

**DRAFT INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

FOR THE

**FOOTHILL DRIVE BIKE CONNECTION AND SAFETY
IMPROVEMENTS**



Prepared by the
Department of Resource Management
County of Solano
Lead Agency

March 28, 2024

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DEPARTMENT OF RESOURCE MANAGEMENT PUBLIC WORKS ENGINEERING PART II OF INITIAL STUDY OF ENVIRONMENTAL IMPACTS

INTRODUCTION

The following analysis is provided by the Solano County Department of Resource Management, Public Works-Engineering (Public Works), as a review of, and supplement to, the applicant's completed "Part I of Initial Study". This document, Part II, comprises the Initial Study prepared in accordance with the State CEQA Guidelines, Section 15063.

Project Title:	Foothill Drive Bike Connection and Safety Improvements
Application Number:	N/A
Project Location:	Foothill Drive Bike Connection and Safety Improvements is situated on Foothill Drive in unincorporated Solano County, immediately West of the City of Vacaville limits. The project site is 0.06 miles east of Pleasants Valley Road to the City of Vacaville, city/county limit.
Assessor Parcel No.(s):	N/A
Project Sponsor's Name and Address:	Solano County Department of Resource Management Public Works Engineering 675 Texas Street, Suite 5500 Fairfield, CA 94533

GENERAL INFORMATION

This document discusses the proposed project, the environmental setting for the proposed project, and the impacts on the environment from the proposed project and any measures incorporated which will minimize, avoid and/or provide mitigation measures for the impacts of the proposed project on the environment.

- Please review this Initial Study. You may order additional copies of this document from the Public Works Engineering, Resource Management Department, County of Solano County at 675 Texas Street Suite 5500, Fairfield, CA, 94533.
- We welcome your comments. If you have any comments regarding the proposed project, please send your written comments to this Department by the deadline listed below.
- Submit comments via postal mail to:
Public Works Engineering Division
Resource Management Department
Attn: Matt Tuggle
675 Texas Street, Suite 5500
Fairfield, CA 94533
- Submit comments via fax to: (707) 784-4805
- Submit comments via email to: mrtuggle@solanocounty.com
- Submit comments by the deadline of: April 29, 2024

NEXT STEPS

After comments are received from the public and any reviewing agencies, the Department may recommend that the environmental review is adequate and that a Mitigated Negative Declaration be adopted or that the environmental review is not adequate and that further environmental review is required.

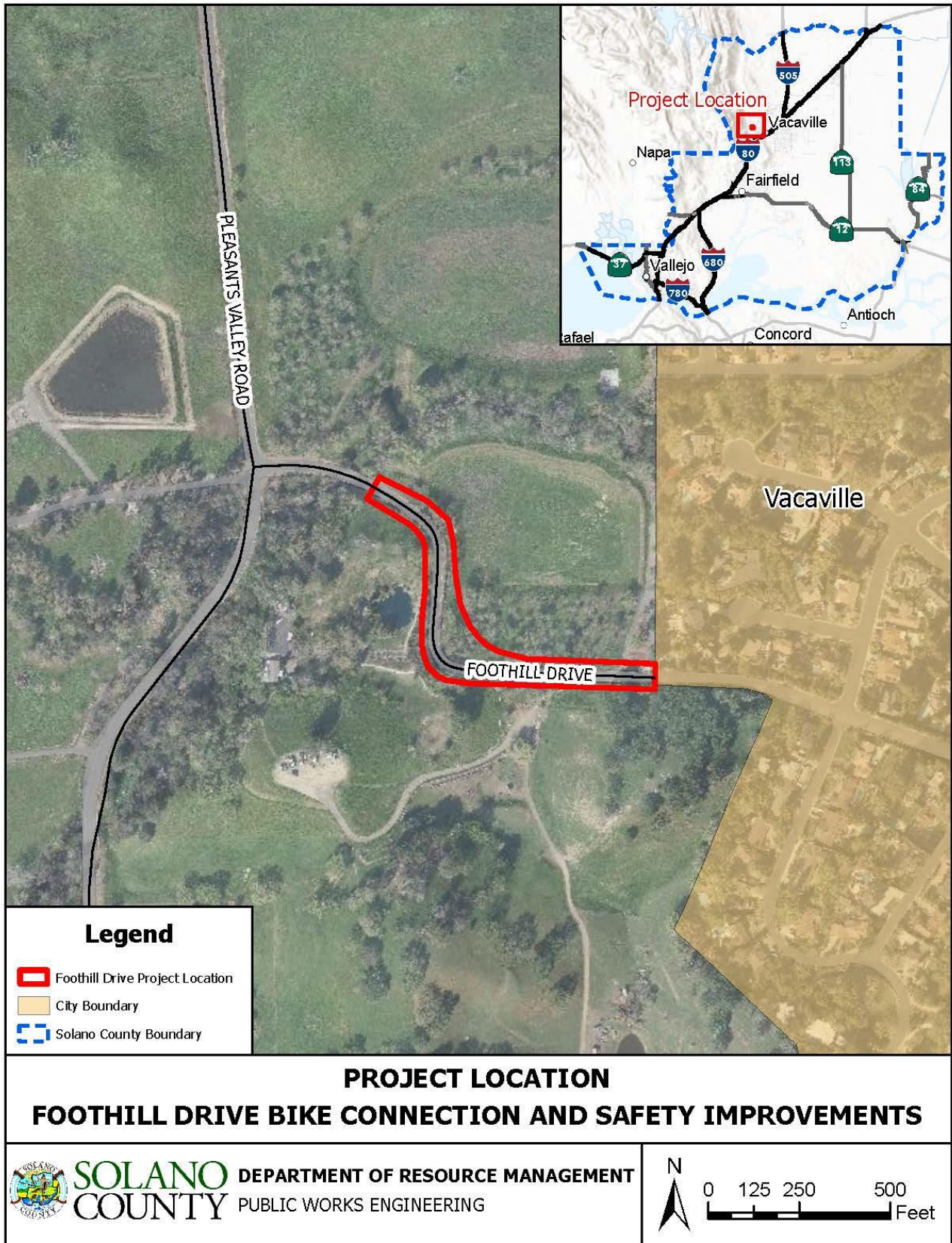
1.0 PROJECT DESCRIPTION

Foothill Drive is an existing connector road from Pleasants Valley Road to Foothill Drive in the City of Vacaville. The location of the project is depicted in Figure 1. The current alignment is a Z shaped road with 15 mph sharp turns. Foothill Drive Bike Connection and Safety Improvements will pulverize approximately 1,150 linear feet of the existing, County owned, 24-foot-wide asphalt road from 100 feet east of the bridge at Encinosa Creek, to the Vacaville City limit, and construct a 32-foot-wide hot mix asphalt concrete paved roadway on an improved alignment. The pulverized roadway will be used as fill beneath the new roadway.

Site amenities will include asphalt-paved driveway connections, sign relocations, roadside ditch installation, one-block retaining wall, on-site mitigation for tree removal, and slope stabilization using hydroseed, straw and jute mesh. Three existing corrugated metal pipe (CMP) driveway culverts will be removed, and new CMP culverts will be installed to fit with the new contoured alignment.

The new alignment will cross previously disturbed ground which has been land leveled and used as an orchard since the 1970's. In approximately 2009, the City of Vacaville acquired the parcel (APN 0125-060-090) and excavated a detention pond on the northern portion of the parcel. There was previously a farmhouse on the parcel, which has been gone for at least 20 years. The new roadway will not encompass its previous location. An existing Solano Irrigation District (SID) waterline parallels the existing roadway on the north side within a 20-foot-wide easement on the City of Vacaville parcels. This irrigation line services three parcels, two of which belong to the City of Vacaville, and one private resident on the south side of Foothill Drive. The City of Vacaville has determined that they no longer require water access to their parcels. The County of Solano is in the process of obtaining Right-of-Way (ROW) from the City of Vacaville up to the edge of roadway embankment construction. The new roadway alignment will only cross the south-west corner of the existing parcel. All earthwork within the newly acquired right of way will be limited to clearing and grubbing, and embankment filling to the new roadway grade. As the new realigned roadway will cross the SID waterline and that water service is no longer required, the waterline will be teed and capped, with the new alignment crossing the existing roadway approximately 60 feet east of the bridge at Encinosa Creek in a steel pipe sleeve. The abandoned portion of the waterline will be removed. The water service will extend south, with a new valve and meter installed within the existing ROW. Water service will be restored to the private resident via a 4-inch waterline on private property to their pumphouse. The new roadway will be 8 feet wider than the existing roadway to accommodate the addition of bicycle lanes. The new bicycle lanes will bridge a gap between existing city and county bike routes.

Figure 1: Project Location



1.0.1 Additional Data

County Base Map:	Fairfield North USGS topographic quad.
NRCS Soil Classification:	Dibble-Los Osos clay loams, 9-30% slopes and Brentwood clay loam, 0-2% slopes.
Agricultural Preserve Status/Contract No.:	N/A
Non-renewal Filed (date):	N/A
Airport Land Use Referral Area:	N/A
Irrigation or Reclamation District:	Solano Irrigation District
Air Quality Management District:	Yolo-Solano Air Quality Management District
Fire District:	Vaca-Elmira Fire Protection District
RWQCB District:	Region 5S: Central Valley
Corps. of Engineers District:	Sacramento, South Pacific Division
California Fish & Game Region:	Region 3: Bay Delta
School District:	Vacaville Unified School District
Sphere of Influence:	Yes
Alquist Priolo Special Study Zone:	N/A
Primary or Secondary Management Area of the Suisun Marsh:	N/A
State Water Project Referral Area:	N/A
California Department of Forestry and Fire Protection Area of Responsibility:	State Responsibility Area (SRA)
Primary or Secondary Zone identified in the Delta Protection Act of 1992:	N/A
Other:	

1.0.2 Surrounding General Plan, Zoning and Land Uses

	General Plan	Zoning	Land Use
Property			
North	Agricultural	A-40	Governmental & Miscellaneous
South	Agricultural	A-20	Rural Residential
East	Residential Estate (City of Vacaville)	RE-10	Residential Estate (City of Vacaville)
West	Agricultural	A-40	Range Land

1.2 CONSISTENCY WITH EXISTING GENERAL PLAN, ZONING, AND OTHER APPLICABLE LAND USE CONTROLS:

The project is not in conflict with land use plans, the general plan designation, or the zoning for the area.

1.3 APPROVALS REQUIRED FROM OTHER AGENCIES

Solano County would use this Initial Study and Mitigated Negative Declaration to evaluate the potential environmental impacts of the proposed project. Anticipated approvals and actions may include but are not limited to the following:

- Adoption of ISMND: Solano County

1.4 ENVIRONMENTAL SETTING

Three sensitive habits were identified. The only special-status species that has the potential to occur near the project area is the state listed Swainson's hawk (*Buteo swainsonii*).

The project will require removal of small oak trees and shrubs, outside of the riparian corridor, to accommodate the realigned road. In accordance with the County's Tree Preservation Code (14.09.250.060), local, native oak acorns will be planted onsite to compensate for tree removal. No impacts are anticipated to occur near or within Encinosa Creek and the associated riparian habitat. Additionally, the realignment has been designed to avoid the wetland feature by creating a retaining wall along the new roadway to avoid permanent fill within the wetland feature, as documented preliminary environmental assessment by Dokken Engineering (Appendix A).

1.5 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This section evaluates the potential environmental impacts of the proposed project. The Initial Study identifies areas with potential impacts, evaluates their significance and discusses methods to avoid, minimize or mitigate for impacts that would be potentially significant. The Initial Study contains questions from the California Environmental Quality Act (CEQA) environmental checklist provided in the CEQA guidelines.

FINDINGS OF POTENTIALLY SIGNIFICANT IMPACT

Based upon the Initial Study, Part I as well as other information reviewed by the Department of Resource Management, the project does not have the potential to significantly impact any environmental factors.

FINDINGS OF LESS THAN SIGNIFICANT IMPACT WITH MITIGATION MEASURES

- Biological Resources Mandatory Findings of Significance

FINDINGS OF LESS THAN SIGNIFICANT IMPACT

- Aesthetics Agriculture and Forestry Resources Air Quality
 Geology/Soils Greenhouse Gas Emissions Hazards & Hazardous Materials

- Hydrology/Water Quality Land Use/Planning Noise
- Public Services Recreation Transportation
- Utilities/Service Systems Wildfire


FINDINGS OF NO IMPACT

- Cultural Resources Energy Mineral Resources
- Population/Housing Tribal Cultural Resources

1.6 ENVIRONMENTAL 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.



 Matt Tuggle
 Engineering Manager

3/25/24

 Date

1.7 INCORPORATION OF MITIGATION MEASURES INTO THE PROPOSED PROJECT

By signature of this document, the project proponent amends the project description to include the mitigation measures as set forth in Section 2.



Matt Tuggle
Engineering Manager



Date

2.0 ENVIRONMENTAL REVIEW CHECKLIST

2.1.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of light or glare, which would have a substantial adverse effect on day or nighttime views in the area?				X

Impacts Discussion:

Items a, b, d: The General Plan identifies Scenic Roadways throughout Solano County, the subject property is not identified as a scenic roadway as shown in Figure RS-5 of the General Plan. The project will not substantially damage scenic resources nor is it within a scenic highway. The project will not create a new source of light or glare. **Less than significant impact is anticipated.**

Items c: The project will enhance the visual character of roadway with removal of the dead/diseased trees and by replanting new trees. The removal of dead/diseased trees, some small oak trees, and shrubs along the new roadway alignment will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. **Less than significant impact is anticipated.**

2.1.2 Agricultural and Forestry Resources

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) 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:</p>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime or Unique Farmland, or Farmland of Statewide Importance, 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 by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government 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	

Impacts Discussion:

Items a, c, d: The project does not conflict with designated forest land or farmland of significance. **No Impact.**

Items b, e: This project proposes the acquisition of 0.82 acres of public right of way from a parcel owned by the City of Vacaville. This parcel is zoned for agricultural use in the General Plan but is currently owned by the City of Vacaville for drainage uses. Additionally, loss of drainage volume will be offset within the County ROW. The parcel, as currently zoned, will not be impacted by road realignment. **Less than significant impact is anticipated.**

2.1.3 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 Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				X
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Impacts Discussion:

Item a: The site is located within the Yolo Solano Air Quality Management District. The project does not conflict with any known air quality plans. **No Impact.**

Items b, c, d: Emissions from the project are associated with the combustion of fuels such as diesel and gasoline. Emissions will temporarily increase due to vehicle trips to and from the construction site. The improved roadway will not add any additional lanes of traffic and will therefore not increase vehicle miles traveled. Foothill Drive is not a part of a plan that could be considered cumulatively significant. The addition of bicycle lanes will reduce emissions in the long term by connecting the City and County bicycle routes to allow for alternative means of transportation for city and county residents. The nearby residential development will not likely be affected by the limited pollutants or odors. **Less than significant impact is anticipated.**

2.1.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Sect. 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

Impacts Discussion:

- Item a: Potential impacts to biological and wetland resources were evaluated in a Preliminary Environmental Assessment (PES; Dokken Engineering 2023). Based on the report and initial site visit, the state listed Swainson's hawk (*Buteo swainsonii*) is the only special-status species that has the potential to occur near the project. The project site contains marginally suitable nesting habitat for the species including mature trees along Encinosa Creek at the west end of the project limits. However, no Swainson's hawk or raptor nesting was observed within the project limits during the site visit.
- Given the moderate to low potential for Swainson's hawk to occur at the project site, a pre-construction nesting bird survey shall be conducted prior to ground disturbance activities and vegetation removal if work is initiated during the nesting season (February 1- August 31). The pre-construction nesting bird survey will ensure that the project does not impact Swainson's hawk. **Less than significant impact is anticipated.**
- Item b: There are no trees or shrubs that will be removed within the riparian corridor. No impacts are anticipated to occur near or within Encinosa Creek and the associated riparian habitat. **No Impact.**
- Item c: The realignment has been designed to avoid any wetland features by creating a retaining wall along the new roadway to remain within shoulder areas. **No Impact.**
- Item d: Based on Figure RS-1 of Chapter 4 of the Solano County General Plan, the Project does not impact any Priority Habitat Areas or corridors or linkages between Priority Habitat Areas. **No Impact.**
- Item e: The project will require removal of 5 dead/diseased trees, 32 small diameter oak trees, and 8 shrubs, outside of the riparian corridor, to accommodate the realigned road. In accordance with the County's tree preservation policy, local, native oak acorns will be planted onsite to compensate for tree removal. With incorporation of the native tree replanting mitigation measures, the project will not conflict with any local policies or ordinances protecting biological resources. **Less than significant impact with mitigation is anticipated.**
- Item f: The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **No Impact.**

Mitigation Measures:

Item a: N/A

Item b: N/A

Item d: N/A

Item e: Native trees will be replanted within the County ROW on Foothill Drive and Pleasants Valley Road immediately North of Foothill Drive at a rate of 3 plantings for every tree and shrub removed. Non-native trees will be planted at a rate of 1 for every 1 removed. The County will maintain the trees for a period of 3 years, with annual replanting to achieve a minimum of a 70% re-establishment rate.

Item f: N/A

Verification: Solano County Public Works Engineering will supervise the construction project and will verify that all mitigation requirements are met.

2.1.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c. Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Impacts Discussion:

Items a and b: A Preliminary Environmental Assessment was prepared for this project by Dokken Engineering (PES; Dokken Engineering 2023). During the pedestrian survey of the project site, exposed subsurface cuts were examined for indications of surface or subsurface cultural resources, soil color change, and/or staining that could indicate past human activity or buried deposits. No cultural resources were identified during the survey. Inspection of open surfaces and visible cut slopes during the field survey revealed no evidence of subsurface artifacts, features, or other indicators of past human use (such as soil change, soil staining, presence of organic soils, or anthrosoils) within the project limits. The survey confirmed the steep nature of the majority of the project area and general low sensitivity within the creek channel at the culvert and wingwall locations. Archival research conducted and the results of the records search from the Northwest Information Center, however, confirm that the Foothill Drive Bike Connection and Safety Improvements has low sensitivity for indigenous resources. **No Impact.**

Item c: No human remains were identified within the project area. The project is not likely to impact human remains, including those interred outside of formal cemeteries. However, if human remains are uncovered during, the project would implement the procedures identified in State Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. **No Impact.**

2.1.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Impacts Discussion:

Items a, b: Energy use for this project is associated with the combustion of fuels such as diesel and gasoline during the construction phase only. The project will not result in significant impact due to energy consumption or conflict with an existing energy plan. The contractor will receive training in reducing vehicle idling. The project will not increase vehicle capacity. The enhanced roadway will add bicycle lanes, reducing emissions in the long term by connecting the City and County bicycle routes to allow for alternative means of transportation for city and county residents. **No Impact.**

2.1.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Pub. 42). ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? 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 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Impacts Discussion:

Impact:

Items a-d: The Seismic Shaking Potential map, Figure HS-5 of the General Plan depicts the project outside of the Highest Potential Earthquake Damage Area and within half a mile of a fault. The project is not located within an Alquist-Priolo fault zone per the Alquist-Priolo Earthquake Fault Zoning Map. Per General Plan Figure HS-9, the project site has Very Low to Medium liquefaction potential. The Landslide Stability map (Figure HS-8) shows the project site as being Least Susceptible to landslides. The Shrink-Swell potential map, Figure HS-10 in the General Plan, shows the project site as having a high potential to shrink/swell. No structures will be constructed, and cuts and fills are designed for the soil's carrying capacity.

The contractor on this project will be required to submit an adequate erosion control plan. Best Management Practices (BMPs) will be used throughout all construction activities. Earthen fills will be hydroseeded with native plant seed, and all cut or filled slopes steeper than 4 horizontal to 1 vertical will be covered with straw and jute mesh. **Less than significant impact is anticipated.**

Item e: The project site is a public roadway and will not require wastewater service. **No Impact.**

2.1.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Impacts Discussion:

Item a and b: Greenhouse gas emissions from the project are associated with the combustion of fuels such as diesel and gasoline. Emissions will temporarily increase due to vehicle trips to and from the construction site. The new roadway will not increase vehicle capacity. The addition of bike lanes will connect existing City and County bike routes and consequently reduce vehicle miles traveled (VMT). **Less than significant impact is anticipated.**

2.1.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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	
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 Govt. Code 65962.5 and, as a result, would 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 or private airport, public use airport, or private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Impacts Discussion:

Item a: Diesel, motor, and hydraulic oil, and gasoline would be used by vehicles and equipment on-site for construction but fueling will be performed off-site at a staging area. On-site fueling will occur only when necessary and guidelines for mitigation are required as part of the contractor's SWPPP. County inspectors will be present on-site to ensure compliance. **Less than significant impact is anticipated.**

Items b-g: The project is outside of the "Very High Fire Hazard Severity Zone" as shown in Figure HS-12 of the General Plan. The project involves relocating Solano Irrigation District (SID) utilities, pulverizing the existing roadway, earthwork, paving, tree removal, and tree planting. No hazardous materials would be transported or emitted for the project. The project is not near a school. The site does not contain existing hazardous materials and is not located within an airport land use plan. The project does not interfere with an emergency response plan. To ensure traffic flows are maintained, the use of a signalized reversible one lane roadway will allow the roadway to remain open for emergencies throughout the duration of the project. The project will not expose people or structures to loss due to wildfires. **No Impact.**

2.1.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				X
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. 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:				
i. result in a substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?				X
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e. Otherwise substantially degrade water quality?			X	
f. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Impacts Discussion:

Items a, d, f: The project will not violate any water quality or waste discharge standards. The project site is not located within a 100-Year Floodplain Zone as shown in Figure HS-1 in the General Plan. **No Impact.**

Items b, c, d: An existing Solano Irrigation District (SID) waterline parallels the existing roadway to the North. The waterline will be teed and capped, with the new alignment crossing the existing roadway approximately 60' east of the bridge at Encinosa Creek in a steel pipe sleeve. The abandoned portion of the waterline will be removed. The water service will extend south, with a new valve and meter installed within the existing ROW. Water service will be restored to the private resident via a 4" waterline on private property to their pumphouse. Abandonment and installation of the waterline must occur prior to the water delivery season commencement April 1, 2024.

This project will require approximately 2,468 cubic yards (CY) of excavation and 2,134 CY of fill. Cut and fill slopes will be stabilized with native grass seed, straw and jute mesh to Filled areas may have an increased potential for erosion. There will be approximately 370 square yards of impermeable surface added to the roadway, to install the bicycle lanes. On-site temporary storage will be created at the southwest corner where the existing road is removed creating an approximately 800 square

yards (SY) detention basin. This increased temporary storage area will mitigate for the additional runoff and no appreciable change in the site runoff water.

The project will not result in substantial erosion or siltation on or offsite. The contractor will be required to have a SWPPP and WPCP plan in place prior to construction. During construction proper BMP's will be implemented to protect water quality and prevent any discharges to the nearby drainages. County construction inspectors will be on site to ensure compliance. The project will only marginally increase roadway drainage or run-off. Earthen fills will be hydroseeded with native plant seed, and all cut or filled slopes steeper than 4 horizontal to 1 vertical will be covered with straw and jute mesh. **Less than significant impact with mitigation is anticipated.**

2.1.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. 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?			X	

Impacts Discussion:

Item a: The project will not divide an established community. **No Impact.**

Item b: This project proposes the acquisition of 0.82 acres of public right of way from a parcel owned by the City of Vacaville. This parcel is zoned for agricultural use in the General Plan but is currently owned by the City of Vacaville for non-agricultural use. **Less than significant impact is anticipated.**

2.1.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				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

Impacts Discussion:

Items a & b: As identified on the Mineral Resources map of the Solano County General Plan (Figure RS-4) there are no known mineral resources at the project site; therefore, the project will not impact the availability of a known mineral resource that would be of value to the region or residents. **No Impact.**

2.1.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Generation of excessive ground borne vibration or ground borne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or 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

Impacts Discussion:

Items a & b: Table HS-3 of the Solano County General Plan indicates a community noise exposure of less than 75 dBA to be normally acceptable for agricultural uses and less than 60 dBA for residential land uses. The nearest sensitive receptor in the agricultural zones is located at the existing residence approximately 450 feet to the west of the project site. Existing residences, within the City of Vacaville, border the eastern boundary of the project site. The City of Vacaville’s Municipal Code Section 8.10.060 limits operation of construction or grading equipment within 500 feet from any occupied residence between the hours of seven o’clock p.m. and seven o’clock a.m. Monday through Saturday and prohibits repair work or grading activities on Sundays or holidays. All construction activities will be limited to the daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays and weekends. **Less than significant impact anticipated.**

Item c: There will be no permanent increase in noise. The project is not located within the vicinity of a private or public airport or airport use land. **No Impact.**

2.1.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 amounts of existing housing or numbers of people, necessitating the construction of replacement housing elsewhere?				X

Impacts Discussion:

Items a & b: The proposed project replaces an existing roadway and does not increase the capacity of the road.

The proposed project will not induce population growth directly or indirectly or construct infrastructure that could induce population growth. The project does not involve the displacement of homes or people or necessitate construction of more housing elsewhere. **No Impact.**

2.1.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 following public services:				
i. Fire Protection?			X	
ii. Police Protection?			X	
iii. Schools?				X
iv. Parks?				X
v. Other public facilities?				X

Impacts Discussion:

- Item i: The proposed project would not result in the provision or increased need for fire protection services. The Vacaville Fire Protection District provides fire protection and emergency services to the project area and the nearest fire station is Station 64, located approximately 2.85 miles northeast of the project area on Vine Street. The project area is also located near the Vacaville Fire Department. As the project is located on a site already served, emergency response time to the project would remain consistent. The construction of the project has the potential to increase traffic delays that could affect response times of emergency response vehicles as the proposed project would require the construction contractor to close one of the two traffic lanes. To ensure traffic flows are maintained, a traffic control plan will allow the roadway to remain open for emergencies throughout the duration of the project. As the project is not expected to induce population growth or increase roadway capacity, the project will not need new facilities to maintain the service ratios, response times or other performance objectives of fire protection services. **Less than significant impact is anticipated.**
- Item ii: The proposed project would not result in the provision or increased need for police protection services. The Solano County Sherriff provides public safety and law enforcement services to the project area. As with fire protection services discussed above, the construction of the project has the potential to increase traffic delays that could affect response times of emergency response vehicles. To ensure traffic flows are maintained, a traffic control plan will allow the roadway to remain open for emergencies throughout the duration of the project. As the project is not expected to induce population growth or increase roadway capacity, the project will not need new facilities to maintain the service ratios, response times or other performance objectives of police protection services. **Less than significant impact with mitigation incorporated is anticipated.**
- Items iii-v: The proposed project does not contain any improvements or operational features that would necessitate an increased demand for schools, parks, or other public facilities that would cause significant environmental impacts. **No Impact.**

2.1.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?			X	
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

Impacts Discussion:

Item a: There are no recreation facilities within or adjacent to the proposed project area. The nearest existing neighborhood parks to the project site is the Alamo Creek Park, located approximately 0.6 mile southeast and N. Orchard Park located approximately 1.0 mile northeast. The nearest existing community park is Andrews Park located approximately 1.8 miles east. The only regional park in the project area is Lagoon Valley Regional Park, located approximately 2.5 miles south of the project site. During the temporary construction of the road realignment there will be construction workers at the project site that may seek recreational destinations while in the vicinity but will not cause a substantial increase in the use of existing parks or community recreation facilities. **Less than significant impact is anticipated.**

Item b: The project does not include or affect recreational facilities and would not require the expansion of existing recreational facilities. **No Impact.**

2.1.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d. Result in inadequate emergency access?			X	

Impacts Discussion:

Item a: The proposed project installs bicycle lanes connecting a class II bicycle lane on Foothill Drive from Pleasants Valley Road to the Vacaville City limit. Foothill Drive from Pleasants Valley Road to the Vacaville City limit is a recommend bikeway project in the Solano Transit Authority (STA) Active Transportation Plan. This plan proposes adding bikeways to the existing bikeway network and the

proposed project will add 0.21 miles of class II bicycle lane to the All Ages and Abilities Bicycle Network. This project does not conflict with applicable plans and will result in a beneficial impact. **No Impact.**

- Item b: The project does not conflict or would not be inconsistent with CEQA Guidelines § 15064.3 subdivision (b). The vehicle miles traveled (VMT) will not increase, as the project will not add lanes that would create additional road capacity. The vehicle trips generated during the construction of the road would be temporary and short-term. The project has a potential to reduce VMT with the addition of bicycle lanes as an alternative means of transportation. **Less than significant impact is anticipated.**
- Item c: The project includes improvements to the alignment as the existing facility includes a sharp turn. The realigned road will increase the radius of the curve and include superelevation of the curve to allow cars to maintain the posted speed limit. The addition of paved shoulders will separate bicycle traffic from vehicular traffic. With the addition of earthen shoulders, run off the road accidents should decrease. The improved alignment may potentially cause an increase in speeding incidents, but the overall safety of the curve is anticipated to increase. **Less than significant impact is anticipated.**
- Item d: Solano County anticipates that construction of the proposed project will require the construction contractor to close one lane during construction activities. An alternating single lane will remain open for local traffic and emergency vehicles during working hours. After hours, a one lane alternating traffic signal will be used to maintain traffic and emergency access through the site. **Less than significant impact is anticipated.**

2.1.18 Tribal Cultural Resources

<p>a. 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:</p>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>i. 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</p>				X
<p>ii. 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.</p>				X

Impacts Discussion:

- Item a: The project site has been historically disturbed by agricultural practices and later for City of Vacaville’s detention pond. No tribal or historical resources have been identified on at the project site. State law (Section 7050.5 of the California Health and Safety Code) dictates that any human remains found during construction activities shall be reported to the proper official(s). **No Impact.**

2.1.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project from and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c. Result in a determination by the waste water 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
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e. Comply with federal, state, and local statutes and regulations related to solid waste?				X

Impacts Discussion:

Item a: The abandoned portion of a SID waterline underneath the roadway will be removed. Water service will be restored to the private resident via a 4-foot waterline on private property to their pumphouse. Three existing corrugated metal pipe (CMP) driveway culverts will be removed, and new CMP culverts installed to fit with the new contoured alignment. Construction of new water and storm water drainage facilities or expansion of existing facilities will not cause significant environmental effects. **Less than significant impact is anticipated.**

Items b-e: The project scope does not involve wastewater treatment. Water needed for the project will be transported on-site by truck. The project will not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **No Impact.**

2.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Impacts Discussion:

Items a, c, d: As seen on Figure HS-12 of the Solano County General Plan Very High Severity Zones and State Responsibilities Areas map, the project is located in the California Board of Forestry and Fire Protection’s (CAL FIRE) State Responsibility Area. In CAL FIRE’s Fire Hazard Severity Zones Map, the project is in a moderate fire hazard severity zone. Solano County anticipates that construction of the proposed project will require the construction contractor to close one lane during construction activities. An alternating single lane will remain open for local traffic and emergency vehicles during working hours. After hours, a one lane alternating traffic signal will be used to maintain traffic and emergency access through the site. Additionally, measures for minimizing fire risks will be incorporated during construction. Contractor will be required to have a water truck on site and a fire safety plan will be developed. Erosion control measures are required by the contractor during construction. Slopes will be stabilized post construction using hydroseed, straw, and jute mesh. The project will only marginally increase roadway drainage or run-off. **Less than significant impact anticipated.**

Item b: The project location area does not contain steep slopes or high vegetation, and although construction of the project will alter the existing site topography that will not increase susceptibility to wildfire hazards. **No Impact.**

2.1.20 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?		X		
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	

Impacts Discussion:

- Item a: The proposed project will not degrade the quality of the environment. With previously mentioned mitigation measures, habitat of fish and wildlife species will not substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory. **Less than significant impact with mitigation incorporated is anticipated.**
- Item b: The project will not have cumulatively considerable impacts. **No Impact.**
- Item c: By realigning the roadway, the project will provide safety improvements to the roadway that would result in beneficial effects. Although during construction of the project the roadway will require the use of an alternating single lane it will remain open to local traffic and emergency vehicles. Additionally, measures for minimizing fire risks will be incorporated during construction. **Less than significant impact is anticipated.**

Mitigation Measures:

- Item a: Mitigation measures have been outlined above.
- Items b and c: N/A
- Verification: Public Works Engineering will supervise the construction project and verify that all permitting conditions and required mitigation measures are followed.

3.0 SOURCES USED AS REFERENCE

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APPENDIX A: PRELIMINARY ENVIRONMENTAL ASSESSMENT