

4.9 LAND USE AND PLANNING

This section identifies land use and planning conditions at the project site and surrounding area and evaluates the potential impacts to land use and planning conditions that could occur due to project implementation. Information in this section is based on the following references: the *City of Fairfield General Plan*, the *City of Fairfield Zoning Ordinance*, and the *Plan Bay Area 2050*.

4.9.1 Environmental Setting

This section describes the existing land use and planning conditions at the project site, in the area immediately surrounding the project site, and in the general vicinity of the project site.

4.9.1.1 Overview

The City of Fairfield (City) is located in Solano County, north-central California, approximately 37 miles southwest of Sacramento and approximately 40 miles northeast of San Francisco. Fairfield has a population of 119,897 persons as of 2021 and is approximately 38 square miles in area. The area, which lies between the foothills of the Coast Ranges and Suisun Bay, was inhabited by Suisun (Patwin) Indians in the early 1800s. Fairfield was founded in 1856 by Robert Waterman, a clipper-ship captain who had bought the grant in 1850 and named the city for his hometown in Connecticut. Development was spurred during World War II when the U.S. Air Force established Travis Air Force Base east of the city. The construction of the Monticello Dam (1957), 15 miles to the north, furnished water for the irrigation of tens of thousands of acres and boosted traditional crop production and livestock, which continue to be important economic activities in Solano County. Also important are wineries, beer production, and the manufacture of small boats, explosives, and textiles.¹

The project site is in the far western part of the city, as shown in **Figure 3-2: Project Vicinity** in **Chapter 3.0: Project Description**. The project site is located north of Interstate 80 (I-80) where the interstate highway joins with State Route 12, and is surrounded by a mix of land uses, including single-family residences to the north, office buildings to the east, a four-story hotel under construction to the south, and undeveloped riparian area to the west associated with a constructed drainage ditch that follows the alignment of a historic tributary to Green Valley Creek.

4.9.1.2 Existing Land Uses, Designations, and Zoning

The 5.78-acre project site is located at 4840 Business Center Drive and consists of one parcel (Assessor's Parcel Number [APN] 0148-540-350). Prior to 1968, the project site was occupied by mixed agriculture and was disced semi-regularly. Between 2002 and 2004, significant disturbance, grading, and excavation activities occurred on the site due to the construction of the Business Center Drive roadway and adjacent Fairfield Business Center to the site's northeast. Since 2008, the project site has been maintained through regular discing and mowing activities to reduce fire fuel load levels. Small portions of developed, paved surfaces exist along the northeast boundary of the

¹ Encyclopedia Britannica, *Fairfield California*. Last updated October 20, 2021. Website: <https://www.britannica.com/place/Fairfield-California> (accessed March 15, 2022).

project site. A narrow strip of landscaping vegetated with ornamental shrubs and mulching is present in the east corner of the project site by the Fairfield Business Center entrance.

The *City of Fairfield General Plan* designates the project site as Business and Industrial Park (IBP) while the City's Zoning Ordinance designates the project site as Industrial Business Park – North Cordelia Overlay (IBP-NC).^{2,3}

4.9.1.3 Existing Land Uses, Designations, and Zoning in the Vicinity of the Project Site

The following provides a description of the existing land uses in the vicinity of the project site. Land uses adjacent to the site are generally identified in **Figure 3-5: Photos of Surrounding Land Uses in Chapter 3.0: Project Description**.

North of the Project Site. The project site is bordered on the north by a riparian area associated with a drainage ditch (General Plan designation Open Space Conservation [OSC], Zoned Open Space Corridor – North Cordelia [OSC-NC]), and residential units within a single-family residential neighborhood (General Plan designation Residential Medium Density [RM], Zoned Residential Medium Density – North Cordelia [RM-NC]).

East of the Project Site. The project site is bordered on the east by two buildings with surface parking associated with the Fairfield Business Center (General Plan designation IBP, Zoned IBP-NC). A vacant parcel of land is also located to the east of the project site between Business Center Drive and the Fairfield Business Center parking lot (General Plan designation IBP, Zoned IBP-NC). An access road from Business Center Drive separates the project site from the adjacent parking area that serves the business center.

South of the Project Site. Land to the south of the project site is currently being developed with a four-story, 83,526 square-foot hotel (Residence Inn) (General Plan designation Highway and Regional Commercial (CHR), Zoned Commercial Regional – North Cordelia (CR-NC)). Business Center Drive is located south of the hotel development site.

West of the Project Site. Land to the west of the project site is undeveloped and is occupied by a riparian corridor associated with a drainage ditch and associated riparian area (General Plan designation OSC, Zoned OSC-NC). Farther to the west, beyond the riparian corridor is Green Valley Road.

² City of Fairfield Community Development Department. 2015 General Plan Land Use Map. Website: <https://www.fairfield.ca.gov/home/showpublisheddocument/3170/637732653282470000> (accessed March 10, 2022).

³ City of Fairfield Community Development Department, Zoning Designations. Website: <https://www.arcgis.com/apps/webappviewer/index.html?id=2631cd4c79da4c6099c6e0a4ded9a172> (accessed March 10, 2022).

4.9.2 Regulatory Setting

The following discusses applicable standards and policies related to land use and planning, including those from State, regional, and local agencies. There are no federal standards or policies that apply to privately proposed residential development projects.

4.9.2.1 State Laws and Regulations

California Environmental Quality Act (CEQA). Pursuant to the *State CEQA Guidelines*, a project's impact related to land use planning is evaluated in terms of whether it will physically divide an existing community and its consistency with local plans and other local land use controls (i.e., general plans, zoning codes, specific plans, etc.) adopted for avoiding or mitigating environmental impacts. For some projects such as highways, bridges, water development projects, and resource protection projects, State agencies are involved in land use regulation and planning, including the California Department of Transportation (Caltrans), the California Department of Forestry and Fire Protection (CAL FIRE), the California Department of Fish and Wildlife (CDFW), and the State Water Resources Control Board (SWRCB).

Comprehensive Long-Range General Plan. California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide development (Government Code Section 65300). In order to successfully guide long-range development, a General Plan requires a complex set of analyses, comprehensive public outreach and input, and public policy for a vast range of topic areas. State law also specifies the content of general plans. A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals.

State Housing Element Requirements. Article 10.6 of the California Government Code outlines the State's Housing Element requirements. The housing element of a general plan must analyze existing and projected housing needs, examine special housing needs within the population, evaluate the effectiveness of current goals and policies, identify governmental and other constraints, determine compliance with other housing laws, and identify opportunities to incorporate energy conservation into the housing stock. The element must also establish goals, policies, and programs to maintain, enhance, and develop housing. State law also requires that each city and county accommodate its fair share of its region's new housing construction needs for all income groups and ensure adequate zoning density, infrastructure, and services are present for such housing. The feasibility of accommodating lower-income housing (homes for households earning less than 80 percent of the median county income) typically requires higher densities, which in turn must often be served by public or shared water and sewer facilities.

4.9.2.2 Regional Laws and Regulations

Plan Bay Area. *Plan Bay Area 2050* is a State-mandated, integrated long-range transportation and land use plan for the San Francisco Bay Area. As required by SB 375, all metropolitan regions in California must complete a Sustainable Community Strategy (SCS) as part of a Regional Transportation Plan. This strategy integrates transportation, land use and housing to meet greenhouse gas reduction targets set by the CARB. The plan meets those requirements. In addition, the plan sets a roadmap for future transportation investments and identifies what it would take to

accommodate expected growth. The plan neither funds specific transportation projects nor changes local land use policies.

In the Bay Area, the MTC and the Association of Bay Area Governments adopted *Plan Bay Area 2050* in October 2021. To meet the GHG reduction targets, the plan identifies four Growth Geographies where future growth in housing and jobs should be focused: priority development areas (PDAs), priority production areas (PPAs), transit-rich areas (TRAs), and high-resource areas (HRAs). The agencies estimate more than 80 percent of housing growth would occur within TRAs and nearly 30 percent would be within HRAs, and more than 60 percent of job growth would be within walking distance of high-quality transit between 2015 and 2050.⁴ The project site is not within a Growth Geography.

4.9.2.3 Local Plans and Regulations

City of Fairfield General Plan. Development in the City is subject to the *City of Fairfield General Plan*. Per Government Code Section 65300, (discussed under **Section 4.9.4.1** above), the State of California mandates that every city and county prepare a general plan. A general plan is a comprehensive policy document outlining the capacity of future development in a city or county. The *City of Fairfield General Plan* contains 10 chapters: Agriculture, Circulation, Economic Development, Health and Safety, Housing, Land Use, Open Space, Conservation and Recreation, Public Facilities and Services, Travis Air Force Base Protection, and Urban Design. These chapters establish goals and policies that guide development and redevelopment within the *City of Fairfield General Plan* boundaries.

Goals and policies of the *City of Fairfield General Plan* pertaining to land use and planning applicable to the proposed project are discussed in **Table 4.9.A** in **Section 4.9.4.3**, below.

City of Fairfield Zoning Ordinance. The Zoning Ordinance of the City of Fairfield carries out the policies of the *City of Fairfield General Plan* by classifying and regulating the uses of land and structures within the City of Fairfield. The Zoning Ordinance is the primary tool used by the City to implement the goals, objectives, and policies of the *City of Fairfield General Plan* and any Specific Plans adopted to guide development in key areas of the City.

North Cordelia Overlay District. The project site is also within the North Cordelia Overlay District. The purpose and intent of the North Cordelia Overlay District is to implement the Green Valley Settlement Agreement (GVSA), which was an agreement reached between the City and community groups that required development in the district to comply with area-specific design and traffic standards. The GVSA also stipulated that new development include public art or pay an in-lieu fee.

Travis Air Force Base Land Use Compatibility Plan. The project site is located within the Airport Influence Area designated by the *Travis Air Force Base Land Use Compatibility Plan* (LUCP).⁵ The LUCP presents compatibility policies that apply to future development in the vicinity of the Travis Air

⁴ Note: Growth projections do not sum to 100 percent because PDAs, TRAs, and HRAs are not mutually exclusive.

⁵ County of Solano Department of Resource Management. 2015. *Travis Air Force Base Land Use Compatibility Plan*. Adopted October 8, 2015.

Force Base (AFB). The project is located within Compatibility Zone D of the LUCP. Zone D criteria are as follows:

- Solano County Airport Land Use Commission (ALUC) review required for objects greater than 200 feet above ground level;
- All proposed wind turbines must meet line-of-sight criteria;
- All new or expanded commercial-scale solar facilities must conduct a glint and glare study for ALUC review;
- All new or expanded meteorological towers greater than 200 feet above ground level require ALUC review;
- For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a Wildlife Hazards Assessment (WHA) for discretionary projects that have the potential to attract wildlife that could cause bird strikes; and
- For areas outside the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.

Green Valley Commercial Center and Corporate Park Master Plan. The project site is within the Green Valley Commercial Center and Corporate Park Master Plan. The plan includes a study area of approximately 239 acres and is located north of the Cordelia I-80/Interstate 680 (I-680) interchange, bisected by Green Valley Road. The purpose of the plan is as follows:

- Develop and promote job creation in the City of Fairfield and the growing Green Valley/Cordelia community;
- Increase City of Fairfield sales tax revenues;
- Ensure compatibility of the site development with the present and future community;
- Develop facilities which respond to the environmental setting and attributes of the site;
- Create a long-term positive image of the City and community;
- Establish design standards which will ensure high quality development while remaining flexible and responsive to market opportunities and changes over a period of years;
- Undertake a program to attract desirable private developments and help projects achieve financial success; and
- Build upon the synergy of proposed and uses to create a character consistent with the setting and market direction.

4.9.3 Significance Criteria

The significance criteria for land use and planning impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. The proposed project may be deemed to have a significant impact with respect to land use and planning conditions if it would:

- **Physically divide an established community.**
- **Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

4.9.4 Methodology

This analysis fulfills the requirements of *State CEQA Guidelines* Section 15125(d) that an Environmental Impact Report (EIR) discuss any inconsistencies between the proposed project and applicable general plans and regional plans, specifically plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. The analysis below describes the change in land use that would occur as a result of the proposed project and other attributes of the project, and then evaluates the project relative to plans and policies that have been adopted to guide land development in the City of Fairfield and the broader Bay Area while avoiding or minimizing environmental effects.

The proposed project would be considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable land use plans. A given project need not be in perfect conformity with each and every policy, nor does State law require precise conformity of a proposed project with every policy or land use designation for a site. A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by *State CEQA Guidelines* Section 15382). Under this approach, a policy conflict is not, in and of itself, considered to be a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a policy determination that may or may not indicate the likelihood of environmental impact. A policy inconsistency is considered to be a significant adverse environmental impact only when the project conflicts with a policy adopted for the purpose of avoiding or mitigating an environmental effect, and it is anticipated that the inconsistency would result in a significant adverse physical impact when evaluated against the established significance criteria.

The proposed project's consistency with regional plans and policies related to physical environmental topics such as air quality, transportation, and water quality are analyzed in the appropriate topical sections of this EIR.

4.9.5 Project Impacts

The following describes the potential impacts to land use and planning conditions that could result from implementation of the proposed project. As applicable, mitigation measures are presented to reduce significant impacts.

4.9.5.1 Divide an Established Community

Impact LU-1: The proposed project would not physically divide an established community.

The division of an established community would typically involve the construction of a barrier to neighborhood access (such as a new freeway segment) or the removal of a means of access (such as a bridge or roadway) that would impair mobility within an existing community, or between a community and outlying areas.

The project site is located in the western portion of the City of Fairfield. Development surrounds the project site on all four sides, including single-family residences to the northwest, surface parking lots and office buildings to the northeast, Business Center Drive to the east and southeast, and a riparian corridor to the west and southwest. Beyond the riparian area is Green Valley Road and other residential and commercial developments. The proposed project would result in the development of the vacant project site with a multi-family apartment complex, leasing office, clubhouse, two-story parking structure, and surface parking. Additionally, the project would include open space and recreation areas for use by the residents. The proposed project would not alter the through travel lanes on Business Center Drive and would not impede access to the site or to adjacent uses. Access to the project site would be from the existing driveways along Business Center Drive. Construction of the proposed project would not limit pedestrian, bicycle, or vehicular connections to the site or the surrounding area. Therefore, implementation of the project would not result in the physical division of the adjacent residential areas or any other established community. There would be no impact.

Level of Significance prior to Mitigation: No Impact

Mitigation Measures: No mitigation measures would be required.

Level of Significance after Mitigation: Not Applicable

4.9.5.2 Conflict with a Plan, Policy or Regulation

Impact LU-2: The proposed project would not cause a significant environmental impact due to a conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The following presents an analysis of the proposed project's compatibility with the policies contained in the *Plan Bay Area 2050* and the *City of Fairfield General Plan*, and its consistency with the *City of Fairfield Zoning Ordinance*, including requirements of the North Cordelia Overlay District.

Plan Bay Area 2050. *Plan Bay Area 2050* is an integrated long-range transportation and land use plan. The plan's core strategy is "focused growth" in existing communities along the existing transportation network to achieve key regional equity, economic, and environmental goals, including reducing vehicle miles traveled (VMT) and contributing to climate goals. The strategy builds upon existing community characteristics and leverages existing infrastructure to mitigate impacts on less developed areas. Key to implementing the focused growth strategy are four Growth Geographies where future growth in housing and jobs should be focused: priority development

areas (PDAs), priority production areas (PPAs), transit-rich areas (TRAs), and high-resource areas (HRAs). These existing neighborhoods are served by public transit and have been identified as appropriate for additional, compact development. The project site is not located within a Growth Geography. Although the proposed project would result in the construction of housing outside of a Growth Geography, the project with mitigation would not exceed VMT thresholds (see **Section 4.12: Transportation**), result in a significant impact related to greenhouse gas emissions (see **Section 4.7: Greenhouse Gas Emissions**), or result in a significant impact on air quality (see **Section 4.2: Air Quality**). Thus, the proposed project's apparent inconsistency with the plan would not result in significant environmental effects.

City of Fairfield General Plan. Potential conflicts with specific General Plan goals and policies are discussed below and evaluated in detail in **Table 4.9.A**. Only policies adopted for the purpose of avoiding or mitigating an environmental effect and that relate directly to development of the project site are discussed. As indicated in the discussion below, the proposed project would generally be consistent with the *City of Fairfield General Plan*. However, City decision-makers would evaluate the proposed project in the context of the General Plan, and as part of the development review process for the proposed project would consider potential policy conflicts. Consideration of the consistency with *City of Fairfield General Plan* policies would take place independent of the environmental review process.

As shown in **Table 4.9.A**, below, the proposed project would generally be consistent with the land use and planning related goals and policies outlined in the *City of Fairfield General Plan*, and no adverse physical environmental effects would result from any policy inconsistencies.

The project site is designated as Industrial Business Park (IBP) under the existing General Plan land use map. The proposed project would consist of a multi-family residential use which is not an allowed use under the current General Plan designation. As previously discussed, surrounding land uses include a mix residential, commercial, and future hotel development, as well as a riparian corridor. Corresponding General Plan designations consist of IBP, RM, OSC, and CHR. The existing mix of land uses in the area and the fact that the project is directly adjacent to other medium density residential uses minimizes the potential for land use conflicts. In order for the project to be approved, a General Plan Amendment (GPA) would be required. The GPA would change the project site's existing IBP land use designation to RVH-NC as a condition of approval for the project. The RVH-NC land use designation allows for multi-family residential properties with a range of 22 to 32 dwelling units per acre. The proposed project would be consistent with land use and development density allowed under the RVH-NC designation and would not result in any conflicts with the underlying General Plan designation for the project site or its surroundings.

Table 4.9.A: Relationship of Proposed Project to Relevant Plans and Policies

Goal/Policy/ Program Number	Policy Summary	Project's Relationship to Policy
City of Fairfield General Plan – Land Use Element		
Goal – LU 1	Preserve and enhance the City's desired physical character with well-balanced patterns of growth and development.	Consistent. The proposed site plan and architectural design have been, and would continue to be, the subject of detailed review by City staff and the Planning Commission to ensure a high-quality project design. The proposed project would be subject to development review at the time of Development Plan approval.
Goal – LU 2	Create safe and viable neighborhoods with wide ranges of choices, services, and amenities.	Consistent. The proposed project would consist of the development of a multi-family apartment building. The proposed project would help further this goal of the City by ensuring a variety of housing options within the city with a range of onsite amenities to serve project residents including a clubhouse, clubroom, and open space and recreation areas.
Policy LU 1.1	Only allow development that is consistent with the Land Use Diagram and Land Use Category definitions.	Inconsistent. The project site is designated as Industrial Business Park (IBP) under the existing General Plan land use map. Multi-family residential is not an allowed use under the current General Plan designation. However, approval of a General Plan Amendment (GPA) is requested as part of the proposed project to ensure consistency with this policy. With approval of the GPA to Residential Very High-North Cordelia District density (RVH-NC), the proposed project would be consistent with the underlying land use designation for the site.
Policy LU 1.2	Provide a mixture of uses throughout the City that provide adequate housing, employment, shopping, and social and leisure activities for their respective populations.	Consistent. The proposed project would consist of the development of a multi-family apartment building. The proposed project would help further this policy by ensuring a variety of housing options adjacent to a mix of commercial and office space uses and in proximity to shopping and leisure activities.
Policy LU 8.1	Residential development shall be consistent with the gross density ranges included in the Land Use Diagram. Lower densities may be permitted only when the City Council makes all of the following findings: A. The development would be compatible with the surrounding neighborhood and would not have a detrimental effect on existing or future multi-family development. B. The development would be equal or superior to the higher density development with respect to site planning and to preservation of natural topography, mature trees, and other natural resource.	Consistent. The project site is designated as Industrial Business Park (IBP) under the existing General Plan land use map. However, the proposed project consists of a multi-family residential development, which is not an allowed use under the current General Plan designation. A GPA would be required to ensure consistency of the project with this policy. The proposed GPA would alter the existing land use designation from IBP to RVH-NC which has a density range of 22 to 32 residential units per acre. The project would build 185 units on a 5.8-acre site which is a density of 32 units per acre. The project's residential density would be consistent with the RVH-NC designation.

Table 4.9.A: Relationship of Proposed Project to Relevant Plans and Policies

Goal/Policy/ Program Number	Policy Summary	Project's Relationship to Policy
	<p>C. The density reduction will not prevent the City from achieving its goals for low and moderate income housing as defined in the Housing Element.</p> <p>Higher densities may be permitted that are consistent with State density bonus requirements.</p>	
Policy LU 11.1	Encourage the development of a wide variety of higher density multi-family residential uses.	Consistent. The proposed project would consist of the development of a multi-family apartment building. The proposed project would help further this policy by building high density multi-family residential uses.
Policy LU 11.2	Multi-family residential land uses shall be developed with a balance of open space, landscaping and recreational amenities and shall be accessible to commercial and recreational areas, and public transportation facilities.	Consistent. The project includes on-site recreational amenities and landscaping. An open space area is also provided along the riparian corridor adjacent to the apartment complex. The project would have easy access to commercial and recreational areas and public transportation facilities in the western portion of Fairfield.
Policy LU 18.1	Utilize land within the existing City limits as efficiently as possible, allowing for a wider variety of housing types and densities within the same zone district, and economical use of public services and infrastructure.	Consistent. The proposed project is within the City limits and proposes to use the project site efficiently by developing it at a very high residential density that can be supported by existing public services and utility infrastructure in the area. As discussed in Section 4.11: Public Services and Recreation , and in Section 4.13: Utilities and Service Systems , the demand for public services and utilities created by the project would be served by existing facilities and an expansion of the facilities would not be required.
Policy LU 18.2	Provide incentives and support projects that are designed to encourage compact growth and higher densities while providing amenities such as bike paths, parks and pedestrian parkways as densities increase.	Consistent. The proposed project consists of a multi-family residential building (32 dwelling units/acre), meeting the policy which encourages compact growth and higher density. Additionally, the project includes amenities such as on-site open space, pedestrian path, and private recreational amenities.
City of Fairfield General Plan – Housing Element		
Policy HO 1.1	Encourage multi-family housing at appropriate locations and densities, focusing where possible on new housing near employment, transportation, services, and recreational amenities.	Consistent. The proposed project would consist of the development of a multi-family apartment building. The proposed project would help further this policy by ensuring a variety of housing options adjacent to a mix of employment (office space and commercial) as well as transportation.

Table 4.9.A: Relationship of Proposed Project to Relevant Plans and Policies

Goal/Policy/ Program Number	Policy Summary	Project's Relationship to Policy
Policy HO 2.1	Encourage infill housing in developed areas of the City. Encourage property owners of adjoining parcels consolidate or otherwise cooperatively develop their parcels.	Consistent. The project is infill housing and surrounded by other development.
Policy HO 7.1	Implement State energy conservation standards.	Consistent. The project is consistent with current building energy standards, and Section 4.5: Energy discusses the project's impact on energy.
City of Fairfield General Plan – Open Space Element		
Goal OS 1	Designate, preserve, and protect agricultural, ecological, recreational, and scenic lands in Fairfield and surrounding areas for now and future generations.	Consistent. This EIR addresses potential impacts related to agricultural resources in Chapter 5.0: Other CEQA Considerations , recreational impacts in Section 4.11: Public Services and Recreation , biological resource impacts in Section 4.3: Biological Resources , and impacts on scenic resources in Section 4.1: Aesthetics . Impacts were determined to be less than significant in these sections.
Policy OS 8.5	Require water conservation and energy efficiency techniques to be incorporated into the design of all development projects.	Consistent. The project is consistent with current standards for water conservation. Section 4.13: Utilities and Service Systems , discusses impacts to water supply and concludes that the project's water demand is well within the water supplies available to the City of Fairfield. The project's energy demand and energy efficiency is discussed in Section 4.5: Energy . Impacts were determined to be less than significant in these sections.
Policy OS 9.1	Promote restoration and establish permanent mechanisms to protect wetlands and riparian corridors.	Consistent. Measures to mitigate wetland impacts and protect riparian corridors are discussed in Section 4.3: Biological Resources . Impacts were determined to be less than significant with implementation of Mitigation Measures BIO-6 and BIO-7 .
Policy OS 9.2	Manage all seasonal creeks and other drainage courses so as to protect and enhance the Suisun Marsh.	Consistent. The project would minimize water quality impacts to the on-site drainage ditch that flows to downstream Green Valley Creek, which drains into Cordelia Slough, and which drains into the Suisun Marsh. Section 4.8: Hydrology and Water Quality discusses impacts to water quality and incorporates standard measures consistent with Regional Water Quality Control Board (RWQCB) requirements using standard best management practices and mitigation measures. Impacts were determined to be less than significant.

Table 4.9.A: Relationship of Proposed Project to Relevant Plans and Policies

Goal/Policy/ Program Number	Policy Summary	Project's Relationship to Policy
Policy OS 9.8	Preserve natural water courses through requirements of land dedication and open space improvement imposed during the land development process.	Consistent. The project would not directly impact drainage ditch or the riparian corridor adjacent to the project site. Indirect impacts to biological resources and water quality in the drainage are addressed in Section 4.3: Biological Resources and Section 4.8: Hydrology and Water Quality . Impacts were determined to be less than significant.
Policy OS 9.9	The proponents of new development projects along important freshwater marsh, riparian, or open water habitat areas that are not already covered by the City's Creekside Protection Ordinance shall provide an assessment of the habitat. Based on the assessment, an enhancement or restoration plan would be required to be prepared by a qualified person(s) with experience in the development and implementation of riparian restoration and enhancement plans.	Consistent. The project would comply with the City of Fairfield Creekside Protection Plan for the drainage channel and riparian corridor as specified in the <i>City of Fairfield Municipal Code</i> 25.900. As shown in Section 4.3: Biological Resources , the riparian zone for would not be filled, graded, excavated, or obstructed, nor would vegetation be cut or removed.
Policy OS 10.2	Prior to submittal, the applicant should consult with the California Archaeological Inventory Northwest Information Center at Sonoma State University to determine if the project would have an impact on cultural resources.	Consistent. Cultural resources are addressed in Section 4.4: Cultural Resources and Tribal Cultural Resources , which includes the results of consultation with the Northwest Information Center at Sonoma State University. Impacts were determined to be less than significant with implementation of Mitigation Measures CUL-1, CUL-2, and TCR-1 .
Policy OS 10.3	Avoid impacts on cultural resources when archaeological studies reveal the presence of cultural resources at a development site. If avoidance is infeasible, require site testing by a qualified archaeologist to determine the significance of the resources, and implement recommended mitigation measures.	Consistent. Cultural resources are addressed in Section 4.4: Cultural Resources and Tribal Cultural Resources . As noted in that section, testing was conducted in the northwestern portion of the project site to determine whether a known archaeological site might be present on the project site. No deposits or evidence of an archaeological site were found. This EIR includes Mitigation Measures CUL-1 and CUL-2 to ensure that, if encountered, archaeological resources are avoided, and if avoidance is not possible, site testing and documentation are implemented.

Table 4.9.A: Relationship of Proposed Project to Relevant Plans and Policies

Goal/Policy/ Program Number	Policy Summary	Project's Relationship to Policy
Policy OS 10.4	Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archaeologist to determine the significance of the resources.	Consistent. Cultural resources are addressed in Section 4.4: Cultural Resources and Tribal Cultural Resources , which includes Mitigation Measures CUL-1 and CUL-2 in the event that cultural resources are encountered unexpectedly during construction which would halt construction and require review by an archaeologist and/or Tribal Representatives to determine if avoidance is feasible, and if avoidance is not possible, site testing and documentation are implemented.
Policy OS 10.6	Require archeological studies by a qualified archaeologist (as defined by the Secretary of the Interior's standards) in areas of archaeological significance prior to approval of development projects.	Consistent. Cultural resources are addressed in Section 4.4: Cultural Resources and Tribal Cultural Resources , which includes the results from the archaeological study performed by a qualified archaeologist. The study results were negative for archaeological resources.
Policy OS 11.3	Require all development projects to incorporate recreation and trails elements into project design.	Consistent. The project design includes private recreational facilities, a dog run, and a pedestrian path adjacent to the riparian area. Section 4.11: Public Services and Recreation , further discusses recreational resources.
Policy OS 12.5	Encourage the development of specialized parks, pocket parks, private parks, and private recreational facilities in neighborhoods whose developer or residents wish to provide unique or additional recreational facilities for the neighborhood, although projects that receive City or public funding should be made available to the broader public.	Consistent. The project would incorporate private recreational facilities into the project design. Section 4.11: Public Services and Recreation , further discusses recreational resources.
Policy OS 13.2	Developers shall establish a neighborhood association or other funding mechanism to fund private park and recreational facility maintenance.	Consistent. No funding mechanism is required. The on-site recreational amenities would be maintained by the apartment management company that would operate the apartment complex, using the company's operating budget.

Sources: City of Fairfield Housing Element (June 2014); City of Fairfield Land Use Element (October 2016); City of Fairfield Open Space Element (August 2013).

City of Fairfield Zoning Ordinance. The project site is zoned Industrial Business Park-North Cordelia Overlay (IBP-NC). However, the proposed project would consist of a multi-family residential use which is not a permitted use under IBP-NC zoning. As previously discussed, surrounding zoning include a mix of residential, commercial, and future hotel development, as well as riparian areas. Corresponding Zoning designations consist of IBP-NC, RM-NC, OSC-NC, and CHR-NC. The existing mix of land uses in the area and the fact that the project is directly adjacent to other RM-NC designated uses, minimizes the potential for zoning conflicts. In order for the project to be approved, a Rezoning would be required. The project site would be rezoned from IBP-NC to RVH-NC as a condition of approval for the project. The proposed zoning is consistent in terms of surrounding mixed uses that vary from medium density residential to Business Park. Setback requirements for RVH-NC are comparable to IBP-NC, varying from 15 to 20 feet versus 25 feet, and the project would comply with the setback requirements. Building height limits for both zoning designations are the same at 50 feet, and the proposed apartment building would not exceed this height limit. The proposed project would be consistent with zoning and development intensity allowed under the RVH-NC zoning district and would not result in any conflicts with the underlying zoning for the site or surroundings.

The North Cordelia Overlay District. The North Cordelia Overlay District requires new development in the district to comply with area-specific design and traffic standards. An analysis of the proposed project's potential impacts on traffic pursuant to CEQA is provided in **Section 4.12: Transportation**. Additionally, a level of service (LOS) traffic analysis has been completed for the proposed project in compliance with the requirements of the overlay district, and is on file with the City.⁶ The analysis demonstrates that the project would not substantially degrade the LOS at the study intersections to levels considered unacceptable by the City. As reflected in that analysis, the project would contribute less than 5 seconds of delay at all of the studied intersections except the Suisun Valley Road/Business Center Drive intersection, thereby requiring an improvement to modify signal timing at that intersection. This modification would reduce the intersection delay from 11 seconds to 2 seconds. With respect to area-specific design standards, the proposed project would pay an in-lieu fee to support public art. Therefore, the project would not conflict with the requirements of the North Cordelia Overlay District.

- **Travis Air Force Base Land Use Compatibility Plan.** The project is located within Compatibility Zone D of the LUCP. Compatibility Zone D includes all other locations beneath any of the Travis AFB airspace protection surfaces, as well as areas subject to frequent aircraft overflight. None of the criteria applicable to development in Compatibility Zone D are applicable to the proposed project. The project building would be 49 feet high, and the project would be located outside the Bird Strike Hazard Zone and would not attract additional wildlife. Therefore, the project would not conflict with the Travis AFB LUCP.
- **Green Valley Commercial Center and Corporate Park Master Plan.** The Green Valley Commercial Center and Corporate Park Master Plan requires that all development in the plan

⁶ Traffic congestion, as analyzed using level of service analysis, is no longer considered an environmental impact of a proposed project under CEQA. Therefore, the LOS analysis completed to demonstrate the project's consistency with the zoning ordinance is not included in this EIR and circulated for public comment.

area conform to the design guidelines of the plan. To ensure conformance with these guidelines, a consultant design review team will review each project. In addition, two representatives of the Green Valley Landowners' Association will act as members of the Design Review Commission, which reviews all North Cordelia projects and makes a recommendation to the Planning Commission. The project would comply with the design review process that applies to the plan area.

Level of Significance prior to Mitigation: Less than Significant

Mitigation Measures: No mitigation measures are required.

Level of Significance after Mitigation: Not Applicable

4.9.5.3 Cumulative Impacts

Cumulative Impact C-LU-1: The proposed project, in conjunction with other past, present, and reasonably foreseeable future development in the project area, would not result in significant cumulative impacts related to land use and planning.

The cumulative geographic context for land use, planning, and policy considerations for development consists of the project site in addition to the surrounding areas and uses abutting the project site.

The project would develop a vacant site with residential uses and would not create a barrier that could divide an established community. Other approved and reasonably foreseeable projects within the project vicinity (see **Figure 4.-1, Location of Cumulative Projects** in **Chapter 4.0: Environmental Setting, Impacts, and Mitigation Measures**) would also not create barriers that could result in the division of an established community. There would be no cumulative impact related to the physical division of an established community.

In addition, all other cumulative development has been, or will be, subject to development guidance contained within the *City of Fairfield General Plan*, prescribed by zoning and other applicable land use plans to avoid conflicting with plans adopted to avoid or mitigate environmental effects. Based on the information in this land use section and for the reasons summarized above, development of the project would not contribute to any significant adverse cumulative land use impacts when considered together with other cumulative development. The impact would be less than significant.

Level of Significance prior to Mitigation: Less than Significant

Mitigation Measures: No mitigation measures are required.

Level of Significance after Mitigation: Not Applicable

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