabled entrance would be located on each side of the main entrance. The roofline would alternate in height from 24 feet, 8 inches at the lowest point to 40 feet, 8 inches at the peak of the gables. All rooftop equipment would be concealed from public view by parapets. The building materials would range in a variety of earth-tone colors and would consist of concrete block masonry units, stone veneer panels, and exterior insulation and finish system. Elevations of the Wal-Mart Supercenter are provided in Exhibit 3-5. ~~Note that these elevations have been prepared for preliminary presentation and visual aesthetics only. Minor changes may occur during the design review process; therefore, these elevations may not be completely representative of the final design.~~

Landscaping

Landscaping would be located at entry points, in parking areas, and along the project frontages. The landscaping would consist of trees and shrubs and would be consistent with the City's General Plan policies for new development. Tree species would be primarily native or drought-tolerant, such as majestic beauty, coast live oak, California pepper, chitalpa, crape myrtle, flowering pear, strawberry, mayten, golden rain, Chinese pistache, true green elm, California buckeye, London plane, and raywood ash. Shrub species would be primarily native or drought-tolerant, such as lily-of-the-Nile, manzanita, dwarf bottlebrush, camellia, coleonema, fortnight lily, hopseed bush, blue oat grass, evergreen day lily, toyon, dwarf holly, myrtle, heavenly bamboo, New Zealand flax, and pittosporum. Groundcover species would be primarily native or drought-tolerant, such as gazania, trailing lantana, carpet rose, star

jasmine, and rosemary. The conceptual landscaping plan is shown in Exhibit 3-6. ~~Note that the landscaping plan has been prepared for preliminary presentation and visual aesthetics only. Minor changes may occur during the review process; therefore, the landscape plan may not be completely representative of the final design.~~

Lighting and Signage

Exterior lighting would be located on buildings and freestanding fixtures in parking areas. A pylon sign identifying the commercial tenants of the proposed project would be located on the project site near the intersection of SR-12 and Walters Road or further west along the project frontage with SR 12. The sign would include a digital clock and signify the entrance to the City, with lettering reading, "Welcome to Suisun City." The sign would be surrounded with decorative landscaping. The conceptual sign elevation is shown in Exhibit 3-7. ~~Note that the sign elevation has been prepared for preliminary presentation and visual aesthetics only. It is subject to change and, therefore, may not be completely representative of the final design. Minor changes may occur during the design review process; therefore, these elevations may not be completely representative of the final design.~~

Section 4.1, Aesthetics, Light, and Glare

Pages 4.1-8 and 4.1-9, Architectural Design and Landscaping and Signage

The discussion of the proposed project's architectural design, landscaping, lighting, and signage has been modified to delete the statements about the preliminary design of the plans because these designs will be put for before the Suisun City Council for final review and adoption.

Architectural Design

The Wal-Mart Supercenter design is characterized as California contemporary retail. The main entrance of the building would feature a broken pediment that would serve as the visual focal point. An adjacent gabled entrance would be located on each side of the main entrance. The roofline would alternate in height from 24 feet, 8 inches at the lowest point to 40 feet, 8 inches at the peak of the gables. (A conditional use permit will be required for architectural elements in excess of 35 feet.) All rooftop equipment would be concealed from public view by parapets. The building materials would range in a variety of earth-tone colors consisting of concrete block masonry units, stone veneer panels, and exterior insulation and finish system. Elevations of the Wal-Mart Supercenter are provided in Exhibit 3-5. ~~Note that these elevations have been prepared for preliminary presentation and visual aesthetics only. Minor changes may occur during the design review process; therefore, these elevations may not be exactly mirror the final design.~~

The restaurant and gas station would employ contemporary architectural design features. Both uses are expected to be tenanted by national chains; therefore, the design of each building would reflect each chain's respective branding identity. The maximum height of both structures would be less than 35 feet, in accordance with the zoning requirements.

Landscaping and Signage

Landscaping would be located at entry points, in parking areas, and along the project frontages. The landscaping would consist of trees and shrubs. Tree species would include majestic beauty, coast live oak, California pepper, chitalpa, crape myrtle, flowering pear, strawberry, mayten, golden rain, Chinese pistache, true green elm, California buckeye, London plane, and raywood ash. Shrub species would include lily-of-the-Nile, manzanita, dwarf bottlebrush, camellia, coleonema, fortnight lily, hopseed bush, blue oat grass, evergreen day lily, toyon, dwarf holly, myrtle, heavenly bamboo, New Zealand flax, and pittosporum. Groundcover species would include gazania, trailing lantana, carpet rose, star jasmine, and rosemary. Many of these plant species are drought-tolerant. The conceptual landscaping plan is shown in Exhibit 3-6. ~~Note that the landscaping plan has been prepared for preliminary presentation and visual aesthetics only. Minor changes may occur during the design review process; therefore, the exhibit may not be exactly mirror the final landscaping plan. However, the landscaping plan would still be required to meet City design standards.~~A pylon sign identifying the commercial tenants of the proposed project would be located on the project site near the intersection of SR-12 and Walters Road or further west along the project frontage with SR-12. The 35-foot-high sign would signify the entrance to the City, with lettering reading, "Welcome to Suisun City," and would contain an LED screen that displays the date, temperature, and, possibly, City announcements. The conceptual sign elevation is shown in Exhibit 3-7. ~~Note that the sign elevation has been prepared for preliminary presentation and visual aesthetics only. Minor changes may occur during the design review process; therefore, the exhibit may not be exactly mirror the final pylon plan. However, the pylon sign would still be required to meet City design standards.~~

Section 4.2, Air Quality

Page 4.2-20, Mitigation Measure AIR-3

The text of Mitigation Measure AIR-3 has been clarified to note that the project applicant shall be required to implement the requirements of the mitigation measure.

MM AIR-3 The City shall <u>require the project applicant to</u> include the measures listed below in the project construction contract documents for the proposed project to minimize construction equipment exhaust emissions:

- To the extent that use of the equipment and technology is feasible, the contractor shall use catalyst and filtration technologies.
- All diesel-fueled engines used in construction of the project shall use ultra-low sulfur diesel fuel containing no more than 15 ppm sulfur, or a suitable alternative fuel.
- All construction diesel engines, which have a rating of 50 hp or more, shall meet the Tier II California Emission Standards for off-road compression-ignition engines, unless certified by the contractor that such engine is not available for a particular use. In the event that a Tier II engine is not available, Tier I-compliant or 1996 or newer engines will be used preferentially. Older engines would only be used if the contractor demonstrates and certifies that compliance is not feasible.
- Heavy-duty diesel equipment and emission systems shall be maintained in optimum running condition, in accordance with manufacturers' specifications.
- The construction contractor shall discourage idling of construction equipment and vehicles (or minimize idling time to a maximum of 5 minutes when construction equipment is not in use), consistent with Section 2485 within Chapter 10 - Mobile Source Operational Controls, Article 1 - Motor Vehicles, Division 3 of the Air Resources Board, Title 13, California Code of Regulations. The contractor will post temporary signs on the construction site to remind equipment operators to minimize idling time.

Pages 4.2-23 and 4.2-24, Table 4.2-6

Table 4.2-6 has been corrected to reflect the actual significance of project emissions of ROG, CO, and NO_x relative to BAAQMD thresholds under Year 2030 conditions.

Table 4.2-6: Criteria Air Pollutant Emissions from Operations - 2030

Emissions	Criteria Air Pollutants (Pounds Per Day)				
	ROG	CO	NO_x	PM_{10}	$PM_{2.5}$
Area Source Emission Estimates	3.48	2.60	3.12	0.01	0.01
Operational (Vehicular) Emission Estimates*	25.16	269.28	20.81	120.36	119.16
Total Project Emissions - Year 2030~~2008~~	**28.64**	**271.88**	**23.93**	**120.37**	**119.17**
BAAQMD Thresholds	80	550	80	80	80
Significant Impact?	No~~Yes~~	No~~Yes~~	No~~Yes~~	Yes	Yes

Emissions	Criteria Air Pollutants (Pounds Per Day)				
	ROG	CO	NO_x	PM_{10}	$PM_{2.5}$

Notes:
* Vehicle trips per day include internal and pass by trips, at BAAQMD's recommendations.
** $PM_{2.5}$ is assumed to be 99 percent of operational PM_{10} Because the BAAQMD does not have an identified significance threshold for $PM_{2.5}$, the threshold identified here is the same as the PM_{10} threshold, since up to 99 percent of PM_{10} can be in the form of $PM_{2.5}$ for vehicle combustion emissions, and vehicle emissions are the largest source of PM_{10} for this project.
Source: Michael Brandman Associates, 2007.

Pages 4.2-27 and 4.2-28, Mitigation Measure AIR-4

The Solano Transportation Authority requested that additional air pollution control measures be added to Mitigation Measure AIR-4 to reduce the proposed project's emissions of criteria pollutants and greenhouse gases.

MM AIR-4 The following emissions control measures shall be incorporated into the proposed project:

- The Wal-Mart Supercenter loading dock areas shall include:
  - Signage advising truck drivers to turn off engines when not in use
  - Signage advising truck drivers of State law prohibiting diesel idling of more than five minutes
  - Auxiliary 110 v and 220 v power units so trucks can power refrigeration units or other equipment without idling
- The project owner shall provide adequate ingress and egress at entrances to public facilities to minimize vehicle idling and traffic congestion and dedicated turn lanes as appropriate.
- The project owner shall provide loading and unloading facilities for carpool/vanpool users with clear visible signage. Where safety and space constraints do not take precedence, loading and unloading facilities shall be provided near building entrances for carpool/vanpool users.
- The project owner shall install high albedo and emissive roofs or install EPA "Energy Star" approved roofing materials.
- The project owner shall use energy-efficient lighting and process systems, such as low NO_x water heaters, furnaces, and boiler units in commercial facilities.
- <u>The project applicant shall partially or fully subsidize the cost of at least 25 monthly Fairfield-Suisun Transit bus passes for project employees.</u>
- <u>The project applicant shall post public transit information in appropriate public areas (e.g., kiosks) and in employee areas (e.g., break rooms) concerning Fairfield-</u>

Suisun Transit bus service and Solano Napa Commuter Information transit and rideshare programs.

- Onsite security patrol motor vehicles shall be either electric or hybrid electric. This requirement can be waived if the project applicant can demonstrate to the satisfaction of the City of Suisun City that technical or safety factors preclude the implementation of this measure.

Pages 4.2-39, Mitigation Measure AIR-9

Mitigation Measure AIR-9 has been revised to include additional measures to reduce project-related emissions of greenhouse gases.

MM AIR-9 To reduce emissions of greenhouse gases, the following measures shall be implemented:

- Overhead panels shall be installed over the loading bays to provide shade for docked trucks in order to keep the truck cabin and trailer cooler and to decrease the need for truck idling to power air conditioning units. The panels shall be of sufficient size and oriented to shade the cabin during the summer season.
- Shade trees or shielding devices shall be located ~~planted~~ near HVAC equipment to directly shield it from sunlight.
- Low nitrogen oxide-emitting or high-efficiency water heaters shall be used.
- Wal-Mart's energy conservation strategy shall include solar facilities (e.g., photovoltaic panels, solar water heating equipment, etc.) if determined to be feasible by the City at the time of building permit issuance. In determining whether the inclusion of such facilities is feasible, or how substantial a solar component is feasible, the City shall consider, among other factors, input from Wal-Mart regarding (i) how the installation of solar equipment could complement, detract from, or be inconsistent with other energy conservation measures or design features required by the City, and (ii) the cost-effectiveness of solar equipment compared with other potential alternative means of reducing energy consumption by amounts equivalent or similar to what would be achieved through the solar equipment. A commitment by Wal-Mart to include the Suisun store at Walters Road in a solar power pilot program including other stores may be sufficient to satisfy this mitigation measure.
- Wal-Mart's energy conservation strategy shall include a recirculating hot water system if determined to be feasible by the City at the time of building permit issuance. In determining whether the inclusion of such a system is feasible, the City shall consider, among other factors, input from Wal-Mart regarding (i) how

the installation of such a system could complement, detract from, or be inconsistent with other energy conservation measures or design features required by the City, and (ii) the cost-effectiveness of such a system compared with other potential alternative means of reducing energy consumption by amounts equivalent or similar to what would be achieved through the recirculating hot water system.

- The project applicant shall include low-flow or ultra low-flow toilets in the proposed project
- The project landscaping plan shall include at least three of the following water conservation features: low-precipitation-rate sprinklers, bubbler/soaker systems, programmable irrigation controllers with automatic rain shut off sensors, matched precipitation rate nozzles that maximize the uniformity of the water distribution characteristics of the irrigation system, conservative sprinkler spacings that minimize overspray onto paved surfaces, or hydrozones that keep plants with similar water needs in the same irrigation zone.
- Prior to issuance of building permits, the project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. The project applicant shall provide documentation to the satisfaction of the City of Suisun City demonstrating that at least 50 percent of construction and demolition debris was recycled.

Section 4.3, Biological Resources

Pages 4.3-26 and 4.3-27, Mitigation Measure BIO-1b

Mitigation Measure BIO-1b has been revised to acknowledge that the regulatory agencies would determine the appropriate level of offsite mitigation for impacts on special status species, which may be different from the 3:1 ratio originally specified in the mitigation measure.

MM BIO-1b: In the event that CDFG or USFWS rejects some or all of the previously performed special status plant focused surveys, the project applicant shall either (1) retain a qualified botanist to perform new focused surveys to reconfirm the conclusions of the original surveys; or (2) assume the presence of ~~all of~~ the special-status plant species at issue and carry out offsite mitigation for such species through the purchase of credits at an agency-approved mitigation bank ~~at no less than a 3:1 ratio through an agency-approved mitigation bank~~ at a level determined by CDFG and/or USFWS to be sufficient to fully offset impacts to the special status plants and not diminish the survival and recovery of the species, but at a minimum equal to or greater than at a 1:1 ratio, which ensures the project will not have a substantial adverse effect on the species or substantially reduce the number or restrict the range of the species.

Page 4.3-28, Mitigation Measure BIO-2a

The text of the mitigation measure has been modified to include additional requirements recommended by the California Department of Fish and Game.

MM BIO-2a No more than 15 days prior ~~Prior~~ to any site-disturbing activities, including grading or woody vegetation and tree removal, the applicant will retain a qualified wildlife biologist to conduct a nesting bird surveys survey to determine if nests are active or occupied onsite. The surveys shall be conducted a minimum of three separate days during the 15 days prior to disturbance. Any active nests observed onsite will be avoided until after the nestlings have fledged and left the nest. If avoidance is not feasible, then a biological monitor will be present if construction activities occur during the nesting season. Construction activity within the vicinity of the active nests may only be conducted at the discretion of the biological monitor. If construction activity will likely result in nest failure, the applicant will consult with CDFG and/or USFWS to determine what mitigation or permitting is required. An MBTA Special Purpose Permit will be required if occupied nests will be impacted.

Pages 4.3-28 and 4.3-29, Mitigation Measure BIO-2b

The text of the mitigation measure has been modified to specifically reference mitigation requirements for the burrowing owl and the Swainson's hawk.

MM BIO-2b Loss of potential foraging habitat for raptor species and tricolored blackbird will be mitigated by applicant's purchase of credits at an agency-approved mitigation bank within the region. The chosen mitigation bank must have credits available for purchase in the vernal pool/grassland mosaic habitat type, suitable for foraging habitat for raptor species and tricolored blackbird. The level of compensation must be commensurate with no less than a 1:1 replacement ratio.

If occupied burrowing owl burrows are found during the pre-construction survey required as part of Mitigation Measure 2a, a buffer (160 feet during the non-breeding season and 250 feet during the breeding season) shall be established around the burrows in accordance with the requirements established by the Burrowing Owl Consortium and CDFG. If occupied burrows are found within 160 feet of the project activities and staging areas during the non-breeding season and will be impacted, passive relocation measures shall be implemented in accordance with the Burrowing Owl Consortium Guidelines. Each passively relocated burrow shall be mitigated by purchasing credits equivalent to 6.5 acres of suitable habitat at an agency-approved burrowing owl mitigation bank. Passive relocation shall not occur during the breeding season unless a qualified biologist, approved by CDFG, verifies that the young have fledged the nest.

Loss of Swainson's hawk foraging habitat shall be provided at the following ratios: a 1:1 replacement ratio for each acre lost within 1 mile of an active nest; a 0.75:1 replacement ratio for each acre lost within 5 miles, but more than 1 mile, of an active nest; and a 0.5:1 ratio for each acre lost within 10 miles, but more than 5 miles, of an active nest.

Pages 4.3-29 and 4.3-30, Impact BIO-3 and Mitigation Measure BIO-3

The text of the impact statement, impact discussion, and mitigation measure has been revised to correct an inaccurate statement about riparian habitat being present on the project site.

Impact BIO-3:	**The construction phase of the proposed project will result in significant adverse impacts to ~~riparian habitat associated with~~ the drainage ditch.**

Impact Analysis

The project site contains ~~riparian habitat associated with the~~ a 1,025-foot drainage ditch considered Waters of the U.S. and Waters of the State by federal and state resource agencies. Development of the proposed project would result in filling the entire ditch. ~~This would be a significant impact on riparian habitat.~~ Prior authorization for filling this Waters the U.S./Waters of the State will be required under a Section 404 Individual Permit from USACE, a Section 401 certification from RWQCB, and Streambed Alteration Agreement under Section 1602 of the CDFG Code (refer to Impact BIO-4). In addition, refer to the Biological Resources technical studies contained in Appendix N.

The project will require an Individual Permit because the amount of fills exceeds the thresholds authorized under the existing Nationwide Permit 39 (Commercial and Institutional Developments), which poses a not-to-exceed fill limit of 300 linear feet for Waters of the U.S. When applying for an Individual Permit, the applicant must prepare and submit a wetlands mitigation plan, a Section 404(B)(1) Alternatives Analysis, and, probably, an Environmental Assessment for USACE's internal use in justifying the permit action. Because the permit to fill the ditch can be done as part of one permit that also covers filling the seasonal wetlands (see below), a Section 7 consultation between USACE and USFWS may also be required, because of the occurrence of USFWS-designated critical habitat (refer to Impact BIO-5).

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Refer to Mitigation Measure BIO-4.

~~**MM BIO-3** Loss of riparian habitat within the drainage ditch will be mitigated by the applicant's purchase of credits at an agency-approved mitigation bank within the region. The chosen mitigation bank must have credits available for riparian habitats. Final mitigation ratios will be negotiated with regulatory agencies during the permit~~

~~acquisition process, but in any event, the level of compensation must be commensurate with no less than a 1:1 replacement ratio.~~

~~Alternatively, if the USACE, CDFG, and/or the RWQCB require mitigation in some other format as part of its permitting mandates, that mitigation may be substituted if it can be demonstrated that it is at least commensurate with a 1:1 replacement ratio.~~

Level of Significance After Mitigation
Less than significant impact.

Pages 4.3-30 and 4.3-31, Mitigation Measure BIO-4
Mitigation Measure BIO-4 has been revised to acknowledge that the regulatory agencies would determine the appropriate level of offsite mitigation for impacts on wetlands, which may be different from the 2:1 ratio originally specified in the mitigation measure.

MM BIO-4: Loss of seasonal wetland habitat within the property boundaries shall be mitigated by the applicant's purchase of credits at the North Suisun Mitigation Bank or other equivalent ~~an~~ agency-approved mitigation bank in the region. The chosen mitigation bank must have credits available for seasonal wetlands or vernal pool/grassland habitats. The level of compensation must be ~~commensurate with no less than a 2:1 replacement ratio, given the sensitive nature of these wetlands as potential vernal pool invertebrate habitat~~ sufficient to fully replace the functions and values of the wetlands and ensure no net loss of wetland habitat in terms of both acreage and functions and values or at a ratio no less than a 1:1 ratio, which will reduce any substantial adverse effect on seasonal wetland habitat. The purchasing of offsite wetland habitat at the North Suisun Mitigation Bank or an alternative agency approved mitigation bank will provide for the long-term conservation of higher-quality wetland habitat that may otherwise be developed and contribute to the protection of the region's aquatic resources.

Alternatively, if the USACE, CDFG and/or the RWQCB require mitigation in some other format as part of its permitting mandate, the mitigation may be substituted if it can be demonstrated that it is ~~at least commensurate with a 2:1 replacement ratio~~ sufficient to fully replace the functions and values of the wetland and ensure no net loss of wetland habitat in terms of both acreage and functions and values, or at a replacement value no less than 1:1, which will reduce any substantial adverse effect on seasonal wetland habitat.

Page 4.3-32, Mitigation Measure BIO-5b
Mitigation Measure BIO-5b has been revised to acknowledge that the regulatory agencies would determine the appropriate level of offsite mitigation for impacts on special status species, which may be different from the 3:1 ratio originally specified in the mitigation measure.

MM BIO-5b: If USFWS does not concur with the request for a mapping revision for the critical habitat designation, prior to any ground-disturbing activities, USFWS shall be consulted pursuant to Section 7 for vernal pool tadpole shrimp and vernal pool fairy shrimp, and Contra Costa goldfields critical habitat designations. If USFWS determines that the project will not have an adverse effect on designated critical habitat, no further action is required. If USFWS determines that the development of the proposed project would ~~result in the adverse modification of designated critical habitat because the project site is unoccupied, no further action is required. If USFWS determines that the development of the proposed project would result in the adverse modification critical habitat areas, the project applicant shall mitigate for the loss of critical habitat by purchasing credits at an agency –approved mitigation bank at no less than a 3:1 ratio.~~ adversely effect designated critical habitat for vernal pool crustaceans, the project applicant shall ensure the project will not result in adverse modification to critical habitat for the vernal pool fairy shrimp or vernal pool tadpole shrimp by mitigating for the loss of critical habitat through the purchase of credits at an agency approved mitigation bank at a no less than 3:1 ratio for critical habitat wetlands preservation, 1:1 for critical habitat wetlands creation, and 1:1 critical habit uplands preservation or at other ratios determined by the agency to be required to ensure that the project does not appreciably diminish the chances of survival or recovery of the species or have a substantial adverse effect on the species by substantially reducing the number or restricting the range of the species.

If USFWS determines that the development of the proposed project would adversely effect Contra Costa goldfields critical habitat, the project applicant shall mitigate for the loss of critical habitat by purchasing credits at an agency-approved mitigation bank at no less than a 3:1 ratio to ensure that the project does not appreciably diminish the chances of survival or recovery of the species or have a substantial adverse effect on the species by substantially reducing the number or restricting the range of the species.

Pages 4.3-33 and 4.33-34, Impact BIO-8 and Mitigation Measure BIO-8

The text of Impact BIO-8 has been revised to reflect the fact that the Solano Multispecies Habitat Conservation Plan has not been adopted and, therefore, is not legally binding. As such, Mitigation Measure BIO-8 would not apply to the proposed project because there are no related potentially significant impacts.

Habitat Conservation Plan Consistency

Impact BIO-8: The proposed project would not conflict with the Solano MSHCP.

Impact Analysis

The proposed Solano MSHCP has not been formally adopted; therefore, it is not legally binding. However, for the purposes of disclosure, the proposed project's consistency with the Solano MSHCP is analyzed in this section.

The Solano MSHCP Figure 1-4 indicates that the project site is located within the Urban Zone (Zone 1). Within this zone, development activities that are consistent with those allowed under the "covered activities" set forth in the Solano MSHCP are authorized to take endangered, threatened, rare, and other protected species and habitats. Allowable "covered activities" in the urban zone include the construction of new buildings and associated infrastructure. The Solano MSHCP requires new development in Zone 1 to provide fee payments to preserve habitat elsewhere in the plan boundaries. However, because the Solano MSHCP has not been adopted, it is not legally binding and, therefore, would not apply to the proposed project. Impacts would be less than significant. ~~This has been incorporated into the proposed project as MM BIO-8. Because the plan has not been formally adopted at the time of this writing, the mitigation measure includes a provision requiring the applicant to provide equivalent fees to the City of Suisun City for habitat protection. The payment of fees would reduce potentially significant impacts to a level of less than significant.~~

Level of Significance Before Mitigation

~~Potentially~~ Less than significant impact.

Mitigation Measures

No mitigation is necessary.

~~**MM BIO-8** At the time building permits are sought, the applicant shall pay mitigation fees to the City of Suisun City in accordance with the provisions of the Solano Multi-Species Habitat Conservation Plan. If the plan fee program is not in place at the time building permits are sought, the applicant shall provide an equivalent fee to a City-determined habitat fund.~~

Level of Significance After Mitigation

Less than significant impact.

Section 4.6, Hazards and Hazardous Materials

Page 4.6-6, Fifth Paragraph, Second Sentence

The text of the second sentence was modified to correct an error.

> The Suisun-Solano Water Authority ~~Solano Irrigation District~~ 2004 Annual Water Quality Report indicated that lead was not detected to exceed the maximum contaminant level (MCL) at 31 sites tested in 2002.

Section 4.7, Hydrology and Water Quality

Pages 4.7-21 and 4.7-22, Mitigation Measure HYD-3b

The text of Mitigation Measure HYD-3b has been modified to include changes requested by the Regional Water Quality Control Board.

MM HYD-3b Prior to recordation of the final tentative map, the applicant shall prepare and submit documentation to the City of Suisun City for review and approval identifying stormwater treatment measures. Project stormwater treatment measures shall meet the mandates of Order R2-2003-0034, Provision C, and shall provide treatment capacity for onsite runoff of up to 49.79 cfs during a 15-year storm event and 50.56 cfs during a 25-year storm event. Stormwater treatment measures shall include one or a combination of the following stormwater treatment devices:

- Retention/detention ponds
- Retention rooftops
- Green roofs (which incorporate vegetation) and blue roofs (which incorporate detention or retention of rain)
- Porous/permeable pavement
- Crushed stone reservoir base rock under pavements or in sumps
- ~~Oil/grease separators for parking areas~~
- ~~Compost berms~~
- Street sweeping
- Curb cuts in parking areas
- Rock-lined areas along landscaped areas in parking lots
- Storage of fertilizer and other agricultural chemicals in covered areas underlain by waterproof surfaces and surrounded with proper containment devices

If, after further evaluation, the project engineer determines that infiltration is a feasible stormwater treatment measure, the project applicant shall provide supporting documentation to the City of Suisun City for review and approval. In accordance with RWQCB requirements, proposed infiltration devices shall meet, at a minimum, the following conditions:

1. Pollution prevention and source control measures shall be implemented at a level appropriate to protect groundwater quality at sites where infiltration devices are to be used.

2. Infiltration devices shall include an enforceable maintenance schedule to ensure they are adequately maintained over the long term to maximize pollutant removal capabilities.
3. Onsite percolation tests will be conducted for all sections of the project site where infiltration technologies are proposed to confirm adequate soil percolation.
4. The vertical distance from the base of any infiltration device to the seasonal high groundwater mark shall be at least 5 feet.

Page 4.7-24, Mitigation Measure HYD-4

The text of Mitigation Measure HYD-4 has been revised to correct a typographical error.

MM HYD-4 Prior to approval of the final map, the applicant shall prepare a Final Stormwater Control Plan for the project that will require approval from the City Engineer. The Drainage Plan shall incorporate measures to maintain runoff during peak conditions to pre-construction discharge levels. The Plan shall evaluate options for onsite detention including, but not limited to, providing temporary storage within a portion or portions of the parking lot, an underground vault and/or linear facilities along the project site's southern and/or eastern perimeter, or a comparable onsite facility that would provide adequate capacity. Design specifications for the detention/retention facilities shall provide sufficient storage capacity to accommodate the 25-year, 24-hour storm event and comply with the City's requirements that runoff from storms up to the 100-year return frequency are conveyed through storm facilities and disposed of in a manner that protects public and private improvements from flooding hazards.

Page 4.7-25, Mitigation Measure HYD-5

The text of Mitigation Measure HYD-5 has been modified to add a provision noting that the project applicant is responsibility for all costs associated with this measure.

MM HYD-5 Prior to approval of the final map, the City and the applicant shall investigate the condition of the downstream conveyance system within the Lawler Ranch subdivision to confirm that the capacity of the existing pipeline is sufficient to meet existing and project-related demands during 25-year and 100-year storm events. If observations indicate that restrictions in conveyance capacity are occurring as a result of foreign debris, the City/Applicant shall have the downstream conveyance system flushed to maximize the existing drainage capacity and confirm the integrity of the outfall structure. In the event that flushing the system proves infeasible or that drainage capacity or the integrity of the outfall structure is deficient to accommodate flows from the proposed project as set out above, the project applicant shall revise the project drainage plans to prevent the release of new net flows above the existing

condition of the project site. The project applicant shall be responsible for all costs associated with this mitigation measure.

Section 4.9, Noise

Page 4.9-30, After Mitigation Measure NOI-1g

In accordance with the request of residents living opposite the project site, a new construction noise mitigation measure is proposed requiring that Mitigation Measure NOI-4 be implemented prior to the commencement of construction activities.

MM NOI-1h Prior to issuance of any on-site permits, including grading, Mitigation Measure NOI-4 shall be implemented. All masonry walls shall be completed prior to the beginning of construction activities involving heavy equipment.

Page 4.9-39, Mitigation Measure NOI-3d

Mitigation Measure NOI-3d has been changed to clarify that truck deliveries can use the main project entrance on Walters Road during nighttime hours to avoid movements on Petersen Road.

MM NOI-3d The project applicant shall minimize truck delivery noise to the Wal-Mart Supercenter western loading dock either by limiting deliveries to the hours between 7:00 a.m. and 10:00 p.m. or by limiting nighttime truck access (ingress and egress) to the northernmost access point on Walters Road (north driveway) or the main entrance to the project site on Walters Road.

Page 4.9-40, Impact Statement NOI-5

The text of impact statement NOI-5 has been modified to correct an inaccuracy.

Impact NOI-4	**Project-related vehicle traffic would ~~not~~ substantially increase roadside noise levels in the project vicinity ~~under near-term (2008) or long-term (2030) conditions~~.**

Page 4.9-44, Mitigation Measure NOI-4

The text of Mitigation Measure NOI-4 has been modified to allow for the option of a concrete wall and provide the project applicant with the option of providing the City of Suisun City funding to implement the mitigation measure in lieu of installing it.

MM NOI-4 The project applicant shall offer to replace the wood portion of the existing 6-foot-high wooden fence on top of a 2-foot tall earthen berm, with a 6-foot-high solid masonry or concrete wall for residences located between Fulmar Drive and Walters Road. If accepted by affected residences, prior to grading and site work, the project applicant shall construct or provide adequate funding to the City of Suisun City to construct the replacement masonry or concrete wall along the north side of Petersen Road so that it would extend from Fulmar Drive to Walters Road. The wall shall be constructed of solid material and shall be of sufficient density to minimize noise transmission. For maximum effectiveness, the wall must be continuous and

relatively airtight along its length and height. The final design and specifications shall be developed in consultation with a qualified noise professional and in consultation with the City to assure that the materials are appropriate and consistent with the City's Development Guidelines for Architecture and Site Planning.

Section 4.10, Public Services and Utilities

Page 4.10-15, Second Paragraph, Second Sentence

The text of the second sentence was corrected to clarify agency jurisdiction.

> SSWA and ~~The~~ FSSD were contacted regarding potential impacts to potable water and wastewater, respectively.

Page 4.10-18, Last Paragraph, First Sentence

The text of the first sentence was modified to correct an error.

> The proposed project would connect to SSWA's ~~the City of Suisun City's~~ potable water system by a planned ~~existing~~ 12-inch water line that would run ~~runs~~ under Walters Road and an existing 6-inch water line that runs under Petersen Road.

Page 4.10-18, First Paragraph, First Sentence

The text of the first sentence was corrected to eliminate a typographical error.

> The proposed project would contain a Wal-Mart Supercenter and would be expected to attract ~~consumers~~ several thousand customers on a daily basis.

Page 4.10-18, Third Paragraph, Last Sentence

The text of the last sentence was corrected to eliminate an erroneous reference to the Fire Department.

> Any capital improvements to ~~Fire~~ Police Department facilities are independent of the proposed project and would be analyzed in a separate environmental review process.

Section 4.11, Transportation

Page 4.11-1, Fourth Paragraph

The Solano Transportation Authority and the City of Fairfield requested that the description of State Route 12 be revised to reflect the number of lanes on the roadway east of Walters Road and the absence of bicycle facilities on the roadway west of Walters Road. As such, the sentence has been stricken.

> SR-12 is a four-lane divided expressway for its entire duration within the City of Suisun City that provides~~providing~~ access to I-80. East of Walters Road, SR-12 is a two-lane undivided highway. The posted speed limit is 50 miles per hour (mph). In the vicinity of the project site, SR-12 is referred to as Rio Vista Road. ~~A Class I~~

~~Bikeway runs along the north side of the east-west roadway from Walters Road and extends east to Lambie Road.~~

Page 4.11-1, Sixth Paragraph

The Solano Transportation Authority requested that the description of Petersen Road be expanded to note that it provides truck access to Travis Air Force Base.

> Petersen Road is a two-lane east-west roadway with a speed limit of 45 mph providing secondary access to Travis Air Force Base. The roadway serves as the primary access point to the base for trucks, including trucks carrying explosives and other hazardous cargo.

Page 4.11-6 and Page 4.11-7, Table 4.11-2

The City of Fairfield requested that Table 4.11-2 be revised to note that the intersection of SR-12/ Walters Road is under the jurisdiction of the California Department of Transportation.

Table 4.11-2: Study Intersections

Intersection	Traffic Control	Jurisdiction
SR-12/Marina Boulevard	Signal	Caltrans
Pintail Drive/Sunset Avenue	Signal	Suisun City
SR-12/Sunset Avenue	Signal	Caltrans
Pintail Drive/Emperor Drive	Stop Sign	Suisun City
SR-12/Emperor Drive	Signal	Caltrans
Pintail Drive/Woodlark Drive	Stop Sign	Suisun City
SR-12/Woodlark Drive	Stop Sign	Caltrans
Pintail Drive/Fulmar Drive	Stop Sign	Suisun City
Petersen Road/Fulmar Drive	Stop Sign	Suisun City
Air Base Parkway/Walters Road	Signal	Fairfield
Tabor Avenue/Walters Road	Signal	Fairfield
Bella Vista Drive/Walters Road	Signal	Suisun City
Pintail Drive/Walters Road	Stop Sign	Suisun City
Montebello Drive/Walters Road	Signal	Suisun City
Petersen Road/Walters Road	Signal	Suisun City
Main Driveway/Walters Road (future)	—	Suisun City
South Driveway/Walters Road (future)	—	Suisun City
SR-12/Walters Road	Signal	Caltrans~~Suisun City~~
Source: Kimley-Horn and Associates, Inc., 2007.		

Page 4.11-18, Bottom of the Page

The Solano Transportation Authority requested that the erroneous reference to its name be corrected.

> ***Solano ~~County~~ Transportation Authority***
>
> The Solano ~~County~~ Transportation Authority sets forth various goals, objectives, and policies that would apply to projects in the County.

Page 4.11-19, Second Bullet Under "Objective B"

The Solano Transportation Authority requested that the reference to Objective B, Policy 3 of the Solano Comprehensive Transportation Plan Arterials, Highways, and Freeways Element be revised to reflect the correct text of the policy.

- Policy 3: Prepare long-term corridor plans for all roadways of countywide significance that are ~~not~~ on the state highway system.

Page 4.11-20, After "Policy 4" Bullet

The Solano Transportation Authority requested that descriptions of its Congestion Management Program and Comprehensive Transportation Plan be added.

> ***Congestion Management Program***
>
> The Solano Transportation Authority also oversees the Solano Congestion Management Program (CMP), which was adopted in 2005. The purpose of the CMP is to maintain mobility on Solano County's streets and highways and conform to the Metropolitan Transportation Commission's 25-year Transportation 2030 Plan and the Metropolitan Transportation System, the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports, and transfer hubs critical to the region's movement of people and freight. The CMP identifies a system of roadways and establishes minimum LOS for each facility. In Suisun City, SR-12 and Walters Road are part of the CMP system. The CMP establishes LOS F as the minimum performance standard for SR-12 and LOS E as the minimum performance standard for Walters Road.

Page 4.11-20, Before Solano County Airport Land Use Commission Heading

The Solano Transportation Authority requested that discussions of the following documents be added to the Regulatory Framework section.

> ***SR-12 Final Major Investment Study***
>
> The SR-12 Final Major Investment Study includes implementing a Transportation Demand Management program in the near-term consisting of carpooling program with a park-and-ride lot located in Suisun City at a location visible from SR-12, a local shuttle program, and transit service. The study also includes implementing

safety improvements and near-term traffic improvements at locations outside of the project study area.

SR-12 Transit Corridor Study

The SR-12 Transit Corridor Study includes expanding transit service on SR-12. A transit stop will be added on SR-12 at the Suisun City Amtrak station just west of Marina Boulevard.

Solano Countywide Bicycle Plan

The Solano Countywide Bicycle Plan encourages the development of a unified bicycle system throughout Solano County. The plan outlines a proposed bicycle system and prioritizes federal, state, and regional funding for those projects. The plan identifies adding a Class I and Class II bikeway from Vacaville to Suisun City along Jepson Parkway. In the study area, the bikeway will be a Class II facility on Walters Road from Airbase Parkway to East Tabor Avenue. The bikeway will be a Class I facility from East Tabor Avenue to SR-12. The plan also includes extending Central County bikeway from Suisun City to Rio Vista. In the study area, the bikeway will have shoulder improvements to the existing multi-use path from the Rio Vista Bridge to Petersen Road. In the study area, the plan also includes the Pintail Drive/McCoy Creek trail with a Class III facility on Pintail Drive from Sunset Avenue to Walters Road and a Class I facility on McCoy Creek from SR-12 to East Tabor Avenue.

Solano Countywide Pedestrian Plan

The Solano Countywide Pedestrian Plan encourages and supports walking as a means of transportation in Solano County. The plan develops an overall vision and systematic plan for accommodating pedestrians in urban areas based on current shared policies, principles, and criteria. The plan highlights current and potential projects to fulfill this vision. The plan identifies Walters Road as an important pedestrian route.

Jepson Parkway Concept Plan

The Jepson Parkway Concept Plan envisions a four-lane parkway from Interstate 80/Leisure Town Road in Vacaville to SR-12 in Suisun City. Within Suisun City, Jepson Parkway would use the Walters Road alignment. The plan includes improvements throughout the County, including additional local transit routes along Walters Road and Pintail Drive in the study area and local express transit routes along Walters Road and SR-12.

Page 4.11-22, First Paragraph, First Sentence

This passage has been modified to note the correct version of the Manual on Uniform Traffic Control Devices used in the traffic analysis.

> For this study, data was available for the AM and PM peak-hour periods; therefore, KHA checked the traffic volumes at the unsignalized intersections against the peak-hour warrant in the California~~2000~~ Manual on Uniform Traffic Control Devices (MUTCD).

Pages 4.11-51 and 4.11-52, Mitigation Measures TRANS-1a, TRANS-1b, TRANS-1c, TRANS-1d, and TRANS-1g

These five mitigation measures have been modified to include a provision either requiring the improvements be in place prior to project occupancy or obligating the project applicant, in working with Caltrans, to make a best effort to have them in place prior to project occupancy.

MM TRANS-1a Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for modifying the existing signal phasing at the intersection of SR-12 and Marina Boulevard. The existing split phasing in the northbound-southbound direction shall be modified to protected phasing. The project applicant shall provide the full cost of this modification. The project applicant, in working with Caltrans, shall make best efforts to have the improvements in place prior to project occupancy.

MM TRANS-1b Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Sunset Avenue. The improvements shall consist of re-striping the existing northbound through lane to a left-shared through lane and optimizing the signal timing. The eastbound right-turn lane should be restriped to a through shared-right lane that will turn into the drop right-turn lane at SR-12/Lawler Center Drive. The striping for the drop lane at Lawler Center Drive should be a dashed line for the first 270 feet (instead of the solid line that currently exists), and the remaining 270 feet should be a solid line. The project applicant shall provide the full cost of this improvement. The project applicant, in working with Caltrans, shall make best efforts to have the improvements in place prior to project occupancy.

MM TRANS-1c Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Emperor Drive. The improvements shall consist of re-striping the westbound right-turn lane to a shared through-right lane. The project applicant shall provide the full cost of this improvement. The project applicant, in working with Caltrans, shall make best efforts to have the improvements in place prior to project occupancy.

MM TRANS-1d Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Woodlark Drive. The improvements shall consist of the installation of a westbound auxiliary lane on SR-12 for southbound traffic turning right on SR-12 from Woodlark Drive. The auxiliary lane shall extend from Woodlark Drive to Emperor Drive. The project applicant shall provide the full cost of this improvement. The project applicant, in working with Caltrans, shall make best efforts to have the improvements in place prior to project occupancy.

MM TRANS-1g Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Walters Road. The improvements shall consist of the installation of a second southbound right-turn bay and the modification of the existing northbound-southbound signal phasing to split from permitted. The project applicant shall provide the full cost of this improvement. The improvement shall be in place prior to project occupancy.

Pages 4.11-52, Mitigation Measures TRANS-1h

Mitigation Measure TRANS-1h has been modified to reflect:(1) the fact that the City of Suisun City has adopted a new Capital Improvement Program (CIP) since the mitigation measure was prepared for the Draft EIR, (2) the current CIP and current Offsite Street Improvement Program (OSSIP) fees are not sufficient to fund all of the road improvements likely to be required by the Wal-Mart and future development projects development, (3) the City of Suisun City may not be in a fiscal position to cover the cost of unfunded CIP projects, and (4) the reality that the City cannot enter into agreements with other agencies without those other agencies being willing to enter into the agreements themselves.

The revised mitigation measure anticipates that an updated 5-year CIP and increased OSSIP fees will help to provide sufficient funds to pay for the various identified improvements, including those outside the City of Suisun City should Suisun City, Fairfield, and Caltrans reach agreement, as the City hopes.

City management indicated that the command “shall,” as used in the original version of Mitigation Measure TRANS-1h, is too inflexible given the City’s stressed fiscal situation. The City simply cannot afford to inflexibly devote scarce local tax revenues to road improvements when other needs (e.g., police and fire services) may be equal or more pressing. Thus, although the City will consider devoting local revenues to make up for any shortfalls that might exist after a new capital improvement program is adopted, the City does not believe that it can guarantee that the transportation improvements in question will constitute the best use of the City’s limited revenues, particularly when competing needs involve public health and safety.

Regarding the clause requiring the City to enter into reciprocal agreements with Caltrans and the City of Fairfield, although the City is committed to approaching its sister agencies in good faith with the intention of entering into such agreements that will provide for a regional approach to regional traffic issues, the City cannot be certain that Caltrans and Fairfield will react favorably to Suisun's overtures and thus be willing to enter into the contemplated agreements. In other words, all that Suisun City can do is to try to persuade these other agencies of the wisdom and desirability of the proposed agreements. The language of Mitigation Measure TRANS 1-h has modified to reflect this reality.

MM TRANS-1h Within 1 year ~~90 days~~ of approval of the proposed project, the City of Suisun City shall ~~establish a~~adopt a 5-year Capital Improvement Program (CIP) and shall increase the City's Offsite Street Improvement Program (OSSIP) fees to levels sufficient to assess the project applicant and future development projects their projected fair-share costs for necessary transportation improvements. If the City cannot collect sufficient funds from new development projects to cover the full cost of necessary improvements, the City may~~shall~~ make up the shortfall from other sources, including, but not limited to, the City's General Fund as augmented by revenues derived from the proposed project or federal, State, or regional funds made available to the Solano Transportation Authority. If the City has not collected sufficient funds to fully finance CIP transportation projects 5 years after the issuance of the proposed project's building permits, the City shall take one of the following actions: (1) reimburse the project applicant for some or all of the funds collected; (2) spend the funds collected on the highest priority improvements, reimbursing the project applicant for any unspent funds; or (3) identify a credible strategy by which the remaining necessary funds needed for all identified improvements can be obtained within a reasonable period of time. If the City exercises the third option, it must obtain all necessary funding within an additional two-year period, after which the City must exercise one of the first two options.

Associated with the adoption of the ~~establishment of a~~ CIP and the increase in OSIP fees, the City of Suisun City shall attempt to enter into reciprocal agreements with the City of Fairfield and Caltrans to collect fees from development projects to fund necessary transportation improvements to facilities under each respective agency's jurisdiction.

Consistent with General Plan Policy 16 in Chapter II, if the adopted CIP has not scheduled the necessary facilities for construction or purchase at the proper time to fulfill this requirement, the project applicant may elect to construct the facility or purchase the equipment ahead of the CIP schedule. A binding commitment for this purpose that is satisfactory to the City shall be executed prior to issuance of permits.

Pages 4.11-62 and 4.11-63, Mitigation Measures TRANS-2a, TRANS-2b, TRANS-2d, and TRANS-2e

These four mitigation measures have been modified to include a provision either requiring the improvements be in place prior to project occupancy or obligating the project applicant, in working with Caltrans, to make a best effort to have them in place prior to project occupancy.

MM TRANS-2a Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Sunset Avenue. The improvements shall consist of re-striping the existing eastbound right-turn lane to a through-shared right lane that will become a drop right-turn lane at Lawler Center Drive. The project applicant shall provide the full cost of this improvement. <u>The project applicant, in working with Caltrans, shall make best efforts to have the improvements in place prior to project occupancy.</u>

MM TRANS-2b Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Emperor Drive. The improvements shall consist of modifying the existing northbound-southbound signal phasing from permitted to split phasing and re-striping the northbound through lane to a left shared-through lane. The project applicant shall provide the full cost of this improvement. <u>The project applicant, in working with Caltrans, shall make best efforts to have the improvements in place prior to project occupancy.</u>

MM TRANS-2d Prior to the issuance of building permits, the applicant shall provide the City of Suisun City with payments for improvements to the intersection of Walters Road and Bella Vista Drive. The improvements shall consist of optimizing the existing signal timing. The project applicant shall provide the full cost of this improvement. <u>The improvement shall be in place prior to project occupancy.</u>

MM TRANS-2e Prior to the issuance of building permits, the applicant shall provide Caltrans with payments for improvements to the intersection of SR-12 and Walters Road. The improvements shall consist of re-striping the existing northbound approach from one left, one through, and one right-turn lane to two left-turn lanes, one through lane, and one right-turn lane. Split signal phasing shall be provided on the northbound and southbound approaches. The project applicant shall provide the full cost of this improvement. <u>The improvement shall be in place prior to project occupancy.</u>

Pages 4.11-64 and 4.11-65, Table 4.11-13

A figure in Table 4.11-13 has been modified to correct a typographical error for the mitigated queue length for the westbound left turn movement at SR-12/Marina Boulevard.

Table 4.11-13: Near-Term Mitigated Queuing Impacts

Intersection	Movement	With Project, Unmitigated		With Project, Mitigated	
		Storage Capacity (feet)	95th Percentile Queue	Storage Capacity (feet)	95th Percentile Queue
SR-12/Marina Boulevard	Westbound left turn	365	396	425	396~~936~~
SR-12/Walters Road	Eastbound left turn	265	902	1,100	940
	Southbound left turn	110	241	300	252
	Southbound right turn	365	814	365	238
Air Base Parkway/ Walters Road	Westbound left turn	400	925	750	925*
Bella Vista Drive/ Walters Road	Southbound left turn	100	188	200	152
Main Driveway/ Waters Road	Northbound left turn	150	191	200	190

Notes:
Only queuing movements substantially affected by project-generated trips are shown.
* Movement has split timing; therefore, blocking of turn pockets may not occur because all approach movements move at the same time.
Source: Kimley-Horn and Associates Inc., 2007.

Pages 4.11-67 and 4.11-68, Mitigation Measure TRANS-3b

A typographical error in Mitigation Measure TRANS-3b has been corrected.

MM TRANS-3b Prior to the issuance of building permits, the applicant shall provide the City of Fairfield with fees~~improvements~~ for queuing improvements to the intersection of Air Base Parkway and Walters Road. The improvements shall consist of the extension of the existing westbound left-turn pocket to a minimum of 750 feet and the optimization of signal timing to provide more time of the westbound left-turn movement. The project applicant shall provide the full cost of these improvements.

Page 4.11-68, Mitigation Measures TRANS-3c, and TRANS-3d

In recognition of the fact that the project applicant is only required to provide a partial share of the cost of the improvements identified in the mitigation measures, the text of each measures has been modified to identify how improvements or funding would be provided to satisfy the project's obligations.

MM TRANS-3c Prior to the issuance of building permits, the applicant shall provide Caltrans with fair-share improvements for queuing improvements to the intersection of SR-12 and Walters Road. The improvements shall consist of (1) the installation of an additional

eastbound left turn (for a triple eastbound left) at the intersection, (2) the installation of an additional northbound through lane on Walters Road between SR-12 and Petersen Road, (3) the extension of the existing southbound left-turn pocket to a minimum of 250 feet, and (4) the extension of the existing eastbound left-turn pocket to a minimum of 650 feet. The project applicant shall provide 17 percent of the cost of these improvements, based on Caltrans methodology for calculating equitable share. As an alternative to the payment of fees to Caltrans in an amount representing 17 percent of the total costs of improvements (1) through (4) above, the City of Suisun City may direct the applicant to approach Caltrans about constructing a single near-term improvement as a means of mitigating project-level traffic impacts as soon as possible. Under this alternative approach, the applicant would construct or fully fund the construction of a 132.5-foot extension of the existing dual eastbound turn lanes on SR-12 at Walters Road, which is the practical equivalent of the installation of a third eastbound left turn lane identified above as improvement (1). Under this alternative approach, the improvement in question would have to be in place prior to project occupancy. In the event that the cost of this improvement exceeds the applicant's 17 percent share of the costs of improvements (1) through (4) (as determined by the City in consultation with Caltrans), the applicant shall be entitled to credit against other its other fair-share obligations for improvements on Caltrans facilities as required by other mitigation measures adopted for the project. In the event that the cost of the alternative improvement is less than the applicant's 17 percent share of the costs of improvements (1) through (4), the applicant shall still be required to pay the remaining funds needed to constitute the full 17 percent fair-share obligation described above.

MM TRANS-3d Prior to the issuance of building permits, the applicant shall provide the City of Suisun City with fees constituting the project's fair-share of the costs of ~~improvements for~~ queuing improvements to the intersection of Bella Vista Drive and Walters Road. The improvements shall consist of extending the existing southbound left-turn pocket 100 feet to a total length of 200 feet. The project applicant shall provide 86 percent of the cost of these improvements, based on Caltrans methodology for calculating equitable share. The project applicant shall be credited by the City of Suisun City for costs outside of its fair share for this improvement. The improvement shall be in place prior to project occupancy. In the event that the project either constructs or provides all of the funds needed to construct the improvements, the project applicant shall be entitled to credit against its other fair-share obligations for improvements under the control of the City of Suisun City as required by other mitigation measures adopted for the project or, in the event that such credit is not a viable option, shall be entitled to reimbursement from OSIP fees collected by the City from future development projects that will benefit from the

improvement required by this measure and thus be subject to fair share obligations with respect to the improvement.

Pages 4.11-69, Sixth Paragraph

A statement about truck deliveries has been clarified to note that it represents a worst-case 1-hour scenario.

> Tractor-trailers would regularly access the three components of the proposed project. On the basis of data collected at other Wal-Mart Supercenters, it is expected that up to 10 truck deliveries per hour could be made during the daytime and up to five per hour during nighttime hours. Note that this represents a "worst-case" 1-hour scenario for deliveries. On a typical day, it is anticipated that the Wal-Mart Supercenter would receive 19 truck deliveries, with seven being tractor-trailer deliveries and 12 being vendor truck deliveries.

Pages 4.11-72, Mitigation Measure TRANS-8

At the request of the City of Fairfield and other commentors, Mitigation Measures TRANS-8 has been modified to include a provision for a bus stop in the northbound direction on Walters Road.

MM TRANS-8 Prior to the issuance of occupancy permits, the applicant shall install a bus stop in the southbound direction suitable for use by FST buses within the project or along the project frontage. The bus stop shall include a shelter, trash receptacles, lighting, and landscaping, and it shall be designed in accordance with FST standards. The project applicant shall also install or fund the installation of a bus stop on the east side of Walters Road to serve FST buses traveling in the northbound direction. The reasonable cost to install the latter bus stop shall be determined by the City of Suisun City in consultant with FST. The City of Suisun City Public Works Department shall review and approve the plans for these bus stops prior to their installation to ensure their safe design. Alternatively, the City and FST may identify alternate means at roughly equivalent cost to facilitate transit usage for customers and employees of the proposed project.

Section 4.12, Urban Decay

Page 4.12-38, After Table 4.12-12

A passage has been added to the Impact UD-1 discussion referencing discussion of retail impacts on Downtown Fairfield contained in the Final Retail Market Impact Analysis technical report.

> ***Impacts Outside of Trade Area***
>
> In addition to the sales captured from existing retailers in the area actually served by the proposed project (i.e., the Trade Area), the project is also estimated to capture sales currently leaking out of the Trade Area to outlets elsewhere. It is assumed here

that all this leakage will be captured from outlets in Fairfield, because of its proximity to the Trade Area and its wide array of available retail outlets. To the extent that Suisun City residents are shopping beyond Fairfield, the following analysis may overstate the impacts in Fairfield. Because of distance and the large number of outlets beyond Fairfield where Trade Area residents could shop, it is highly unlikely that any individual outlet beyond Fairfield would be significantly impacted by the proposed project.

As noted above in Table 4.12-8, the analysis estimates recapture of approximately $61 million in sales from outside the Trade Area. Assuming these sales are all captured from outlets in Fairfield, in 2009 the categories showing a loss of sales from 2006 baseline levels are general merchandise stores and food stores; refer to Tables 4.12-12A and 4.12-12B. General merchandise stores show a loss of approximately 5 percent; food store sales losses are estimated at less than 0.5 percent. Because of continued growth in Fairfield, by 2015 sales at existing outlets will be above 2006 levels even with the proposed project in operation. Thus, while there are short-term negative effects on sales in Fairfield as leakage is recaptured, over a period of several years, growth in Fairfield will allow sales to recover to above current levels for all major store categories.

Table 4.11-2A: Net Change in Sales at Existing Outlets in Fairfield from 2006 Levels

Type of Store	Capture from Fairfield Outlets (2009)	Sales in Fairfield Outlets (2009)	Percent Capture from Fairfield (2009)	After Sale in Fairfield Outlets (2009)	Sales in Fairfield Outlets (2006)	Change in Sales (2006-2009)	Percent Change in Sales (2006-2009)
Apparel	$1,659,049	$70,325,896	2	$68,666,846	$65,634,454	$3,032,392	5
General Merchandise	$35,583,881	$306,488,619	12	$270,904,738	$286,042,758	($15,138,020)	-5
Food	$15,145,706	$217,207,744	7	$202,062,038	$202,717,812	($655,774)	-0.3
Eating and Drinking Places	$3,182,177	$130,432,514	2	$127,250,337	$121,731,359	$5,518,978	5
Home Furnishings and Appliances	$973,591	$61,532,667	2	$60,559,077	$57,427,822	$3,131,255	5
Building Materials/Farm Implements	$755,783	$108,209,186	1	$107,453,403	$100,990,549	$6,462,854	6
Auto Dealers and Auto Supplies	$0	$361,731,393	0	$361,731,393	$337,600,286	$24,131,107	7
Service Stations	$0	$105,613,955	0	$105,613,955	$98,568,446	$7,045,509	7
Other Retail	$3,588,530	$269,797,762	1	$266,209,231	$251,799,549	$14,409,683	6
Total	**$60,888,718**	**$1,631,339,736**		**$1,570,451,019**	**$1,522,513,036**		

Table 4.11-2B: Net Change in Sales at Existing Outlets in Fairfield from 2006 Levels

Type of Store	Capture from Fairfield Outlets (2015)	Sales in Fairfield Outlets (2015)	Percent Capture from Fairfield (2015)	After Sale in Fairfield Outlets (2015)	Sales in Fairfield Outlets (2006)	Change in Sales (2006-2015)	Percent Change in Sales (2006-2015)
Apparel	$1,659,049	$78,521,628	2	$76,862,579	$65,634,454	$11,228,125	17
General Merchandise	$35,583,881	$342,206,596	10	$306,622,715	$286,042,758	$20,579,957	7
Food	$15,145,706	$242,520,989	6	$227,375,283	$202,717,812	$24,657,471	12
Eating and Drinking Places	$3,182,177	$145,633,032	2	$142,450,854	$121,731,359	$20,719,495	17
Home Furnishings and Appliances	$973,591	$68,703,643	1	$67,730,052	$57,427,822	$10,302,230	18
Building Materials/Farm Implements	$755,783	$120,819,812	1	$120,064,029	$100,990,549	$19,073,480	19
Auto Dealers and Auto Supplies	$0	$403,887,326	0	$403,887,326	$337,600,286	$66,287,040	20
Service Stations	$0	$117,922,134	0	$117,922,134	$98,568,446	$19,353,688	20
Other Retail	$3,588,530	$301,239,811	1	$297,651,281	$251,799,549	$45,851,732	18
Total	**$60,888,718**	**$1,821,454,971**		**$1,760,566,254**	**$1,522,513,036**		

Regarding the focus of the short-term impacts, they would likely be in similar existing discount general merchandise stores, especially the existing Fairfield Wal-Mart, which is also the closest such store. However, the analysis here has already assumed that this store is slated for closure subsequent to the opening of the recently approved Fairfield Supercenter. Downtown Fairfield is also close to Suisun City, but it contains a mix of smaller local-serving establishments supported in part by the daytime population of government workers. As with many older downtowns (including Suisun City's) this retail district has been competing with region-serving retail such as the mall and existing discount big-box stores for many years already, and has refocused on a different market niche unlikely to be impacted in a substantial way by additional region-serving retail such as the proposed project.

Section 6, Other CEQA Considerations

Page 6-6 and Page 6-7, Table 6-2

Table 6-2 has been revised to note the correct dwelling unit count for the Villages at Fairfield project.

Table 6-2: Cumulative Projects

Project	Size	Location
Gentry-Suisun	480,000 square feet retail 232 dwelling units	State Route 12 (SR-12) and Pennsylvania Avenue
Amberwood Homes (Blossom Manor)	28 dwelling units	Blossom Road between Railroad Avenue and Sarah Way
Peterson Ranch Homes	548 dwelling units	Between East Tabor Avenue and Bella Vista Drive, and between Travis Air Force Base and Walters Road
Breezewood Village Apartments	80 dwelling units	Worley Road between Railroad Avenue and Philip Way
McCoy Creek Mixed-Use	19 single-family homes 10 live-work units 6,818 square feet office	South side of SR-12 between McCoy Creek Drive and Suisun Marsh, and between Grizzly Island Road and Crescent Elementary School
Courtyards at Sunset Homes	69 dwelling units	North side of Railroad Avenue, west of Sunset Avenue
Cottonwood Creek Apartments	120 dwelling units	North side of Railroad Avenue, west of Sunset Avenue
Almond Tree Place Condominiums	61 dwelling units	Railroad Avenue between Humphrey Drive and Olive Avenue
Blossom Courtyards Homes	75 dwelling units	Southeastern corner of Blossom Avenue and Railroad Avenue
Suisun Mixed-Use Village (Hoffman Mixed-Use)	125 single-family homes 125 condominiums City park and fire station 60,000 square feet retail 90,000 square feet light	Between SR-12 and Railroad Avenue, and west of Marina Boulevard

Project	Size	Location
	industrial	
Stoneyard Masonry	4,000 square feet	Near the corner of Petersen Road and Walters Road, between the Bonfaire Market and Macedonia Church
Suisun Seafood Store	9,000 square feet	303 Lawler Center Drive
Main Street West Development (Project 1)	17,956 square feet retail 16,500 square feet office	Southeast corner of Main Street and Solano Street
Main Street West Development (Project 2)	5,437 square feet retail 5,142 square feet office	Northeast corner of Main Street and Solano Street
Goldridge Homes	1,458 dwelling units	Peabody Road near Joseph Gerevas Drive
Villages at Fairfield (1 through 4)	204 dwelling units 305 dwelling units 899 dwelling units 295 dwelling units (apartments) 79 dwelling units	Cement Hill Road between Clay Bank Road and Peabody Road
Homecoming Apartments	628 dwelling units	Cement Hill Road near Clay Bank Road
Madison Apartments	221 dwelling units	Near Vanden Road and Peabody Road
East Tabor Townhouses	94 dwelling units	East Tabor Avenue south of Clay Bank Road
Blossom Avenue Apartments	92 dwelling units	Blossom Road north of Railroad Avenue
DMV Project Apartments	22 dwelling units	Pacific Avenue
Oakmont Shopping Center Expansion	40,000 square feet retail	North Texas Street south of East Tabor Avenue
Southgate Shopping Center	17,500 square feet retail	Pennsylvania Avenue and SR-12
Fairfield Bowl	8,500 square feet	North Texas Street north of East Tabor Avenue
Laurel Creek Plaza	100,000 square feet retail	Clay Bank Road, north of Air Base Parkway
St. Gobain Glass Warehouse	1,100 square feet light industrial	Huntington Drive near Peabody Road
Source: Michael Brandman Associates, 2007.		

Section 8, Persons and Organizations Consulted

Page 8-1, City of Suisun City

An additional listing for the Public Works Department staff was added under the City of Suisun City Heading

Public Works Department

Director/City Engineer Fernando G. Bravo, P.E.

Section 9, List of Preparers

Page 9-1, City of Suisun City

An additional listing for the Public Works Department staff was added under the City of Suisun City Heading

Public Works Department

Director/City Engineer Fernando G. Bravo, P.E.

Appendix B, Air Quality Analysis

Global Climate Change Analysis

Pages 1 Last Paragraph and Page 2, First Paragraph

The Executive Summary has been updated to reflect later changes that were made to the greenhouse gas emission analysis in the Draft EIR.

> The analysis found that even with mitigation incorporated into the project, the project's incremental contribution to Global Climate Change Impacts would be cumulatively considerable because the proposed project would represent a new source of greenhouse gas emissions.~~are less than significant because the project will be consistent with California's greenhouse gas emission reduction strategies.~~ Details of the significance determination are shown in Section 5.

Pages 2 and 3, Mitigation Measures AIR-4, GW-1, and GW-2

The mitigation measures in Appendix B have been updated reflect the actual mitigation measures that appeared in the Draft EIR and eliminate previous versions of the mitigation that were deemed inapplicable or infeasible during preparation of the document.

MM AIR-4 The following emissions control measures shall be incorporated into the proposed project:

- The Wal-Mart Supercenter loading dock areas shall include:
  - Signage advising truck drivers to turn off engines when not in use
  - Signage advising truck drivers of State law prohibiting diesel idling of more than five minutes
  - Auxiliary 110 v and 220 v power units so trucks can power refrigeration units or other equipment without idling
- The project owner shall provide adequate ingress and egress at entrances to public facilities to minimize vehicle idling and traffic congestion and dedicated turn lanes as appropriate.

- The project owner shall provide loading and unloading facilities for carpool/vanpool users with clear visible signage. Where safety and space constraints do not take precedence, loading and unloading facilities shall be provided near building entrances for carpool/vanpool users.
- The project owner shall install high albedo and emissive roofs or install EPA "Energy Star" approved roofing materials.
- The project owner shall use energy-efficient lighting and process systems, such as low NO_x water heaters, furnaces, and boiler units in commercial facilities.

~~**AIR 4** – The project shall implement the following measures from the BAAQMD CEQA Guidelines:~~

~~• Rideshare Measures~~
~~o – Implement carpool/vanpool program such as carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles~~

~~• Transit Measures~~
~~o – Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters~~

~~o – Design and locate buildings to facilitate transit access, such as locating building entrances near transit stops and eliminating building setbacks~~

~~• Service Measures~~
~~o – Provide onsite shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, and convenience market~~

~~o – Provide onsite childcare, or contribute to offsite childcare within walking distance~~

~~o – Provide shuttle service to transit stations/multimodal centers~~

~~• Parking Measures~~
~~o – Provide preferential parking (e.g., near building entrance and sheltered area) for carpool and vanpool vehicles~~

~~• Bicycle and Pedestrian Measures~~
~~o – Provide secure, weather-protected bicycle parking for employees~~

~~o – Provide safe, direct access for bicyclists to adjacent bicycle routes~~

~~o – Provide showers and lockers for employees bicycling or walking to work~~

- ~~Provide secure short-term bicycle parking for retail customers and other non-commute trips~~

- ~~Provide direct, safe, and attractive pedestrian access from project to transit stops and adjacent development~~

~~**GW 1** – All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board (CARB) regulations, including the following:~~

~~A. Truck drivers shall turn off engines when not in use.~~

~~B. All diesel delivery trucks servicing the project shall not idle more than 5 minutes per truck trip per day.~~

~~C. Restrict idling emissions by using auxiliary power units and electrification in the docking areas if provided by the operator.~~

~~**GW 2** – Wal-Mart shall join the California Climate Action Registry (www.climateregistry.org) to report a minimum of one year of greenhouse gas emissions. This measure shall be fulfilled prior to one year after project approval.~~

Page 4, First Bullet Point

This passage has been updated to reflect changes that were later made to the greenhouse gas emission analysis in the Draft EIR.

Cumulative

- Although the~~The~~ project is consistent with the strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05, it would still represent a cumulatively considerable net increase in greenhouse gas emissions. – ~~Less Than~~ Significant Unavoidable Impact

Page 21, Mitigation Measure AIR-4

This measure has been updated to reflect the actual text that appeared in the Draft EIR.

MM AIR-4 The following emissions control measures shall be incorporated into the proposed project:

- The Wal-Mart Supercenter loading dock areas shall include:
  - Signage advising truck drivers to turn off engines when not in use
  - Signage advising truck drivers of State law prohibiting diesel idling of more than five minutes
  - Auxiliary 110 v and 220 v power units so trucks can power refrigeration units or other equipment without idling

- The project owner shall provide adequate ingress and egress at entrances to public facilities to minimize vehicle idling and traffic congestion and dedicated turn lanes as appropriate.
- The project owner shall provide loading and unloading facilities for carpool/vanpool users with clear visible signage. Where safety and space constraints do not take precedence, loading and unloading facilities shall be provided near building entrances for carpool/vanpool users.
- The project owner shall install high albedo and emissive roofs or install EPA "Energy Star" approved roofing materials.
- The project owner shall use energy-efficient lighting and process systems, such as low NO_x water heaters, furnaces, and boiler units in commercial facilities.

~~**AIR 4** – The project shall implement the following measures from the BAAQMD CEQA Guidelines:~~

~~• Rideshare Measures~~
~~o Implement carpool/vanpool program such as carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles~~

~~• Transit Measures~~
~~o Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters~~

~~o Design and locate buildings to facilitate transit access, such as locating building entrances near transit stops and eliminating building setbacks~~

~~• Service Measures~~
~~o Provide onsite shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, and convenience market~~

~~o Provide onsite childcare, or contribute to offsite childcare within walking distance~~

~~o Provide shuttle service to transit stations/multimodal centers~~

~~• Parking Measures~~
~~o Provide preferential parking (e.g., near building entrance and sheltered area) for carpool and vanpool vehicles~~

~~• Bicycle and Pedestrian Measures~~
~~o Provide secure, weather-protected bicycle parking for employees~~

- ~~Provide safe, direct access for bicyclists to adjacent bicycle routes~~
- ~~Provide showers and lockers for employees bicycling or walking to work~~
- ~~Provide secure short-term bicycle parking for retail customers and other non-commute trips~~
- ~~Provide direct, safe, and attractive pedestrian access from project to transit stops and adjacent development~~

Page 24, First Two Paragraphs

These paragraphs have been stricken because they reference a mitigation measure that was not proposed in the Draft EIR.

> Mitigation suggests that Wal-Mart be encouraged to join the Climate Action Team Registry. This would require that Wal-Mart compile GHG emissions inventories for all their own operations within the State of California. The emissions inventories may be one method that CARB uses to track GHG emissions as required by AB-32. The GHG emission inventory may also provide information to policy makers to ensure that decision-making is based on real data for the State of California.
>
> The inventory as required by participants of the Registry differs from the inventory contained in this EIR. For example, companies would estimate emissions from its transportation fleet, electricity consumption, and natural gas combustion for facilities within the entire State of California. This EIR estimates emissions from motor vehicles accessing the project site and onsite natural gas combustion. The assumptions used in the emissions estimates are from URBEMIS and EPA methodologies. The Registry methods for calculating GHG emissions would differ from those in the EIR.

Page 24, Mitigation Measures GW-1 and GW-2

These mitigation measures have been stricken because they were not proposed in the Draft EIR.

> ~~**GW 1** – All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board (CARB) regulations, including the following:~~
>
> ~~A. Truck drivers shall turn off engines when not in use.~~
>
> ~~B. All diesel delivery trucks servicing the project shall not idle more than 5 minutes per truck trip per day.~~
>
> ~~C. Restrict idling emissions by using auxiliary power units and electrification in the docking areas if provided by the operator.~~

~~**GW 2**~~ Wal-Mart shall join the California Climate Action Registry (www.climateregistry.org) to report a minimum of one year of greenhouse gas emissions. This measure shall be fulfilled prior to one year after project approval.

Page 25, Second Bullet Point

The residual significance of the proposed project's cumulative greenhouse gas emissions has been updated to reflect the conclusions presented in the Draft EIR.

Cumulative

Significant unavoidable impact~~Less than significant~~. Although the~~The~~ project is consistent with the strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05, it would still represent a cumulatively considerable net increase in greenhouse gas emissions. Therefore, the project's incremental contribution to climate change impacts is ~~less than~~ significant and unavoidable.