EXHIBIT A

PACIFIC FLYWAY CENTER

FINAL INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Prepared by:
City of Fairfield
Community Development Department
1000 Webster Street
Fairfield, CA 94533
Prepared July 2018
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City of FAIRFIELD California

www.fairfield.ca.gov

CITY OF FAIRFIELD

Initial Study Questionnaire

PROJECT DESCRIPTION AND BACKGROUND

Project title: Pacific Flyway Center
Contact Person: Amy Kreimeier, Associate Planner (707) 428-7450
akreimeier@fairfield.ca.gov
Project Sponsor's Name and Address: Claude Grillo, Pacific Flyway Fund
1380 Galaxy Way, Suite B, Concord, CA 94520
General Plan Designation: Open Space and Conservation
Zoning: OSC (Open Space Conservation)
Project Location: On Ramsey Road, south of Gold Hill Road, east of I-680, Solano County

Longitude/Latitude: 38.171975"N" -122.126541"W"
Assessor's Parcel Numbers: 0046-050-300, 0046-100-260, 0046-050-310, and 0046-100-270

AVAILABILITY OF DOCUMENT: This document is available for review at:
1000 Webster St, 2nd fl., Fairfield, CA; 8am-12pm, 1-5:30pm; Monday-Thursday, and the second, fourth, and fifth Fridays of each month and on the City of Fairfield Community Development Department homepage at:

https://www.fairfield.ca.gov/gov/depts/cd/pacific_flyway_center.asp

PROJECT OVERVIEW: The applicant, Claude Grillo of the Pacific Flyway Fund, a non-profit organization, is proposing to develop, restore and enhance the site as an open space land preserve and wildlife habitat conservation area, with an interpretive and educational facility. The purpose of this project, the Pacific Flyway Center, is to celebrate and educate the public about the environmental and societal importance of the conservation of migratory birds within the Pacific Flyway. The project is envisioned to serve up to 250,000 annual visitors at build out with up to 150 full and part time employees.

LOCATION: The project site, comprised of four parcels totaling approximately 560 acres, is located within the southwest portion of the City of Fairfield's Planning Area. The site is located east of Interstate 680, south of the Gold Hill Road over crossing, adjacent to Ramsey Road. Half of the site, consisting of the two easternmost parcels (APNs: 0046-050-310, 0046-100-270), is currently owned and managed by the California Department of Fish and Wildlife as part of the Grizzly Island Wildlife Area. The other half, consisting of the two westernmost parcels (APNs: 0046-050-300 & 0046-100-260), is owned by the project applicants.

SITE CHARACTERISTICS: The approximately 560 acres within the site are comprised of both secondary management area and primary management area habitats as defined by the Suisun Marsh Preservation Act adopted in 1974 and the Suisun Marsh Protection Plan adopted in 1977. Elevations range from 0-24' above mean-sea level. The site is known as the Garibaldi Unit of the State of California Grizzly Island Wildlife Area and was previously used by the Garibaldi family as a working cattle ranch, private waterfowl refuge and for hunting and fishing. Various out-buildings, aircraft landing strip, and airport hangar were developed on the property. The area consists primarily of uplands along its westerly edge and is largely managed wetlands to the east. As part of the Grizzly Island Wildlife Area, the site has been managed as habitat for migratory birds and other wildlife. Grazing, levee construction and development and management of waterfowl habitat have modified the natural habitats of the project site.

Two of the four parcels (APNs: 0046-050-300 & 0046-100-260), totaling approximately 280 acres of the site, have been transferred from the State of California to the Pacific Flyway Fund via a land exchange. Future land exchanges are scheduled to occur for the remaining 280 acres in 2018. The first exchange, consists of approximately 80 acres of Secondary Management uplands and approximately 200 acres of Primary Management marshland, and are proposed for annexation into the City of Fairfield. The annexation is necessary order to obtain the provision of City services, such as sewer and water, to serve the project's utility needs. The remaining 280 acres (APNs: 0046-050-310 & 0046-100-270), once exchanged, will not be annexed into the City but remain within the County.

These parcels will be kept in their natural state and no development or public use is proposed on these parcels.

PROJECT DESCRIPTION: Of the approximately 280 acres intended for annexation into the City of Fairfield, approximately 8.3 acres would be developed with impervious surfaces, encompassing the visitor education and interpretive center, wildlife theater, gift shop and food service facilities, maintenance area, and driveways and parking areas. The total square footage of the proposed buildings is approximately 125,000 square feet. The buildings will be constructed within the upland grasslands portion of the site, adjacent to Interstate 680.

Approximately 124 acres of the site would be enhanced and restored as an outdoor wildlife habitat viewing area, to be known as the "Walk in the Marsh". Work planned for this area will consist of the creation, restoration and enhancement of ponds, wetlands, wildlife viewing overlooks, raised boardwalk pathways, pervious pathways, and water conveyance system. Within the "Walk in the Marsh" area, improvements would include creation, restoration and enhancement of approximately 24 acres of new ponds and wetlands for wildlife. This would include restoring and habitat enhancement to approximately 6.5 acres of existing wetlands and creation of approximately 17.5 acres of new wetlands by converting upland areas into new wetlands. The development of new ponds and wetlands and other enhancement work is expected to be authorized under a US Army Corps of Engineers (ACOE) Nationwide Permit 27, while future maintenance of the ponds and wetlands will be covered under the Suisun Resource Conservation District's Regional General Permit 3 (No. SPN-2012-00258), issued in 2018. Additionally, approximately 4,500 sq. ft. of raised boardwalks for the "Walk in the Marsh" will be constructed within and adjacent to the existing and created wetlands, with no ACOE permit necessary for this work. Restoration and enhancement work will include, among other activities, grading, weeding, revegetation, and salinity control. Within the upland grasslands, weeds will be removed and the area will be revegetated with native species typical of upland grassland habitats. The Project will enhance the value of the upland grasslands as habitat for Marsh-related wildlife where possible by planting and encouraging the growth of native plant species, including those that will provide valuable food and cover for wildlife.

The newly created, restored and enhanced wetlands would receive water from four potential sources, including, natural rain water, slough water which is currently being utilized in the existing managed wetlands, well-water from existing on-site wells, and raw water received from the City of Fairfield. These waters would be fed into a holding pond at the southwest corner of the visitor building area adjacent to Ramsey Road, and then transferred into the wetlands via gravity flows using a weir system. A new pump and intake located adjacent to the northerly parking lot would then re-cycle and re-circulate the water back to the holding pond, which would then again gravity flow back to the wetlands.

PROJECT PHASING: The education and interpretive center building will consist of approximately 125,000 sq. ft. of area, comprised of three buildings. Construction is anticipated to occur in three phases. It is anticipated that Phase 1 will include construction

of a 28,000 sq. ft. building, to be initially used as the Education Center containing exhibits and educational programs and a bus stop to accommodate buses of school children coming to view and learn. Phase 1 will also include a 137 space parking lot and site utilities, as well as the initial site grading for the "Walk in the Marsh".

Phase 2 will consist the construction of an additional 23,000 sq. ft. "Wonders of Wildlife" theater building area, and an additional 200 parking spaces. Phase 3 of construction will add an additional 74,000 sq. ft. of building area, for a project total of approximately 125,000 sq. ft. of building area and a total of 337 parking spaces and expanded bus drop off area. All of the impervious surface development will occur in areas that are delineated as uplands, and will have no impacts to existing wetlands.

The last of the wetlands creation, restoration, and enhancements, will be completed by the final building construction phase. Enhancement work within the Primary Areas of the Marsh will be subject to BCDC approvals and will commence upon obtaining the necessary permits.

SURROUNDING LAND USES AND SETTING: Interstate 680 runs to the west of the Project. West of Interstate 680, there are existing single family subdivisions within the limits of the City of Fairfield. The areas to the east, south and north of the project site are comprised of portions of the Suisun Marsh. Suisun Marsh is the largest contiguous brackish wetland in the western United States, comprising nearly 10% of the remaining wetlands in the State of California. The marsh land is part of the San Francisco Bay-Delta tidal estuary. The Suisun Marsh provides critically important resting and feeding grounds for hundreds of thousands of birds migrating within the Pacific Flyway twice each year during their north south migrations.

OTHER PUBLIC AGENCY APPROVALS:

- Army Corps of Engineers Nationwide Permit 27
- California Regional Water Quality Control Board 401 Certification and General Construction Permit
- San Francisco Bay Conservation and Development Commission Primary Marsh Development Permit
- Encroachment Permit from the California Department of Transportation
- Solano County Local Agency Formation Commission approval of: Municipal Service Review study, Sphere of Influence update, City of Fairfield annexation, Fairfield Suisun Sewer District annexation, Cordelia Fire Protection District detachment, and Solano County Lighting Service Area detachment
- Fairfield Suisun Sewer District Letter of Resolution.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below could be potentially affected by this project, involving at least one impact that is a "Less than Significant with Mitigation" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

AMY KREIMEIER, Associate Planner _____ Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4) A “Mitigated Negative Declaration” (Negative Declaration: Less Than Significant with Mitigation Incorporated) applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CCR, Guidelines for the Implementation of CEQA § 15063(c)(3)(D)]. References to an earlier analysis should:

   a) Identify the earlier analysis and state where it is available for review.

   b) Identify which effects from the environmental checklist were adequately analyzed in the earlier document, pursuant to applicable legal standards, and whether these effects were adequately addressed by mitigation measures included in that analysis.

   c) Describe the mitigation measures in this document that were incorporated or refined from the earlier document and indicate to what extent they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES

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

<u>Discussion</u>: The project is located within the Suisun Marsh, a designated City of Fairfield Scenic Vista Area, and adjacent to Interstate 680, a designated City of Fairfield Scenic Roadway. From the project site, five City of Fairfield identified scenic vista areas can be viewed: the Suisun Marsh, Nelson Hill, Vaca Mountains, Cement Hill Range, and Suisun Valley. The project is compliant with the policies outlined in the City of Fairfield Scenic Vistas and Roadways Plan. The project will not significantly obstruct views of scenic vista areas from scenic roadways, scenic vista points or parks. The project will be developed to minimize its impact on views of scenic vista areas and enhance the visual character of the site by creating additional points to access and view the Suisun Marsh Scenic vista area.

Interstate 680 is not a designated state scenic highway. There are no significant trees or other scenic resources that would be damaged nor are there significant historical resources. Although the project will be visible from Interstate 680, it will not substantially degrade the visual character or quality of the site and its surroundings. Views of the site are not wholly intact. From the residential subdivision west of Interstate 680, views are

broken up by a heavy tree canopy along its edge. Refer to Exhibit A and B for perspectives of the proposed project as viewed from north and southbound Interstate 680. Heading southbound on Interstate 680, views of the site are broken up by mature eucalyptus trees east of Interstate 680, vegetation located in the median of the Interstate, and powerlines and light standards at the road's edge. Once constructed, the project's buildings will be clearly visible from this approach. However, the buildings have been designed in such as to minimize obstruction of views and blend into the natural setting, as discussed further below. Heading northbound on Interstate 680, views of the site are significantly blocked by mature trees until directly adjacent to the project site.

There is currently a metal outbuilding existing on the site that is in view directly adjacent to the project site when heading northbound on Interstate 680. The site was previously used as a working cattle ranch, private waterfowl refuge and for hunting and fishing. Various out-buildings, an aircraft landing strip, and an airport hangar were developed on the property. The site is visually unremarkable in that it has been disturbed by past airport operations, periodic disking and/or hay farming and is no longer visually intact.

The Project has been designed to complement and enhance the existing visual character of the site and its surroundings. The project will not significantly change the natural, rural or agricultural character of its site and will function as an open space land preserve with an ancillary educational facility and interpretive nature center, retaining and enhancing the natural character of the site. The buildings have been designed to reflect the existing landscape and blend into the natural setting of the site. The educational facility and interpretative nature center, once complete, will be shaped to resemble a bird's wingspan and will use materials and colors that are earth toned to minimize the contrast of the structure with its background when viewed from the surrounding community.

Finally, the project will not create a new source of substantial light or glare that would adversely affect views in the area. The building has been designed with Walker Zanger AVI Protek Bird Friendly Glass. This glass reduces the amount of reflection or glare produced by the glass to help reduce the likelihood of wildlife impacts. Both the building materials and the proposed solar roof are non-reflective and would not create substantial light or glare. As a requirement of the City of Fairfield Scenic Vistas and Roadways Plan, neon, brightly colored, reflective, blinking or flashing signs are prohibited along a scenic roadway. Lighting will not be permitted to be installed in such a way as to highlight off site features.

Exhibit A: 680 Southbound Perspective

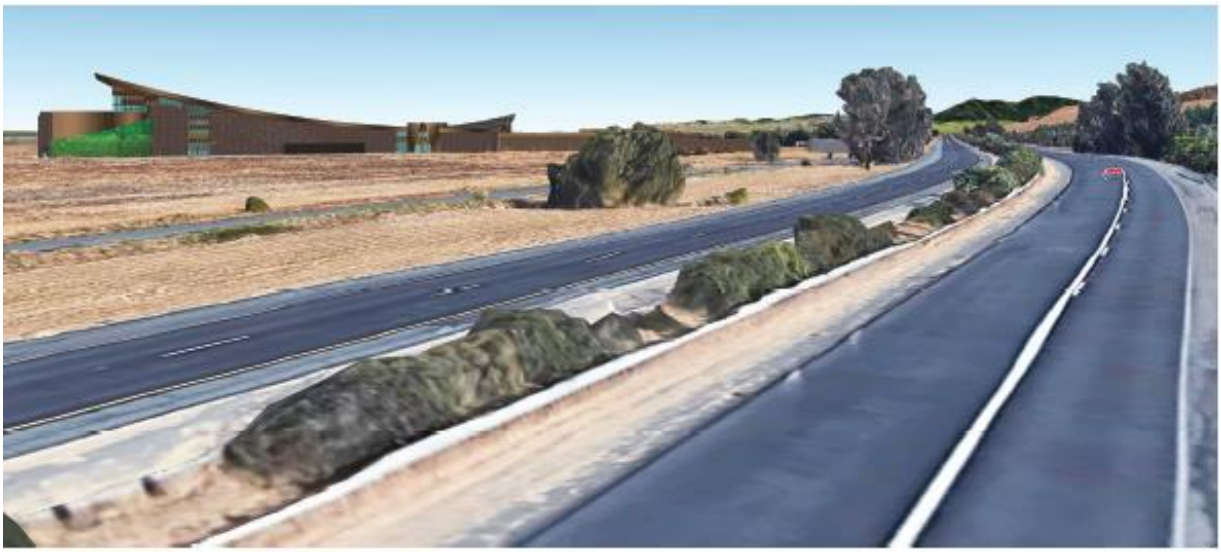
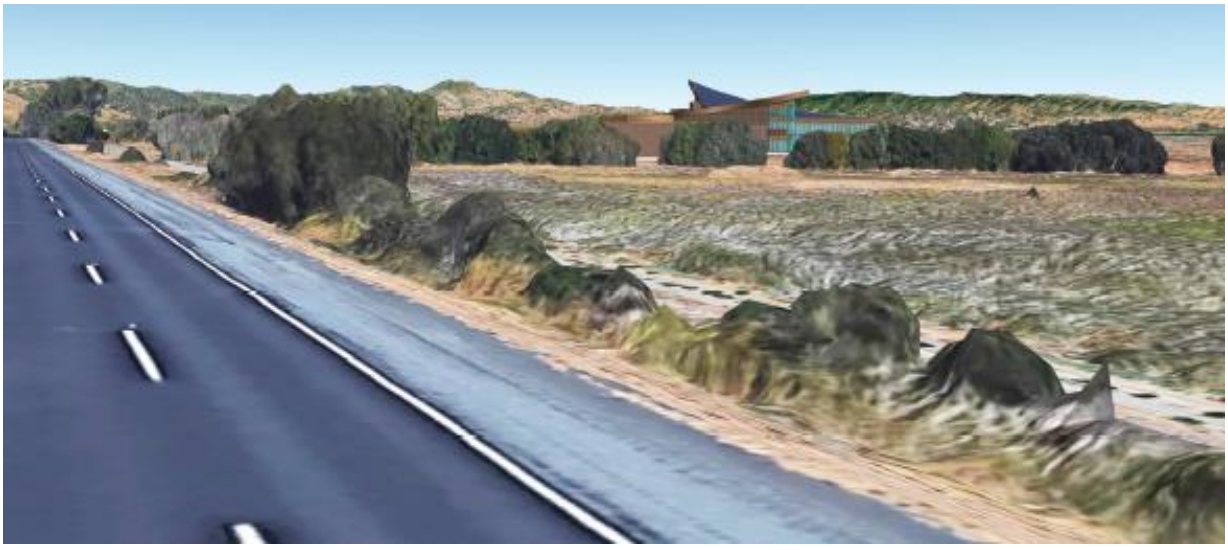


Exhibit B: 680 Northbound Perspective



(Source: 6, 7, 32)

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Public Resources Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion: The California Department of Conservation prepares maps and compiles statistical data used for categorizing agricultural lands and analyzing related impacts. Agricultural lands are rated according to a number of factors including soil quality, and irrigation status. According to the Farmland Mapping and Monitoring Program, the Project

Area has not been determined to be Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Rather, it is classified on the Solano County Important Farmlands Map as grazing land. Therefore, the project will not result in the conversion of any status farmlands to non-agricultural use. This property is not covered by any Williamson Act Contract and is not presently used or zoned for agricultural purposes. Adopted planning and zoning documents and maps for Solano County envision use of the property for marsh preservation, rather than preserving the land for agricultural use. The subject site does not contain any forest land.

A number of state laws address the Solano County Local Agency Formation Commission's (LAFCO) role with respect to prime agriculture and open space land. The Cortese-Knox-Hertzberg Act of 2000 mandates that LAFCO consider how spheres of influence or changes of organization could affect "open space" and "prime agricultural land." Specifically, LAFCO is directed to guide development for other than open-space uses away from prime agricultural lands, towards areas containing nonprime agricultural, before approving a proposal that would allow development of open-space lands outside of an agency's boundary.

"Open-Space Land" is defined by Government Code Section 65560(h) as "any parcel or area of land or water that is devoted to an open-space use . . ., and that is designated on a local, regional, or state open-space plan" for one of the open-space purposes listed in the statute. "Prime Agricultural Land" is defined by Government Code Section 56064 as "an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use" and that meets any of five listed qualifications. Prime agricultural land differs from prime farmland, unique farmland, and farmland of statewide importance for purposes of CEQA (see Pub. Resources Code § 21060.1). LAFCO staff conducted an analysis and determined that approximately 120-130 acres within the project site meet the following qualifications for identification as prime agricultural land under Section 56064:

> (a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible. and
> (b) Land that qualifies for rating 80 through 100 Storie Index Rating.

Although portions of the project site may meet the definition of "prime agricultural land," the site has not been used for agricultural related activities for multiple decades. The site is currently known as the Garibaldi Unit of the State of California Grizzly Island Wildlife Area and was previously used by the Garibaldi family as a working cattle ranch, private waterfowl refuge and for hunting and fishing. Grazing, levee construction, and development and management of waterfowl habitat have modified the natural habitats of the project site. Various out-buildings, aircraft landing strip, and an airport hangar were developed on the property. The upland grasslands on site have been disturbed by past airport operations, periodic disking and/or hay farming. Recently, as part of the Grizzly Island Wildlife Area, the site has been managed as habitat for migratory birds and other wildlife. Finally, numerous delineated wetlands exist on-site, and a majority of the site is

designated as primary management area under the Suisun Marsh Preservation Act and the Suisun Marsh Protection Plan. Accordingly, due to the site's proximity to the Suisun Marsh, development for extensive agriculture is no longer an appropriate or feasible use of the site. Based off the analysis contained within this document, it is likely that use of the site for agricultural activities would result in more significant impacts to the environment than removing this acreage from potential agricultural production.

The project will ensure that the site remains dedicated to open spaces uses. The educational facility is considered an ancillary use, and is not a use that would be possible at another site within the City of Fairfield. Given the unique educational aspects of the Pacific Flyway Center, and the project's site-specific emphasis on the natural environment of the Suisun Marsh and the Pacific Flyway, there are very few locations in the greater San Francisco Bay Area that could accommodate this project. Infill development at another location within the current jurisdictional boundaries of the City would not be appropriate because a natural environment is needed to fulfill the project's educational and habitat restoration goals. Nor would open space in another area of the City be suitable, as the purpose of the project is to educate the public about the migratory birds of the Pacific Flyway and the importance of conserving their habitat.

Once annexed into the City, the site will be designated "Open Space Conservation" under the City of Fairfield General Plan and zoning ordinance. Accordingly, the site will meet the definition of "Open Space Land" under subsection (3) of Government Code Section 65560(h), which recognizes open space uses "for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
(Source: 3, 4, 6, 29, 30)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
III. <u>AIR QUALITY</u> – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an			X	

III. **AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Discussion: An Air Quality and Greenhouse Gas Emissions assessment was prepared for the project by Impact Sciences. The report determined that the proposed project will not exceed significance thresholds established by the Bay Area Air Quality Management District (BAAQMD) Guidelines for any air quality impacts at the site. The proposed project would not exceed any of the BAAQMD short term construction thresholds of significance or long term operational thresholds. The proposed project would neither conflict with the BAAQMD's 2017 Clean Air Plan (CAP) nor jeopardize the region's attainment of air quality standards.

Construction and operation of the proposed project would not contribute significantly to cumulative emissions of pollutants for any non-attainment pollutants, which include ozone, PM10 and PM2.5. The project would not result in emissions that exceed BAAQMD emission thresholds for ozone precursors, PM10 and PM2.5 during project construction. The report concludes that construction period ozone precursor emissions would be a maximum 13 pounds per day of reactive organic gasses (ROG) during the third phase of construction and 31 pounds per day of nitrogen oxides (NOx) during the first phase of construction, well below the 54 pounds per day threshold of significance for ozone precursors as set by BAAQMD. Construction emissions for PM10 and PM2.5 would emit 1 pound per day of emissions during all phases of construction. This is well below the 82 pounds per day and 54 pounds per day threshold of significance for PM10 and PM2.5 respectively. The proposed land use will not produce cumulatively considerable emissions of nonattainment pollutions at the regional or local level. However, without mitigation, excessive emissions of fugitive dust would result from grading and site preparation activity. As a result, the impact from fugitive dust during construction of the proposed project would be significant. The impact would however be mitigated to a less than significant level with the proposed mitigation.

The project's operational emissions would not exceed the BAAQMD's operational thresholds of significance. The largest operational emission would be NOx, with total emissions of 25 pounds per day, well below the BAAQMD threshold of 54 pounds per

day. The project does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM10 and PM2.5 would be minimal. Long term operation of the project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant. Therefore, the cumulative impact associated with construction and operations emissions would be less than significant.

The project would not result in substantial emissions of Toxic Air Contaminants (TACs) during construction. The primary air quality impacts during the construction phase would be associated with the combustions of diesel fuels which produce exhaust related particulate matter that is considered a TAC based on chronic exposure to these emissions. However, construction activities are short term in nature and would not produce chronic, long term exposure to diesel particulate matter. PM10 and PM2.5 diesel exhaust emissions would not exceed BAAQMD thresholds of significance. The proposed project is further than the minimum offset of approximately 150-200 meters from sensitive receptors. Sensitive receptors are found upwind of the project site. Although minor site preparation and paving could occur approximately 100-150 meters from sensitive receptors, the majority of grading and building construction is anticipated to occur 200-300 meters from nearby sensitive receptors. The project would not expose sensitive receptors to substantial pollutant concentrations.

Potential sources that may emit odors during the construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site. The odors would be typical of most construction sites. Odors associated with project operation would be limited to on-site waste generation and disposal and occasional minor odors generated during food preparation activities for the on-site dining operations. All trash receptacles would be covered and properly maintained to minimize odors and be emptied on a regular basis. Implementation of the project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant and no mitigation is required.

Impact AQ-1: Construction Activities

The effects of construction activities which would result from grading and other site preparation activities include excessive emissions of fugitive dust. Fugitive dust includes particulate matter (PM) such as PM10 and PM2.5. Fugitive dust would be generated at levels that could create an annoyance to nearby properties. Construction activities would also generate exhaust emissions from vehicles/equipment and fugitive particulate matter emissions that could affect local air quality. As a result, the impact from fugitive dust during construction of the proposed project would be significant. The impact could be mitigated to a less than significant level with the proposed mitigation.

Mitigation Measure AQ-1: Construction Activities

With implementation of the following mitigation measure, construction of the proposed project would not violate any air quality standard or contribute substantially to an existing

or projected air quality violation. Project construction would result in a less-than-significant impact on air quality.

Mitigation Measure AQ-1: To mitigate these potential impacts to less-than significant levels, the City will require the Basic Construction Mitigation Measures Recommended for All Proposed Projects identified as acceptable by the BAAQMD Guidelines and as identified in the Air Quality Assessment, including the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

(Source: 1)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCE – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		

IV. **BIOLOGICAL RESOURCE** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
b) Have substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Discussion: A Biological Assessment was prepared for the project by Moore Biological Consultants. The City is currently cooperating with other jurisdictions in Solano County in the preparation of a Habitat Conservation Plan (HCP) for identification and protection of federally listed endangered species. The HCP, however, has not yet been adopted. Sections of the County, which have the potential for providing habitat for endangered species (Areas of Special Status Species Concern) have been mapped. Projects proposed in the areas of concern must be submitted to the US Fish and Wildlife Service for consultation and review. The project site and surrounding area is not within the areas identified as potential habitat or an Area of Special Status Species Concern.

The site is not within designated critical habitat for any federally listed species. The likelihood of the occurrence of listed, candidate, and other special-status species in the site is generally low. Table 1 on page 16 in the Biological Assessment provides a summary of the listing status and habitat requirements of special-status species that have

been documented in the greater project vicinity or for which there is potentially suitable habitat in the greater project vicinity. This table also includes an assessment of the likelihood of occurrence of each of these species in the site.

Within the project site, there are 165.02 acres of jurisdictional Waters of the U.S. and wetlands. This acreage includes 162.85 acres of seasonal wetlands and marshes, 1.66 acres of perennial marsh and 0.51 acres of minor ditches. A substantial excavated dredger cut runs east to west along the north edge of the project site and consists of 1.66 acres of jurisdictional waters within the boundaries of the project site. This linear feature is connected to Cordelia Slough further east and provides water to on-site ponds and ponds to the east of the project site via a series of control structures. The smaller ditches within the project site encompass approximately 0.51 acres, are more seasonal in nature, support a variety of vegetation, and are not connected to Cordelia Slough. There is dense tree canopy over the west end of the largest of the three ditches, which receives water from a culvert under I-680 that flows to the east. Further east and southeast, the ditch is more open and the bed of portions of the ditch supports hydrophytic plant species. The other two seasonal ditches also receive water from culverts under I-680, but are lower in elevation and support cattails and other emergent wetland vegetation. These drainage ditches flow seasonal surface and storm drainage water into the managed wetlands. No work is proposed within the ditches on site or within the Cordelia Slough or dredger cut and no existing riparian or wetland vegetation will be disturbed by the project.

The 162.85 acres of seasonal wetlands and marshes on site varies from seasonally saturated areas that support marginal wetland vegetation to seasonally flooded areas that support strong hydrophilic species. The ±4.56 acre seasonal wetland just east of the visitor center, and the other seasonal wetlands that will be enhanced and restored, do not contain suitable habitat for special-status wildlife species and are unremarkable compared to the marshes within the site. The seasonal marsh areas vary from seasonal/alkali flats to areas that contain water for many months of the year and support longer duration and more persistent vegetation.

The upland grasslands where the visitor center will be constructed are biologically unremarkable in that they have been disturbed by past airport operations, periodic disking and/or hay farming, and do not provide suitable habitat for special-status wildlife. Development of the site will result in the loss of a portion of the upland grassland area, but will enhance the remaining grassland area from the current disturbed and weedy conditions. From a wildlife habitat perspective, the loss of grassland habitat is a less than significant impact. Due to a lack of suitable habitat, it is unlikely that special-status plants occur in the portion of the site where the visitor center and the “Walk in the Marsh” will be constructed.

Suisun marsh aster were observed in the perennial marsh vegetation along the edge of the large dredger cut that runs along the north edge of the site, and in the seasonal marsh habitat just south of the dredger cut in the northeast corner of the project site. Although not observed, the edges of the perennial marsh dredger cut along the north edge of the site and the deeper seasonal marshes in the site have the potential to support Bolander’s

water hemlock, delta tule pea, and soft bird's-beak. The project will not involve work in or near the locations along the north edge of the site where Suisun marsh aster was observed, or in the relatively deeper seasonal marshes in other parts of the site.

While the project site may have provided habitat for special-status wildlife at some time in the past, development has substantially modified natural habitats in the greater project vicinity, including those within the site. No special-status wildlife species or highly suitable habitat for special-status wildlife species was observed. Only a few of the wildlife species included in Table 1 have potential to occur in the project site on more than a transitory basis: Swainson's hawk, tricolored blackbird, salt-marsh harvest mouse and burrowing owl. The potential for intensive use of the site by special-status species is low.

Swainson's hawk: The site provides marginally suitable foraging habitat for Swainson's hawk. The few trees that are within the site could potentially be used for nesting. However, due to the site's location along the extreme west edge of the hawk's range, it is unlikely that Swainson's hawks use the habitats within the project site on more than a very occasional basis.

Tricolored blackbird: The expansive patches of tules and/or cattails in the perennial marsh along the north edge of the site and the seasonal marshes within the project site provide potentially suitable nesting habitat for tricolored blackbirds. They may also nest in willows along the ditches, or in patches of blackberries or wild rose in the site. The upland grasslands and seasonal wetlands in the site provide suitable foraging habitat.

Salt-marsh harvest mouse: The perennial marsh along the north edge of the site and the seasonal marshes within the project site provide potentially suitable habitat for salt-marsh harvest mouse. However, the upland grasslands and the 4.56-acre seasonal wetland just east of where the visitor center will be constructed do not provide suitable habitat for this species, even once the grasslands and wetlands are enhanced and restored.

Burrowing owl: The site is well within the species range for burrowing owls and they may fly over the site on an occasional basis, and may nest in the site in the future. The primary habitat requirement for burrowing owls is small mammal burrows for nesting. Only a few clusters of ground squirrels or their burrows were observed within the site and none of the burrows had any evidence of burrowing owls occupancy.

Species that were observed on the project site include the Suisun song sparrow, northern harrier and western pond turtle. Suisun song sparrows were observed flying around and foraging in seasonal wetlands in the eastern part of the site. Northern harriers were observed in the eastern part of the site during site surveys. Both nesting and foraging habitat is present within the project site, however, the habitat quality within the site is marginal for the northern harrier. A western pond turtle was observed during June 2017 surveys in a seasonal marsh along the eastern edge of the site. The perennial marsh along the north edge of the site and the seasonal marshes within the project site provide potentially suitable habitat for western pond turtle.

Central Valley steelhead occur in Cordelia Slough on a seasonal basis on their way to spawning grounds further upstream. Steelhead use the upstream reaches of Green Valley Creek, which is not located within the project site but is connected to the Cordelia Slough, for spawning and rearing. California freshwater shrimp could also potentially occur in Cordelia Slough. No work or construction activities outside of the Project scope and the Suisun Resource Conservation District (SRCD) permit are proposed within the Cordelia Slough or Green Valley Creek. The ponds within the site do not provide suitable habitat for delta smelt, longfin smelt, or Sacramento splittail, which are associated with tidal waterbodies. The Pacific Flyway Center project is not proposing any new diversion from tidal sloughs, which would require a fish screen on the new point of diversion. As seasonal wetlands, managed wetlands are not considered fish habitat and the project does not propose the creation of any fish habitat.

The SRCD conducts its work in compliance with the Suisun Marsh Habitat Management, Preservation and Restoration Plan (SMP), a comprehensive 30-year plan approved in 2014 for the management of activities within the Suisun Marsh, including the operation and maintenance of Suisun Marsh managed wetlands and restoration activities. The SMP includes clear and specific long-term and short-term biological and physical goals, success criteria, a monitoring program, and provisions for ongoing and long-term management needs, such as maintenance, repairs and enhancements. An Environmental Impact Report (State Clearinghouse No. 2003112039) was certified by the California Department of Fish and Wildlife (CDFW) in December 2011, and an Environmental Impact Statement Record of Decision was signed by the Bureau of Reclamation and the United States Fish and Wildlife Service (USFWS) in 2014. As part of the development of the SMP, USFWS and the National Marine Fisheries Service issued programmatic Biological Opinions for the SMP in 2013. These Biological Opinions describe permitted wetland management operations, including diversions of water into managed wetlands from tidal sloughs, and provide Endangered Species Act incidental take authorization and terms and conditions for activities listed in the SMP.

The newly created ponds in the “Walk in the Marsh” feature are intended as educational wetlands and will be managed for access and educational purposes. The existing managed wetlands currently remain under the ownership of the State, and will continue to be managed by the CDFW for wildlife and waterfowl habitat under the existing Bay Conservation and Development Commission (BCDC) certified duck club management plan for Property 403 (APNs: 0046-050-310 and 0046-100-270) until transferred to the Pacific Flyway Fund LLC. Once transferred, the wetlands will be managed by SRCD according to the standards and methods of the SMP. The SRCD will solicit input from project sponsors in choosing the specific plant species and habitat design for the site, including the California Waterfowl Association, Ducks Unlimited, the National Audubon Society and University of California, Davis.

Once the subject property is annexed into the City of Fairfield, the primary and secondary management area designations identified by the Wetland Delineation will remain in place. The “primary management area” refers to the bays, sloughs, tidal marsh, diked-off wetlands, seasonal marsh, and lowland grasslands shown on the Suisun Marsh

Protection Plan Map. BCDC has jurisdiction over this area. The "secondary management area" refers to the upland grasslands, cultivated lands, and low-lying areas adjacent to the primary management area as shown on the Suisun Marsh Protection Plan Map and the City of Fairfield has jurisdiction over all secondary management areas within City limits. Work occurring in both the primary and secondary management areas will enhance the quality and diversity of the habitats from their current substandard conditions. Additional details of current biological conditions can be found beginning on page 7 of the Biological Assessment.

The project is consistent with the policies outlined in the Suisun Marsh Protection Plan (SMPP) and of the City of Fairfield component of the Suisun Marsh Local Protection Program (LPP). The site is identified as a wildlife refuge by the BCDC Bay Plan. This designation is consistent with the proposed use as an open space land preserve with an ancillary educational facility and interpretive nature center. Work done within the project site will provide a public benefit by enhancing wildlife habitat and providing public facilities for wildlife observation and education. The project will conserve, restore and increase the productivity of the marshland areas on the project site. The diversity of habitats and surrounding upland areas will be preserved and enhanced and to maintain the unique wildlife resource of the Suisun Marsh, regulating ponds will be integrated into the site to maintain the viability of the habitat and the value of the upland grasslands as habitat for wildlife will be enhanced. The project will give protection to the wetlands, marsh and grasslands by the establishment of an open space land preserve and the majority of development, including all impervious surface development, will occur in the secondary management area. A full evaluation of the project against the policies of the SMPP and LPP has been prepared with this Initial Study as described for source numbers 11 and 13.

The Biological Assessment identified several potentially significant impacts. For all potentially significant impacts, mitigation measures have been proposed that will reduce them to less than significant levels. The Impacts and their associated mitigation measures are listed below:

Impact BIO-1: Wetlands

Potential jurisdictional waters of the U.S. or wetlands in the site include 162.85 acres of seasonal wetlands and marshes, 1.66 acres of perennial marsh, and 0.51 acres of minor ditches. Development of the proposed project will result in the creation of 17.5 acres of wetlands in area that are currently upland grassland, as well as the restoration and/or enhancement of 6.5 acres of seasonal wetlands. The wetland creation, restoration, and enhancement will have a beneficial impact to jurisdictional waters of the U.S. and wetlands and their associated wildlife habitat values.

Mitigation Measure BIO-1: Wetlands

The project will be required to obtain permits from the Army Corps of Engineers (ACOE) and BCDC prior to the placement of any fill material within the jurisdictional areas as part of the enhancement and restoration activities. The wetland creation and enhancements

are expected to be authorized under an ACOE Nationwide Permit (NWP) 27 and is envisioned to occur in conjunction with the SRCD under its ACOE Regional General Permit 3 (No. SPN-2012-00258). Approximately 4,500 square feet of raised boardwalks will also be constructed within the existing wetlands, an activity that is exempt from Section 404 permit requirements. A Marsh Development Permit will be required to be obtained from BCDC prior to any work within the primary marsh areas.

Impact BIO-2: Salt-Marsh Harvest Mouse

The perennial marsh and seasonal marsh habitats in the site could provide potentially suitable habitat for salt marsh harvest mouse. The salt marsh harvest mouse may also use seasonal wetlands and upland grasslands adjacent to the marsh habitats on occasion.

Mitigation Measure BIO-2: Salt-Marsh Harvest Mouse

To eliminate the potential for take of salt-marsh harvest mouse and to minimize the potential impacts to potential habitat, the following measures are recommended during construction:

a. A qualified biologist approved by United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) shall be present on site to monitor for salt marsh harvest mice during construction activities within or adjacent to marsh habitats with a potential to impact salt marsh harvest mouse. The biological monitor shall have the authority to stop work if deemed necessary for any reason to protect salt marsh harvest mouse.
b. Prior to the initiation of construction, the biological monitor shall conduct an environmental training session for all contractors and construction personnel. The training shall include a description of the salt marsh harvest mouse and its habitats and avoidance and minimization measures being implemented for this species.
c. The approved biologist, with previous salt marsh and harvest mouse monitoring and surveying experience, shall conduct preconstruction surveys for salt marsh harvest mouse prior to project initiation. If a salt marsh harvest mouse is discovered, construction activities will cease in the immediate vicinity of the individual until the individual has been allowed to leave the construction area.
d. Work shall be scheduled to avoid extreme high tides when there is potential for salt marsh harvest mouse to move to higher, drier grounds. Work shall be limited to daylight hours, commencing no earlier than an hour after sunrise and concluding no later than an hour prior to sunset. All equipment shall be staged on existing roadways away from the project site when not in use.
e. Prior to the use of heavy machinery for grading or excavation, vegetation shall be removed from all areas that could be disturbed by construction activities (i.e. project footprint, staging areas, access roads, etc.). The approved biologist shall provide guidance on vegetation removal methods (e.g. hand removal, small scrapers, etc.) such that work is accomplished in a manner that salt

marsh harvest mice would be able to move out of the work area. The approved biologist shall remain on site during vegetation removal.

f. The approved biologist shall be on site during construction activities occurring in wetlands. The biologist will document compliance with the avoidance and conservation measures. The approved biologist shall have the authority to stop project activities if any of the requirements associated with these measures is not being fulfilled. If the biologist has requested work stoppage because of take of any listed species, the USFWS and CDFW shall be notified within 1 day by email or telephone.

Impact BIO-3: Western Pond Turtle

The perennial marsh along the north edge of the site and the seasonal marshes within the project site could provide potentially suitable habitat for western pond turtle and the on-site grasslands could be used for nesting.

Mitigation Measure BIO-3: Western Pond Turtle

To eliminate the potential for impacts to nesting turtles, pre-construction surveys for western pond turtle and their nests shall be conducted for construction activities between April 1 and October 31. This will involve a search for nests in uplands and on the landside of the levees. If nest sites are located, a 50-foot buffer area around the nest shall be staked and work delayed until hatching is complete and the young have left the nest site.

Impact BIO-4: Burrowing Owl

With the exception of the burrowing owl, no special-status bird species are expected to nest in the upland grasslands where the visitor center will be or the seasonal wetlands that will be enhanced and/or restored in the “Walk in the Marsh.”

Mitigation Measure BIO-4: Burrowing Owl

Pre-construction surveys for burrowing owls within 250 feet of the site work area shall be conducted if construction commences between February 1 and August 31. If occupied burrows are found, a qualified biologist shall determine the need (if any) for temporal restrictions on construction. The determination shall follow CDFW’s guidelines.

Impact BIO-5: Swainson’s Hawk

Although considered unlikely, Swainson’s hawks could nest in trees in or near the site.

Mitigation Measure BIO-5: Swainson’s Hawk

Pre-construction surveys for nesting Swainson’s hawks within 0.5 miles of the project site work area are recommended if construction commences between March 1 and September 15. If active nests are found, a qualified biologist shall determine the need (if any) for temporal restrictions on construction. The determination shall be pursuant to criteria set forth by CDFW.

Impact BIO-6: Migratory Birds

Trees, shrubs and grasslands in the site may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California.

Mitigation Measure BIO-6: Migratory Birds

If vegetation removal and/or construction occurs between February 1 and August 31, a pre-construction nesting bird survey is recommended. If active nests are found within the survey area, vegetation removal and/or project construction shall be delayed until a qualified biologist determines nesting is complete.
(Source: 3, 4, 5, 6, 10, 11, 12, 13, 24, 27, 28, 34, 35, 36, 37)

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5 of the State CEQA Guidelines?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5 of the State CEQA Guidelines?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		
e) Cause a substantial adverse change in the significance of a tribal cultural resource?		X		

Discussion: A Cultural Resources Inventory and Evaluation Report prepared by Solano Archeological Services was submitted for the project. As part of this report, archeological records searches and field reports identified two documented cultural historical resources located within 0.25 miles of the project site, both within the proposed project boundary. These include P-48-000492 and P-48-000987.

P-48-000492 is the Garibaldi Wildlife Refuge, identified as a cultural resource in 1988. The Refuge was originally built as a farm complex including an airplane hangar, garage, residence, shed and barn. In 1988, the California Department of Transportation evaluated the Garibaldi Wildlife Refuge property for its eligibility to the National Register

of Historic Places (NRHP) and found that P-48-000492 did not appear to include values which would make it eligible to the NRHP. Since that evaluation, most of the site has been razed, and the remainder does not include values which would make it eligible for the California Register of Historic Resources (CRHR). P-48-000987 represents multiple properties used as duck hunting clubs found in and around Suisun Marsh, most of which are comprised of a collection of structures such as storage buildings, boat houses, docks and piers. Those portions of P-48-000987 within the project appear to post-date 1948. The site record for P-48-000987 included an evaluation, and found that the site did not appear to include values which would make it eligible for listing on the NRHP or the CRHR. Based on this evaluation, the proposed project will not have a significant impact on historical resources.

The greater Fairfield area does have a rich tribal history, which has resulted in the discovery of human remains and artifacts during construction projects in the past. There have been no known discoveries of archeological and/or paleontological resources at the site or within its immediate vicinity. However, cultural resources could be encountered unexpectedly during the excavation of the site. Solano Archaeological Services provided the Yocha Dehe Wintun Nation with notification of the project. The Cultural Resources Department of Yocha Dehe concluded that the project site is within their aboriginal territories and that the project could impact undiscovered archeological deposits. Subsequently, City staff has sent a notification letter to the Yocha Dehe Wintun Nation with a copy of the cultural resources study prepared by Solano Archaeological Services. The Yocha Dehe Wintun Nation requested a site visit to the project area to evaluate their cultural concerns and this was conducted on April 24, 2018.

Construction of the proposed project may result in the identification of historic-era or prehistoric archaeological materials including human remains. Although potentially significant impacts could result to as-yet-unidentified cultural resources at the construction stage, a reasonable and comprehensive effort has been made to identify cultural resources in the project area. In the event that such resources are encountered unexpectedly during excavation activities, the City will require that construction activity of subject property cease and the following measures implemented to address potential impacts.

Potential Cultural Resources Impact:

If during grading, any archaeological resources or remains, or any paleontological resources are discovered, no resources shall be handled or photographed and the following mitigation measures shall apply:

Mitigation Measures:

CR-1. If prehistoric archaeological resources are discovered during grading activities, work within 25 feet of the discovery will be redirected and a qualified archaeologist contacted to evaluate the finds and make recommendations for mitigation to be followed by the applicant. It is recommended that adverse effects to such deposits be avoided. If such deposits cannot be avoided, it shall be determined whether

they qualify as historical or unique archaeological resources under CEQA. If the deposits are not eligible, avoidance is not necessary. If they are eligible, they shall be avoided, or, if avoidance is not feasible, the adverse effects shall be mitigated.

Mitigation may include, but is not limited to, thorough recording on Department of Parks and Recreation form 523 records (DPR523) or data recovery excavation. If data recovery excavation is selected, the excavation must be guided by a data recovery plan prepared and adopted prior to beginning the data recovery work, and a report of findings shall be submitted to the City of Fairfield and the Northwest Information Center (NWIC) (CCR Title 14(3) 15126.(b)(3)(C)).

CR-2. If archaeological remains are discovered during grading activities, work within 25 feet of the discovery will be redirected and the County Coroner notified immediately. At the same time an Archeologist will be contacted to assess the situation. If human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the City of Fairfield and the Northwest Information Center.

CR-3. If paleontological resources are discovered during grading activities, work within 25 feet of the discovery will be redirected until a paleontological monitor can evaluate the resources and make recommendations. If paleontological deposits are identified, it is recommended that such deposits be avoided by construction activities. If such deposits cannot be avoided, or if avoidance is not feasible, the adverse effects shall be mitigated.

Mitigation can include data recovery and analysis, preparation of a report and the presentation of fossil material recovered to an accredited paleontological repository, such as the University of California Museum of Paleontology (UCMP). Monitoring shall continue until, at the paleontologist's judgment, paleontological resources are no longer likely to be encountered. Upon project completion, a report shall be prepared documenting the methods and results of the monitoring. Copies of this report shall be submitted to the City of Fairfield and the repository to which any fossils were presented.

(Source:3, 4, 6, 22, 23)

VI. **GEOLOGY AND SOILS** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Discussion: The project site, like all of northern California, is considered to be a seismically active area. The site is not located within a currently designated Alquist-Priolo Earthquake fault zone and no known surface expression of active faults is believed to exist within the site. Fault rupture through the site, therefore, is not anticipated. The site does lie within a seismically active region. The nearest active fault is the Green Valley Connect, which is mapped approximately 1/3 mile southwest of the site. Earthquakes are a common occurrence in the vicinity of the area, and damage to people and structures during earthquakes can be caused by actual surface rupture along an active fault or by ground

shaking from a nearby or distant fault. Strong ground shaking is expected to occur within the design life of planned structures on the site.

The City of Fairfield has adopted a grading and erosion control ordinance, which guarantees public oversight of all grading, leveling and excavation activities and contains a variety of erosion control measures. The measures include design principles and standards that serve as minimum guidelines to control erosion and reduce sedimentation, and to thereby to protect critical habitat areas and prevent the loss of topsoil. An erosion and sedimentation control plan will be required with any grading plan package. This plan will be prepared by the Project's Civil Engineer for approval by the City Engineer. The plan will include protection measures such as: sedimentation basins, check dams, straw wattles and hydroseeding details and the applicant will be required to incorporate the use of Low Impact Development (LID) Best Management Practices (BMP's). The project site will be finished with landscaping to prevent erosion of topsoil.

The site topography slopes gently downward from west to east towards the Cordelia slough; landslides are not a threat. A geotechnical report has been prepared for the proposed project by ENGEO. Borings conducted in the vicinity of the proposed buildings found near surface sand near the proposed building footprints. The risk of liquefaction is low within the near surface sands. Soil encountered at a depth of 16 to 17 feet is potentially liquefiable; however, the remainder of the soil to the depth explored was not liquefiable. The analysis indicates that up to 1 ½ inches of total liquefaction induced settlement is possible with an estimated approximately ¾ inch of differential settlement. The risk of lateral spreading to the site is low.

The main geotechnical considerations for the planned development include the presence of expansive near surface soils, compressible soils, local deposit of existing undocumented fills crossing areas of proposed site improvements, and presence of shallow groundwater. The proposed building will connect to sewer utilities and therefore no septic tanks or alternative waste water disposal systems will be constructed or required. The impacts and their associated mitigation measures are listed below.

Impact GEO-1: Expansive Soil

Potentially expansive near clays near surface and at depth on the site was observed. Laboratory testing indicates that these soils exhibit moderate to high shrink/swell potential with variations in moisture content. Expansive soils change in volume with changes in moisture. They can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

Mitigation Measure GEO-1: Expansive Soil

Building damage due to volume changes associated with expansive soils can be reduced by: (1) using a rigid mat foundation that is designed to resist the settlement and heave of expansive soil, (2) deepening the foundations to below the zone of moisture fluctuation, i.e. by using a deep foundation system and/or (3) using footprints at normal shallow depths but bottomed on a layer of select fill having a low expansion potential, such as

performing replacement of the upper fills with non to low expansive soils, or lime-treatment of clays to mitigate expansion.

If the main building and service buildings will be constructed with a conventional footing and slab-on-grade or a deep foundation system with slab-on-grade, the upper 18 inches of the building pads shall be constructed with non-expansive fill. As an alternative to importing non-expansive fill for grading the building pad, it may be cost effective to borrow from an area on site with near surface sands or lime/cement treat the upper 18 inches of the finished building pad and to 5 feet unilaterally beyond. If the main building and the service buildings are constructed with a mat slab foundation that is designed for expansive soil, no expansive soil mitigation is recommended.

Impact GEO-2: Compressible Soils

Layers of loose near-surface sands and potentially compressible clayey and silty soils were encountered in the vicinity of the proposed main building and service building footprints. The upper 2 feet of soils over the site are loose and have been previously disturbed by agricultural "discing". The effect of compressible soils may also be more noticeable where the main building transitions from Pleistocene aged alluvium to Holocene aged alluvium. If not mitigated, these compressible soils can lead to damaging differential settlement for the main building and service building and could result in lower than necessary bearing capacities for structural design.

Mitigation Measure GEO-2: Compressible Soils

Main Building and Service Buildings Supported by Shallow Foundations
If a shallow foundation is used, it is recommended that the upper 5 feet of existing grade and up to 5 feet laterally beyond be over excavated and recompacted as engineered fill prior to raising the building.

Main Building and Service Building Supported by Deep Foundations with Non-Structural Slab-On-Grade and Structural Improvements throughout Site
The mitigation described above in the upper 5 feet is not necessary if a deep foundation system is selected and in areas for structural improvements such as roadways, parking lots, or exterior flatwork. However, prior to placing fill or constructing improvements, it is recommended that the upper 2 feet within the footprint and to 5 feet laterally beyond be scarified, moisture conditioned, and recompacted as engineered fill. This can be accomplished by removing the upper 1 foot and then processing the second foot in place. This condition applies across the site.

Main Building and Service Building Supported by Deep Foundations with Structural Slab-On-Grade
If a deep foundation system is used that incorporates a structural slab-on-grade that is not detrimentally impacted by settlement of the subgrade soil, no mitigation for compressible soils is necessary.

Impact GEO-3: Undocumented Fill

Portions of the site are underlain by non-engineered fill. These areas include the former airport runways, old Ramsey Road along the southern boundary of the site, in the vicinity of the foundation remnants on the west end of the site, and the historic creek from the 1942 USGS topographic map. Existing undocumented fills may undergo excessive total and differential settlement if left remaining below any proposed structural improvements; structural improvements include areas that may be sensitive or damaged by settlement such as the main building, service building, parking lots, roadways, exterior flatwork areas, and shallow utility corridors that do not extend below the fill.

Mitigation Measure GEO-3: Undocumented Fill

To mitigate the risk of settlement within the limits of structural improvements, the existing fills shall be removed and recompacted to at least 5 feet beyond the limits of the proposed buildings and hardscape related improvements in accordance with moisture condition and compaction specifications, or as directed by the soils engineer.

Where existing fill is located within the limits of any structural improvements that may be sensitive to settlement, removal of existing fill to competent native soil is recommended. The removal shall extend to at least 5 feet laterally beyond the footprint of the improvement of building footprint. The lateral extent and depth of fill is expected to vary.

If existing fill is left in place in portions of the site that are being developed with pervious walkways or other improvements that are not sensitive to settlement, on-going maintenance of the walkways or other improvements should be anticipated. Maintenance needs will vary depending on the type of improvement, location and materials used. If existing fill is encountered in the face of a graded slope for any wetland areas that would be detrimentally impacted by potential slope deformation or sloughing, the fill shall be removed and replaced with engineered fill; this may be determined on a case-by-case basis if applicable or as directed by the soils engineer.

Impact GEO-4: Shallow Groundwater

Groundwater was encountered during drilling within the upper 5 feet below existing ground surface in some boring, while some borings performed to a depth of 15 feet did not encounter groundwater. It is believed that the shallow groundwater encountered is the result of a perched water condition within the near surface sands that are underlain by clays. Fluctuations in the level of groundwater may occur due to variations in rainfall, irrigation practice, and other factors not evident at the time of measurement. Shallow groundwater can impede grading activities, cause moisture damage to sensitive floor coverings, transmit moisture vapor through slabs causing excessive mold/mildew build-up, fogging of windows, and damage to computers and other sensitive equipment, and cause premature pavement failure if hydrostatic pressures build up beneath the section.

Mitigation Measure GEO-4: Shallow Groundwater

Temporary dewatering procedures may be necessary for excavations that encounter groundwater to lower the shallow groundwater table so that excavation and working areas are kept reasonably dry during construction. It is anticipated that dewatering for underground utility construction will be accomplished by pumping from sumps. All dewatering activities are subject to the regulations of the required California Regional Water Quality Control Board (RWQCB) General Construction Permit and 401 certification.

The contractor should anticipate encountering excessively over-optimum (wet) soil moisture conditions during winter or spring grading, or during or following periods of rain. Wet soil conditions shall be mitigated by:

1. Frequent spreading and mixing during warm dry weather.
2. Mixing with drier materials.
3. Mixing with a lime, lime-fly ash, or cement product; or
4. Stabilizing with aggregate, geotextile stabilization fabric, or both.

Geology and Soils Mitigation Compliance

The Project applicant shall submit detailed foundation and building plans and a soils report, prepared by a licensed engineer, to the City of Fairfield Building Division detailing the chosen method of compliance for all Geology and Soil mitigations for review and approval by the Chief Building Official or their designee.

A stamped and signed letter from the project soils engineer shall be submitted to the Building Division prior to a foundation inspection. The letter shall state that the excavations and fills, in addition to the foundation plans and details if included at the time, have been inspected in order to verify that all requirements of the soils report have been addressed. All structural pads must have compaction documentation. A stamped and signed letter from the project civil engineer shall be submitted to the Building Division prior to a grading permit final inspection. The letter shall state that the final grades have been inspected in order to verify that all requirements of the grading plans have been addressed. All elements of the drainage system shall be accepted by the civil engineer of record.

(Source: 31)

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
VII. <u>GREENHOUSE GAS EMISSIONS</u> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

VII. **GREENHOUSE GAS EMISSIONS** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion: An Air Quality and Green House Gas (GHG) Emissions Assessment was completed for the project by Impact Sciences. The Assessment noted that proposed project will generate GHG emissions during construction and operation of the project, in addition to other emissions during the construction phase and operation of the project as noted in the Air Quality section. The study concludes that construction of Phase 1 of the project would generate 272 metric tons per year of CO2e (MTCO2e). Phase 2 construction would generate 162 MTCO2e per year and phase 3 would generate 236 MTCO2e per year. This is well below the BAAQMD significance threshold of 1,100 MTCO2e per year for non-stationary source operation GHG emissions. The projects operational emissions would be 2.0 MTCO2e per service population (employees and visitors) per year and would not exceed the efficiency threshold of 4.6 MTCO2e/SP/year set in the BAAQMD CEQA Air Quality Guidelines for land development projects.

The project is consistent with the State of California Assembly Bill 32 Scoping Plan and Greenhouse Emission Reduction Strategies with a focus on emission reductions from several key sectors including: energy sector, transportation sector, water sector and waste management sector. The project is consistent with the State's Executive Orders S-3-05 and B-30-15, which are orders from the State's Executive Branch that set forth goals for the state to achieve further GHG emissions reduction by 2030 and 2050. Given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the Executive Order's horizon year goal. As such, the project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05 and B-30-15. As the project is consistent with applicable policies and plans aimed at reducing GHG emissions, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
(Source: 1)

VIII. **HAZARDS AND HAZARDOUS MATERIALS** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X

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

Discussion: A Phase 1 Environmental Site Assessment was completed for the project by Brusca Associates Inc. This assessment found no evidence of recognized environmental conditions in connection with the subject property. Research of historical records did not reveal the likelihood that past on-site activities would have resulted in a significant release of hazardous substances or petroleum products to the environment on

the subject property. Research of government agency information and observations of adjoining areas did not reveal evidence of nearby contamination conditions of sufficient magnitude or proximity to be considered a threat to the environment on the subject property. The subject property does not appear on any State or Federal listings reviewed regarding hazardous material sites. Additionally, research with local agencies including the Certified United Program Agency (CUPA) responsible for sites located within Solano County, indicates that none of these agencies maintains environmentally-relevant records or files pertaining to the subject property. No obvious evidence of contamination conditions, improper hazardous substance/petroleum products use or storage, environmentally suspicious dumping or discharge, or significant staining were observed during site visits and observations. The assessment revealed no evidence of existing, controlled or historically recognized environmental conditions in connection with the subject property.

A small airplane landing strip was situated on the northerly portion of the site from the 1960s through the 1990s. This landing strip was used for personal/recreational purposes only and no fueling or air crop dusting activities were performed. The private landing strip is no longer functional or used by private aircrafts and therefore does not present a safety hazard for people working or residing in the area. The project is located on a site included in and subject to the requirements of the Travis Air Force Base Land Use Compatibility Plan. The site is located within Compatibility Zone D. There are no prohibited uses within Zone D. Limitations on the height of structures and notice of aircraft overflights are the only compatibility factors within this zone. At 80 feet and 5 inches the proposed building is well below the maximum height of 200 feet allowed by the plan. While the project involves the creation and enhancement of wetlands, it is located the Wildlife Hazard Analysis Boundary (Figure 4) as shown in the compatibility plan.

The project does not involve the use of hazardous chemicals or processes, or involve the transport of substance known to the City to be hazardous, caustic or explosive. It is not located within on quarter mile of an existing school, nor would it interfere with an emergency response plan or expose people or structures to a significant risk of wildland fires.
(Source: 3, 4, 6, 31, 33)

IX. **HYDROLOGY AND WATER QUALITY** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater			X	

IX. **HYDROLOGY AND WATER QUALITY** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
able level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or areas including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

Discussion: The project will be required to comply with all applicable water quality standards and waste discharge requirements. There are wells on site including an existing operational 15 gallon-per-minute (gpm) agricultural well that will continue to be

used. The use of this well will be supplemental to the primary source of water received from the City of Fairfield. Therefore, the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, as the continued use of the wells on site will be de-minimus. The buildings are proposed on the upland grassland portion of the project site and construction of impervious services is proposed at a significant distance from the slough and the existing drainage ditches. The project will not alter the drainage pattern of Cordelia Slough or other drainage ditches located on the property.

The permanent ponds on-site are critical sources of food and shelter for resident and migratory wildlife species. Once the Project is complete, a weir system will be utilized in order to maintain high circulation rates and consistent water levels in the ponds. The newly created, restored and enhanced wetlands will receive water from four potential sources: (1) natural rain water; (2) slough water, which is currently being utilized in the existing managed wetlands; (3) well-water from existing on-site wells; and (4) raw water from the City of Fairfield. Water from the managed wetlands will be lifted by pump and fed into a holding pond at the southwest corner of the visitor building area adjacent to Ramsey Road, where it will be blended with well and raw water. The water will then be circulated through the other permanent ponds and newly created wetlands via gravity flows using a weir system, and ultimately returned to the managed wetlands. A new pump and intake located adjacent to the northerly parking lot would then pump water from the managed wetlands back to the holding pond, which would then again gravity flow back to the managed wetlands. As the new ponds lose water to evaporation and infiltration, supplemental water flow can be provided from well and raw water. The ponds have been designed so that water can be drained back into the managed wetlands and discharged via existing gate structures, if needed. Water import and redistribution will be carried out and monitored to ensure that appropriate seasonal levels of salinity are maintained and the activities will not adversely impact the Marsh. This circulation function will enhance the natural drainage of the site, ensuring that it retains the brackish composition necessary for marsh and wetland vegetation to thrive and attract birds and other species. The exact location and connection to the managed wetlands will be determined based upon the final design and location of the created wetlands.

This wetland work is expected to be authorized under Army Corps of Engineers (ACOE) Nationwide Permit 27, and is envisioned to occur in conjunction with the SRCD under its ACOE Regional General Permit 3. Diversions of water into managed wetlands from tidal sloughs and Endangered Species Act take authorization is part of the SMP project description and covered under the Biological Opinions as managed wetland operations. The Pacific Flyway Center project is not proposing any new diversion from tidal sloughs. The project will utulize water from the managed wetlands for the creation, restoration and enhancement of approximately 24 acres of new ponds and wetlands for wildlife.

The project is consistent with the Suisun Marsh Protection Plan (SMPP). The Project will import and redistribute water for the purpose of Marsh enhancement. These activities will be carried out and monitored to ensure that appropriate levels of salinity are maintained and the activities will not adversely impact the Marsh. Salinity control activities have been planned carefully so that expected benefits are realized. The existing managed wetlands

will continue to be managed as brackish managed wetlands using water from tidal slough channels, which are subject to the salinity variability and environmental conditions of the natural regime of the Marsh. The newly created wetlands and ponds on-site will utilize the weir system to maintain high circulation rates and consistent water levels, and the ponds' salinity levels will be monitored. These created wetlands and ponds will be designed to be self-sustaining wetlands and riparian habitats managed within the natural salinity regime of the marsh though are likely to be slightly fresher than the managed wetlands as well and raw water filters through the weir system. These activities will ensure that the Marsh will retain the brackish composition necessary for marsh and wetland vegetation to thrive and attract birds and other species. This is also consistent with the City of Fairfield component of the Suisun Marsh Local Protection Program (LPP).

The 8.3 acres that are proposed for development with impervious surfaces make up less than 3% of the 280-acre site. Appropriate measures shall be implemented to avoid silting and erosion on the project site as part of the applicant's Storm Water Pollution Prevention Plan (SWPPP) while also allowing the continuation of natural drainage within the marsh areas. An erosion and sedimentation control plan will be required with any grading plan package. This plan will be prepared by the Project's Civil Engineer for approval by the City Engineer. The plan will include protection measures such as: sedimentation basins, check dams, straw wattles and hydroseeding details. The applicant will be required to incorporate the use of Low Impact Development (LID) Best Management Practices (BMP's) to address the issue of ongoing post-construction stormwater quality for the Project site. Examples of LID treatment measures include: bio-retention, harvesting and reuse, infiltration, and evapo-transpiration.

The Project currently proposes bio-retention basins on site and plans to harvest and reuse stormwater captured on site within the proposed ponds. Storm water will be treated on site persuant to the Regional Water Quality Control Board C.3 standards for new development and circulated within the proposed weir system, gravitationally flowing into the existing managed wetlands. Multiple bio-retention basins and bio-swales are proposed to capture, retain and treat the water runoff from impervious surfaces. The basins work to prevent downstream flood hazards by slowing the rate at which water is released into the Marsh after a large storm event. The basins are designed to receive a large amount of water and hold the water in ponds on site until needed for circulation within the pond system. Disruption or impediments to runoff and stream flow during construction activities will be regulated through the required erosion and sedimentation control plan in order to prevent adverse effects on water entering the Marsh during construction. None of the proposed permanent disruptions or impediments to runoff would have an adverse impact on the water entering the Marsh.

The project does not involve the creation of housing nor is it located within a FEMA identified 100-year flood hazard area. The project site is not identified by the California Department of Conservation as having the potential for inundation by seiche, tsunami or mudflow. This site has a current 100 year flood plain elevation of 10 feet (88NVGD) per FEMA Panels 06095C0442F and 06095C0461F. Project engineer, Frank C. Bellecci, PE PLS, evaluated risk for sea level rise with an estimated 3 feet of sea-level rise. The estimated 3 feet of sea-level rise falls within the likely range of sea-level rise determined

utilizing the State of California Sea-Level Rise Guidance, published earlier this year by the Ocean Protection Council and the California Natural Resources Agency. The Guidance summarizes the best available sea level rise science and includes projections based on several GHG scenarios. Using this document and an estimated project lifespan to 2100, the projected amount of sea-level rise over the lifetime of the project falls between 2.4 feet, assuming low emissions, and 3.4 feet assuming high emissions. As such, the anticipated long term 100 year flood plain elevation used for the site is 13 feet (88NGVD). The design elevation for the finished floor of the building complex is 20 feet (88NGVD), well above the projected 100 year flood plain elevation. The boardwalks and pervious pathways proposed within the "Walk in the Marsh" will be created with materials that can withstand floods and seasonal periods of inundation. In the event of encroachment by sea level rise and changing hydromorphology of the site, the boardwalks and pathways will be rerouted as needed to provide access.

Impact HW-1: Storm Water

The project could have impacts related to storm water runoff during construction of the improvements and during ongoing maintenance activities and operation of the site.

Mitigation Measure HW-1: Storm Water

As mitigation for potential impacts related to storm water runoff and to water quality, the applicant will be required to prepare an erosion and sedimentation control plan and comply with the National Pollution Discharge Elimination System (NPDES) Permit and Storm Water Pollution Prevention Plan (SWPPP) requirements. To limit pollutant generation, discharge and runoff to the maximum extent practicable, the Project will include stormwater pollution control measures listed within the document titled "Stormwater Pollution Control Measures List". This list is provided within Appendix B of the document titled "Stormwater C.3 Guidebook" available on the City of Fairfield website and given to the applicant. Each identified source of pollutants may have one or more appropriate controls measures as determined by the City of Fairfield.
(Source: 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 17, 18, 21, 27, 28, 31, 36, 41)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING</u> – Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	

X. **LAND USE AND PLANNING** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion: The project is located adjacent to Interstate 680 in the Suisun Marsh. The project site is vacant, with rural land to the north, south and east. In this location the project would create no division of an existing established community.

The project will require Solano County Local Agency Formation Commission approval of: Municipal Service Review study, Sphere of Influence update, City of Fairfield annexation, Fairfield Suisun Sewer District annexation, Cordelia Fire Protection District detachment, and Solano County Lighting Service Area detachment. Annexation into the City of Fairfield, a Zoning Ordinance Amendment, and a Development Agreement are proposed as part of the project. The applicant is requesting a zoning designation of OSC, Open Space Conservation. This is the most restrictive zoning designation within the City. The project is consistent with the Open Space Conservation zoning designation. It is also consistent with the underlying General Plan land use designation for the site of OSC, Open Space Conservation. The City of Fairfield General Plan Land Use diagram currently designates all undesignated marsh areas within the Suisun Marsh Protection Plan Boundary as Open Space Conservation.

On November 8, 2016, City of Fairfield residents approved Measure T, thereby approving an amendment to the City of Fairfield General Plan to revise the Urban Limit Line and allow the creation of the Pacific Flyway Center, subject to conditions and reaffirmation of applicable General Plan Policies (Resolution 2016-295). Measure T reaffirmed the General Plan Land Use designation of the property as “Open Space Conservation” and amended and expanded upon General Plan policies regarding future uses of the property as a land preserve. General Plan amendments include the requirement that a Conditional Use Permit be obtained for any interpretive nature center and educational facilities in connection with the establishment of a land preserve on the property. Measure T amends the Urban Limit Line and General Plan Land Use diagram upon the final approval of the required Conditional Use Permit. The Urban Limit Line will be revised to include the portion of the project site that will require the provision of City services.

Additionally, the project will require Development Review, Use Permit and Marsh Development Permit approval from the City of Fairfield. The project will be required to meet or exceed City of Fairfield design and development regulations and comply with all applicable sections of the Zoning Ordinance. The City of Fairfield Zoning Ordinance does not require that land preserves, such as the Pacific Flyway Open Space Preserve, provide improved off-street parking as long as sufficient usable area is provided to meet the parking needs of all employees, visitors, and loading activities entirely on the site of the use. Based upon the information contained within the Traffic Assessment, the 337

parking spaces provided are sufficient to meet the parking needs of the estimated 150 full and part time employees and estimated 250,000 visitors per year.

The City of Fairfield holds review authority for projects proposed within the secondary management area of the marsh. Work within the secondary management area requires the issuance of a Marsh Development Permit by the City. Such projects must be consistent with the City of Fairfield component of the Suisun Marsh Local Protection Program (LPP), as contained in City Council Resolution 80-69. The LPP contains policies regarding open space and conservation, water and biological resources, recreation resources, water sewage and drainage development, and upstream and downstream land uses that addresses issues such as erosion, habitat protection and the preservation of stream channels and natural watercourses. A detailed policy analysis was prepared analyzing the Project's consistency with the policies outlined and adopted in the LPP. The analysis identified and analyzed the aspects of the Project most relevant to each policy. The work occurring in the secondary management area has been determined to be consistent the LPP. Refer to this document for more detailed information regarding the Project's consistency with the LPP.

The Bay Area Conservation and Development Commission (BCDC) has authority over work conducted within the primary management areas of the marsh. Enhancement and restoration work within the primary management area of the marsh is subject to BCDC approval and requires the issuance of a primary Marsh Development Permit. Such projects must be consistent with the applicable provisions of the Suisun Marsh Protection Plan of 1976 (SMPP) and the Suisun Marsh Preservation Act of 1977. A detailed policy analysis has been prepared that analyzes the proposed Pacific Flyway Center Project for consistency with the policies outlined in the SMPP see source number 13. The topics of discussion included are environment, water supply and quality, utilities, facilities and transportation, recreation and access, and marsh and upland resource use management. The document does not include an analysis of the policy topics of natural gas resources or water-related industry discussed in the SMPP. The Project does not propose to use the site for natural gas extraction or storage, nor would such activities be permitted. In addition, the site does not have high potential for any water-related industrial use and no such use is proposed. Therefore, these policy topics are not applicable to the proposed Project and were not analyzed. The work occurring in the primary management area of the marsh has been determined to be consistent with the SMPP. Refer to the policy analysis document for more detailed information regarding the Project's consistency with the SMPP.

The City is currently cooperating with other jurisdictions in Solano County in the preparation of a Habitat Conservation Plan for identification and protection of federally listed endangered species, however, the plan has not yet been adopted. Sections of the County which have the potential for providing habitat for endangered species (Areas of Special Status Species Concern) have been mapped. The site is not identified as critical habitat for any federally listed endangered species. As an open space preserve and interpretive nature center this project would not conflict with the Habitat Conservation Plan.
(Source: 2, 3, 4, 5, 6, 10, 11, 12, 20, 24, 27, 28)

XI. **MINERAL RESOURCES** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion: There are no known mineral resources in the project area. (Source: 2, 3, 4, 5, 6)

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
or working in the project area to excessive noise levels?				

Discussion: Project construction would have to potential to create in short-term noise impacts on adjacent land uses. Construction related short-term noise levels would be higher than existing ambient noise levels in the project area but would no longer occur once construction of the project is completed.

Potential Noise Impacts:

Noise impacts resulting from construction are temporary and depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Typically, significant noise impacts do not result when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year) or less. Once construction moves indoors, minimal noise would be generated at off-site locations.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backhoes, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three or four minutes at lower power settings.

The closest noise sensitive receptors would be located about 200-300 meters away from proposed active construction areas. These receptors include residences on the opposite side of Interstate 680. All of these residences could potentially be exposed to construction noise levels in excess of the outdoor residential noise standard of 65 dBA Lmax.

Mitigation Measures: Implementation of the following mitigation measure would reduce noise impacts to a less-than-significant level.

Mitigation Measure N1: In accordance with City standards, implementation of the following mitigation measures reduces potential construction period noise impacts and operational noise impacts to less-than-significant levels:

1. Limit construction activity to weekdays between 7:00 am and 7:00 pm and Saturdays and holidays between 9:00 am and 7:00 pm, with no construction on Sundays;
2. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area;
3. Construct sound walls or other noise reduction measures prior to developing the project site, where feasible;
4. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment;
5. Prohibit all unnecessary idling of internal combustion engines;
6. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists;
7. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

(Source: 2, 3, 4, 6)

XIII. <u>POPULATION AND HOUSING</u> – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

<u>Discussion</u>: The project does not propose new housing or extend new roads. Water and sewer would be extended to the site but are proposed to be sized only to serve the project. Therefore, the project will not significantly induce population growth above that already assumed in the General Plan. There are no existing homes or people on the property to displace.
(Source: 2, 3, 4, 6)

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X

Discussion: The project has been reviewed by the Building and Fire Safety Division, Fire Department and Police Department. Responses were solicited from public service providers regarding the proposal. No adverse comments were received. It is anticipated that this project will have no significant impact upon public services.

The two parcels proposed for annexation into the City of Fairfield are currently located within the boundaries of the Cordelia Fire Protection District (CFPD). Upon approval of the annexation of parcels 0046-050-300 and 0046-100-260, they will receive fire protection service from the City of Fairfield Fire Department. The City of Fairfield Fire Department is the primary service provider for fire protection services within the City limits. Each of the department's five fire stations are staffed with an engine company composed of a captain, firefighter, and firefighter paramedic. The Fairfield Fire Department has automatic response agreements with neighboring fire agencies and adjacent fire jurisdictions to respond to close proximity calls, as well as to receive assistance from neighboring agencies when requested. Additionally, the Department participates in a mutual aid system that responds to requests for aid from throughout Solano County and the State.

The City of Fairfield General Plan does not have an adopted threshold of significance for fire response services for commercial properties. However, in 2017, the average response time for all apparatus was 5 minutes 46.8 seconds. The City of Fairfield's Fire Station 35 is located 2.5 miles from the project site and will respond to service requests at the site, with the ability to call upon mutual aid and auto response agreements when needed. Fire Station 35 currently and historically receives the lowest call volume and is

equipped with brand new facilities. It is anticipated that with current staffing levels and existing agreements for mutual and auto response aid, the City will be adequately prepared to respond to and administer emergency fire and medical services to the Pacific Flyway Center.

The project site is currently located within the jurisdiction of the Solano County Sheriff's Department. Upon approval of the annexation of parcels 0046-050-300 and 0046-100-260, these two parcels will receive law enforcement service from the City of Fairfield Police Department. The Fairfield Police Department provides local law enforcement services within the City's jurisdictional boundary, and existing mutual aid agreements allow local, regional, and state agencies to cooperate on major police and public safety emergencies. The Police Department is headquartered in the Fairfield Civic Center at 1000 Webster Street, Fairfield, CA 94533, approximately 10 miles from the project site.

The City of Fairfield General Plan calls for an average emergency response time of 5 minutes. In 2016, the Police Department's average response time was 4 minutes, 8 seconds from dispatch to arrival for emergency calls, well within the operating standard of five minutes. The General Plan also calls for a service ratio of sworn officers to population to be in the range of 1.13 to 1.20 offcers per one thousand residents. The City currently meets this General Plan requirement, and the project is not proposed to increase residential population. Therefore, the project will not result in a significant impact to police service ratios or response times, which would require additional police staff or facilities.

The two easternmost parcels, 0046-050-310 and 0046-100-270, contain significant areas of wetlands and primary management marshland, which significantly restricts the applicant's ability to modify or develop these parcels. As such, the applicant is not requesting to annex these parcels into the City. As unincorporated areas, the parcels will continue to receive fire protection services from the Cordelia Fire Protection District and police protection services from the Solano County Sheriff's Department. Agreements between the City of Fairfield and both the Cordelia Fire Protection District and Solano County Sheriff's Department for the continued provision of services and access to these parcels will be formalized as part of the LAFCO annexation process. It is not anticipated that reducing the service area for the Cordelia Fire Protection District or the Solano County Sheriff's Department would have a significant impact on the ability of these agencies to maintain acceptable service ratios, response times or other performance objectives for any of the public services they provide. Therefore, this impact is considered less than significant.
(Source: 2, 3, 4, 6, 25, 39, 40)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial				X

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
physical deterioration of the facility would occur or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion: There are no existing neighborhood or regional parks in the immediate vicinity of the project site. The proposed project would therefore have no impact on any of the existing recreational facilities or parks in the area. Trails are proposed within the site, around and along the proposed ponds and newly created wetlands. Approximately 124 acres of the site will be enhanced and restored as an outdoor wildlife habitat viewing area, to be known as the "Walk in the Marsh". The Walk in the Marsh will include multiple wildlife viewing overlooks, raised boardwalk pathways, and pervious pathways and trails to allow public access into the marsh at frequent intervals within the site. The trails and pathways will be American with Disabilities Act (ADA) accessible to the greatest extent feasible. This trail network has been designed to maximize its use as passive nature-oriented recreation, while minimizing impacts on the Marsh.

In addition, the Marsh restoration and enhancement work significantly increases the recreation value of the site. Restoring the Marsh will increase the site's value as habitat for wildlife and make it a more attractive resting stop for birds on the Pacific Flyway, which will correspondingly increase the site's value for bird-related recreation. The Project will expose visitors to ecological relationships between water, marsh vegetation, and migratory birds and other species that depend on the Marsh. It will allow the local community and visitors from all over the world to observe and interact with wetlands and wildlife in their natural habitat, and will educate visitors about habitat restoration and the conservation of wetlands and wildlife.

The project will provide public access to the marsh in a location that has been inaccessible by the public, consistent with the goals of the Suisun Marsh Protection Plan (SMPP) and the City of Fairfield component of the Suisun Marsh Local Protection Plan (LPP). The "Walk in the Marsh" will provide a diverse and interesting public access experience through walkways and pervious trails, while requiring users to remain in the designated access areas to avoid potential adverse effect on wildlife and the marsh. As the level of public use is unknown at this time, specific public access operations and management policies have not yet been developed. The use will be monitored by the Pacific Flyway Fund LLC and project sponsors to ensure that the intensity is compatible with passive nature-oriented recreation activities and the protection of the marsh environment.
(Source: 3, 4, 5, 6, 10, 11, 12, 27, 28)

XVI. **TRANSPORTATION/TRAFFIC** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Discussion: The threshold of significance for traffic analysis is contained in Objective CI3 of the Circulation element of the General Plan. The Objective states that to "Provide timely and effective means of programming street and highway improvements to maintain a P.M. peak hour Level of Service of "D" or better for arterial streets, Level of Service "C" or better for collector streets, and LOS "B" or better for local streets, unless other public health, safety, or welfare factors determine otherwise."

A Transportation Impact Report was prepared for the project. Existing traffic operating conditions (LOS levels) have been determined for all key local intersections that may be

affected by the project. Four (4) study intersections have been selected as those most likely to be affected by the proposed project and include:

1) Gold Hill Road at Lopes Drive (traffic signal)
2) Gold Hill Road at the I-680 Southbound Ramps (stop controlled)
3) Gold Hill Road at the I-680 Northbound Ramps (stop controlled)
4) Gold Hill Road at Ramsey Road (stop controlled)

The following table summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. As shown in following table, all four intersections currently operate at acceptable conditions (LOS D or better) during the weekday PM peak hours.

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	27.2	C
			PM	17.7	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	17.9	C
			PM	15.2	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	>50.0	F
			PM	26.3	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.2	A
			PM	9.8	A

The proposed project is expected to function similar to many museums in that it would be geared toward children, and a significant portion of visits would be expected to occur outside of the peak hours and on weekends, as the Center is currently proposing to open at 10:00 A.M. There were no directly comparable facilities in a similar environment as that of the project. The results of an analysis of museum trip generation literature and studies indicated that for this project the standard ITE museum rates may not be exactly representative of the proposed project. To be conservative, trip generation analysis was ultimately based on the documented trip rates available from a comparably sized museum in a similar environment (i.e. on the edge of major metropolitan area). This resulted in trip generation estimates that were more than twice as much as what would otherwise be calculated using the standard ITE trip generation rates for a museum. The following tables summarize the weekday project trip generation characteristics.

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Museum	580	Sq. Ft.	13.2	0.48	0.08	0.56	0.06	0.30	.036

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Pacific Flyway Center	580	125.000 Sq. Ft.	1,650	60	10	70	7	38	45

Although the background traffic on the surrounding roadway network is lower on weekends, Saturday afternoon would be the peak period for project trip generation. Trip generation surveys of museums indicate that Saturday afternoon conditions represent the highest peak hour of trip generation. In addition, it is well documented that significant congestion often occurs in the project area on Friday afternoons, so a detailed analysis of both Friday evenings and Saturday afternoons were included in the weekend analysis. As seen in the table below, the proposed project is forecast to generate about 165 vehicles per hour during the busiest Saturday afternoon peak hour.

Land Use	ITE Code	Size	ADT	Saturday Peak Hour		
				In	Out	Total
Museum	580	Sq. Ft.	24.9	0.94	0.38	1.32

Land Use	ITE Code	Size	ADT	Saturday Peak Hour		
				In	Out	Total
Pacific Flyway Center	580	125,000 Sq. Ft.	1,650	117	48	165

The projected intersection turning movement volumes for existing conditions with the addition of project traffic at the study intersections (during the weekday and weekend AM and PM peak hours) are shown in the following tables. All study intersections would continue to operate at acceptable conditions (LOS D or better) during both the weekday and weekend AM and PM peak hours with the exception of the I-680 NB Ramps at Gold Hill Road which would continue to operate at LOS F during the weekday A.M. peak hour.

Weekday:

INTERSECTION		CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	27.2	C	27.6	C
			PM	17.7	B	17.8	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	17.9	C	25.4	D
			PM	15.2	C	15.6	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	>50.0	F	<50.0	F
			PM	26.03	D	28.2	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.2	A	9.5	A
			PM	9.8	A	10.6	B

Weekend:

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	FRI	15.9	B	15.9	B
			SAT	15.8	B	16.1	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	FRI	12.9	B	13.1	B
			SAT	10.7	B	11.9	B
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	FRI	20.9	C	22.2	C
			SAT	15.1	C	15.1	B
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	FRI	10.0	B	10.8	B
			SAT	9.1	A	10.1	B

The traffic assessment also evaluated what it referred to as the baseline scenario. The baseline scenario evaluates the baseline level-of-service at the studied intersections for the existing conditions with the addition of traffic from reasonably foreseeable projects in the area plus some growth in background traffic. This scenario includes a 3% increase to the existing traffic volumes to account for background traffic growth including the approved Gold Hill Village Unit 2 and proposed Gold Hill Village 3 subdivisions. This scenario was developed based on the assumption that the earliest completion date for this project would be 2020. All study intersections would continue to operate at acceptable intersections (LOS D or better) during the weekday and weekend peak hours with the exception of the I-680 NB Ramps at Gold Hill road which would continue to operate at LOS F during the weekday A.M. peak hour. This intersection is not forecast to meet any of Caltrans' established warrants for the installation of a traffic signal and therefore, this would not be considered a significant impact.

The project Cumulative Scenario (year 2035) corresponds to the build-out of the Solano County and City of Fairfield General Plans which include significant transportation and land use changes. The major freeway improvements assumed in this scenario are collectively known as the I-80/I-680/SR 12 Interchange Project. Given the significant land use and roadway network changes proposed for the project study area and the proximity to the freeway interchange, the Solano Transportation Authority (STA) Travel Demand Model was selected as the most appropriate tool to provide future traffic projections. The forecasted traffic volumes at the study intersections and roadway segments for year 2035 were based on the most recently updated version of the STA Travel Demand Model. The model includes all capital improvement program roadway improvements programmed through 2035 as well as full General Plan build-out land uses within Solano County.

The projected intersection turning movement volumes for Cumulative 2035 conditions plus project traffic at the study intersections (during the weekday and weekend AM and PM peak hours) are shown in the following tables. All study intersections would continue to operate at acceptable conditions (LOS D or better) during both the weekday and weekend AM and PM peak hours with the exception of the I-680 NB Ramps at Gold Hill Road which would continue to operate at LOS F during the weekday A.M. peak hour.

Weekday:

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	22.7	C	23.0	C
			PM	19.4	B	19.5	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	17.4	C	22.5	C
			PM	19.0	C	19.8	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	>50.0	F	>50.0	F
			PM	29.1	D	31.7	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.3	A	9.6	A
			PM	10.0	B	10.9	B

Weekend:

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	FRI	16.7	B	16.8	B
			SAT	16.6	B	17.0	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	FRI	14.1	B	14.4	B
			SAT	11.2	B	12.5	B
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	FRI	28.1	D	30.8	D
			SAT	17.0	C	17.0	C
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	FRI	10.2	B	11.1	B
			SAT	9.2	A	10.3	B

In all scenarios evaluated in the Traffic Impact Report, none of the four intersections evaluated experienced LOS levels below the acceptable conditions (LOS D or better) during P.M. peak hours. The project does not conflict with the City's General Plan objective that measures the performance and effectiveness of the circulation system and therefore there are no significant LOS impacts.

The proposed project would have four access point on Ramsey Road and no safety or traffic operational issues have been identified at the proposed entrances. The project site design is required to conform to City design standards and will not substantially increase hazards. Sufficient emergency access is determined by factors such as the number of access points, roadway width, and proximity to fire stations. All lane widths within the project will meet the minimum width that can accommodate an emergency vehicle and four access points are provided. Emergency vehicle access will be approved by the Fire Department.

The project will not conflict with any adopted City policies, plans or programs regarding transit, bicycle or pedestrian facilities nor will it decrease the performance or safety of such facilities. Within the project study area pedestrian facilities are common in the more developed areas on the west side of I-680 but not on the eastern side where the project is located. There are no sidewalks on the east side of I-680 in the vicinity of the proposed project and none are planned at this time. There are marked bicycle lanes along the western side of I-680 but otherwise there are no bicycle lanes within the study area. The City of Fairfield Circulation Element of the General Plan does not identify the eastern side of I-680 in the vicinity of the proposed project for proposed bicycle facilities and no bicycle facilities are proposed. Bike parking will be required at the site in conjunction with any requirement to provide bike facilities.

The nearest bus stop within the study area is located over a half mile away from the project site at the intersection of Gold Hill Road with Lopes Road. The project site is isolated on the eastern side of I-680 and considered place type 5 rural and agricultural lands by the California Department of Transportation. The City will explore providing bus service to the site and the financial feasibility of such service. Once constructed, the City will monitor demand for transit service to the site and consider revising its route in the project area if demand warrants.

The City of Fairfield Zoning Ordinance does not require that land preserves, such as the Pacific Flyway Open Space Preserve, provide improved off-street parking as long as sufficient usable area is provided to meet the parking needs of all employees, visitors, and loading activities entirely on the site of the use. Based upon the information contained within the Traffic Assessment, the 337 parking spaces provided are sufficient to meet the parking needs of the estimated 150 full and part time employees and estimated 250,000 visitors per year.
(Source: 2, 3, 4, 6)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
XVII. <u>TRIBAL CULTURAL RESOURCES</u> – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion: Solano Archaeological Services notified the Yocha Dehe Wintun Nation about the project and their Cultural Resources Department determined that the project site is within their aboriginal territories, and that the project could impact undiscovered archeological deposits, as was described in the "V. Cultural Resources" section of this Initial Study. Subsequently, City staff sent a notification letter to the Yocha Dehe Wintun Nation with a copy of the cultural resources study as prepared by Solano Archaeological Services. The Yocha Dehe Wintun Nation requested a site visit to the project area to evaluate their cultural concerns; this was conducted on April 24, 2018. As discussed in the study, no known cultural resources exist on the site. The mitigation measures as contained in the "V. Cultural Resources" section of this Initial Study are intended to lessen impacts in the event that cultural resources are discovered during the construction of the project.
(Source: 3, 4, 6, 22, 23, 38)

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

XVIII. **UTILITIES AND SERVICE SYSTEMS** – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion: The applicant, Pacific Flyway Fund, has requested for the City of Fairfield to supply up to 300 acre-feet of water annually for use at the Pacific Flyway Center for both potable domestic use and non-potable demonstration marsh flows and habitat enhancement. The City completed its most recent Water Supply Assessment (WSA) in January 2017. In this most recent WSA, it was shown that surplus water supplies are available in the worst case planning scenario, a multiple-year drought. It is proposed that the water supply needed for the project (300 acre-feet annually or 300 AFA) be classified as a Water Intensive Industry (WII). While the use is not "industrial," it is still a relatively large water demand for a commercial purpose. The current WSA has 10,000 AFA set aside for WII, of which 3,500 AFA is allocated to Anheuser-Busch, leaving 6,500 AFA currently unallocated to any specific need or project. Utilizing 300 AFA from this category of planned water usage is appropriate and will not negatively affect the City's ability to potentially serve the Travis Air Force Base or other large industrial water users in the future. Therefore, simply allocating a portion of the available supply reserved for WII purposes does not affect the results of the current WSA analysis, and adequate water supplies are available to serve the project. The project would connect to the City of Fairfield's water transmission line located within Ramsey Road for this water.

However, the applicant prefers to obtain raw water to be used exclusively for the ponds and habitat enhancement to attract birds and wildlife from the City of Fairfield via the Barker Slough. This water would need to be "wheeled" to the project through the North Bay Aqueduct and City of Benicia water line and delivered to the site via a new line bored under Interstate 680. Water for potable domestic use would still be delivered through the connection within Ramsey Road. Such treatment would be allowed only after the City of Benicia had conducted an environmental analysis and approved this delivery method. Without City of Benicia approvals for this method of delivery the City would provide the requested 300 AFA of water to the project site.

The City of Benicia has identified that there is a raw water service connection from the City's 36-inch Raw Water Transmission Line to the Department of Fish & Game station currently on site. Now that the Department will be abandoning the parcel, the City of Benicia will terminate the raw water service and permanently cap the service connection.

The Fairfield-Suisun Sewer District (FSSD) has reviewed the project and is identified as a Responsible Agency. The project is proposing to connect to the FSSD line located across I-680 by boring under the interstate. The applicant will make the connection to the collection system per FSSD standards. The FSSD has indicated that they will provide sewer service to the Project once the property has been annexed into the City of Fairfield.

The project site will not be able to be served by FSSD until annexation has been finalized and all agencies having jurisdiction have approved the project. However, the FSSD has excess allocated treatment capacity not being used for the project in which it was originally intended and analyzed. In 1997, the City of Fairfield approved the Garibaldi subdivision with a proposed 636 units. The FSSD reviewed this project and determined that enough treatment capacity existed to serve this subdivision and its anticipated sewer flows. This subdivision, located on the western side of I-680 in the greater vicinity of the Flyway Project, was constructed with 89 fewer units than what was originally proposed. Project engineer Frank Bellecci, using FSSD design standards for flow projections, determined that those 89 units have an estimated design maximum flow totaling 59,217 gallons- per-day (gpd). This excess treatment capacity will never be utilized by the housing units as originally proposed due to unrelated environmental constraints which prevented the units from being constructed. As such, there is a known excess treatment capacity available which greatly exceeds the anticipated flows for the Project. Using the same FSSD design standards for flow projections, the estimated maximum daily flow for the Project is 27,500gpd. Utilizing this excess FSSD analyzed sewer capacity for the Project's anticipated flow is appropriate and will not negatively affect FSSD's ability to meet the demands of the provider's existing commitments. The FSSD is currently updating their modeling software used to run capacity analyses. As such, the applicant is unable to run a precise capacity analysis with the FSSD according to their standards at this time. A capacity analysis of the collection system will be formally completed by the applicant and submitted to FSSD once the software has been updated, to determine the precise capacity availability and if any excess, beyond the amounts described here, is available.

The project is consistent with the Suisun Marsh Protection Plan (SMPP) and the City of Fairfield component of the Suisun Marsh Local Protection Program (LPP). Storm water will be treated on site and utilized on site within the proposed weir system and construction will be controlled to prevent erosion, water pollution and hazards to public safety. Extensions of urban utilities and public services in the project site are necessary to operate the proposed facility and facilitate its mission to preserve the marsh and educate visitors. The proposed installation of utilities are compatible and consistent with the policies outlined in the plans.
(Source: 3, 4, 5, 6, 10, 11, 12, 15, 16, 17, 19, 26, 27, 28)

XIX. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or			X	

XIX. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion: The Initial Study identified potential significant project impacts relative to air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, and noise. All of the identified impacts can be reduced to insignificant levels through implementation of Mitigation Measures referenced in the Initial Study. Therefore, a Mitigated Negative Declaration has been prepared for the project to satisfy the requirements of the California Environmental Quality Act.

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34. United States Department of Commerce, National Oceanic and Atmospheric Administration – National Marine Fisheries Service, *Biological Opinion 2012-2390*, July 2013.
35. United States Department of the Interior, Bureau of Reclamation, *Suisun Marsh Habitat Management, Preservation, and Restoration Plan Final Environmental Impact Statement/ Environmental Impact Report,* November 2011.
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37. United Stated Department of the Interior, Fish and Wildlife Service, *Biological Opinion on the Proposed Suisun Marsh management, Preservation, and Restoration Plan and the Project-Level Actions in Solano County, California,* June, 2013.
38. Solano Archeological Services, *Cultural Resources Inventory and Evaluation Report – Pacific Flyway Center Project,* October 2017.
39. City of Fairfield: *Fairfield Police Department Crime Statistics,* January 2018.
40. City of Fairfield: *City of Fairfield 2017 Fire Department Annual Report,* 2018.
41. California Natural Resources Agency, *State of California Sea-level Rise Guidance 2018 Update*, March 2018.

Appendices:

Appendix A – Air Quality and Greenhouse Gas Technical Report for the Pacific Flyway Center Project, prepared by Impact Science, October 2017.

Appendix B – Biological Assessment – Pacific Flyway Center, prepared by Moore Biological Consultants, October 2017.

Appendix C – Geotechnical Report – Pacific Flyway Center, prepared by ENGEO, July 27, 2017.

Appendix D – Phase 1 Environmental Site Assessment – Proposed Pacific Flyway Center Property, prepared by Brusca Associates, Inc., July 24, 2017.

Appendix E – Transportation Impact Report – Pacific Flyway Center Project, prepared by Abrams and Associates, January 2018.

Appendix F – Initial Study and Mitigated Negative Declaration Response to Comments

PACIFIC FLYWAY CENTER

APPENDICES A-D ARE AVAILABLE TO VIEW ONLINE AT:

https://www.fairfield.ca.gov/gov/depts/cd/pacific_flyway_center.asp

PACIFIC FLYWAY CENTER

APPENDIX E
TRANSPORTATION IMPACT REPORT

City of FAIRFIELD California

www.fairfield.ca.gov

Transportation Impact Report

Pacific Flyway Center Project

City of Fairfield

Prepared for:
City of Fairfield
Public Works Department - Engineering
2000 Cadenasso Dr
Fairfield, CA 94533

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596

Abrams Associates
TRAFFIC ENGINEERING, INC.

JANUARY 10, 2018

Pacific Flyway Center Project
in the
City of Fairfield

TRANSPORTATION IMPACT REPORT

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1) INTRODUCTION

This transportation impact report describes the existing and future conditions for transportation and circulation both with and without the proposed project. The study presents information on the regional and local roadway networks, pedestrian and transit conditions, and provides an analysis of the effects on transportation facilities associated with the project. This study also describes the regulatory setting; the criterion used for determining the significance of environmental impacts; and summarizes potential environmental impacts and appropriate mitigation measures when necessary. In addition, this analysis provides an assessment of the traffic operations at the site access. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Fairfield, Caltrans, and the applicable provisions of CEQA.

2) PROJECT DESCRIPTION

The project being studied involves the development of a currently vacant site with a 125,000 square foot Museum and Interpretive Center that will cater to student groups and other groups interested in nature such as the Boy Scouts. The initial phase of the project will involve construction of 28,000 square feet of building space. The project site is located on Ramsey Road, a county road southeast of the Gold Hill Road interchange with I-680 just east of the Cordelia area of the City of Fairfield. A map showing the location of the project and the existing roadway system in the area can be seen in **Figure 1**. The proposed project site plan is shown in **Figure 2**.

3) ENVIRONMENTAL SETTING

The setting for the transportation and circulation issues and the scope of the analysis documented in this section are described below. This section also presents the analysis methodologies and a discussion of the existing conditions and future baseline conditions. The City's traffic study requirements are set forth in the document "*Guidelines for Transportation Impact Reports*" dated May, 2017. The study is intended to also be consistent with the requirements of the City's General Plan. The analysis was also prepared based on Caltrans' traffic study requirements as set forth in "*Caltrans Guidelines for the Preparation of Traffic Impact Studies*" dated December, 2002. The primary basis of the analysis is the peak hour level of service calculations for the key intersections. Throughout this report, these peak hours will be identified as the AM and PM peak hours.

FIGURE 1 | PROJECT LOCATION
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
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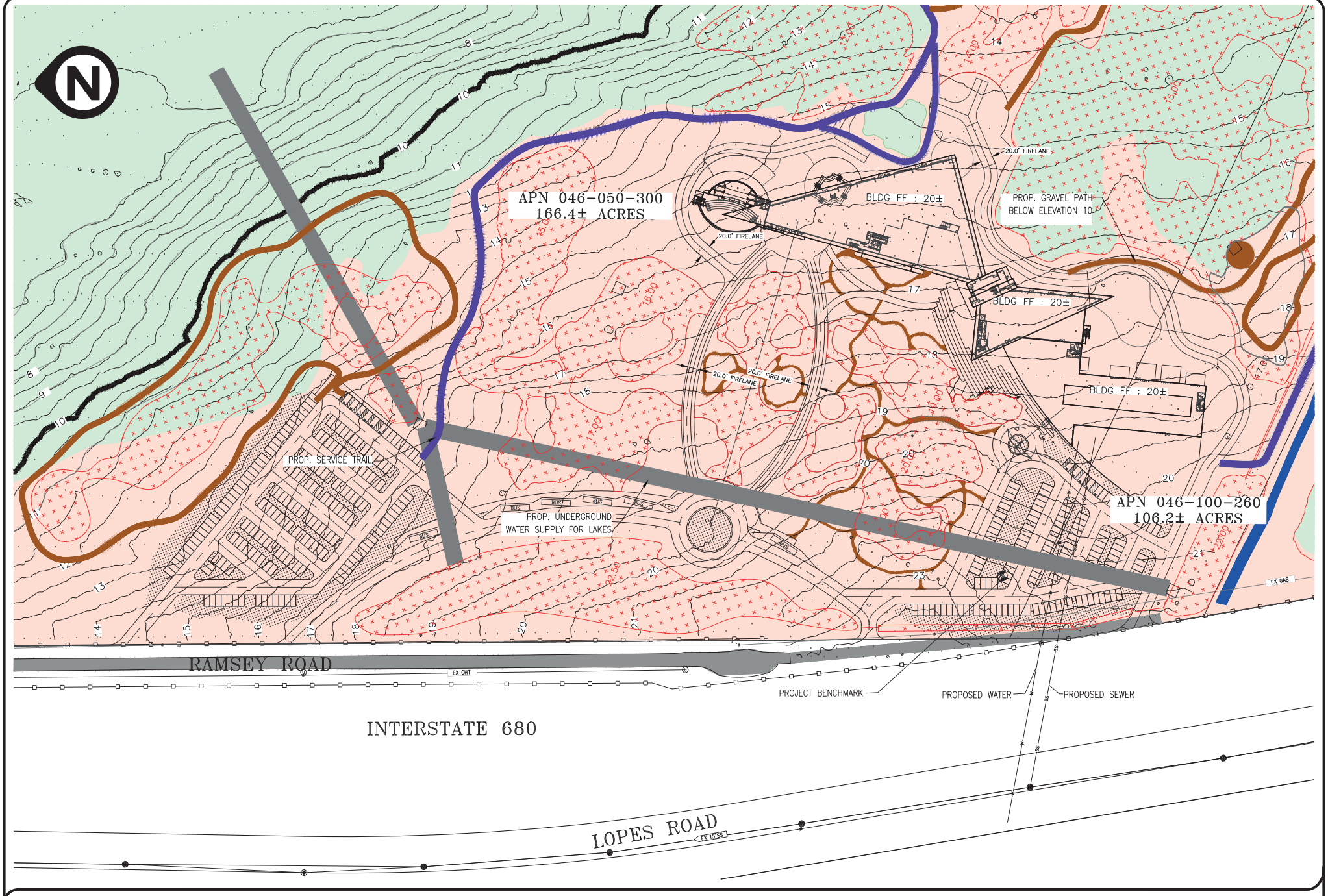

FIGURE 2 | SITE PLAN
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
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3.1 Traffic Analysis Scenarios

The study intersections were evaluated for the following six scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Baseline (No Project) Conditions* – The Baseline scenario is based on the existing volumes plus growth in background traffic (for three years) plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections.
- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.
- Scenario 5: *Cumulative Conditions* – This scenario includes cumulative volumes based on the most recent release of the Countywide Travel Demand Model.
- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes cumulative volumes plus the trips from the proposed project.

3.2 Existing Roadway Network

Area Roadways - The following roadways serve the project area (see Figure 1): Regional access to the area is provided by Interstate 80 while local access is provided by Gold Hill and Lopes Roads. The existing roadways, and general traffic characteristics in the study area, are described below.

Interstate 680 is a north south freeway providing access to the project area that extends from U.S. 101 to the south in San Jose to terminate at I-80 to the north of the project study area. Access to the project site from Interstate 680 is provided via the Gold Hill Road interchange.

Interstate 80 is an eight-lane east-west freeway located north of the project area that extends from Teaneck, New Jersey in the east to San Francisco in the west.

Lopes Road is a two to four lane minor arterial extending south from Green Valley Road near Interstate 80 to terminate on the south in Benicia at Lake Herman Road Cordelia Road. It has a posted speed limits ranging from 40 mph to 45 mph.

Gold Hill Road is a two to four lane collector road extending west from Ramsey Road near Interstate 680 to loop around and terminate at Lopes Road to the south. It has a posted speed limit of 35 mph.

Ramsey Road is a two lane frontage road on the eastern side of I-680 that begins at the project site and extends north past the Gold Hill Road interchange. The segment of Ramsey Road south of Gold Hill Road would serve as the primary access to the proposed project.

Marshview Road is a two lane county road crossing I-680 that extends between Lopes Road and Goodyear Road. Marshview Road is the name of the interchange south of Gold Hill Road.

3.3 Project Study Intersections

To provide a baseline for identification of impacts on the local roadway network, existing traffic operating conditions have been determined for all key local intersections that may be affected by the project. For this analysis four key study intersections have been selected as having the potential to be impacted by the proposed project. The four study intersections are:

1) Gold Hill Road at Lopes Drive (traffic signal)
2) Gold Hill Road at the I-680 Southbound Ramps (stop controlled)
3) Gold Hill Road at the I-680 Northbound Ramps (stop controlled)
4) Gold Hill Road at Ramsey Road (stop controlled)

3.4 Intersection Analysis Methodology

Existing operational conditions at the study intersection were evaluated according to the requirements set forth by the City of Fairfield. Analysis of traffic operations was conducted using the 2010 *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro software.[1]

Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic and the traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E.

Beyond LOS E, the intersection or roadway segment capacity has effectively been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. **Table 2** summarizes the relationship between LOS and delay at unsignalized intersections

For signalized intersections, The City of Fairfield's LOS standards are based on the average delay for the entire intersection. The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the *Technical Appendix* to this report.

For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. Operating conditions for unsignalized intersections are presented for the worst approach.

[1] *2010 Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2011

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

3.5 Existing Intersection Capacity Conditions

The existing intersection geometry and traffic counts at the project study intersections for weekday AM and PM peak hours are presented in the *Technical Appendix* to this report. AM and PM peak hour turning movement counts were conducted in March and May of 2017 when local schools were in session. **Figure 3** presents the existing lane configurations and **Figure 4** presents the existing weekday peak hour traffic volumes, which are based on the average mid-week conditions determined from peak period traffic counts collected only on Tuesdays, Wednesdays, and Thursdays. **Figure 5** presents the Friday afternoon peak hour traffic volumes and **Figure 6** presents the existing volumes during the Saturday afternoon peak hour. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions (the corresponding LOS analysis calculation sheets are presented in the *Technical Appendix*). As shown in **Table 3**, all study intersections currently operate at acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Intersection #5 (the I-680 Northbound Ramps at Gold Hill Road) which currently operates at LOS F during the weekday AM peak hour.

3.6 Planned Roadway Improvements

There are some significant planned roadway improvements in the project area including reconfiguration of the Green Valley Road/I-680 interchange and the adjacent I-80/SR 12 interchange. Please note that the next phase of the project is expected to include a new interchange for I-680 at Red Top Road and also the realignment of Lopes Road. However, these projects are dependent on funding that has not yet been formally allocated. The remaining interchange improvements and the widening of I-680 for express lanes, to be funded by various sources, are currently programmed by the Solano Transportation Authority for a number of years in the future, but are also unfunded.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	27.2	C
			PM	17.7	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	17.9	C
			PM	15.2	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	> 50.0	F
			PM	26.3	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.2	A
			PM	9.8	A

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

3.7 Transit Network

The public transit system includes both bus and passenger rail components. The bus and rail systems provide local and regional connections. The transit system operating within Fairfield includes the following six services:

- Local fixed-route bus service operated by Fairfield and Suisun Transit,
- Regional express bus service operated by Solano Transit (Soltrans)

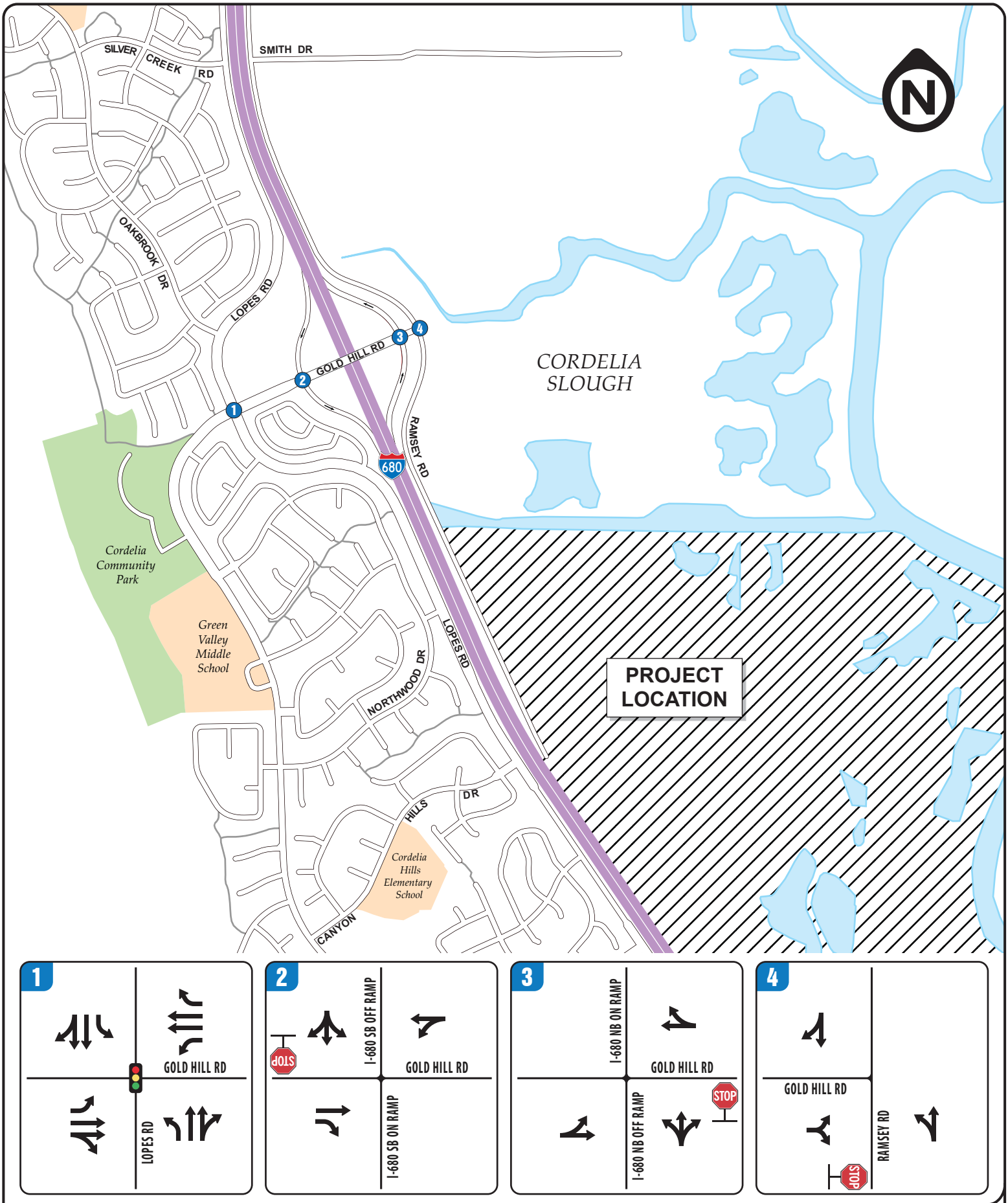

FIGURE 3 | EXISTING LANE CONFIGURATION
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 4 | EXISTING WEEKDAY (TUES-THURS) AM(PM) PEAK HOUR VOLUMES
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Pacific Flyway Museum
City of Fairfield

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FIGURE 5 | EXISTING FRIDAY PM PEAK HOUR VOLUMES
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Pacific Flyway Museum
City of Fairfield

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FIGURE 6 | EXISTING SATURDAY AFTERNOON PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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- Regional express bus service operated by Vallejo Transit,
- Regional express bus service operated by Rio Vista Delta Breeze,
- Paratransit service operated by Fairfield and Suisun Transit, and
- Regional passenger rail service operated by the Capitol Corridor and Amtrak.

Local Fixed-Route Bus Service - Fairfield and Suisun Transit (FAST) operates a fixed-route bus system within the cities of Fairfield, Suisun, and Cordelia. During the fiscal year of 2009/2010 the FAST system carried 3,168 passengers on the average weekday. Route 8 also operates along Oakbrook Drive and Lopes Road. It provides an hourly loop service through the Cordelia area with service to the Cordelia Library. Route 7T provides school day only service that also serves Rodriguez High School with three trips in the AM and two trips during the early afternoon. The nearest bus stop for these two routes in the study area is just over a half mile away from the project site at the intersection of Gold Hill Road with Lopes Road.

3.8 Pedestrian Conditions

Within the project study area pedestrian facilities are somewhat common in the more developed areas on the west side of I-680 but not on the eastern side where the project is locations. Many roadway segments in the area have no sidewalk, but most provide crosswalks at major intersections. In general, most of the roadways in the study area on the west side of I-680 have sidewalks along at least one side of the roadway while there are no pedestrian facilities on the east side in the vicinity of the proposed project, and none are planned at this time.

3.9 Bicycle Conditions

Bicycle facilities include the following:

Bike Paths (Class I) – Paved trails that are physically separated from roadways.
Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs.
Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings may or may not include additional pavement width for cyclists.

The City's Circulation Element contains policies related to bicycle circulation and facilities. There are marked bicycle lanes along Lopes Road but otherwise there are no bicycle lanes in the study area. Some roadways have shoulders that are wide enough for bicycle use, but are not designated as bicycle facilities.

4) REGULATORY FRAMEWORK

4.1 Responsible Agencies

The management of the transportation systems in the study area is the responsibility of the following State and local agencies: The California Department of Transportation (Caltrans), Solano County, the Solano Transportation Authority, and the City of Fairfield. These agencies may have statutory authority or may be Responsible Agencies under CEQA.

City of Fairfield General Plan Circulation Element

The 2002 City of Fairfield General Plan includes the following circulation and transportation goals which are defined under the Circulation Element.

CI -1 Establish a circulation system that is consistent with the land use patterns of the City.

CI - 2 Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

CI - 3 Provide timely and effective means of programming street and highway improvements to maintain a P.M. peak hour Level of Service of "D" or better for arterial streets, Level of Service “C” or better for collector streets, and LOS “B” or better for local streets, unless other public health, safety, or welfare factors determine otherwise.

CI - 4 Provide programs to finance street and highway improvements.

CI - 5 Provide adequate parking and loading facilities while encouraging alternative means of transportation.

CI - 6 Develop Transportation Systems Management (TSM) programs for the Fairfield area in order to reduce the amount of peak hour congestion on City streets.

Policy CI 6.3 Implement TSM plans in conjunction with development in order to prevent future traffic congestion in the City.

CI - 7 Develop a transit network capable of satisfying both local and regional travel demand.

CI - 8 Preserve the future availability of the Travis Air Force Base facility.

CI - 9 Promote maximum opportunities for biking by continuing to develop and maintain a safe, convenient bikeway system which facilitates bicycle travel for commuting, recreation or other purposes.

CI - 10 Provide pedestrian facilities throughout the City to encourage walking as an alternative to short-distance vehicle travel.

CI - 11 Develop a vehicular circulation system that is safe and sensitive to adjoining land uses.

CI - 12 Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

5) IMPACTS AND MITIGATION MEASURES

5.1 Significance Criteria

The goal of the City of Fairfield is to maintain a P.M. peak hour Level of Service of "D" or better for arterial streets, Level of Service “C” or better for collector streets, and LOS “B” or better for local streets, unless other public health, safety, or welfare factors determine otherwise. For intersections operating below the LOS standard without the project, the project would be considered to create a significant impact if it would cause an increase of greater than 5.0 seconds in the average delay for the intersection movements (critical movement for arterial intersections).

According to CEQA guidelines, a project would have a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency vehicle access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

(a) *Signalized Intersections*: Project-related operational impacts on signalized intersections are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate to an unacceptable level. The P.M. peak hour Level of Service is "D" or better for arterial streets, Level of Service “C” or better for collector streets, and LOS “B” or better for local streets, unless other public health, safety, or welfare factors determine otherwise. For intersections already operating below the LOS standard without the project, the project would be considered to create a significant impact if it would cause an increase of greater than 5.0 seconds in the average delay for the worst movement (the critical movement for arterial intersections).

(b) Project-related operational impacts on unsignalized intersections are considered significant if project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) to deteriorate from an acceptable level of service to an unacceptable level. The P.M. peak hour Level of Service standard is "D" or better for arterial streets, Level of Service “C” or better for collector streets, and LOS “B” or better for local streets, unless other public health, safety, or welfare factors determine otherwise. For intersections already operating below the LOS standard without the project, the project would be considered to create a significant impact if it would cause an increase of greater than 5.0 seconds in the average delay for the worst movement and meet the peak hour signal warrant established by Caltrans.

(c) *Parking*: Project-related parking impacts on are considered significant if the project would have inadequate parking capacity under City or County parking standards. Environmental documents must also address the secondary physical impacts that could be triggered by a parking deficiency, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion (CEQA Guidelines section 15131[a]).

(d) *Transit*: The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating delay or costs such that significant adverse impacts in transit service levels could result.

(e) *Pedestrian System*: The project would have a significant effect on the environment if it would result in substantial overcrowding on sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

(f) *Bicycle System*: The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

(g) *Construction Period*: Construction-related transportation and circulation impacts generally would not be considered significant due to their temporary and limited duration.

5.2 Project Trip Generation

Trip generation for development projects is typically calculated based on rates contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation 9th Edition*. *Trip Generation* is the standard reference used by jurisdictions throughout the country for the estimation of potential vehicular trips from proposed developments. As noted previously, the project being studied involves a 125,000 square foot museum and interpretive center.

Because there were no directly comparable facilities in a similar environment there was limited data available on trip generation and no ideal location available to conduct surveys. Therefore, a review of relevant studies and literature on museum trip generation was conducted. The results of this analysis indicated that for this project the standard ITE museum rates may not be exactly representative of the proposed project. To finalize the project trip generation estimates for the project extensive research was conducted on other similar facilities. The following is a list of similar facilities that were researched as part of this analysis:

1) *The Lindsay Wildlife Museum in Walnut Creek* – 28,000 sq. ft., 75,000 visitors per year
2) *CuriOdyssey (Formerly Coyote Point Museum) in San Mateo* – 28,000 sq. ft. - 180,000 visitors per year
3) *The Marine Mammal Center in Sausalito* – 24,000 sq. ft., 100,000 visitors per year
4) *The Don Edwards National Wildlife Refuge Environmental Education Center* – 11,000 sq. ft., 400,000 visitors per year (to the entire refuge)
5) *The Tilden Nature Area Environmental Education Center* – 16,000 sq. ft., visitation not available
6) *The Consumnes River Preserve* – 5,000 square feet, 46,000 acres of interpretive trails and boardwalks, 93,000 visitors per year.

Research was also conducted on other wildlife refuges as part of our review and wherever quantitative data on visitation and/or trip generation was not available, interviews were conducted with the appropriate staff wherever possible to get an understanding of the comparable level of trip generation from each facility. Although much smaller in size and located outside of major metropolitan areas, the Consumnes River Preserve was the most representative facility that was identified. Based on the data collected it was determined the

proposed project would function similar to many museums in that it would be geared towards children and a significant portion of visitors would be expected to arrive via buses. In addition, the majority of traffic from the facility would be expected to occur outside of the peak hours and on weekends as the museum is currently proposing to open at 10:00 AM. It is important to note that it is standard procedure for an analysis of traffic impacts to be based on conservative assumptions, which could potentially overstate the actual trip generation that the final project will generate. However, to be conservative (and based on the data collected) this trip generation analysis was ultimately based on the documented trip rates available from a comparably sized museum in a similar environment (i.e. on the edge of a major metropolitan area).[2] This resulted in trip generation estimates that more than twice as much as what would be otherwise be calculated using the standard ITE trip generation rates for a museum. A summary of the project's trip generation characteristics are shown below in **Table 4**.

Please note that a "trip" is defined in ITE's Trip Generation publication as a single or one-directional vehicular movement with either the origin or destination at the project sites. As a result, a trip can be either "to" or "from" the site. Consistently, a single visit to a site is counted as two trips (i.e., one to and one from the site). For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by a proposed development are typically estimated peak hour of the morning and afternoon commute. The peak of "*adjacent street traffic*" represents the time period when the uses generally contribute to the greatest amount of congestion, which is typically when commuters are headed to the central bay area and also when they arrive home. In this case, the AM peak hour is when commute and school traffic is heaviest and is the greatest period of congestion in the area.

As seen in **Table 4**, the proposed project is forecast to generate about 70 vehicles per hour during the weekday AM peak hour and about 45 vehicles per hour during the PM peak hour. Although the background traffic on the surrounding roadway network is lower on weekends, Saturday afternoon would be the peak period for project trip generation. Trip generation surveys of museums indicate that Saturday afternoon conditions represent the highest peak hour of trip generation. In addition, it is well documented that significant congestion often occurs in the project area on Friday afternoons so a detailed analysis of both Friday evening and Saturday afternoon conditions were included in the analysis. As seen in **Table 5**, the proposed project is forecast to generate about 165 vehicles per hour during the busiest Saturday afternoon peak hour.

TABLE 4
WEEKDAY PROJECT TRIP GENERATION CALCULATIONS

Trip Rates

Land Use	ITE Code	Units	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Museum	580	sq. ft.	13.2	0.48	0.08	0.56	0.06	0.30	.036

Pacific Flyway Center Weekday Project Trip Generation

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Pacific Flyway Center	580	125,000 sq. ft.	1,650	60	10	70	7	38	45

[2] *Miami Science Museum Major Use Special Permit Traffic Impact Study*, David Plummer & Associates, Coral Gables, FL, March 2010.

TABLE 5
SATURDAY AFTERNOON PROJECT TRIP GENERATION CALCULATIONS

Trip Rates

Land Use	ITE Code	Units	ADT	Saturday Peak Hour		
				In	Out	Total
Museum	580	sq. ft.	24.9	0.94	0.38	1.32

Pacific Flyway Center Weekend Project Trip Generation

Land Use	ITE Code	Size	ADT	Saturday Peak Hour		
				In	Out	Total
Pacific Flyway Center	580	125,000 sq. ft.	1,650	117	48	165

5.3 Project Trip Distribution

The trip distribution assumptions have been based on the proximity of the project to freeway interchanges, existing traffic volumes, and the land use patterns in the area. **Figure 7** presents the trip distribution assumptions that were used in the analysis and **Figure 8** shows the AM and PM weekday peak hour trips generated by the proposed project at each study area intersection. **Figure 9** presents the project trips generated during the Saturday afternoon peak hour. Please note that detailed data on Sunday trip generation is not available but the Saturday afternoon peak hour (from 1:00 PM to 2:00 PM) is typically considered to be the highest peak hour for museum trip generation on weekends.

5.4 Existing Plus Project Intersection Capacity Conditions

The projected intersection turning movement volumes for existing conditions with the addition of project traffic at the study intersections (during the weekday AM and PM peak hours) are shown in **Figure 10** and the results of the LOS computations for existing conditions are presented in **Table 6**. The Friday evening and Saturday afternoon existing plus project volumes are shown in **Figures 11 and 12** and the results of the LOS computations are presented in **Table 7**. Please note the detailed LOS calculations are presented in the *Technical Appendix*. As shown in **Tables 6 and 7**, all study intersections would continue to operate at acceptable conditions (LOS D or better) during both the weekday and weekend peak hours with the exception of Intersection #5 (the I-680 Northbound Ramps at Gold Hill Road) which would continue to operate at LOS F during the weekday AM peak hour.

5.5 Baseline Traffic Conditions

The baseline scenario evaluates the baseline level-of-service at the studied intersections for the existing conditions with the addition of traffic from reasonably foreseeable projects in the area plus some growth in background traffic. This scenario includes a 3% increase to the existing traffic volumes to account for background growth traffic including Gold Hill Village Units 2 and 3. This scenario was developed based on the assumption that the earliest completion date for this project would be 2020.

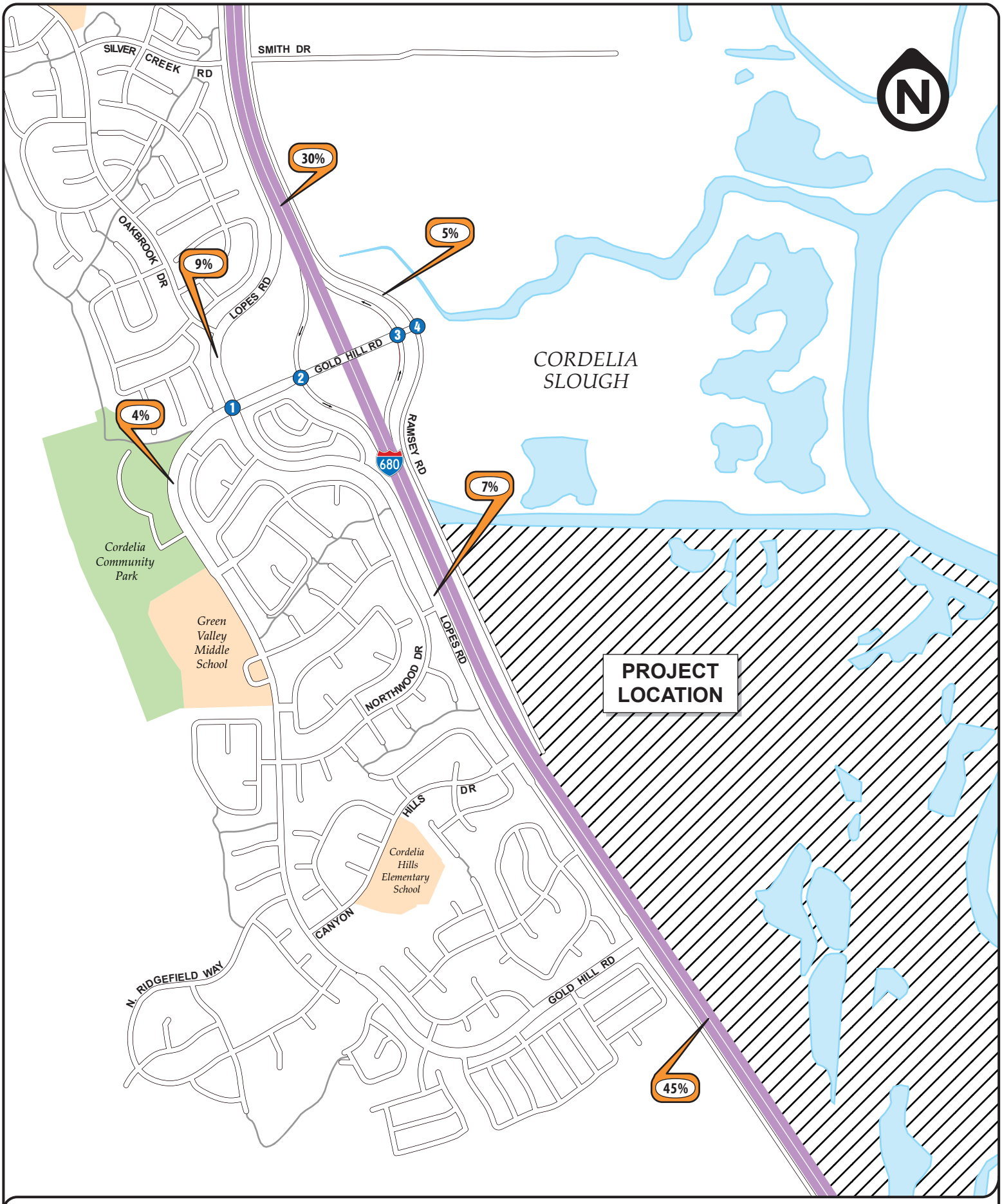

FIGURE 7 | PROJECT TRIP DISTRIBUTION
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

FIGURE 8 | PROJECT WEEKDAY (TUES-THURS) AM(PM) PEAK HOUR TRIPS

TRANSPORTATION IMPACT REPORT

Pacific Flyway Museum

City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

FIGURE 9 | PROJECT WEEKEND (SATURDAY) PEAK HOUR TRIPS
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

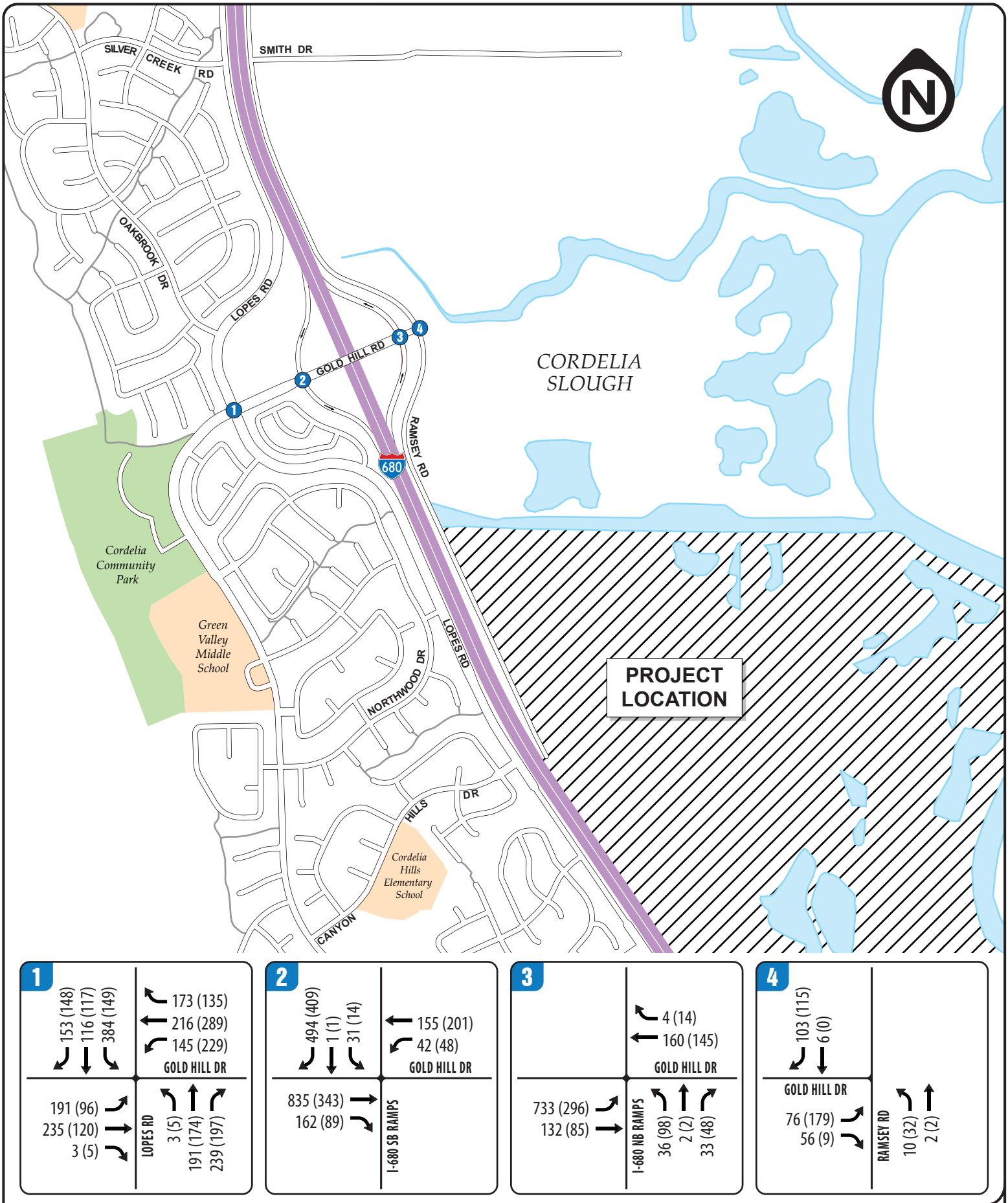

FIGURE 10 | EXISTING PLUS PROJECT WEEKDAY (TUES-THURS) AM(PM) PEAK HOUR VOLUMES

TRANSPORTATION IMPACT REPORT

Pacific Flyway Museum

City of Fairfield

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FIGURE 11 | EXISTING PLUS PROJECT FRIDAY PM PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 12 | EXISTING PLUS PROJECT SATURDAY AFTERNOON PEAK HOUR VOLUMES

TRANSPORTATION IMPACT REPORT

Pacific Flyway Museum

City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

TABLE 6
WEEKDAY EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	27.2	C	27.6	C
			PM	17.7	B	17.8	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	17.9	C	25.4	D
			PM	15.2	C	15.6	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	> 50.0	F	< 50.0	F
			PM	26.3	D	28.2	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.2	A	9.5	A
			PM	9.8	A	10.6	B

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

TABLE 7
WEEKEND EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	FRI	15.9	B	15.9	B
			SAT	15.8	B	16.1	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	FRI	12.9	B	13.1	B
			SAT	10.7	B	11.9	B
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	FRI	20.9	C	22.2	C
			SAT	15.1	C	15.1	B
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	FRI	10.0	B	10.8	B
			SAT	9.1	A	10.1	B

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

5.6 Baseline Intersection Capacity Conditions

The results of the LOS computations for baseline conditions and baseline plus project conditions are presented in **Table 8**. The Baseline traffic volumes are shown in **Figure 13.** The Friday and Saturday peak hour baseline plus project volumes are shown in **Figures 14 and 15** and the results of the LOS computations are presented in **Table 9**. The LOS calculations for the peak hour conditions are presented in the *Technical Appendix*. As shown in **Tables 8 and 9**, all study intersections would continue to operate at acceptable conditions (LOS D or better) during the weekday and weekend peak hours with the exception of Intersection #5 (the I-680 Northbound Ramps at Gold Hill Road) which would continue to operate at LOS F during the AM peak hour.

TABLE 8
WEEKDAY BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	30.1	C	30.7	C
			PM	18.4	B	18.5	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	19.4	C	29.2	D
			PM	16.5	C	17.1	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	>50	F	>50	F
			PM	30.5	D	33.2	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.2	A	9.5	A
			PM	9.9	A	10.7	B

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

TABLE 9
WEEKEND BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	FRI	16.2	B	16.2	B
			SAT	16.0	B	16.3	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	FRI	13.2	B	13.4	B
			SAT	10.8	B	12.1	B
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	FRI	22.4	C	24.1	C
			SAT	15.6	C	15.6	C
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	FRI	10.0	B	10.9	B
			SAT	9.2	A	10.1	B

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

5.7 Baseline Plus Project Intersection Capacity Conditions

The results of the intersection LOS computations for Baseline Plus Project weekday conditions are shown in **Table 8** and the traffic volumes with the addition of project traffic are shown in **Figure 16.** The Friday and Saturday peak hour baseline plus project volumes are shown in **Figures 17 and 18** and the results of the LOS computations are presented in **Table 9**. The LOS calculations for weekday AM and PM peak hour conditions are presented in the *Technical Appendix*. As shown in **Tables 8 and 9**, all study intersections would continue to operate at acceptable conditions (LOS D or better) during the weekday and weekend peak hours with the exception of Intersection #5 (the I-680 Northbound Ramps at Gold Hill Road) which would continue to operate at LOS F during the AM peak hour with the addition of project traffic. However, it important to note that the intersection is not forecast to meet any of Caltrans'

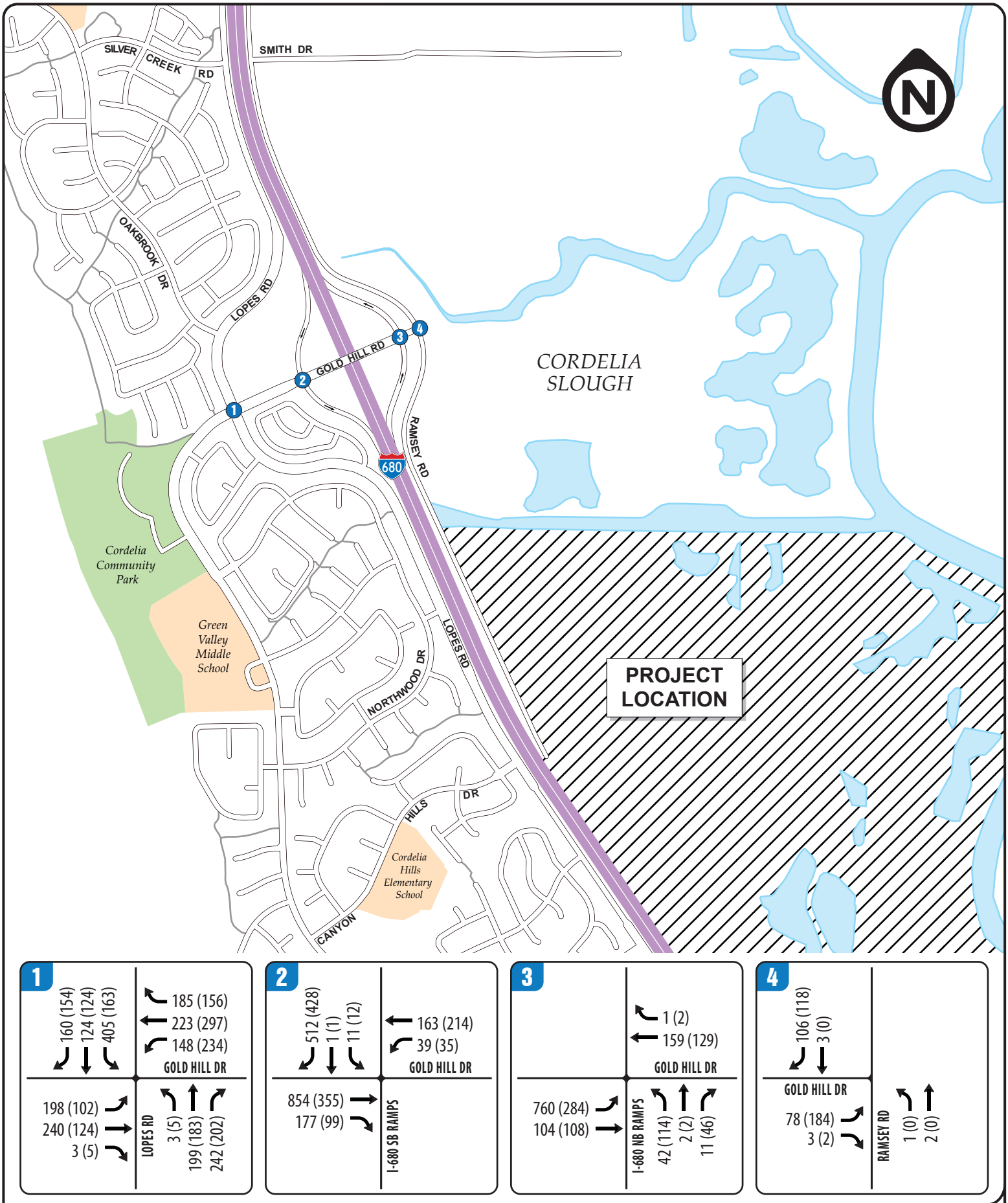

FIGURE 13 | BASELINE (2019) WEEKDAY (TUES-THURS) AM(PM) PEAK HOUR VOLUMES

TRANSPORTATION IMPACT REPORT

Pacific Flyway Museum

City of Fairfield

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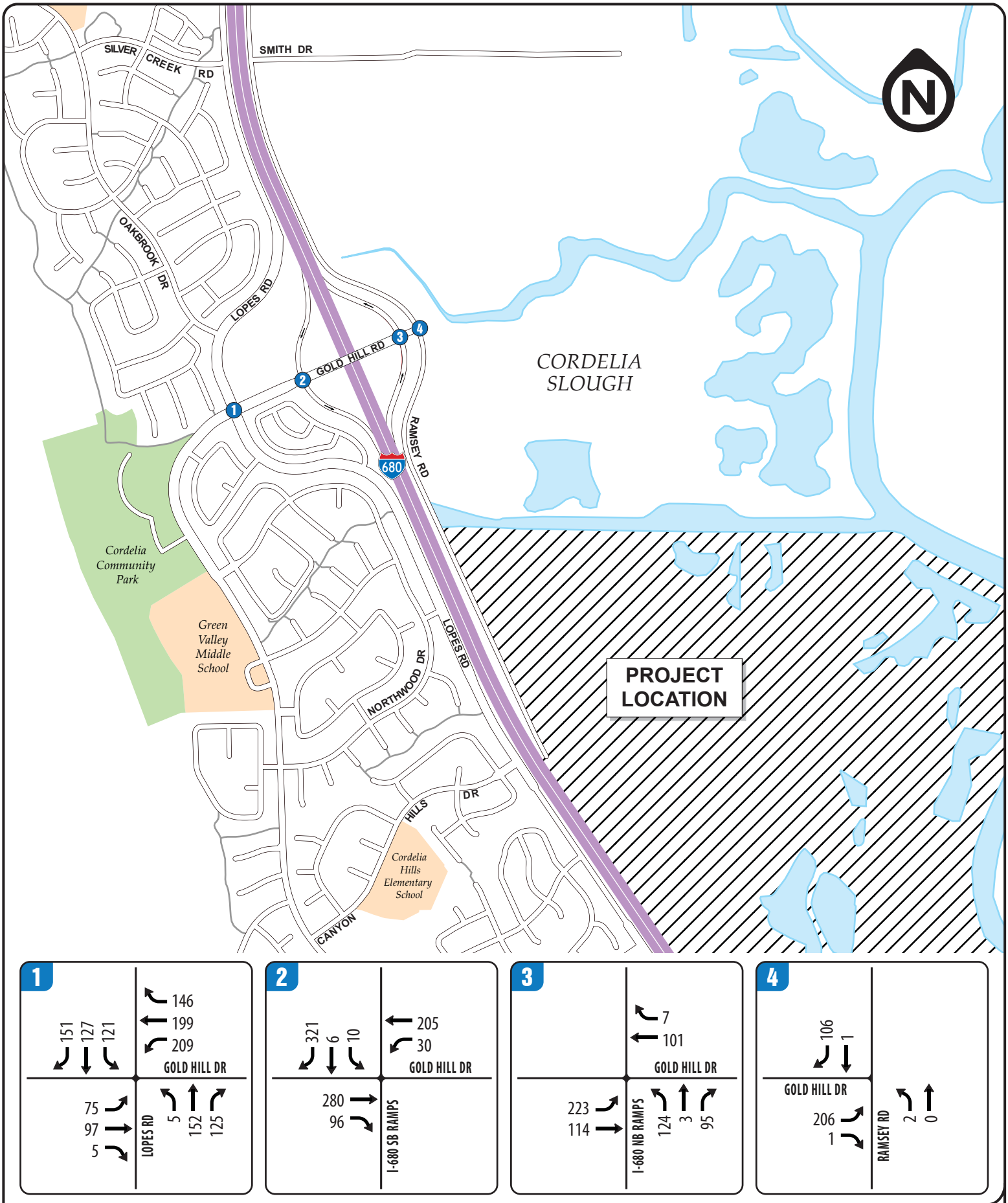

FIGURE 14 | BASELINE (2019) FRIDAY PM PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

FIGURE 15 | BASELINE (2019) SATURDAY AFTERNOON PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

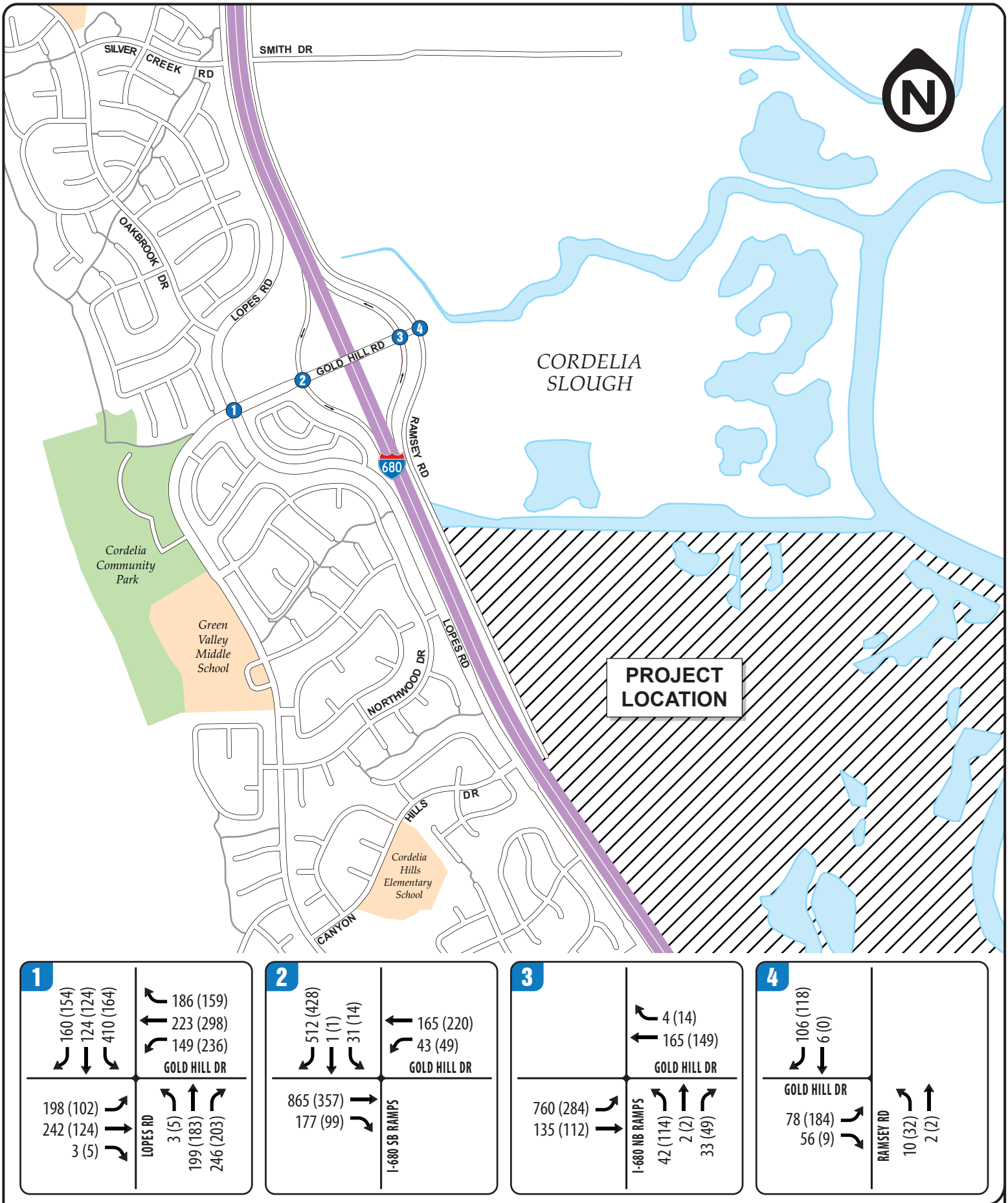

FIGURE 16 | BASELINE (2019) PLUS PROJECT WEEKDAY AM(PM) PEAK HOUR VOLUMES

TRANSPORTATION IMPACT REPORT

Pacific Flyway Museum

City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

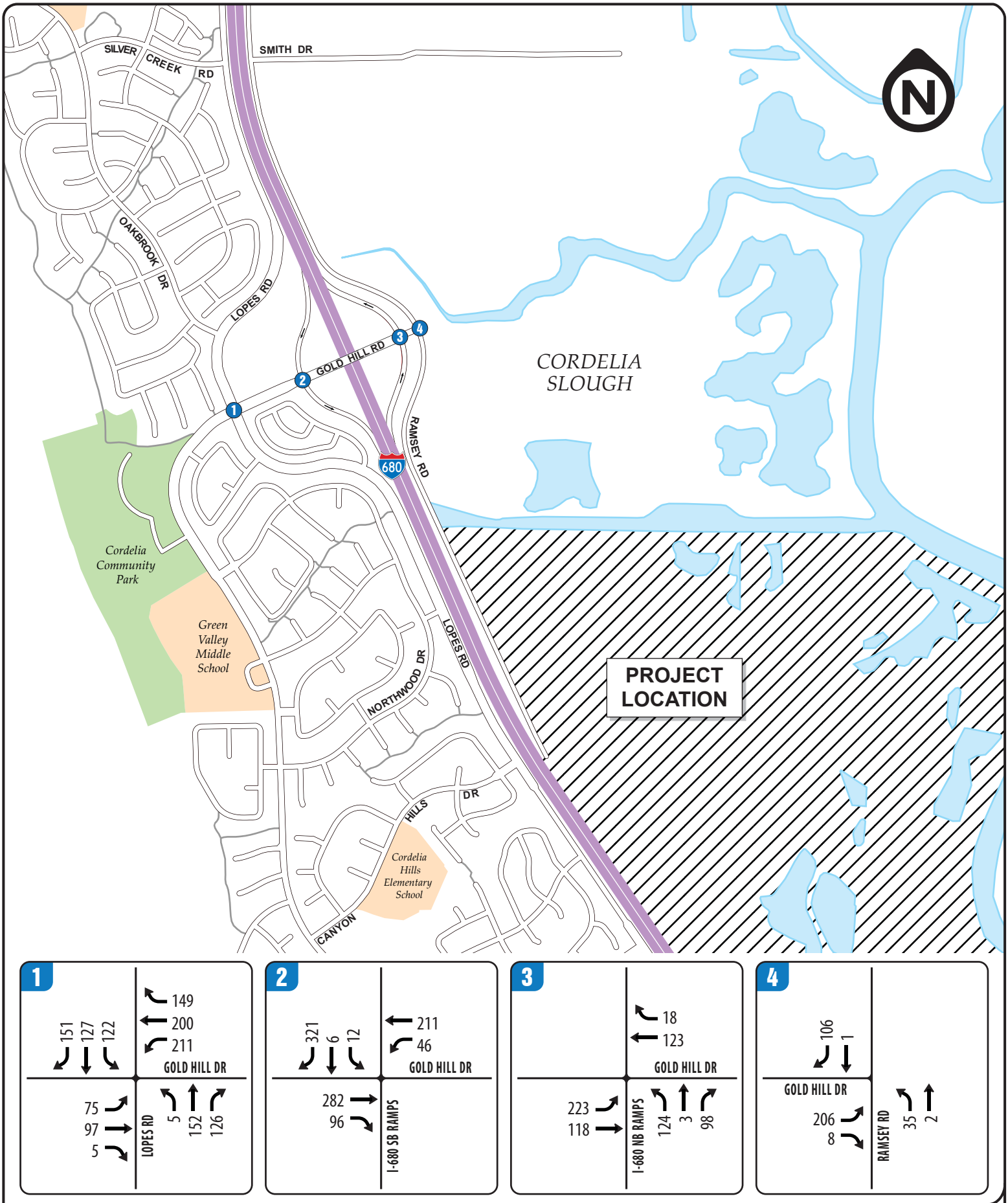

FIGURE 17 | BASELINE (2019) PLUS PROJECT FRIDAY PM PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 18 | BASELINE (2019) PLUS PROJECT SATURDAY AFTERNOON PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
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established warrants for the installation of a traffic signal and therefore this would not be considered a significant impact. Please note that an analysis of the need for traffic signals at all the project study intersections was conducted based on the cumulative plus project LOS results and the California MUTCD which identifies nine traffic signal warrants that are required to be investigated to determine the potential for a traffic signal. The analysis indicated that none of the unsignalized study intersections would warrant installation of a traffic signal. It is important to note that the satisfaction of one or more warrants does not in itself determine whether or not a traffic signal should be installed. The peak hour warrant is usually considered the main determinant as to whether further study is needed. Generally, an intersection that meets one or more warrants is only considered a potential candidate for signalization and further investigation and design review is normally required before a final determination can be made. Please note the detailed LOS calculations and traffic signal warrant studies are included in the *Technical Appendix* to this report.

5.8 Baseline Plus Project Mitigation Measures

Based on the analysis of traffic operations with the addition of project generated traffic there would be no significant impacts according to the established standards and no mitigation would be required to maintain the LOS standards.

5.9 Cumulative (2035) Traffic Conditions

The Cumulative Scenario (Year 2035) corresponds to the build-out of the Solano County and City of Fairfield General Plans which include significant transportation and land use changes. The major freeway improvements assumed in this scenario are collectively known as the I-80/I-680/SR 12 Interchange Project (I-80/I-680/I-780 Major Investment & Corridor Study, STA, 2004). Given the significant land use and roadway network changes proposed for the project study area and the proximity to the freeway interchange the Solano Transportation Authority (STA) travel demand model was selected as the most appropriate tool to provide future traffic projections. The forecasted traffic volumes at the study intersections and roadway segments for year 2035 were based on the most recently updated version of STA Travel Demand Model. The model includes all capital improvement program roadway improvements programmed through 2035 as well as full General Plan build-out of the land uses within Solano County.

5.10 Cumulative (2035) Intersection Capacity Conditions

The projected intersection turning movement volumes for Cumulative 2035 conditions at the study intersections (during the weekday AM and PM peak hours) are shown in **Figure 19** and the results of the LOS computations for this scenario can be seen in **Table 10**. The Friday and Saturday peak hour cumulative project volumes are shown in **Figures 20 and 21** and the results of the LOS computations are presented in **Table 11**. The LOS calculations are presented in the *Technical Appendix* with the weekend scenarios presented after the weekday results beginning on page 78. As shown in **Tables 10 and 11**, all signalized study intersections currently operate at acceptable conditions (LOS D or better) during the weekday and weekend peak hours with the exception of Intersection #5 (the I-680 Northbound Ramps at Gold Hill Road) which would continue to operate at LOS F during the weekday AM peak hour.

TABLE 10
WEEKDAY CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	AM	22.7	C	23.0	C
			PM	19.4	B	19.5	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	AM	17.4	C	22.5	C
			PM	19.0	C	19.8	C
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	AM	>50	F	>50	F
			PM	29.1	D	31.7	D
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	AM	9.3	A	9.6	A
			PM	10.0	B	10.9	B

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

TABLE 11
WEEKEND CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	LOPES RD & GOLD HILL RD	Signalized	FRI	16.7	B	16.8	B
			SAT	16.6	B	17.0	B
2	I-680 SB RAMPS & GOLD HILL RD	Side Street Stop	FRI	14.1	B	14.4	B
			SAT	11.2	B	12.5	B
3	I-680 NB RAMPS & GOLD HILL RD	Side Street Stop	FRI	28.1	D	30.8	D
			SAT	17.0	C	17.0	C
4	RAMSEY RD & GOLD HILL RD	Side Street Stop	FRI	10.2	B	11.1	B
			SAT	9.2	A	10.3	B

SOURCE: Abrams Associates, 2017

NOTES: Intersection Delay is presented in terms of seconds per vehicle. See Tables 1 and 2 for the relationship between vehicle delay and Level of Service.

5.11 Cumulative Plus Project Intersection Operations

The projected intersection turning movement volumes for Cumulative plus Project weekday conditions are shown in **Figure 22**. The results of the associated intersection weekday LOS computations are presented in **Table 10**. The Friday and Saturday peak hour cumulative plus project volumes are shown in **Figures 23 and 24** and the results of the LOS computations are presented in **Table 11**. The LOS calculations for weekday AM and PM peak hour conditions are presented in the *Technical Appendix*. As shown in **Tables 10 and 11**, with the addition of project traffic all signalized study intersections would continue to operate with acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Intersection #5 (the I-680 Northbound Ramps at Gold Hill Road) which would continue to operate at LOS F during the weekday AM peak hour with the addition of project traffic. However, it important to note that the intersection is not forecast to meet any of Caltrans' established warrants for the installation of a traffic signal and therefore this would not be considered a significant impact. Please note the detailed traffic signal warrant studies are also included in the *Technical Appendix* to this report.

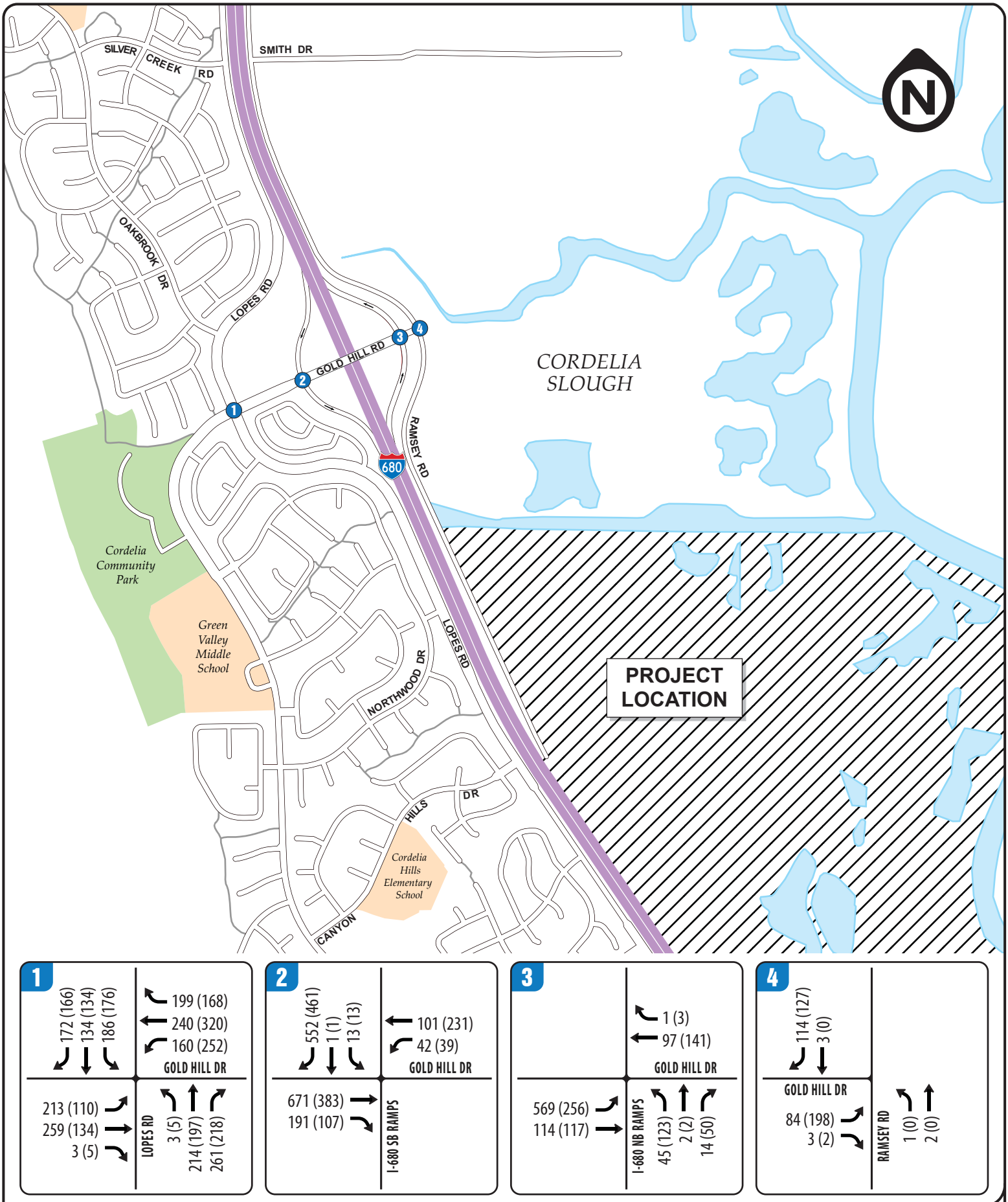

FIGURE 19 | CUMULATIVE (2035) WEEKDAY AM(PM) PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 20 | CUMULATIVE (2035) FRIDAY PM PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 21 | CUMULATIVE (2035) SATURDAY AFTERNOON PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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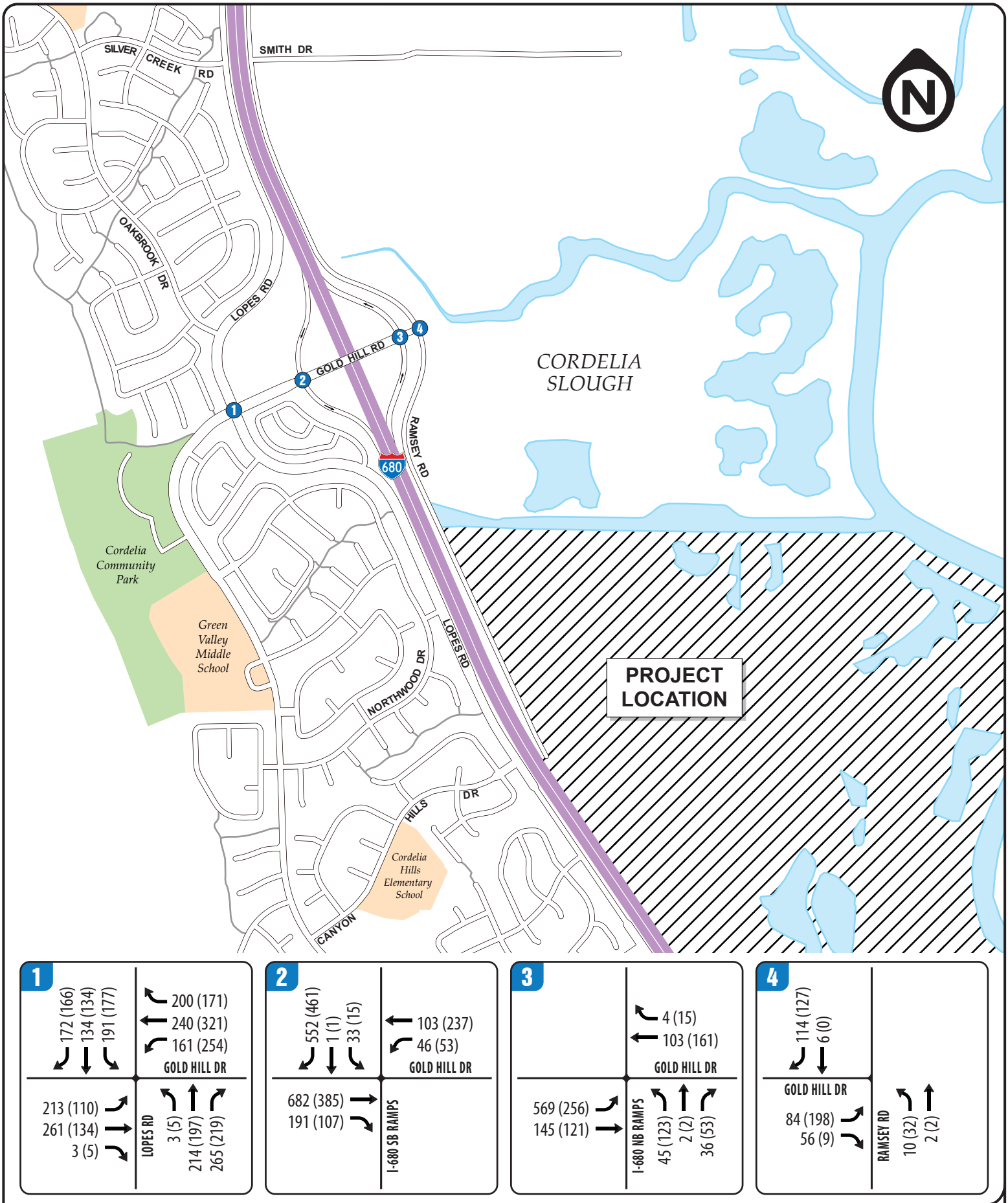

FIGURE 22 | CUMULATIVE (2035) PLUS PROJECT WEEKDAY AM(PM) PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 23 | CUMULATIVE (2035) PLUS PROJECT FRIDAY PM PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

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FIGURE 24 | CUMULATIVE (2035) PLUS PROJECT SATURDAY PEAK HOUR VOLUMES
TRANSPORTATION IMPACT REPORT
Pacific Flyway Museum
City of Fairfield

Abrams Associates
TRAFFIC ENGINEERING, INC.

5.12 Cumulative Plus Project Mitigation Measures

Based on the analysis of cumulative 2035 traffic operations with the addition of project generated traffic there would be no significant impacts according to the established standards and no mitigation would be required to maintain the LOS standards.

5.13 Project Access

The proposed project would have four access points on Ramsey Road and no safety or traffic operational issues have been identified at the proposed entrances. The proposed plan currently includes multiple bus bays to allow for concurrent loading/unloading of up to six full-size buses. In general, no problems with internal circulation were identified. However, additional review of internal circulation and any proposed drop-off/pick-up areas may be required if there are further changes to the site plan.

Based on the LOS results and the project trip generation the proposed design with side street stop controls at the driveways on Ramsey Road should operate efficiently and safely. However, to ensure adequate sight distance at the driveways (and because the pavement cross-section on Ramsey Road is only about 25 feet wide) it is recommended that on-street parking be prohibited along Ramsey Road south of Gold Hill Road. Please note the project is proposing to meet or exceed the City's parking requirements by providing over 300 spaces and therefore no impacts to surrounding properties are anticipated.

5.14 Parking

Based on the 4th Edition of the ITE Trip Generation Manual a museum typically generates a maximum peak parking demand of 1.32 vehicles per 1,000 square feet on Saturdays. For the proposed project this would equate to a demand of 34 spaces for the first phase (26,000 square feet) and 153 spaces for the ultimate project (116,000 square feet). Please note the project is proposing to exceed the City's parking requirements by providing over 300 parking spaces and 6 bus bays. Based on the proposed parking supply no parking impacts to surrounding properties are anticipated.

5.15 Analysis of Caltrans Traffic Signal Warrants and Vehicle Queuing

An analysis of the need for traffic signals at the unsignalized project study intersections was conducted based on the cumulative plus project LOS results and the California MUTCD which identifies nine traffic signal warrants that are required to be investigated to determine the potential for a traffic signal. Please note the detailed traffic signal warrant studies are included in the technical appendix to this report. The analysis indicated that none of the unsignalized study intersections would warrant installation of a traffic signal under any of the scenarios studied.

It is also important to note that the satisfaction of one or more warrants does not in itself determine whether or not a traffic signal should be installed. Generally, an intersection that meets one or more warrants is only considered a potential candidate for signalization and further investigation and design review is normally required by the local jurisdiction before a final determination can be made. Please note an analysis of queueing at the project study intersection was also conducted and no significant queuing problems were identified. Please note the detailed queuing results are included in the technical appendix to this report.

5.16 Other Potential Transportation Impacts

Pedestrian Impacts **-** The proposed project would not significantly impact any existing pedestrian facilities and the project itself would not create any hazardous conditions for pedestrians in the area. Please note the City of Fairfield General Plan does not identify any additional thresholds of significance for pedestrian impacts.

Bicycle Impacts **-** The proposed project would not significantly impact any existing bicycle facilities, including bike lanes, routes, or paths in the area and the project itself would not create any hazardous conditions for bicyclists. Please note the City of Fairfield General Plan does not identify any additional thresholds of significance for bicycle impacts.

Internal Circulation **-** No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay.

Construction Period Impacts **-** In general, Project-related construction-related activities would typically occur Monday through Friday, between 6:00 AM and 6:00 PM on weekdays. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer to ensure all construction impacts are mitigated. Therefore, the demolition and construction activities associated with the proposed project would result in a less-than-significant impact.

6) SUMMARY OF PROJECT TRANSPORTATION IMPACTS AND MITIGATION MEASURES

6.1 Project Specific Impacts

TR-1 Demolition and construction activities associated with the proposed project would result in additional traffic to and from the site.

Heavy Equipment

Approximately five pieces of heavy equipment are estimated to be transported on and off each site each month throughout the demolition and construction of the proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project sites during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant could be required to submit a Traffic Control Plan.

The requirements within a Traffic Control Plan could include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site the freeway, as determined by the Public Works Department; all site ingress and egress would occur only at the main driveways to the project.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but should also be less than the proposed project at buildout.

Construction Material Import

The project would also require the importation of construction material, including raw materials for the building pad, the building, the parking area, and landscaping. Based on past construction of similar projects, importing this material is estimated to require substantial amounts of truck traffic. Under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less.

Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. Therefore, the demolition and construction activities associated with the proposed

project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a ***less-than-significant*** impact.

Mitigation Measure(s)
None required.

TR-2 Impacts related to site access and circulation.

Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site designs have been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to site access and circulation to the proposed project would be ***less-than-significant***.

Mitigation Measure(s)
None required.

TR-3 Impacts regarding emergency vehicle access on and surrounding the proposed project sites.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would have one main entrance on Ramsey Road but would also have three additional secondary access points, also from Ramsey Road. Emergency vehicle access will need to be approved by the fire department.

All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal parking aisles would be adequate. Therefore, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)
None required.

TR-4 Impacts relating to the presence and availability of adequate parking.

The proposed project is expected to provide over 300 off-street parking spaces to ensure the project exceeds City and County requirements. Therefore, the proposed project is not expected to create parking impacts on the surrounding areas, and impacts related to adequate parking would be ***less-than-significant***.

Mitigation Measure(s)
None required.

6.2 Project Mitigations and Improvement Measures

Based on this analysis there would be no significant transportation impacts according to established standards and no off-site traffic or transportation mitigations would be required. No off-site transportation improvement measures are recommended at this time.

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PACIFIC FLYWAY CENTER

APPENDIX F
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION RESPONSE TO COMMENTS

City of FAIRFIELD California

www.fairfield.ca.gov

PACIFIC FLYWAY CENTER

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION RESPONSE TO COMMENTS

Prepared by:
City of Fairfield
Community Development Department
1000 Webster Street
Fairfield, CA 94533
August 2018

City of FAIRFIELD California

www.fairfield.ca.gov

TABLE OF CONTENTS

INTRODUCTION

CEQA PROCESS

Pursuant to Section 15085 of the California Environmental Quality Act (CEQA) Guidelines, the City of Fairfield (City) submitted a Notice of Completion (NOC) for the proposed Pacific Flyway Center Project Draft Initial Study and Mitigated Negative Declaration (IS/MND) to the California State Clearinghouse (SCH) on July 18, 2018. Also, pursuant to Section 15072 of the CEQA Guidelines, the City published a Notice of Intent (NOI) to adopt the proposed IS/MND. In accordance with Section 15105(b) CEQA Guidelines, the public review and comment period began on July 19, 2018 and ended on August 20, 2018. Comments were received in response to the publication of the Draft IS/MND for public review. The comments and the City's responses are discussed in this document and are available for public review at City of Fairfield, Community Development Department, 1000 Webster Street, 2nd Floor, Fairfield, CA 94533.

As a result of the comments, changes have been made to the Draft IS/MND and incorporated into a Final IS/MND. The Final IS/MND provides corrections and clarifications to certain facts set forth in the Draft IS/MND to ensure accuracy. None of the changes reflected in the Final IS/MND would result in new significant environmental impacts or mitigation measures.

COMMENTS ON DRAFT IS/MND AND RESPONSE

INTRODUCTION

This section includes copies of the comment letters received during the public review period on the Draft IS/MND and the City's responses to those comments. Both the comments and responses are part of the Final IS/MND. The response to each comment is presented immediately after the comment letter. Some comments do not raise environmental issues, or do not require additional information. A substantive response to such comments is not required within the context of CEQA.

COMMENTS RECEIVED ON DRAFT MND

If comments raised environmental issues that required revisions to the text in the Draft IS/MND, the City's response includes a brief description of the change and refers the reader to the corresponding page number within the Final IS/MND. The changes made in the Final IS/MND did not result in a "substantial revision" of the negative declaration, as defined by CEQA Guidelines Section 15073.5, and the new information added to the negative declaration merely clarifies, amplifies, or makes insignificant modifications to the IS/MND. No new, avoidable significant impacts were identified that would require mitigation measures or project revisions to be added in order to reduce the impacts to insignificant.

COMMENT LETTER 1: California Department of Transportation

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 14, 2018

Amy Kreimeier, Assistant Planner
City of Fairfield
1000 Webster Street
Fairfield, California 94533

SCH #2018072043
GTS# 04-SOL-2018-00094
GTS ID: 11836
PM: SOL-680-9.823

Subject: Regarding Pacific Flyway Center Project Initial Study and Proposed Mitigated Negative Declaration

Ms. Kreimeier:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Initial Study (IS) and Proposed Mitigated Negative Declaration for the Pacific Flyway Center Project that you submitted to this office for review.

Project Understanding

The applicant is proposing to develop, restore, and enhance the site as an open space land preserve and wildlife habitat conservation area, with an interpretive and educational facility. Approximately 8.3 acres would be developed with impervious surfaces, encompassing not only the visitor education and interpretive center, but also a wildlife theater, gift shop, food service facilities, maintenance area, and driveways and parking areas. The proposed buildings will total 125,000 square feet and will be constructed within the upland grasslands portion of the site, adjacent to Interstate (I) 680.

Approximately 124 acres of the site would be enhanced and restored as an outdoor wildlife habitat viewing area. Work planned for this area, which will be known as the "Walk in the Marsh," will consist of the creation, restoration and enhancement of ponds, wetlands, wildlife viewing overlooks, raised boardwalk pathways, pervious pathways, and a water conveyance system. A 24-acre portion of the "Walk in the Marsh" segment would include creation, restoration and enhancement of ponds and wetlands for wildlife; including restoring and habitat enhancement to approximately 6.5 acres of existing wetlands and converting approximately 17.5

into new wetlands. The development of new ponds and wetlands and other enhancement work is expected to be authorized under a US Army Corps of Engineers (ACOE) Nationwide Permit 27, while future maintenance of the ponds and wetlands will be covered under the Suisun Resource Conservation District's Regional General Permit 3 (No. SPN-2012-00258), issued in 2018.

Additionally, approximately 4,500 sq. ft. of raised boardwalks for the "Walk in the Marsh" will be constructed within and adjacent to the existing and created wetlands, with no ACOE permit necessary for this work. Restoration and enhancement work will include, among other activities, grading, weeding, revegetation, and salinity control. Within the upland grasslands, weeds will be removed and the area will be revegetated with native species typical of upland grassland habitats. Water from four potential sources would be fed into a holding pond at the southwest corner of the visitor building area adjacent to Ramsey Road, and then transferred into the wetlands via gravity flows using a weir system. Those sources include natural rain water, slough water which is currently being utilized in the existing managed wetlands, well-water from existing on-site wells, and raw water received from the City of Fairfield. The project proposes to install a new pump and intake adjacent to the northerly parking lot, which would re-cycle and re-circulate the water back to the holding pond, which would then gravity flow into the wetlands. This proposed project location is in an area annexed to the City of Fairfield abutting the Caltrans right of way (ROW) east of I-680, south of the I-680/Gold Hill Road exit at Post Mile 9.823.

Hydraulics
The project area encroaches the existing floodplain at the northeast and southeast borders of the Caltrans ROW, therefore we need more information to review this project. Please provide grading plans, drainage plans and confirm if the base flood-elevation will change. Such a change will require a FEMA Letter of Map Amendment (LOMA) or Letter of Map Revision (LOMR). Caltrans has several cross-culverts draining east under I-680, and changes in existing tail-water elevations of the culverts under the 25-, 50- and 100-year flood events will be unacceptable.

Environmental
If marshland will be impacted, it will require a wetland delineation, and coordination with California Department of Fish and Wildlife or the Army Core of Engineers, depending on the results of the marshlands or "waters" observed.

Environmental - Cultural Resources
Ensure the Cultural Resources Inventory and Evaluation Report, which is confidential because it provides information about vulnerable cultural resources, remains restricted from public access per California Government Code Sections 6254.10 and 6254(r); California Code of Regulations Section 15120(d); and Section 304 of the National Historic Preservation Act of 1966.

Encroachment Permit
Please be advised that any sign or work within Caltrans ROW will require an encroachment permit prior to construction. To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and five (5) sets of plans clearly

Amy Kreimeier, City of Fairfield
August 14, 2018
Page 3

indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information:

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

If you have any questions, please contact Michael Meloy, Associate Environmental Planner, at (510) 286-5433 or michael.meloy@dot.ca.gov.

Sincerely,

Lisa Carboni

for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

RESPONSE TO COMMENT:

Comment noted. All required agency documentation will be submitted prior to the start of construction. The applicant must obtain all required agency permits prior to the start of construction, including a Caltrans encroachment permit if necessary.

A preliminary jurisdictional delineation has been prepared for the subject site in conjunction with the U.S. Army Corps of Engineers. This document is included in the source list as item number 13 and is available for public review at City of Fairfield, Community Development Department, 1000 Webster Street, 2nd Floor, Fairfield, CA 94533. The Cultural Resources Inventory and Evaluation report has been removed from the list of appendices on page 57 of the Final IS/MND and will remain restricted from public access per California Government Code Sections 6254.10 and 6254(r); California Code of Regulations Section 15120(d); and Section 304 of the National Historic Preservation Act of 1966.

COMMENT LETTER 2: Yocha Dehe Wintun Nation

YOCHA DEHE
CULTURAL RESOURCES

RECEIVED
SEP 04 2018
CITY OF FAIRFIELD
COMMUNITY DEVELOPMENT

August 27, 2018

City of Fairfield - Community Development
Attn: Amy Kreimeier, Assistant Planner
1000 Webster Street, Second Floor
Fairfield, CA 94533

RE: Pacific Flyway Fund Project

Dear Ms. Kreimeier:

Thank you for your e-mail dated, August 24, 2018, regarding cultural information on or near the proposed Pacific Flyway Fund Project, Fairfield, Solano County. We appreciate your effort to contact us and wish to respond.

The Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of the Yocha Dehe Wintun Nation. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, Yocha Dehe Wintun Nation is not aware of any known cultural resources near this project site and a cultural monitor is not needed. However, if any new information or cultural items are found, please contact the Cultural Resources Department. In addition, we recommend cultural sensitivity training for any pre-project personnel. Please contact one of the individuals listed below to schedule the cultural sensitivity training, prior to the start of the project.

Lawrence Longee, Tribal Monitor
Yocha Dehe Wintun Nation
Office: (530) 605-6655
Email: llongee@yochadehe-nsn.gov

Robert Geary, Tribal Monitor
Yocha Dehe Wintun Nation
Office: (530) 215-6180
Email: rgeary@yochadehe-nsn.gov

Please refer to identification number YD – 10172017-02 in correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

Leland Kinter
Tribal Historic Preservation Officer

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org

RESPONSE TO COMMENT:

Comment noted. Cultural Resources mitigations included within the Final IS/MND set forth procedures if any cultural items are found on the project site during the course of construction. A requirement for cultural sensitivity training with the Yocha Dehe Wintun Nation to commence prior to the start of construction is included with the project's conditions of approval.

COMMENT LETTER 3: Solano County

BILL EMLEN
Director
TERRY SCHMIDTBAUER
Assistant Director
MIKE YANKOVICH
Planning Services Manager

DEPARTMENT OF RESOURCE MANAGEMENT

SOLANO COUNTY

Planning Services Division

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

www.solanocounty.com

August 20, 2018

Amy Kreimeier, Assistant Planner
Community Development Dept.
1000 Webster Street, 2nd Floor
Fairfield, CA 94533
akreimeier@fairfield.ca.gov

Subject: **Pacific Flyway Center; MND Comments**

Dear Amy:

The County has received your request for comments on the above referenced Mitigated Negative Declaration. While the Planning Services Division has no comments related to potential environmental impacts, it does request further detail and clarification in the project description/site characteristics discussion relative to the proposed use of APNs 46-050-31 and 46-100-27. As described in the Initial Study, these two adjacent parcels are not intended for annexation, but will be owned by the project applicant once title is transferred from the State Dept of Fish and Wildlife.

It is my understanding during a conversation with you, that there is no intent by the applicant to use these eastern two parcels for public use or for any purpose otherwise associated with the proposed project and will keep them in their natural state as habitat. As such, the County requests that the project description/site characteristics section be clarified to describe the intended use of these two eastern parcels (280 acres) once they are owned by the project proponent and include reasoning why they will not be annexed to the city.

Thank you for the opportunity to submit comments. Please feel free to contact me at (707) 784-6765 with any questions.

Sincerely,

Matt Walsh

Matt Walsh
Principal Planner

RESPONSE TO COMMENT:

Solano County requests further clarification and detail on parcels 0046-050-310 and 0046-100-270. These parcels are to be transferred from the State of California to the project applicant in 2018. Both parcels will remain under the jurisdiction of unincorporated Solano County. The applicant does not propose to annex these two parcels into the City of Fairfield and there are no plans to extend components of the project or any development into these parcels. Both parcels will be kept in their natural state. The two parcels in question contain significant wetlands and are inundated with water for much of the year. These parcels are also designated as Primary Marsh Management areas under the Suisun Marsh Act and the Suisun Marsh Protection Plan. As such, the possibility for development of these parcels is significantly limited. Annexation, which is necessary to provide City services such as sewer and water, is not appropriate nor is it necessary as the applicant is not proposing to develop these parcels.

Once transferred to the applicant, the parcels will fall under the management purview of the Suisun Resource Conservation District (SRCD). The SRCD conducts its work in compliance with the Suisun Marsh Habitat Management, Preservation and Restoration Plan (SMP), a comprehensive 30-year plan approved in 2014 for the management of activities within the Suisun Marsh, including the operation and maintenance of Suisun Marsh managed wetlands and restoration activities. Private ownership of the parcels will facilitate cohesive wetland and marsh management practices across all four parcels.

The project description has been revised to clarify the intended use of the two eastern parcels, APNs 0046-050-310 and 0046-100-270. These revisions can be found in the Site Characteristics section on page 2 and 3 of the Final IS/MND.

COMMENT LETTER 4: Regional Water Quality Control Board

RECEIVED
AUG 2 2 2018
CITY OF FAIRFIELD
COMMUNITY DEVELOPMENT

Water Boards

Central Valley Regional Water Quality Control Board

10 August 2018

Amy Kreimeier
City of Fairfield
Community Development Department
1000 Webster Street,
Fairfield, CA 94533

CERTIFIED MAIL
91 7199 9991 7039 6992 6182

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, PACIFIC FLYWAY CENTER PROJECT, SCH# 2018072043, SOLANO COUNTY

Pursuant to the State Clearinghouse's 19 July 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration,* for the Pacific Flyway Center Project, located in Solano County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources

Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)
R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock
Senior Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

RESPONSE TO COMMENT:

The letter from the Central Valley Regional Water Quality Control Board describes the state and federal laws, regulations, and permits that are potentially applicable to projects affecting surface and groundwater. The comment is noted. The applicant must demonstrate that all required permits have been obtained prior to the issuance of building permits.

COMMENT LETTER 5: Solano County LAFCO

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

August 13, 2018

Amy Kreimeier, Assistant Planner
City of Fairfield – Planning Division
1000 Webster Street
Fairfield CA 94533

RECEIVED
AUG 20 2018
CITY OF FAIRFIELD
COMMUNITY DEVELOPMENT

Re: Pacific Flyway Center – Mitigated Negative Declaration – Public Review and Comment; APNS: 0046-050-300, 0046-100-260, (and adjacent APNs 0046-050-310, and 0046-100-270)

Dear Ms. Kreimeier:

Thank you for the opportunity to comment on the City of Fairfield's (City) Pacific Flyway Center's Initial Study and Mitigated Negative Declaration (MND). Pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines (Article 7 15096(d)), the Local Agency Formation Commission of Solano County (LAFCO), as a Responsible Agency, should review and comment on draft EIRS and MND for projects which it would later be asked to approve. Solano LAFCO provides the following six comments concerning the identified MND sections:

1) **Other Public Agency Approvals** (MND page 4) – City should provide a complete list of required LAFCO approvals/actions:
   a. Municipal Service Review study,
   b. Sphere of Influence Update,
   c. City of Fairfield annexation,
   d. Fairfield Suisun Sewer District annexation[1],
   e. Cordelia Fire Protection District detachment, and;
   f. Solano County Lighting Service Area detachment.

2) **Agriculture and Forest Resources** (MND page 10) – City should provide analysis and discussion with respect to Prime Agricultural Lands pursuant to California Government Code Section (GC §) 56064 *(following excerpt)*.

[1] Required per The Fairfield-Suisun Sewer District Act (State of California Chapter 303 Statutes of 1951, Article 1 Section 1)

"Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

(a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

(b) Land that qualifies for a Storie Index rating of 80 through 100.

LAFCO staff conducted a preliminary analysis of soil classifications within the proposal site and found land that meets the prime agricultural land definition. (Attached map exhibit and soil description from USDA Natural Resources Conservation). Approximately 120-130 acres of the site appear to meet soil classifications that qualify as "prime agricultural land" under the LAFCO definition. In order for this analysis to meet LAFCO's requirement and the requirements of CEQA, it may be helpful if the environmental analysis explains the previous historical use of this land, its history of agricultural production (if any), and current status. We also suggest providing reasoned analysis why the permanent removal of this acreage from potential agricultural production is not likely to result in a significant loss of agricultural land that creates a significant impact on the environment. If there is a potential for significant impacts, the analysis should discuss any potential mitigation measures.

3) **Agriculture and Forest Resources** (MND page 10) City should provide analysis and discussion with respect to the conversion of open space lands pursuant to GC §56377, "open space" as defined by GC §56064, §65560. Additional information that LAFCO requires is an analysis of the availability of other developable land located within the City limits, or elsewhere in the City sphere, that is suitable for this particular use that does not "prime agricultural land" or land devoted to "open space" uses as defined by LAFCO standards.

4) **Land Use and Planning** (MND page 36) City's list of approval requirements for LAFCO should be consistent with the list under the Other Public Agency Approvals section.

5) **Public Services** (MND page 41) City should provide analysis and discussion on fire protection and police services, for example; will the project result in the need to increase the number of personnel for these public services?

6) **Public Services** (MND page 41) City should provide analysis and discussion to address the creation of a service island. Per the MND, the City will request annexation of

Assessor Parcel Numbers (APNs) 0046-050-300, 0046-100-260 and will ***not*** seek annexation of APNs 046-050-310 and 046-100-270; the latter APNs will remain under the jurisdiction of the Solano County Sheriff and the Cordelia Fire Protection District. The City should explore pursuing a memorandum of understanding with these two agencies to provide greater clarity and efficient provision of services to the subject areas.

Amy, in addition, it may be helpful for the City, as the Lead Agency, to include a list of other agencies that were provided a copy of the environmental documents pursuant to Section 15073(c) of the CEQA Guidelines. (e.g. it is unknown if Solano County, Solano Transportation Authority, or the Bay Area Air Quality Management District received the subject environmental document).

We appreciate the opportunity to comment on the subject environmental document. Please contact our Executive Officer, Rich Seithel, at 707-439-3897 or rseithel@solanolafco.com should you have any questions.

Sincerely,

James Spering
Vice-Chair
Solano Local Agency Formation Commission

Attachments: Map exhibit and soil description from USDA Natural Resources Conservation

RESPONSE TO COMMENT:

Solano County LAFCO (LAFCO) is a Responsible Agency under CEQA. The IS/MND prepared for the project will inform LAFCO of the environmental effects of the project that it will later be asked to approve. LAFCO has requested further clarification on the topics of Agriculture and Forest Resources and Public Services, and for a complete list of the required LAFCO approvals. The complete list of approvals has been added to the list of Other Public Agency Approvals found on page 4, and added to the Land Use and Planning section on page 38 of the Final IS/MND.

The California Department of Conservation Farmland Mapping and Monitoring Program prepares maps and compiles statistical data used for categorizing agricultural lands and analyzing related impacts. These maps classify the farmlands of the state as prime farmland, farmland of statewide importance, unique farmland or farmland of local importance (together, "status farmlands"). Other mapping classifications, such as grazing land and urban land, are not considered status farmlands. The subject site is classified as grazing land on the Solano County Important Farmlands map prepared pursuant to the Farmland Mapping and Monitoring Program of the

California Resources Agency. Therefore, under CEQA, the Draft IS/MND correctly determined that the project would not result in an impact to status farmland.

However, the Cortese-Knox-Hertzberg Act of 2000 mandates that the LAFCO consider how spheres of influence or changes of organization could affect open space and prime agricultural land. Prime agricultural land is defined in California Government Code Section 56064, and does not have the same meaning as status farmland. To ensure that the IS/MND provides the information needed by LAFCO, additional analysis and discussion has been added to the Agricultural and Forest Resources section of the Final IS/MND on pages 10-12. The newly-added text discusses the site's status as prime agricultural and open space land, provides information on the historic and current uses of the site, and demonstrates why the permanent removal of this land from agricultural production will not result in a significant loss of agricultural land that creates a significant impact on the environment. It also elaborates on the loss of open space lands pursuant to California Government Code Sections 56377, 56064 and 65560, and explains why other land within the current City limits would not be suitable for the project.

In addition to the paragraphs above, further information and analysis was added to the Public Services section on pages 43 and 44 of the Final IS/MND, in order to clarify the fire protection and police services that will be available to serve the project site. The project does not cross any established City of Fairfield threshold which would require an increase in personnel for fire or police services. The analysis determined that development of the site would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public services. Further, the additional analysis added to the Final IS/MND discusses the process for which agreements between the City of Fairfield and the Cordelia Fire Protection District and Solano County Sheriff for the continued provision of services for parcels 0046-050-310 and 0046-100-270 will be formalized.

COMMENT LETTER 6: San Francisco Bay Conservation and Development Commission

San Francisco Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

August 20, 2018

Amy Kreimeier, Assistant Planner
Community Development Department
City of Fairfield
1000 Webster St
Fairfield, CA 94533

SUBJECT: Pacific Flyway Center Draft Initial Study and Mitigated Negative Declaration

Dear Ms. Kreimeier:

Thank you for the opportunity to comment on the Draft Initial Study and Mitigated Negative Declaration (IS-MND) for the Pacific Flyway Center, prepared by the City of Fairfield and submitted to the CA State Clearinghouse on July 19, 2018. The project as described includes the construction of a visitor interpretive center with amenities, parking, drive aisles, and a "Walk in the Marsh" network of ponds, wetlands, boardwalks, pathways, overlooks, a pump & conveyance system.

Although the Commission itself has not reviewed the IS-MND, the staff comments discussed below are based on the Commission's law, the *McAteer-Petris Act*, the Commission's *San Francisco Bay Plan* (Bay Plan), the Commission's federally-approved management plan for the San Francisco Bay, the federal Coastal Zone Management Act (CZMA), the *Suisun Marsh Protection Act* (SMPA) and the Commission's *Suisun Marsh Protection Plan* (SMPP).

Jurisdiction and Authority. As a permitting authority along the San Francisco Bay shoreline and across the Suisun Marsh, BCDC is responsible for granting or denying permits for any proposed fill (earth or any other substance or material, including pilings or structures placed on pilings, and floating structures moored for extended periods), extraction of materials or change in use of any water, land or structure within the Commission's jurisdiction. While policies from the Bay Plan may still apply to the Suisun Marsh, the SMPP is a more focused protection plan to encompass the special needs and potential uses of the sensitive environments and important historical and ongoing values of the Suisun Marsh for the state as a whole. In the Suisun Marsh, BCDC's jurisdiction extends across the Primary Management Area (PMA) encompassing all managed and seasonal wetlands and tidal areas with elevations up to 10 feet above sea level. Buffering around this PMA is the Secondary Management Area (SMA) in which BCDC maintains appellate authority, while granting primary permitting authority to the local and regional

governments, such as the City of Fairfield and Solano County, through the BCDC-certified Local Protection Programs of these entities. As the Pacific Flyway Center project area encompasses both the PMA and SMA, the project will require a Marsh Development Permit from both BCDC and the City of Fairfield.

The Commission can only issue marsh development permits if it finds that the proposed project is consistent with the provisions of the SMPA and the SMPP or the BCDC-certified Local Protection Program, and the McAteer-Petris Act and Bay Plan where development occurs within the Commission's McAteer-Petris Act jurisdiction (§l0S0l(d)(l)(C) of the Commission's administrative regulations). We are currently working with the City of Fairfield staff and the project development team and will continue to provide them with detailed comments about what is needed for BCDC permitting.

Priority Use Area. The project site is designated as a wildlife priority use area in the Bay Plan, which is recognized within the IS-MND.

Suisun Marsh Habitat and Water Management. The IS-MND states that water management and pond maintenance of the managed wetland system is proposed to be done in accordance with the Army Corps of Engineers (ACOE) Regional General Permit 3 (RGP3), as held by the Suisun Resource Conservation District (SRCD), and the Suisun Marsh Habitat Management, Preservation and Restoration Plan (SMP). Please note that BCDC is not a signatory for those documents and while proper reporting requirements and notifications are required under those documents, certain work activities may require further BCDC permitting. Additional information on construction and maintenance of the boardwalks and pervious pathways will be needed as part of the BCDC permitting process. The BCDC certified individual management plan for the site, Girabaldi #403, will also need to be updated to reflect the new wetlands and management plans moving forward.

Sea Level Rise. BCDC staff encourages the project proponents to evaluate the project in light of more recent scientific data on sea level rise and to update plans as needed to be more resilient to sea level rise related impacts.

The State of California Sea Level Rise Guidance document, published by the Ocean Protection Council and California Natural Resources Agency earlier this year, recommends that jurisdictions and developers decide which sea level rise projection to select - and the necessary adaptation pathways and contingency plans to ensure resilience - based on a variety of factors, including location, lifespan of the project, adaptive capacity and risk tolerance/aversion. This Guidance summarizes the best available sea-level rise science, which includes probabilistic projections, based on several GHG emissions scenarios, an extreme scenario that accounts for total arctic ice loss, and a recognition that these projections may change in the future. The guidance promotes an adaptation pathway as a planning approach addressing the uncertainty and challenges of climate change decision-making. It enables consideration of multiple possible

futures and allows analysis of the robustness and flexibility of various options across those multiple futures. The Guidance also recommends that local governments consider the risks associated with various sea-level rise projections and determine their tolerance for, or aversion to, those risks when planning for the future.

We recommend that the Guidance be incorporated into the IS-MND as it relates to sea level rise and adaptation planning for the Pacific Flyway Center project. The State Sea Level Rise Guidance document provides additional information on steps suggested for evaluating risk tolerance, selecting sea level rise projections, and using this information to inform adaptation planning, and can be found at:
http://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf

Potential sea level rise adaptation measures should be further discussed as part of the BCDC permitting process.

Public Access and Recreation. Section 66602 of the McAteer-Petris Act states, in part, that "existing public access to the shoreline and waters of the San Francisco Bay is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided." Furthermore, the McAteer-Petris Act authorizes the placement of fill in the Bay only for water-oriented uses or minor fill for improving shoreline appearance or public access. The Act also requires that in managed wetlands "in any such areas are authorized to be developed and used for other purposes, the development should provide the maximum public access to the Bay, consistent with the project..." Much of the Suisun Marsh is currently inaccessible to the public, as recognized in the IS-MND. This project has the potential to provide significant access at the project site. Additionally, BCDC staff appreciates the addition of ADA accessible accommodations in the latest draft of the IS-MND.

The Commission's Bay Plan policies on Public Access state that, public access to some natural areas should be provided to permit study and enjoyment of these areas. However, some wildlife are sensitive to human intrusion ... public access should be sited, designed and managed to prevent significant adverse effects on wildlife .... " The IS-MND states "As the level of public use is unknown at this time, specific public access operations and management policies have not yet been developed. The use will be monitored by the Pacific Flyway Fund LLC and project sponsors to ensure that the intensity is compatible with passive nature-oriented recreation activities and the protection of the marsh environment." As part of the BCDC permitting process, an analysis should be provided that evaluates appropriate public access options to be consistent with the Commission's policies on public access and should evaluate the potential impacts of the proposed public access on sensitive wildlife species and habitats.

While the IS-MND states that there are no existing neighborhood or regional parks in the vicinity, care and consideration should be taken for future connections and opportunities, such as potential future connections to the extensive Bay Trail system, other regional trail and park systems, or perhaps even other future Suisun Marsh projects. As the project design moves forward, we recommend exploring opportunities for connections of the site to the City of Fairfield and other locations through public transportation, pedestrian and bicycle pathways, or other options. As such, the project should consider providing bike parking, a bus stop, or other amenities to encourage alternative forms of transportation to the site. We also recommend that a range of environmental education and interpretation opportunities be explored as part of the project, including signage.

Fill. Section 66605 of the McAteer-Petris Act states that fill in San Francisco Bay should only be authorized when: (1) the public benefits from the fill clearly exceed the public detriment from the loss of water area; (2) no upland alternative location is available for the project purpose; (3) the fill is the minimum amount necessary to achieve the purpose of the fill; (4) the fill will minimize harmful effects to the Bay; and (5) that the fill should be constructed in accordance with sound safety standards. Where the proposed project involves fill within BCDC's McAteer-Petris Act jurisdiction, the project proponent will need to show that fill associated with the project meets the above listed criteria as part of the BCDC permitting process.

Additionally, Mitigation Measure GEO-3 discusses, in part, the potential need for ongoing maintenance of existing fill and the use of engineered fill. The final IS-MND should clarify whether this applies to the entirety of the Walk in the Marsh system, or whether the portions with boardwalks and pervious pathways will have different needs for ongoing maintenance and placement of engineered fill from the portions with sidewalks and other impervious surfaces.

Thank you again for the opportunity to review and comment on the latest IS-MND for the Pacific Flyway Center. We appreciate the discussions we have had with the City of Fairfield staff on this project to date and look forward to continuing to work with you as the project moves forward. If you have any questions, please contact me directly at (415) 352-3641 or cody.aichele@bcdc.ca.gov.

Sincerely,

CODY AICHELE-ROTHMAN
Coastal Planner

CAR/cj

RESPONSE TO COMMENT:

The letter from the San Francisco Bay Conservation and Development Commission (BCDC) describes its jurisdiction and authority over projects located within the Suisun Marsh, as well as the permitting process and requirements that must be fulfilled to obtain a Marsh Development Permit issued by BCDC. The comments on BCDC permitting requirements, yet beyond the scope of CEQA, are noted. No changes to the Final IS/MND are required. Project entitlements will not be valid until all BCDC permitting requirements have been fulfilled and approvals have been obtained.

The letter recommends incorporating the State of California Sea Level Rise Guidance document to estimate for sea-level rise. This document summarizes the best available sea-level rise science to estimate sea-level rise based on several GHG emissions scenarios. Inclusion of this information strengthens the analysis by providing additional data to support the project engineer's use of a predicted 3-feet of sea-level rise. No additional impacts were identified based on the inclusion of this information and no additional mitigations are required. Sea-level rise estimates utilizing the State of California Sea Level Rise Guidance document have been incorporated into the Hydrology and Water Quality section of the Final IS/MND and can be found on pages 36 and 37. The State of California Sea Level Rise Guidance document has also been added to the list of sources on page 57.

Further, the letter requests clarification regarding the use of fill and Mitigation Measure GEO-3. The on-going maintenance needs referred to in Mitigation Measure GEO-3 to apply to the pervious walkways or other improvements that are not sensitive to settlement, and not to impervious sidewalks. Mitigation Measure GEO-3 has been clarified to avoid confusion. Maintenance needs will vary depending on the type of improvement, location and materials used. Structural improvements will have different maintenance needs than pervious pathways or other "Walk in the Marsh" components. Specific maintenance needs will be identified once constructed. Required permits for the placement of fill on the project site will be obtained prior to the start of construction. Revisions to clarify Mitigation Measure GEO-3 can be found within the Geology and Soils section of the Final IS/MND on page 29.

COMMENT LETTER 7: California Office of Planning and Research

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

RECEIVED
AUG 28 2018
CITY OF FAIRFIELD
COMMUNITY DEVELOPMENT

August 20, 2018

Amy Kreimeier
City of Fairfield
1000 Webster Street
Fairfield, CA 94533

Subject: Pacific Flyway Center
SCH#: 2018072043

Dear Amy Kreimeier:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 17, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-322-2318 FAX 1-916-558-3184 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2018072043
Project Title Pacific Flyway Center
Lead Agency Fairfield, City of

Type MND Mitigated Negative Declaration

Description Of the approx 280 acres intended for annexation into the city, approx 8.3 acres would be developed with impervious surfaces, encompassing the visitor education and interpretive center, wildlife theater, gift shop and food service facilities, maintenance area, and driveways and parking areas. The total square footage of the proposed buildings is approx 125,000 sf. The buildings will be constructed within the upland grasslands portion of the site, adjacent to I-680.

Lead Agency Contact

Name Amy Kreimeier
Agency City of Fairfield
Phone (707) 428-7450 **Fax**
email
Address 1000 Webster Street
City Fairfield **State** CA **Zip** 94533

Project Location

County Solano
City Fairfield
Region
Lat / Long 38° 10' 19.1" N / 122° 7' 35.5" W
Cross Streets Gold Hill Rd/I-680 overpass and Ramsey Rd
Parcel No. 046-050-300, -310, 046-100-260, -270
Township **Range** **Section** **Base**

Proximity to:

Highways I-680
Airports
Railways
Waterways Suisun Marsh
Schools Cordelia Hills ES
Land Use gpd OF osc, Open space conservation

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Bd., Region 5 (Sacramento); State Water Resources Control Board, Division of Water Quality; Department of Toxic Substances Control; Native American Heritage Commission; Delta Protection Commission; Delta Stewardship Council

Date Received 07/19/2018 **Start of Review** 07/19/2018 **End of Review** 08/17/2018

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

RESPONSE TO COMMENT:

This comment letter states that the project has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. This letter also contained the notices that OPR sent to the relevant state agencies demonstrating that the procedural items have been satisfied.