



Gavin Newsom
Governor

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



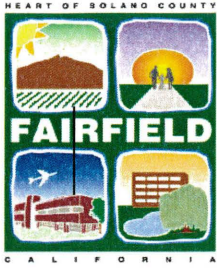
Kate Gordon
Director

Memorandum

Date: August 23, 2019
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 2018082002
Green Valley II Mixed-Use Project

The Lead Agency has corrected some information regarding the above-mentioned project. Please see the attached materials for more specific information. All other project information remains the same.

cc: Meily Sheehan
City of Fairfield
1000 Webster Street, Second Floor
Fairfield, CA 94533



Errata to the Draft EIR

GREEN VALLEY MIXED-USE PROJECT

STATE CLEARINGHOUSE No. 2018082002

NOTE TO REVIEWER:

This ERRATA includes minor edits provided for clarification purposes to the Draft EIR for the proposed Green Valley II Mixed-Use Project. Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter any mitigation measures.

This ERRATA has been prepared in response to updated project information submitted as part of the Draft EIR. Additional editorial changes that have been initiated by City staff are hereby incorporated. These clarifications and modifications are not considered to result in any new or greater impacts than identified and addressed in the Draft EIR. Revisions to the Draft EIR are shown below as excerpts from the Draft EIR text. Added or modified text is underlined (example), while deleted text will have a strike out (~~example~~) through the text, and is included in a box, as the example below shows.

“Text from EIR” <u>Text from EIR</u>

Changes are listed by page and, where appropriate, by paragraph.

In conformance with Section 15121 of the State CEQA Guidelines, the Draft EIR, technical appendices and reports thereof, together with the ERRATA, are intended to serve as documents that will generally inform the decision-makers and the public of environmental effects of the project.

If you have any questions regarding this ERRATA, please contact Meily Sheehan at 707-428-7474 or via email at msheehan@fairfield.ca.gov.

CHANGES INCORPORATED INTO THE DRAFT EIR TEXT

2.0 Executive Summary

Paragraph four on page 2.0-5 is revised as follows:

- ~~The Neitzel Rd/I-80 STA interchange alignment and timeline is too uncertain for the City to make such a large commitment to the proposed fire station location. The proposed interchange, should it come to fruition, will greatly affect the ingress and egress of the fire station. Depending on the final design, the interchange could negatively impact the fire station’s access significantly.~~
- The Neitzel Rd/I-80 STA interchange project realigns the westbound I-80 to southbound I-680 connector, establishes a new westbound I-80 on-ramp at Suisun Valley Road and a new westbound I-80 off-ramp at Green Valley Road, as well as removes Neitzel Road. These improvements would substantially alter the ingress and egress of the proposed fire station. Depending on the final design, the interchange improvements could negatively impact the fire station’s access significantly.

Table 2.0-1 Summary of Impacts and Mitigation Measures on pages 2.0-27 and 2.0-28 is revised as follows:

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<p>Cumulative Impact C-TRANS-1 Development of the proposed project would conflict with plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities under Long-Term Cumulative (2035) Plus Project Conditions.</p>	<p>Potentially Significant</p>	<p>Implementation of MM C-TRANS-1a and MM C-TRANS-1b <u>2</u></p>	<p>Significant and unavoidable</p>
<p>Mitigation Measure C-TRANS-1 Potentially Significant</p>		<p>The project applicant shall pay a fair share contribution to be included as part of the Development Review Conditions of Approval to fund construction of the following improvements at the intersection of Business Center Drive/Suisun Valley Road:</p> <ul style="list-style-type: none"> • Restripe the eastbound approach to include two left turn lanes, two through lanes, and one right-turn only lane. • Add a right turn overlap phase for the eastbound right turn movement 	<p>Less than significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<p>Mitigation Measure C-TRANS-2 Potentially Significant</p>	<p>The project applicant shall pay a fair share contribution to be included as part of the Development Review Conditions of Approval to fund construction of the following improvements at the intersection of I-80 eastbound ramps/Pittman Road:</p> <ul style="list-style-type: none"> • Restripe the eastbound approach to include one left turn lane and one left turn-through-right turn shared lane • Improve the northbound Pittman Road intersection exit to accommodate two receiving lanes to serve the two lanes turning left on the restriped eastbound approach (improvement may conform to existing infrastructure prior to the I-80/Suisun Valley Road-Pittman Road overcrossing). 		<p>Less than significant <u>Significant and unavoidable</u></p>

4.9 Transportation

Paragraph one on page 4.9-66 is revised as follows:

Significance after Mitigation: Since the intersection operates unacceptably under Cumulative (without Project) Conditions and meets the Peak Hour signal warrant under Cumulative (without Project) Conditions, the project applicant shall pay a fair share contribution towards the construction of a signal and other improvements at the intersection. Alternatively, improvements may be funded through payment into the City’s Development Impact Fee (DIF) program. ~~City staff have confirmed that the project is eligible for inclusion into the City’s Capital Improvements Program (CIP), and thus the project impact is considered **less than significant with mitigation**.~~ While improvements would mitigate the impact, the construction of the improvements would require substantial additional funding and coordination with the Solano Transportation Authority and Caltrans, and thus the impact is considered **significant and unavoidable**.