2.0 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This Draft Environmental Impact Report (Draft EIR) is an informational document intended to inform the public and decision-makers about the environmental consequences of the proposed Fairview at Northgate project (herein referenced as the proposed project). This Draft EIR is a "Project EIR" as defined in Section 15161 of the CEQA Guidelines. The Draft EIR considers the environmental impacts of the proposed project as well as the additive effects of growth throughout the City of Vallejo (City), neighboring areas of Solano County (County), and the region. These latter impacts are referred to as cumulative impacts. The Draft EIR also evaluates a range of alternatives, including different development densities for the project site. This Draft EIR has been prepared for the City, pursuant to the requirements of the California Environmental Quality Act (CEQA).

After receiving public comments on the Notice of Preparation (NOP), the proposed project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria developed by the City that are based on criteria presented in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. The criteria in the Environmental Checklist (checklist), was used to determine if the proposed project would result in "no impact," "less than significant impact," "less than significant impact with mitigation measures," or a potentially significant impact" to a particular environmental resource. In some instances, a project may use the checklist to provide an initial discussion of a project and to screen out certain topics from a full discussion in the Draft EIR. In the case of the proposed project, this was not done, and the Draft EIR provides an analysis of all the criteria in the checklist within the pages and individual chapters of this Draft EIR. A table listing the project impacts and any associated mitigation measures is included at the end of this summary in *Table S-1: Project Impacts and Proposed Mitigation Measures*.

This Draft EIR describes the existing environmental resources on the project site and in the vicinity of the project site, analyzes potential impacts on those resources that would occur upon initiation of the proposed project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft EIR concern several subject areas, including aesthetics/light and glare, air quality, biological resources, cultural and tribal resources, energy/energy conservation, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters, and verbal and written comments provided to the City during public meetings.

These comments helped inform the discussion of this Draft EIR and helped determined the scope and framework of certain topical discussions.

Initially, this EIR is being published as a Draft EIR. The Draft EIR will be subject to review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days. During the public review period, a hearing will be held before the City of Vallejo Planning Commission at a date to be determined to receive additional comments on the Draft EIR. The public may comment on the Draft EIR by testifying at the public hearing or may submit written comments at any time during the 45-day public review period.

Following the public review period, written responses to all comments received on the Draft EIR will be prepared. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the City of Vallejo City Council for their consideration. If the City finds that the Final EIR is "adequate and complete" in accordance with the CEQA Guidelines, the City may certify the EIR. The City Council would also consider adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, a Statement of Overriding Considerations (if needed), and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final EIR, the hearing body may take action concerning the proposed project.

Regarding the MMRP, CEQA Guidelines Section 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. An MMRP incorporating the mitigation measures set forth in this EIR will be considered and acted upon by the City decision-makers concurrent with adoption of the findings of this EIR and prior to approval of the proposed project.

2.2 PROJECT LOCATION

The proposed project is located to the east of the right-of-way of Admiral Callaghan Lane, south of Turner Parkway, and north of Rotary Way on a single assessor parcel (APN 0052-320-250). The commercial component of the proposed project would be accessed via Admiral Callaghan Lane and the residential component of the proposed project would be accessed via Turner Parkway. The Interstate 80 (I-80) freeway is located immediately adjacent to the west of Admiral Callaghan Lane. Regional access to the proposed project is provided via Interstate 80 (I-80) which generally trends in a northwesterly to southwesterly direction providing access through the City and San Francisco Bay Area cities to the east. Locally, the project site is accessed by Admiral Callaghan Lane adjacent to the northwest and Turner Parkway to the north. I-80 lays immediately adjacent to the northeasterly alignment of Admiral Callaghan Lane. North of Turner Parkway is an approximately 130-acre commercial development, Gateway Plaza; tracts of single-family residential development in Hunter Ranch to the east; and multi-family residential in the Quail Ridge Condominiums, as well as single-family residential, and additional commercial uses to the south.

2.3 PROJECT DESCRIPTION

The proposed project is planned to include a mixture of commercial, residential and recreation uses, and designated open space uses. The commercial element would be located in the westerly portion of the proposed project site. The residential element would be located on the easterly portion of the proposed project site. The proposed project incorporates numerous sidewalks, paseos, and a trail designed to promote a pedestrian and bicycle-friendly environment, to encourage alternative transportation between the commercial and residential project elements and improve access to the proposed open space. All components of the proposed project have been designed and planned with the intent of being responsive to the existing on-site features, topography, and other resources and constraints found on the proposed project site and within the surrounding areas, and to be compliant with pertinent planning documents, regulations, and guidelines. While the project is considered consistent with the existing General Plan and zoning designations, the project does propose a zoning map amendment to make the existing zoning classification consistent with the adopted General Plan. Each component of the proposed project is summarized in *Table 2-1: Project Summary Table*, below.

Table 2-1: Project Summary Table

Proposed Use	Acres	Square Feet (sf)	Number of Units
Commercial	**21.8**	--	--
Costco	--	152,138	--
Pad for Building #1	--	3,000	--
Pad for Building #2	--	9,400	--
Pad for Building #3	--	7,140	--
Pad for Building #4	--	7,960	--
Gasoline Station Kiosk	--	50	30 Fuel Pumps
Total		**179,688**	**30 Fuel Pumps**
Residential	**23.8**	--	**178**
Single-Family	8.1	--	86
Single-Family (with Alleys)	7.1	--	92
Basins/Greenspace	5.5	--	--
Public Roads	3.1	--	--
Open Space	**5.7**	--	--
Central Corridor (Preservation Area)	5.7	--	--
Total	**51.3**	**179,688**	**178**

COMMERCIAL – WESTERN PORTION OF THE SITE

The western portion of the project site is planned for a commercial center. The proposed project uses would accommodate 179,688 square feet (sf) of commercial building area on 21.8 acres. The commercial area is proposed for 5 separate buildings and a gasoline service station accommodating up to 30 fueling dispensers and a related 50 sf kiosk. The commercial center would have 962 parking spaces including accessible spaces for persons with disabilities.

The southern portion of the commercial center is proposed for a 152,138 sf Costco store on 17.3 acres of the 21.8-acre commercial area; this would be the largest building. Costco intends to relocate their existing Vallejo operations from the existing store with the Gateway Plaza shopping center to the proposed project site a distance of approximately 0.75-mile. The existing Costco building will be available for re-use for general commercial uses consistent with the existing zoning. The existing gas station would be decommissioned and removed from the property.

The relocated Costco would be approximately 26,700 square feet larger than the existing Costco. The Costco store is open to members weekdays between the hours of 9:00 AM and 8:30 PM. Weekend operating hours open to members are typically from 9:00 AM to 6:00 PM. The Costco store receives deliveries from approximately 2:00 AM to 10:00 AM daily. Approximately 10 trucks a day through a combination of Costco branded delivery trucks and bread trucks make deliveries to the store.

Similar to the existing warehouse, the proposed Costco store would include a tire center. The tire center installation area would be approximately 2,700 feet square feet including 5 bays. Operating hours for the tire center are anticipated to be 6:00 AM to 9:30 PM on weekdays and 6:00 AM to 7:00 PM on weekdays. The tire center would receive deliveries approximately 2 times per week.

The proposed gas station would be located in the southern portion of the commercial center parking lot. The gas station would have 30 fueling positions; an increase of 14 fueling positions from the existing station at the Gateway Plaza shopping center. Drivers would access the fueling positions via 10 feeder lanes. The Gas station would be open seven days a week between 5:00 AM and 10:00 PM. Costco fuel trucks come to the site to refill the underground fuel storage tanks approximately 12 times per day.

The northern end of the commercial area is proposed to be developed with four buildings ranging in size from 3,000 sf to 9,400 sf on approximately 4.56 acres of the 21.8-acre site. This portion of the commercial area would have 188 parking stalls, inclusive of 8 spaces reserved for disabled accessible parking. These commercial uses would be located along the Turner Parkway frontage and roughly one-third of the Admiral Callaghan Lane frontage. A restaurant with a drive-thru is proposed for the southernmost building along Admiral Callaghan Lane; potential uses for the other three buildings could include general neighborhood services such as restaurants, health and fitness clubs, medical clinics, pharmacies, salons, laundry, clothing, convenience stores, and other related services.

The proposed commercial area would take access from three driveways off of Admiral Callaghan. The selection of traffic control devices at the three intersections also reflects the City's concerns regarding traffic signal spacing and the number of traffic signals along Admiral Callaghan Lane. The driveway configurations are as follows:

- Northern Driveway: Unsignalized, separate outbound left turn and right turn lanes, southbound left turn pocket for inbound left turns;
- Middle Driveway: Signalized, two outbound left turn lanes and one outbound right turn lane, southbound left turn pocket for inbound left turns;

- Southern Driveway: Unsignalized, one outbound right turn lane, no outbound left turn allowed, southbound left turn pocket for inbound left turns.

ADMIRAL CALLAGHAN LANE IMPROVEMENTS

In conjunction with the project driveways, the project includes improvements to Admiral Callaghan Lane. Currently, Admiral Callaghan Lane is a two-lane road with one travel lane in each direction with no bike lanes or sidewalks. The project would improve Admiral Callaghan Lane to an approximately 76-foot cross-section with improvements along the project frontage. The new lane configuration for Admiral Callaghan Lane would consist of two travel lanes in each direction, an eleven-foot landscaped center median, a 5-foot wide bike lane in each direction, and a 4.5-foot wide pedestrian sidewalk on the eastern side (northbound direction) of Admiral Callaghan Lane along the project frontage. None of these proposed improvements would occur within Caltrans right-of-way to the west of Admiral Callaghan Lane.

Where Blue Rock Springs Creek crosses the southwest corner of the project site, a distance of approximately 90 feet, the proposed road widening would span the creek and would not place fill material or extend the existing culverts.

TURNER PARKWAY IMPROVEMENTS

Turner Parkway currently has two car travel lanes, a bike lane, and sidewalks in each direction with a landscaped center median along the project frontage. No roadway improvements are proposed for Turner Parkway except those associated with the residential driveways as described under the residential improvements below. The project would construct a new bus pullout on the project frontage of Turner Parkway, near the existing crosswalk at the Admiral Callaghan Lane intersection, for buses traveling in the eastbound direction. A meandering pedestrian and bicycle pathway would be constructed on the southerly side of Turner Parkway and would link the commercial and residential components of the project.

RESIDENTIAL – EASTERN PORTION OF THE SITE

The residential component would be located on the eastern portion of the project site on 23.8 acres. The project proposes 178 single-family detached units with two building types: those with a private front courtyard and alley loaded garages, and those with traditional driveways and front-loaded garages. The 92 alley-loaded residences, generally located within the interior of the project site, would have courtyards and garage access from the north-south-oriented alleys. The alleys would serve six to eight homes and would be accessed from east-west-trending 42-foot-wide interior streets. Between the interior residences, landscaped paseos would provide access to the front of the homes. Of the remaining 86 residences, 67 would be located around the perimeter of the residential area and 19 residences would be in the southern residential zone. The 86 residential units would be traditional single-family detached units on lots with a 42-foot minimum width and an 85-foot minimum depth. The traditional residential units would feature a front driveway and front entryway facing the streets and be generally oriented to the interior of the residential area. The average density for the residential uses would be 7.9 units per gross acre.

The residential component of the project would be accessed from two driveways off Turner Parkway as shown in Figure 3-8. The western residential driveway was assumed to be signalized with full access for all movements. The eastern driveway was assumed to be unsignalized with right-in/right-out access only. Signalization of the western driveway would include a modification to provide a left-turn lane into the project site and a left turn out of the project site.

OPEN SPACE – WETLANDS – CENTRAL PORTION OF THE SITE

The central 5.7-acre portion of the proposed project site would be preserved as open space. Development would be prohibited in this area. The adjacent residential developments to the south and southeast of the proposed project site drain into this area, certain portions of which are designated as wetlands pursuant to federal regulations. This open space would separate the proposed project's commercial and residential components and provide a buffer between the two uses. This area would be subject to protective restrictions that would not allow for public or private use and the open space would be secured by attractively designed perimeter fencing consistent with the appearance of open space. The open space would only be accessible via private gates located on the commercial side of the proposed project in order to facilitate maintenance activities. The proposed project anticipates that the open space would be owned, managed, and maintained by a homeowner's association (HOA) created in connection with the residential component.

PARKS AND PEDESTRIAN ACCESS

The proposed project would provide parks and privately maintained greenspace to fulfill the City's Quimby Act parkland dedication requirements. In the event an insufficient amount of parkland is dedicated per the requirements of the Quimby Act, the proposed project would be required to pay an in-lieu fee as mitigation for the amount of parkland acreage not provided. The proposed project would include approximately 1.3 acres of park area including two pocket parks and linear paseos which would be for the use of project residents. A 2.0-acre linear park/trail would be located between the residential area and the open space described above. The linear park/trail would connect to a meandering sidewalk along Turner Parkway on the north and extend to the south with connections to the residential area via three pass-thru walkways between homesites bordering the park/trail. Within the interior of the residential area, there would be a series of pedestrian paseos connecting to the parks and liner park/trail and a new meandering sidewalk on Turner Parkway. The proposed project was designed to include these walkways in order to encourage pedestrian activity within the residential community as well as from the residential community to the service-oriented uses at the north end of the commercial area and Gateway Plaza.

2.4 DISCRETIONARY ACTIONS AND APPROVALS

The City of Vallejo is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the proposed project. Prior to development of the proposed project, discretionary permits and approvals must be obtained from local, State and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR

when making their permit determinations. To implement the proposed project, the Project Applicant would need to obtain discretionary permits/approvals including but not limited to the following:

CITY OF VALLEJO

- Certification by the City of Vallejo that the Final EIR has been completed in compliance with CEQA and has been reviewed and considered by the decision-makers.
- Adoption by the City of Vallejo of findings regarding significant impacts and appropriate mitigation.
- Adoption by the City of Vallejo of a statement of overriding considerations for significant and unavoidable impacts, if applicable.
- Adoption by the City of Vallejo of a mitigation monitoring and reporting program (MMRP).
- Approval by the City of Vallejo of a zoning map amendment.
- Approval by the City of Vallejo of a Planned Development Master Plan.
- Approval by the City of Vallejo of a Vesting Tentative Map, subsequent Final Maps and subdivision/public improvement agreements.
- Approval by the City of Vallejo of Major Conditional Use Permit (for Costco "superstore," receipt of warehouse deliveries between 2 a.m. and 6 a.m. within 300 feet of a residential use), and drive-through restaurant).
- Approval by the City of Vallejo of Unit Plan for review of new commercial and residential architecture.
- Approval of a Public Infrastructure Construction and Reimbursement Agreement between City and Project Applicant, and Costco Loan/Costco Financing Agreement between City and Costco.
- Issuance of encroachment permits by the City of Vallejo for road work or other improvements that may be constructed in local road rights-of-way.
- Issuance of a grading permit by the City of Vallejo.
- Issuance of building permits

Future required approvals and possible permitting requirements from other public agencies may be required. Upon completion of the environmental review process and prior to construction, the proposed project would be reviewed through standard City plan check procedures to verify that the proposed project conforms to all applicable City design criteria.

VALLEJO FLOOD AND WASTEWATER DISTRICT

- Approval by VFWD of amendment to existing easement relating to relocation of sewer line encumbering the proposed project site.

- Approval by VFWD of plans and encroachment permits relating to relocation of sewer line and other storm water drain improvements.

GREATER VALLEJO RECREATION DISTRICT

- Approval of Quimby Act Fees and Park Development Fee Credits

STATE OF CALIFORNIA

- California Department of Fish and Wildlife (CDFW), Agreements/Permits/Authorizations pursuant to the California Fish and Game Code.
- California Air Resources Board – Yolo-Solano Air Quality Management District – Fugitive Dust Control Plan, Authority to Construct, Permit to Operate, any other permits as necessary.
- San Francisco Regional Water Quality Control Board (San Francisco RWQCB):
  - General Construction Stormwater Permit [Preparation of a Storm Water Pollution Prevention Plan (SWPPP).
  - Section 401 Water Quality Certification.
- Issuance of encroachment permits by the California Department of Transportation (Caltrans) – District 4 for road work or other improvements that may be required to be constructed within State-controlled right-of-way (I-80).

FEDERAL APPROVALS

- United States Army Corps of Engineers (USACE) 404 permit for wetland impacts.

2.5 AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City of Vallejo and/or were raised during the EIR scoping process. These issues were identified during the NOP review period. Eight comment letters were received from agencies, organizations, and individuals in response to the NOP comment period (October 2, 2018 through October 31, 2018). These comments on the NOP are included in Appendix A.

The following list, categorized by issue, summarizes the concerns brought forth in the comment letters:

Issue Area:	Concerns Related To:
Aesthetics (EIR Chapter 4.1)	Visual impacts associated with the proximity to adjacent residences in Hunter Ranch. Analyze urban decay. Provide landscaping on Admiral Callaghan. Concerns regarding visual appearance of the fencing. The open space should be landscaped for better appearance. Question: What is the facade, structure, bulk, and color of the Costco?

Air Quality (EIR Chapter 4.2)	Project impacts on air quality and sensitive receptors in nearby areas. Dust and dirt concerns.
Biological Resources (EIR Chapter 4.3)	Wetland impacts, impacts on birds and wildlife; impacts on the creek. Use a proper baseline to identify impacts to biological resources and proper mitigation. Questions regarding existing biological resources (small frog).
Cultural and Tribal Resources (EIR Chapter 4.4)	Impacts on cultural, historical, or tribal resources and recommendation for consultation with California Native American Tribes in accordance with Assembly Bill 52, Senate Bill 18, and appropriate records search, and field survey by qualified archaeologist, and monitoring and mitigation.
Hazards and Hazardous Materials (EIR Chapter 4.7)	Desire for a public safety easement behind the existing homes.
Hydrology and Water Quality (EIR Chapter 4.8)	Drainage concerns and water quality impacts. The water from the springs needs to be properly channeled.
Land Use (EIR Chapter 4.9)	Question on the need for a General Plan Amendment. Will the project be compatible with surrounding uses?
Noise (EIR Chapter 4.10)	Noise from construction will affect adjacent residences.
Public Services (EIR Chapter 4.13)	Location of emergency ingress and egress.
Transportation and Traffic (EIR Chapter 4.15)	Trip generation, traffic congestion and impacts at I-80 on- and off-ramps, safe ingress, and egress; parking capacity. Address the traffic safety and existing circulation congestion.
Energy (EIR Chapter 4.11)	Inclusion of electric vehicle charging stations.
Utilities and Service Systems (EIR Chapter 4.15)	The gas line within the project site needs to be evaluated for safety.
Alternatives (EIR Chapter 6.0)	Consideration of an Office Park/commercial to create higher-paying jobs and reduce commuter traffic. Alternatives to provide additional buffer from commercial and residential. Analyze a multi-family alternative. Analyze an alternative to provide adequate parks for residents. Consider a performing arts center alternative.
Cumulative (EIR Chapter 4.0)	The EIR should provide a complete list of the projects being evaluated for cumulative impacts.

2.6 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2 (b) of the CEQA Guidelines requires an EIR to "describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

The specific mitigation measures summarized in Table S-1 would reduce the level of project-specific significant impacts to less than significant. Similarly, many impacts are identified that would be less than significant without the need for additional mitigation measures. Significant and unavoidable impacts were identified in the analysis.

SIGNIFICANT PROJECT-LEVEL EFFECTS

The proposed project would result in significant impacts to the following specific resource areas and pertinent significance criteria or threshold:

Air Quality

- Project emissions exceed established regional thresholds for Nitrogen Oxides (NO_X) emissions.

Project emissions associated with vehicle traffic associated with the proposed project would exceed established Bay Area Air Quality Management District (BAAQMD) regional thresholds for NO_X emissions. Even with the incorporation of mitigation measures that include Commute Trip Reduction (CTR)/Transportation Demand Management (TDM) (MM GHG-3), traffic calming (MM GHG-4), Pedestrian Connectivity (MM GHG-5) Internal Trails (MM GHG-6), a time limitation on idling delivery trucks (MM GHG-8), and construction of a new SolTrans bus pull-out (MM TR-4), the project's mobile NO_X emissions would still exceed BAAQMD thresholds

Transportation

The project would cause the following intersections to operate at a deficient level of service during at least one peak hour:

- Intersection #6: Admiral Callaghan Lane/Turner Parkway
- Intersection #7: Admiral Callaghan Lane at Rotary Way
- Intersection #9: Redwood Street/Fairgrounds Drive/I-80 WB Ramps
- Intersection #11: Redwood Parkway/Admiral Callaghan Lane (S)
- Intersection #21: I-80 NB Ramp/Redwood Parkway
- Intersection #23 Admiral Callahan Lane/Northern Project Driveway
- Intersection #25: I-80 NB Ramp/Redwood Parkway

The project also would cause one freeway segment, listed below, to operate at an unacceptable level of service:

- Eastbound I-80 west of Redwood Parkway

The Intersections listed above #6, #7, #9, #11, #21, #22, #23, and #25, would continue to operate at a deficient level of service during one or more peak hours and therefore impacts would be significant and unavoidable. Implementation of mitigation measures which include the construction of a right turn pocket on northbound Admiral Callaghan Lane/Turner Parkway and signal timing coordination along Turner Parkway would improve traffic flow and reduce delays in the impact area. Other mitigation measures require payment of regional transportation impact fees and updating the signal timing coordination once the I-80/Redwood Parkway interchange has been completed. However, impacts at these eight intersections under Cumulative Plus Project conditions would remain significant and unavoidable. No other feasible mitigation measures have been identified which would further mitigate the impacts. The project area is located in a developed urban area and insufficient right-of-way exists to add capacity to the City of Vallejo intersections which are significantly impacted. Caltrans has prepared an interchange improvement plan for the I-80/Redwood Parkway interchange which will improve operations at the I-80 ramp intersections; however, this Caltrans project is not yet fully funded, and the timing and construction of those improvements are outside the control of the City of Vallejo and there is no guarantee that these improvements would be implemented. Therefore, those improvements cannot be considered feasible mitigation for the Existing With Project or Cumulative Plus Project impacts at the I-80/Redwood Parkway interchange intersections.

2.7 ALTERNATIVES TO THE PROPOSED PROJECT

Chapter 6 of this EIR evaluates alternatives to the proposed project in accordance with the CEQA Guidelines Section 15126.6. The analysis of project alternatives takes into consideration the base assumption that all applicable mitigation measures associated with the project would be implemented with the appropriate alternatives. However, applicable mitigation measures may be scaled to reduce or avoid the potential impacts of the alternatives under consideration and may not precisely match those identified for the project. If a specific impact is not raised within the discussion of an alternative, it is because the effect is expected to be the same as that associated with the implementation of the proposed project. Detailed descriptions and analyses of the project alternatives can be found in Chapter 6 (Alternatives). The following is a summary of the alternatives evaluated in this EIR.

NO PROJECT ALTERNATIVE

The No Project Alternative assumes the proposed project would not be implemented and land uses and other improvements would not be constructed. The existing project site would remain unaltered and in its current condition. All infrastructure improvements identified in the proposed project including water, wastewater, drainage, and roadway improvements would not be constructed. Because the project site would remain unchanged, few or no environmental impacts would occur. This alternative serves as the baseline against which the effects of the proposed project and other project alternatives are evaluated.

Under this alternative none of the proposed improvements would occur and the project site would remain undeveloped.

- None of the impacts associated with the project would occur.
- Baseline growth (without project) would still occur.
- No environmental protections of any of the onsite wetlands would occur.
- Existing nuisance uses and fire hazards associated with the site would likely continue.

EXISTING ZONING ALTERNATIVE

Under this alternative the project site would be developed under the existing zoning and no zone change would be proposed. Under the Existing Zoning Alternative all 51.3 acres of the project site would remain zoned Pedestrian Shopping and Service District. This alternative would develop approximately 500,000 total square feet of commercial and retail space with approximately 1,850 parking spaces. This would be an increase of 320,300 square feet of commercial area compared to the proposed project. Development under this alternative would be similar to the type of commercial development in Gateway Plaza located across Turner Parkway from the project site. Building height for larger stores would be approximately 30 to 35 feet and smaller stores would likely be 15 to 20 feet in height.

The overall layout of this alternative would include the same 5.7-acre open space corridor in the central portion of the site which would preserve wetland areas onsite. This alternative also assumes that Costco would relocate to the project site in the same location as the proposed project. Unlike the proposed project; however, this alternative would not include any residential component and no housing would be included. Driveway access to the project site from Admiral Callaghan Lane and Turner Parkway would be the same as the proposed project.

ALL HOUSING ALTERNATIVE

Under the All Housing Alternative, only single-family residential units would be developed on the project site. The existing Costco in Gateway Plaza north of the project site would not relocate to the western portion of the property and there would be no retail component. The project design would maintain the 5.7-acre wetland designated as open space similar to the proposed project. The commercial area on the western portion of the project site would be replaced with 171 single-family homes. The eastern portion of the project would retain the same design as the proposed project and be developed with 178 single-family units. In total, the All Housing Alternative would result in 349 homes. The eastern portion of the project site would retain the same parks as the proposed project, and the residential development in the western portion of the project site would have a linear park along the eastern edge of the development. The same natural gas and sewer utility line relocation would be required under this alternative as compared to the proposed project.

WETLAND PRESERVATION ALTERNATIVE

The Wetland Preservation Alternative has been designed to minimize impacts on the wetland areas onsite. Under this design, the majority of wetland areas onsite would be preserved, and no development would occur within the wetland areas, with the exception of internal roadway crossings. The Costco and retail areas would be developed similar to the proposed project, as would the 5.7-acre open space preservation area. On the eastern portion of the site, the development footprint of the residential area would be reduced to avoid wetland impacts. A 25-foot building setback is included around the edge of the wetlands to prohibit development within this area (with the exception of roadway crossings needed for building access and emergency vehicle access). Preserving the wetland areas would result in a smaller development footprint and less area for constructing homes. Under this alternative, the residential component would be modified to include 510 multi-family residential units. The multi-family units would consist of 20 buildings located throughout the site. The building heights would range between 3-4 stories. Single-family development would not be feasible under this alternative because the number of units would be substantially reduced, and denser development scheme would be needed to support the construction and infrastructure costs associated with constructing roadways, wetland crossings, water and sewer lines, and wetland preservation costs. Under this alternative, there would be fewer opportunities for common open space areas and a linear park depending on parking requirements and where parking areas would be located.

2.8 ENVIRONMENTAL IMPACT SUMMARY

Table ES-1 (Summary of Environmental Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 4 of this Draft EIR. The summary table is arranged in four columns:

- Environmental impacts (“Impact”).
- Level of significance without mitigation (“Significance Before Mitigation”).
- Mitigation measures (“Mitigation Measure”).
- The level of significance after implementation of mitigation measures (“Significance After Mitigation”).

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This Draft EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City planning staff or Board.

Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Chapter 1.0, Introduction.

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Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.1 – AESTHETICS			
Impact AES-1: Scenic Vistas. Although the proposed project would result in changes to the existing visual environment of the project site as seen from Interstate (I-80) and other off-site areas, the changes would not detract from any scenic vistas and would be consistent with other easterly views along the I-80 corridor.	Less Than Significant	**None required**.	Less Than Significant
Impact AES-2: Scenic Highways. There are no officially designated State scenic highways in the City. Although State Route 37 (SR 37) is eligible for designation as a scenic highway; the site is not visible from SR-37 due to elevation changes and intervening development and vegetation.	Less Than Significant	**None required**.	Less Than Significant
Impact AES-3: Scenic Character. The project would be similar in visual character to adjacent development and would not adversely change the aesthetic character of the project vicinity.	Less Than Significant	**None required**.	Less Than Significant
Impact AES-4: Urban Decay. The relocation and expansion of the existing Costco, and the reuse of the existing Costco site, would not trigger a downward spiral of retail closures and consequent long-term vacancies due to a surplus of retail market supply such that urban decay and related adverse significant visual impacts would occur.	Less Than Significant	**None required**.	Less Than Significant
Impact AES-5: Light and Glare Impacts. The project introduces new parking lot and building lighting to an undeveloped site, which could. (without mitigation) adversely affect the visual quality of the area or wildlife including nesting birds.	Potentially Significant	**MM AES-1: Lighting Plan**. Prior to issuance of a building permit, the project applicant shall submit, to the satisfaction of the Planning & Development Services Director, a lighting plan for the project site demonstrating that outdoor lighting fixtures will not cause substantial glare and light spillover to surrounding properties including the open space area. At the Director's discretion the lighting plan can be broken up into commercial and residential	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		components. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights.	
Cumulative Aesthetic Impacts: The proposed project and all other projects would be subject to the City's design review process, which also would ensure that all proposed lighting conforms to requirements and all facades would be designed to minimize the potential for glare. Additionally, economic data indicates the project would operate successfully and not result in cumulatively considerable urban decay.	Less Than Significant	**None required**.	Less Than Significant
Chapter 4.2 - AIR QUALITY			
Impact AQ-1: Air Quality Plan. Emissions from project operations (primarily traffic) would exceed the Bay Area Air Quality Management District's (BAAQMD) thresholds for Nitrogen Oxides (NO_X), which have been established to identify projects with potential to generate substantial air pollutants. This constitutes a conflict with BAAQMD's Clean Air Plan.	Significant	**No other feasible mitigation measures have been identified.** Compliance with the Commute Trip Reduction (CTR)/Transportation Demand Management (TDM) plan required per MM GHG-3, additional trip-reduction measures outlined in MM GHG-4 through MM GHG-6 and MM GHG-8, and construction of a new SolTrans bus pull-out as part of MM TR-4, would reduce the project's mobile NO_X emissions, but emissions levels would still exceed BAAQMD thresholds. No other feasible measures to reduce transportation related trips have been identified.	Significant and Unavoidable.
Impact AQ-2: Criteria Pollutants. Emissions from project construction would exceed BAAQMD's average daily thresholds without mitigation. Emissions generated by project traffic would meet all of BAAQMD's regional thresholds except for Nitrogen Oxides (NO_X).	Significant	**The following measures have been identified to reduce construction emissions. No other feasible mitigation measures to reduce transportation related NO_X emissions other than MM GHG-3, MM GHG-4 through MM GHG-6, MM GHG-8, MM TR-4 were identified for the project's exceedance of the NO_X threshold.** **MM AQ-1**: **BAAQMD Basic Construction Measures.** Prior to any grading activities, the applicant shall prepare and implement a Construction Management Plan that includes the BAAQMD Basic Construction Mitigation Measures to minimize construction-related emissions. This shall plan shall first be reviewed and	Construction and Operations (except NOx): Less Than Significant Operations (NOx only):

Table ES-1: Project Impacts and Proposed Mitigation Measures

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

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		MM AQ-2: BAAQMD Additional Construction Mitigation Measures. Prior to the issuance of any grading permits, the applicant shall prepare and implement a Construction Management Plan that includes the BAAQMD Additional Construction Mitigation Measures to minimize construction-related emissions. This shall plan shall first be reviewed and approved by the Planning & Development Services Director. The applicable BAAQMD Additional Construction Mitigation Measures are: • The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. • Idling time of diesel-powered construction equipment shall be limited to two minutes. • The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction (i.e., owned, leased, and subcontractor vehicles) will meet United States Environmental Protection Agency Tier 4 final off-road emissions standards or would achieve a project-wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. • Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). • Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOX and PM.	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		• Require the lifting and placing of HVAC units on the roof of the proposed Costco building via helicopter to only occur when no other excavation, grading, and ground-disturbing construction activities are being conducted on the project site and only once the commercial component of the project has been fully paved.	
Impact AQ-3: Sensitive Receptors. The project's highest calculated carcinogenic risk is 3.07 per million for 30-year exposure, which is below BAAQMD's 10 in one million threshold. Additionally, acute and chronic hazards would be 0.00 and 0.0007, respectively, which are below the hazard index threshold of 1.0. The project would not exceed BAAQMD's threshold for vehicle trips associated with significant carbon monoxide (CO) concentrations.	Less Than Significant	**None required**.	Less Than Significant
Impact AQ-4: Odors. The project would introduce new odor sources into the area (e.g., temporary diesel exhaust generated during construction and delivery trucks to retail area and residences). However, these odor sources would be temporary and are already present in the project area and do not result in complaints.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Air Quality Impacts: Because BAAQMD's CEQA Guidelines note that the nature of air emissions is largely a cumulative impact, and project operations would exceed BAAQMD's threshold for NOx, the project's individual emissions would potentially contribute to existing cumulatively significant adverse air quality impacts.	Significant	**Implement MM AQ-1 and MM AQ-2.** No other feasible mitigation measures have been identified. As discussed above, no other feasible measures beyond the Commute Trip Reduction (CTR)/Transportation Demand Management (TDM) plan required per MM GHG-3, additional trip-reduction measures outlined in MM GHG-4 through MM GHG-6 and MM GHG-8, and construction of a new SolTrans bus pull-out as part of MM TR-4 that would reduce transportation related emissions to the project site.	Significant and Unavoidable

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.3 – BIOLOGICAL RESOURCES			
Impact BIO-1: **Special Status Species or Nesting Birds.** Without mitigation, project construction activities during bird nesting season could have adverse impacts on sensitive bird species.	Potentially Significant	**MM BIO-1: Nesting Birds.** Project activities should be initiated outside of the nesting season to the extent feasible (September 1 - January 31). However, if vegetation removal, grading, or initial ground-disturbing activities must be conducted during the nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist prior to vegetation removal or initial ground disturbance. Nesting habitat may include grasslands, shrubs, trees, snags and open ground. The survey should be conducted in a sufficient area around the worksite to identify the location and status of any nests that could potentially be affected by Project activities. If active nests are found within the project limits of impact or close enough to these areas to affect breeding success, a work exclusion zone shall be established around each nest by a qualified biologist and confirmed by the City. Established exclusion zones shall remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes vary dependent upon bird species, nest location, existing visual buffers and ambient sound levels, and other factors; an exclusion zone radius shall be a minimum of 25 feet (for common, disturbance-adapted species) or as large as 250 feet or more for raptors. Exclusion zone size may also be reduced from established levels if supported with nest monitoring by a qualified biologist indicating that work activities outside the reduced radius are not adversely impacting the nest.	Less Than Significant with Mitigation Incorporated

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact BIO-2: **Sensitive Biological Communities.** The project site contains three sensitive biological communities: perennial stream, anthropogenic depressions, and seasonal wetland swales. The project has been designed to avoid approximately 2.50 acres of seasonal wetlands in the central region of the project site; however, project activities would impact 2.52 acres of seasonal wetland swale and 0.08 acre of anthropogenic depression.	Potentially Significant	**Implement MM BIO-2 through BIO-5.** **MM BIO-2: Wetland Permits.** Prior to the approval of grading permits or improvement plans, the applicant shall provide, to the satisfaction of the Planning and Development Services Director, evidence that the U. S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and the San Francisco Regional Water Quality Control Board (RWQCB) have been notified in writing regarding the existence of wetlands on the property. Any permits required shall be obtained and copies submitted to the Director prior to any equipment staging, clearing, grading, or excavation work. The permit shall include authorization for temporary construction work within the wetland area. **MM BIO-3: Wetland Compensation.** Prior to the approval of grading permits or improvement plans, the applicant shall submit to the satisfaction of the Planning and Development Services Director evidence that the following measures have been completed: Provide written evidence that compensatory mitigation has been established through the purchase of mitigation credits at a qualified wetland mitigation bank established by and in agreement with the U. S. Army Corps of Engineers (USACE) and the San Francisco Regional Water Quality Control Board (RWQCB). The purchase of credits shall be a minimum of a 1:1 ratio or equal to the amount necessary as determined by USACE and RWQCB to replace impacted jurisdictional wetlands including compensation for temporal loss in accordance with approved regulatory permits (e.g., Regional Water Quality Control Board Section 401 Water Quality Certification, US Army Corps of Engineers 404 Permit, and California Department of Fish and Game Section 1602 Lake and Streambed Alteration Agreement) (minimum 1:1 ratio; more if required by other agencies). The total amount of impacted jurisdictional wetlands, as determined by the regulatory agencies,	Less Than Significant with Mitigation Incorporated

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		shall be replaced in accordance with the total amount of impacted acreage. **MM BIO-4: Construction Fencing.** Prior to approval of grading or improvement plans, the applicant shall submit to the satisfaction of the Planning & Development Services Director evidence that the following measures have been completed: The grading or improvement plans shall identify the location of protective construction fencing. High visibility and silt fencing shall be erected at the edge of the construction/maintenance footprint if work is anticipated to occur within 50 feet of the preserved jurisdictional features and riparian areas. A qualified biological shall be present during the fence installation and during any initial grading or vegetation clearing activities within 50 feet of jurisdictional features and riparian areas which are proposed for avoidance. Temporary construction activities related to the transfer of graded soil material and equipment to and from the commercial and residential areas shall be described and included in the permit issued for grading and encroachment in the wetland area. The crossing shall be limited to a single span in a single location and shall not be moved during any grading activities. The span shall be fenced and marked and shall be removed at the earliest feasible time upon the completion of grading. The span shall be installed, operated, and removed to minimize disturbance to the wetland area to the maximum extent feasible. **MM BIO-5: Construction Staging.** Prior to the approval of grading permits or improvement plans, the applicant shall submit to the satisfaction of the Planning & Development Services Director evidence that the following measures have been completed: All equipment shall be stored, fueled and maintained in a vehicle staging area 300 feet (or the maximum distance possible) from any wetland feature. The staging area shall be no closer than 200 feet unless a bermed area is constructed between it and the wetland.	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		Within the staging area the refueling areas shall be lined to prevent fuel contamination and hazardous-material absorbent pads shall be available in the event of a spill. The grading or improvement plans shall include a note clearly stating the requirements for the staging area distances, berming requirements, and use of liner in the refueling areas.	
Impact BIO-3: **Wetlands.** The project site contains two wetland categories, seasonal wetland stream and anthropogenic depressions. Without mitigation, project construction activities could have adverse impacts on these features.	Potentially Significant	**Implement MM BIO-2 through BIO-5.** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Impact BIO-4: **Resident or Migratory Fish or Wildlife Species.** The project site has the potential to support nesting for eight special-status bird species. Without mitigation, project construction activities could adversely affect such species.	Potentially Significant	**Implement MM BIO-1.** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Impact BIO-5: **Tree Preservation Policies.** The project would remove 8 of the 15 existing trees on the project site including some of the street trees along Turner Parkway. Conformance with the City's zoning code and standard conditions of approval (COA) would ensure that all of the trees that are removed are replaced with large box sized trees.	Less Than Significant	**None required**.	Less Than Significant
Impact BIO-6: **Habitat Conservation Plan.** There would be no impact to an adopted habitat conservation plan (HCP) or natural community conservation plan as the Solano HCP has not been adopted.	No Impact	**None required**.	No Impact
Cumulative Biological Resource Impacts. Because of the disturbed nature of other cumulative	Potentially Significant	**Implement MM BIO-1 through MM BIO-5.**	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
projects in the surrounding area and the proposed project site, potential cumulative impacts on biological resources are not considerable.		No additional mitigation measures are required.	with Mitigation Incorporated
Chapter 4.4 – CULTURAL RESOURCES			
Impact CUL-1: Historical Resources. Based on information compiled in the cultural resources report, there are no historic properties present in the study area or adjacent areas.	Less than Significant	**None required**.	Less Than Significant
Impact CUL-2: Archaeological Resources. Site disturbance could result in impacts by damaging or destroying unknown buried historic and archaeological resources should they exist below the ground surface.	Potentially Significant	**MM CUL-1: Cultural Awareness Training Program**. Prior to the issuance of grading permits, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing ground disturbance work at the project site. The training shall be prepared and conducted by a qualified archaeologist to the satisfaction of the City of Vallejo Planning & Development Services Department. The training shall be a length of time adequate to explain applicable statutes, regulations, enforcement provisions; the prehistoric and historic environmental setting and context, local tribal groups; show sample artifacts; and what prehistoric and historic archaeological deposits look like at the surface and when exposed during construction. The training may be discontinued to new workers to the site when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning & Development Services Department for their review and approval. **MM CUL-2: Cultural Resources Construction Monitoring.** During mass grading activities, a qualified archaeologist shall be continuously present onsite, and on-call during trenching activities, to observe disturbance areas. The qualified archaeologist or	Less Than Significant with Mitigation Incorporated.

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		contractor shall halt work in the immediate vicinity if artifacts, exotic rock, shell or bone are uncovered during the construction. In the event such cultural resources are unearthed during ground-disturbing activities, and the qualified archaeologist is not in that location, the project operator shall cease all ground-disturbing activities within 50 feet of the find and immediately contact the qualified archaeologist. Work shall not resume until the potential resource can be evaluated by the qualified archaeologist. The qualified archaeologist shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find until the qualified archaeologist has evaluated the find, determined whether the find is culturally sensitive, and designed an appropriate short-term and long-term treatment plan. The significance of the find shall be determined by the archaeologist. If determined to be significant the archaeologist shall prepare a treatment plan in consultation with local experts, Native American Representatives, and the City Planning & Development Services Department **MM CUL-3: Discovery of Unknown Resources.** The project applicant shall continuously comply with the following requirement: In the event that unanticipated cultural or tribal cultural resources are encountered during the course of grading or construction, the project operator/contractor shall cease any ground-disturbing activities within 50 feet of the find. Cultural and/or tribal cultural resources may include prehistoric archaeological materials such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic materials such as glass, metal, wood, brick, or structural remnants. A qualified archaeologist shall evaluate the resource and recommend appropriate treatment measures, as appropriate.	
Impact CUL-3: **Human Remains.** Future ground disturbing activities during grading and construction activities could encounter buried	Potentially Significant	**MM CUL-4: Discovery of Human Remains.** The project applicant shall continuously comply with the following: If human remains are uncovered during ground-disturbing activities, the project	Less Than Significant with

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
human remains that were not identified during the cultural resource report conducted for the proposed project. This could result in damage to unknown, buried human remains and mitigation would be required.		proponent shall immediately halt work and contact the Solano County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. The City of Vallejo Police Department and City of Vallejo Planning & Development Services Department shall be contacted immediately after contact or attempted contact with the County Coroner. All excavation activities on the project site shall cease. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). No further excavation activity shall occur on the site or any nearby area reasonably suspected to overlie adjacent human remains until consultation is complete with the most likely descendant, the Coroner and the City Planning & Department Services Department staff. Authorization to resume construction shall only be given by the City after consultation with the most likely descendent and shall include implementation of all appropriate measures to protect any possible burial sites or human remains.	Mitigation Incorporated
Impact CUL 4: **Tribal Cultural Resources.** Project construction could result in disturbance or destruction of unknown buried tribal cultural resources that were not located during previous study and site evaluation.	Potentially Significant	**Implement MM CUL-1 through MM CUL-4.** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Impact CUL 5: Cumulative Cultural Resource Impacts. Although in the process of development some known or unknown resources may be lost, it is not anticipated that these impacts would be cumulatively considerable. In addition, implementation of Mitigation Measures CUL-1 through CUL-4 would reduce project-specific impacts to a less than significant level.	Potentially Significant	**Implement MM CUL-1 through MM CUL-4.** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.5 – GEOLOGY AND SOILS			
Impact GEO-1: **Seismic Hazards.** According to the geotechnical report prepared for the project, an earthquake of moderate to high magnitude generated within the San Francisco Bay Region could cause considerable ground shaking at the project site, similar to that which has occurred in the past.	Potentially Significant	**MM GEO-1: Geotechnical Investigation.** Prior to construction, the project applicant shall prepare a design-level geotechnical investigation and a final geotechnical report with site-specific recommendations, which must be reviewed and approved by the City of Vallejo prior to issuance of any grading permit. All recommended remedial grading measures identified in the ENGEO reports dated April 17, 2017 shall be updated to reflect current building code requirements and be implemented unless alternative techniques developed by a certified geotechnical engineer or engineering geologist are identified as part of the final geotechnical report.	Less Than Significant with Mitigation Incorporated
Impact GEO-2: **Soil Erosion.** Once grading is complete but prior to overlaying the ground surface with structures, the potential exists for wind and water erosion to occur which could affect project site soils, causing a potentially significant impact.	Potentially Significant	**Implement MM GEO-1** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated.
Impact GEO-3: **Unstable Soils.** Conformance to current building code requirements does not guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake.	Potentially Significant	**Implement MM GEO-1** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Impact GEO-4: **Expansive Soils.** Construction of the project without site-specific soils investigation and recommendations could result in potentially significant impacts due to expansive soils.	Potentially Significant	**Implement MM GEO-1** No additional mitigation measures are required.	Less Than Significant
Impact GEO-5: **Inadequate Soils for Septic Systems.** No septic systems would be constructed as part of the project and no impacts would occur.	No Impact	**None required**.	No Impact

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact GEO-6: **Paleontological Resources/ Unique Geologic Features.** While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial.	Potentially Significant	**MM GEO-2: Paleontological Monitor**: Prior to the issuance of a grading permit, the project applicant shall, to the satisfaction of the Planning & Development Services Director, provide evidence that a qualified paleontologist has been retained to monitor mass grading and construction activities. The paleontological monitor may periodically inspect construction activities to adjust the level of monitoring in response to subsurface conditions. In the event that any potentially significant paleontological resources are discovered, the paleontological monitor shall stop work inside a zone designated by him/her where additional paleontological resources could be found. A plan for the evaluation of the resource shall be submitted to the Planning & Development Services Director for approval. In the event that a paleontological resource (fossilized invertebrate, vertebrate, plan or micro-fossil) is found during construction, excavation within 50 feet of the find shall be temporarily halted or diverted until the discovery is evaluated. Upon discovery, the Planning & Development Services Director shall be notified immediately, and a qualified paleontologist shall be retained to document and assess the discovery in accordance with Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and determine procedures to be followed before construction is allowed to resume at the location of the find. If determined to be significant, the paleontologist will prepare an excavation plan for mitigating the Project's impact on this resource, including preparation, identification, cataloging, and curation of any salvaged specimens.	Less Than Significant with Mitigation Incorporated
Cumulative Geology/Soils Impacts. Development projects would be required to be constructed in accordance with the latest edition of the California Building Code and to adhere to all current earthquake construction standards, including those relating to soil characteristics. The proposed	Potentially Significant	**Implement MM GEO-1 and MM-GEO-2** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated.

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
project would not contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.			
Chapter 4.6 – GREENHOUSE GASES			
Impact GHG-1: Greenhouse Gas (GHG) Emissions. The project would include direct and indirect GHG emissions from project commercial and residential construction and operations. Without mitigation, these emissions would exceed applicable thresholds of significance.	Potentially Significant	**MM GHG-1: Electric Powered Landscape Equipment.** Prior to issuance of building permits, the project applicant shall prepare and submit building plans to the City of Vallejo Chief Building Official that demonstrate that all new structures have outdoor electrical outlets that are accessible to maintenance workers and landscapers front and back exteriors of all residential and non-residential structures to allow the use of electric-powered equipment. **MM GHG-2: Hearth Emissions.** Prior to the issuance of building permits, the building official shall confirm that the applicable project plans and specifications do not include wood-burning and natural gas hearths. **MM GHG-3: Vehicle Trip Reduction.** The project applicant shall submit a qualifying Commute Trip Reduction (CTR)/Transportation Demand Management (TDM) plan prepared by a qualified transportation consultant acceptable to the City to reduce vehicle trips by X percent. The TDM plan shall be approved by the City of Vallejo Public Works Director prior to the issuance of occupancy permits and incorporated into the project's C Covenants, Conditions, and Restrictions (CC&Rs). The TDM plan shall discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. The TDM plan shall include a requirement for annual reporting to the City Planning Division showing good faith compliance with plan requirements. The TDM	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		plan may be modified with the City's agreement, provided that no additional trips are generated. Examples of trip reduction measures for non-residential uses may include, but are not limited to: • Include a pedestrian access system integrated into the design of the project to encourage pedestrian travel as an alternative to automobile travel. • Post transit information (maps, schedules, fares, etc.) in a public area of Costco that is accessible to employees and patrons; • Provide a work commute trip reduction program for on-site employment that may include employer carpooling promotion, employer ride-matching assistance, preferential carpool parking on-site, employer vanpool assistance, and on-site bicycle end-trip facilities including bicycle parking. • Provide employer-subsidized transit passes; • Sponsor an employee ride-sharing program; • Provide employee lockers for personal items; • Provide employees with an employee-only restroom with a shower (only applies to Costco warehouse); • Provide secure indoor bicycle parking (racks or lockers) for employees; • Provide customer bicycle parking (racks) in safe and convenient locations; • Allow flex scheduling or compressed scheduling practices; • Provide preferential parking spaces for clean air vehicles; • Provide additional parking spaces designated for electric vehicles and electric vehicle charging stations beyond what is already required (applies only to Costco warehouse)as; and • Provide a minimum of two charging stations for electric vehicles (applies only to Costco warehouse); and	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		• If home delivery service is provided in the future, it shall be performed using low emission or alternative-fueled (electric, natural gas, hydrogen, etc.) vehicles. Examples of trip reduction measures for residential uses may include, but are not limited to: • Provide a ride-matching assistance program that will include ride-matching through a website and/or social media site and/or advertisements in community common areas; • Provide a school trip matching program via the Homeowners Association (HOA) and the local schools to match local students together for potential carpools through the HOA, PTA, and school website and/or social media site and/or promotion at the local schools; • Establish a Transit Management Association, such as through a HOA, to promote, manage, and monitor transit and mobility services and infrastructure, such as through distributing information to homeowners on transit options or through posters in inform the public; and • The Transit Management Association shall work with local automotive dealers to help promote CNG electric and hybrid electric vehicles, such as requesting that dealers offer incentive programs to residents of the project. **MM GHG-4: Traffic Calming.** The project developers shall integrate traffic calming measures into the community-wide circulation network to promote reduced speeds and encourage pedestrian and bicycle trips. Prior to the issuance of building permits, the building official shall confirm with the Public Works Director that the applicable project improvement plans and specification include traffic calming measures such as marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii,	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others where applicable. **MM GHG-5: Pedestrian Connectivity.** The project developers shall provide as part of the project and consistent with City requirements and limitations, sidewalks and crosswalks at all streets (along with general pedestrian connectivity throughout the project) to encourage pedestrian travel and offer an alternative to vehicle trips. **MM GHG-6: Internal Trails.** The project developers shall construct a multi-purpose internal trail system that includes an off-road multi-use trail and bike lanes within the street right-of-way. **MM GHG-7: Alternatively Fueled Equipment.** To the extent that such equipment is readily available and can adequately perform all tasks, Costco shall use electric-, propane-, or natural gas-powered mobile equipment (forklifts, non-street legal street sweepers, etc.) for operational activities within the project site. Existing gasoline- or diesel-powered mobile equipment may continue to be used until its service life is exhausted. **MM GHG-8: Idling Limitation.** Prior to issuance of occupancy permits for the Costco store, the project applicant shall submit to the satisfaction of the Planning & Development Services Director, an idling restriction program for heavy-duty diesel vehicles. The program shall require that all trucks comply with state regulations limiting idling to no more than 5 minutes. The program shall be implemented through signage in all loading areas and training of store personnel about the idling restrictions. **MM GHG-9: Loading Dock Electrical Hookups.** Prior to issuance of building permits for the proposed Costco store, the project applicant shall provide at least of one electrical hookup in each of the proposed loading docks that is capable of powering a truck-mounted transport refrigeration unit (TRU) with an electrical hookup option.	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		MM GHG-10: On-Site Renewable Energy. Prior to issuance of building permits for the proposed Costco store, the project applicant shall submit to the satisfaction of the Chief Building Official, a roof layout plan that illustrates how future installation of a photovoltaic system could be accommodated, including plans that identify installation of conduit from the roof to the electrical room—or to electrical panels if no electrical room is provided—to accommodate future photovoltaic system or other collector/power generation installation. Within four years of project occupancy, Costco shall install rooftop photovoltaic panels or another renewable energy source that generates at least 500,000 kilowatt hours (kWh) per year. **MM GHG-11: Additional GHG Emissions Reduction Measures.** The proposed project shall include, but not be limited to, the following list of Project Design Features, which shall be incorporated into the project to ensure compliance with BAAQMD GHG thresholds. The project applicant may submit a report to the City, prepared by a qualified independent consultant, that substantiates why specific measures are considered infeasible at that point in time and identify alternate measures that would achieve equivalent reductions. The recommended measures for reducing operational GHG emissions are listed below. The recommended measures may be updated as new technologies or methods become available, to the satisfaction of the Planning & Development Services Director. The project applicant shall be required to implement the following: **Energy Efficiency Measures** • Include conduits and space for the future addition of energy storage to optimize renewable energy generation systems and avoid peak energy use. Electrical panels should appropriately be sized to allow for future expanded use. This measure shall be verified prior to building permit issuance. • The City shall verify before issuance of all residential building permits that where appliances are offered by residential project	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dishwashers, refrigerators, and fans shall be installed in the residences. • The City shall verify before issuance of all residential and non-residential building permits that high-efficiency light bulbs and lighting fixtures are installed in residential and non-residential buildings. High-efficiency light bulbs include compact fluorescent lamps (CFLs), light-emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 75% compared to traditional incandescent bulbs. • The City shall verify before issuance of building permits that buildings comply with Title 24 Building Energy Efficiency Standards, which includes energy-efficient design practices such as high-performance glazing. Energy Star compliant systems, radiant heat roof barriers (including but not limited to high-albedo white thermoplastic polyolefin roof membrane), high-efficient HVAC with hot-gas reheat, insulation on all pipes, programmable thermostats, solar access, shading of HVAC systems from direct sunlight, use of formaldehyde-free insulation, use of recycled-content gypsum board, sealed ducts, orientation of building and incorporation of landscaping to maximize passive solar (heating during cool seasons, and minimize heat gain during hot season), and designs that take advantage of prevailing winds . • The project developers shall site and design buildings to take advantage of daylight where feasible and consistent with building purpose. • The project developers shall use lighter-colored paving or open-grid paving materials for surface parking areas or break up large expanses of paved area with shade trees or shade structures or use light-colored roofing materials.	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		Water Efficiency Measures • To the extent feasible, project developers shall landscape to preserve natural vegetation and maintain watershed integrity. This measure shall be verified prior to building permit issuance. • The project shall use native species and drought-tolerant species for a minimum of 50 percent of the ornamental plant palette in non-turf areas for all retail, common, and public areas, and residential front-yard landscaping to minimize water demand. • Use recycled water for landscape irrigation where available. This measure shall be verified prior to building permit issuance. **Solid Waste Measures** • Reuse, recycle, and divert construction waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). This measure shall be verified prior to grading permit issuance. • Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas. Recycling bins in the storage areas shall be included to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the proposed project's regular solid waste disposal program. The project applicant or its successor in interest shall only contract for waste disposal services within a company that recycles waste in compliance with AB 341. This measure shall be implemented prior to issuance of an occupancy permit. **GHG Reduction Education and Information** • The project applicant or its successors or the HOA shall maintain a Fairview website that includes, but is not limited to, information about greenhouse gas (GHG) reduction opportunities to help educate project residents, as well as	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		schools, other agencies, and businesses with facilities on the project site. • The project applicant or its successors or the HOA shall include on the Fairview website information about rebates and low-interest loans to residents that make energy-saving improvements to their homes. • The project applicant or its successors or the HOA shall include on the Fairview website information about the air quality and greenhouse gas benefits of electric landscape maintenance equipment. • The project applicant or its successors or the HOA shall include on the Fairview website educational information on energy and water conservation and efficiency for project residents, customers, tenants, and large energy users. • The project applicant or its successors or the HOA shall include in the Fairview website information about energy conservation and financial incentive programs. **MM GHG-12: GHG Emissions Offsets.** The project applicant shall purchase and retire GHG offsets to reduce the project's GHG emissions for the first 30 years below the BAAQMD's thresholds of significance (i.e., below 1,100 MTCO2e per year, or 4.6 MTCO2e per service population per year [as adjusted for post-2020 GHG reduction targets], or the latest applicable threshold at the time). GHG offsets shall be purchased either with a lump sum payment prior to occupancy for the entire 30-year period, or on an annual basis for a period of thirty years from project occupancy. If annual payments are made, evidence of the purchase of GHG offsets for the first year of occupancy shall be submitted to the satisfaction of the Planning & Development Services Director prior to the issuance of occupancy permits. Evidence of the GHG offsets years 2-30 shall be submitted annually on or before the anniversary of the occupancy permit (or as adjusted by the Planning & Development Services Director). GHG offsets shall be purchased on an annual	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		basis for a period of thirty years. GHG offsets shall be consistent with the performance standards and requirements set forth below. • The GHG offsets shall be secured from an accredited registry that is recognized by the California Air Resources Board (CARB) or a California air district, or from an emissions reduction credits program that is administered by CARB or a California air district. • The GHG offsets shall represent the past reduction or sequestration that is "not otherwise required," in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.4(c)(3). • The GHG offsets shall be real, permanent, quantifiable, verifiable, and enforceable. • Recognizing that future regulatory mandates, technological advances, new renewable energy programs, or final project design features would likely result in GHG emissions that are lower than the levels presented in this EIR, the project applicant may prepare a final project GHG emissions inventory prior to issuance of the certificate of occupancy. The inventory shall be subject to verification by a City-approved third party (at applicant expense), with the final emissions estimates dictating the increment to be mitigated through purchase of GHG offsets. The offsets must also be secured by the applicant and verified by the City prior to issuance of the certificate of occupancy, thus providing full mitigation prior to completion of the project.	
Impact GHG-2: **Criteria Pollutants.** The project would comply with existing and future regulations requiring less carbon intensive energy sources. As such, the project would not conflict with any state-level regulations pertaining to GHGs.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Cumulative Greenhouse Gas Impacts. The proposed project would be consistent with the goals and policies in the CARB Scoping Plan, Plan Bay Area, and the Vallejo Climate Action Plan. As such, the cumulative impacts to GHG emissions would be mitigated on a project-by-project level, and in accordance with the established regulatory framework, through the established regulatory review process. Therefore, the project's impacts do not represent a cumulatively considerable contribution toward global GHG emissions.	Potentially Significant.	**Implement MM GHG-1 through MM GHG-12** No additional mitigation measures are required.	Less Than Significant
Chapter 4.7 – HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Transport, Use, or Disposal of Hazardous Materials. While the proposed project would involve the transportation, use, and disposal of some hazardous materials (mostly related to fuel transport for the proposed gas station), compliance with local, state, and federal regulations and County policies would ensure that the proposed project would result in less than significant impacts and no mitigation is required.	Less Than Significant	**None required**.	Less Than Significant
Impact HAZ-2: Release of Hazardous Materials. A release of diesel or gasoline into the environment would be considered a significant impact and mitigation is required to develop specific design requirements for the gas station equipment and safety features, including storm water protection.	Potentially Significant	**MM-HAZ-1: Gas Station Design Requirements.** Prior to the issuance of building permits for the Costco gas station, the project applicant shall to the satisfaction of the Planning & Development Services Director or designee, demonstrate that the following measures have been incorporated into the applicable plans and project designs to the satisfaction of the Planning & Development Services Director or their designee. All design features requiring verification of installation shall be verified and approved by the appropriate City representative prior to initiation of fueling station operations.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		1. The tank and piping monitoring system shall be designed to meet the federal underground storage tank leak detection standards of 95 percent probability of detection and 5 percent probability of false alarm. California State Water Resources Control Board also certifies the system under LG-113. 2. The project shall be designed to utilize durable petroleum-resistant sealant joint sealers to seal the concrete control joints to prevent petroleum products from entering the underlying soil at the concrete joints. 3. The storm drainage system for the fueling facility area shall be designed in accordance with State of California Best Management Practices for water quality treatment standards. Stormwater from the fueling area will be isolated and will be directed away from the perennial stream (located in the southeastern corner of the project site) to a catch basin and processed through an oil/water separator prior to discharge to the storm drain system or bioretention basin. 4. The underground tank and piping control units shall be housed inside the controller enclosure. The enclosure shall contain the power console, the dispenser interface unit, the submersible pump variable speed controllers, and the monitoring system console. An air conditioner mounted on the side of the enclosure shall have a preset thermostat to maintain a safe operating temperature. 5. The underground storage tanks and all containment sumps, including the dispenser sumps shall be double-walled fiberglass for its corrosion resistance and plasticity. The double-walled storage tank system shall include a hydrostatic interstitial space sensor that monitors the primary and secondary tank walls. An interstitial sensor shall be installed to immediately shut down the product delivery system and activate a visual/audible alarm if a tank wall is compromised.	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		6. The underground storage tanks shall be secured in place with anchoring straps (tie-downs) connected to concrete hold down deadmen. The entire tank excavation hole shall be backfilled with pea gravel and capped with an 8-inch-thick reinforced concrete slab (overburden). The tie-downs, together with the overburden, shall be designed to overcome any possible buoyancy factors and resist buckling under hydrostatic pressures. 7. All products, vapor and vent piping shall be non-corrosive and provide three levels of protection. All product piping shall be monitored with pressure line leak detection. All piping shall be double-walled to provide secondary containment. All fiberglass piping shall be additionally monitored under vacuum per California 2481 regulations such that if a breach is detected in the vacuum, the product delivery system will shut down and system will sound audible alarm. 8. All piping connections to the tanks and dispensers shall be flexible to prevent rupture from any form of ground movement. 9. The project shall be designed such that all piping slopes to the sumps at the underground storage tanks. If a piping leak occurs, the gasoline shall flow through the secondary pipe to the sump, where a sensor is triggered to immediately shutdown the system and activate an audible/visual alarm. 10. All tanks and dispensers shall be equipped with latest Phase I and Phase II Enhanced Vapor Recovery (EVR) vapor recovery air pollution control equipment technology per the California Air Resources Board regulations and associated Executive Orders. 11. Emergency shutoff switches shall be installed next to the controller enclosure and in locations near the dispensers, as dictated by the fire code. 12. The UST monitoring system incorporates automatic shutoffs. If gasoline is detected in the sump at the fuel dispenser, the	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		dispenser shuts down automatically and an alarm is sounded. If a problem is detected with a tank, the tank is automatically shut down and an alarm is sounded. 13. Each fuel dispenser includes several safety devices. Specifically, each dispenser sump is equipped with an automatic shutoff valve to protect against vehicle impact. 14. Closed-circuit television monitor cameras shall be aimed to show all fueling positions, the tank slab, and equipment enclosures. Equipment enclosures shall be mounted on canopy columns adjacent to the fuel islands. A split-screen monitor shall be located in the Costco warehouse to allow for full-time monitoring of the fueling operation. All images shall be recorded by the camera system. 15. A monitoring system to detect leaks from the tank and piping system that is programmed to activate visual/audible alarms in the event of an alarm condition shall be installed. One visual/audible alarm shall be located on the outside of the controller enclosure and a second visual/audible alarm shall be located in the Costco warehouse entry/exit area. The monitoring system shall be designed so that if power is lost to the monitoring console the facility is shut down and will not operate. 16. An independent security company shall monitor the Costco Wholesale warehouse alarm system. The alarm system shall acknowledge an alarm condition at the fueling facility and notify Costco management staff of an alarm condition should it occur after operating hours.	
Impact HAZ-3: **Proximity to an Existing or Proposed School**. The project does not propose any industrial uses which could generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
significant quantities that would have an impact to surrounding schools.			
Impact HAZ-4: **Significant Hazards to the Public or the Environment.** The project is not included on a hazardous site list compiled pursuant to California Government Code Section 65962.5. According to the Phase I Environmental Site Assessment prepared for the project, there were no recognized environmental conditions (as defined by ASTM Practice E 1527 13) identified in association with the project site.	No Impact	**None required**.	No Impact
Impact HAZ-5: **Airports.** There are no private or public airport facilities near the project site. The nearest airport to the site is the Napa County Airport, located approximately six miles to the northwest.	No Impact	**None required**.	No Impact
Impact HAZ-6: Emergency Response Plan or Emergency Evacuation Plan. No revisions to the City's adopted Emergency Operation Plan would be required as a result of the proposed project. Primary access to all major roads would be maintained during construction and operation of the proposed project.	No Impact	**None required**.	No Impact
Impact HAZ-7: Wildland Fires. Although the project site is not located in a Fire Hazard Safety Zone, the City would review all building plans for conformity with State and local statutes, ordinances, and regulations relating to the prevention of fire, the storage of hazardous materials, and the protection of life and property against fire, explosion, and exposure to hazardous materials. Adherence to regulations already in	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
place through the development application and review process at the City would preclude potential impacts.			
Cumulative Hazards Impacts. The incremental effects of the project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects.	Less Than Significant	**None required**.	Less Than Significant
Chapter 4.8 – HYDROLOGY AND WATER QUALITY			
Impact HYD-1: Water Quality Standards. Without mitigation measures to ensure that the new storm water drainage improvements satisfy the San Francisco Regional Water Quality Control Board's (SFRWQCB) requirements and all other applicable requirements and standards, construction and operational impacts associated with water quality standards and wastewater discharge requirements could be significant.	Potentially Significant	**MM HYD-1**: **Construction Water Quality Plan.** Prior to issuance of any grading permit, the applicant shall submit to the satisfaction of the Public Works Director, a Storm Water Pollution Prevention Plan (SWPPP) that satisfies the requirements of the National Pollutant Discharge Elimination System (NPDES) and State General Permit for construction. The SWPPP shall incorporate Best Management Practices (BMPs) to control runoff and sedimentation. The SWPPP shall identify specific types and sources of storm water pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from storm water runoff. The SWPPP shall comply with the most current standards established by the San Francisco RWQCB. The BMPs shall be selected from a menu according to site requirements and shall be subject to approval by the Public Works Director and San Francisco RWQCB.	Less Than Significant with Mitigation Incorporated

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		Additionally, the project applicant shall provide to the satisfaction of the Public Works Director, evidence of a Waste Discharged Identification (WDID) number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit. **MM HYD-2**: **Stormwater Quality Control Plan.** Prior to issuance of a grading permit or approval of improvement plans, the project applicant shall submit to the satisfaction of the Public Works Director, a final Storm Water Quality Plan (SWQP), either within the Final Drainage Plan or as a separate document that identifies how this project will meet the City's MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the grading or improvement plans. In addition, per the MS4 permit, projects creating and/or replacing one acre or more of impervious surface (excepting projects that do not increase impervious surface area over the pre-project condition) are also required to demonstrate hydromodification management of stormwater such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions. For the commercial area, specific source control measures for trash storage areas and the gas station shall be identified in the SWCP. **MM HYD-3: Final Drainage Plan**: Prior to the approval of grading permits or improvement plans, the applicant shall submit to the satisfaction of the Public Works Director a Final Drainage Plan to demonstrate the ability of the planned on-site storm water drainage facilities to adequately collect on-site storm water flows in accordance with all applicable standards and requirements The	

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		final drainage plan shall demonstrate that the new storm water drainage facilities can satisfy the Regional Water Quality Control Board's Municipal Regional Permit (MRP) requirements by: Minimizing impervious surfaces, as feasible, and directing flows to Integrated Management Practices (IMPs); Integrating appropriately sized IMPs to ensure post-development flows do not exceed pre-development flows; and Incorporating bio-retention in combination with site planning, minimizing impervious areas, and dispersion of runoff to meet Low Impact Development (LID) requirements.	
Impact HYD-2: Groundwater Supplies. Local groundwater is not used for the City's water supply and the City has no intention to seek or investigate groundwater supply. Therefore, the project would not result in groundwater overdraft, substantial local groundwater level drawdown, or substantially redirect storm water such that natural basin recharge would be precluded.	Less Than Significant	**None required**.	Less Than Significant
Impact HYD-3: Erosion. The proposed drainage of the site would maintain the existing northerly and southerly flows along Admiral Callaghan and would be constructed with newly installed bioretention areas adjacent to the roadway. The proposed drainage system addresses the existing deficient drainage conditions along Admiral Callaghan. However, without mitigation measures to further ensure that graded areas do not interfere with existing drainage areas, and new drainage improvements satisfy SFRWQCB requirements and all other applicable standards and requirements, impacts associated with drainage alterations and erosion could be significant.	Potentially Significant	**Implement MM HYD-1 through MM HYD-3** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact HYD-4: Flooding. The project's proposed storm water system would contain and collect storm water flows in the project site, before runoff is allowed to drain off-site. However, without mitigation measures to ensure that the new storm water improvements satisfy SFRWQCB's requirements and post-development flows do not exceed pre-development flows, impacts could be significant.	Potentially Significant	**Implement MM HYD-3** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated.
Impact HYD-5: Exceeding the Capacity of Drainage Facilities. Without mitigation measures to ensure that the new storm water drainage improvements satisfy SFRWQCB requirements and all other applicable standards and requirements, impacts associated with the altering of drainage patterns and flooding could be significant.	Potentially Significant	**Implement MM HYD-3** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Impact HYD-6: **Impede or Redirect Flood Flows.** A portion of the southwest portion of the project site is located within Zone AE, an area subject to the 1-percent-annual-chance flood event. However, none of the proposed buildings would be in this area. As a result, no impacts would occur.	No Impact	**None required**.	No Impact
Impact HYD-7: Release of Pollutants Due to Flood, Tsunami, Seiche, or Dam Failure. The majority of the project site is located outside of an identified Flood Hazard Area, and there are no levees or dams on the project site. The project site is not located within a dam inundation area and would not be affected by seiche. Lastly, the project site is not in a tsunami inundation area.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact HYD-8: Water Quality Control Plan or Sustainable Groundwater Management Plan. The proposed project would incorporate bio-retention, disperse runoff to meet Low Impact Development requirements, and minimize impervious areas. Surface runoff would be conducted to the bioretention treatment facilities at the northwest corner of the site. The bioretention facilities would be designed to meet both treatment and flow-control requirement and would support groundwater recharge.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Impacts. Future developments in the watershed would be required to comply with the State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board. Depending on the size of future projects, they would be required to obtain and comply with all required water quality permits and the Water Quality Control Plan, to minimize runoff, erosion, and storm water pollution, comply with the San Francisco Regional Water Quality Control Board's Municipal Regional Permit requirements. With compliance with State and local mandates, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.	Potentially Significant	**Implement MM HYD-1 through MM HYD-3** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated.

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.9 – LAND USE AND PLANNING			
Impact LU-1: **Physical Division of an Established Community.** The proposed project would not introduce any roadways or infrastructure that would bisect or transect the existing land uses. The project incorporates numerous sidewalks, paseos, and a trail designed to promote a pedestrian and bicycle friendly environment, to encourage alternative transportation between the commercial and residential project elements and improve access to the proposed open space.	Less Than Significant	**None required**.	Less Than Significant
Impact LU-2: Plans, Policies, or Regulations Adopted to Avoid or Mitigate Environmental Effects. The proposed project would satisfy the intent of the General Plan by providing consistency between the General Plan and zoning designations. Additionally, issuance of the major CUP is considered consistent with the intent of the Zoning Code and would not result in a conflict with any adopted plan or policy resulting in a significant environmental effect.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Land Use / Planning Impacts. Existing as well as future cumulative development within the surrounding area is anticipated to occur in accordance with the City's General Plan and Municipal Code and be evaluated as such the same as the proposed project. Therefore, the proposed project, in conjunction with these other projects, is not anticipated to introduce incompatible uses and substantially conflict with the operation of surrounding land uses. The proposed project would not make a cumulative contribution to	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
impacts associated with conflicts with land use planning documents or related policies and regulations. These impacts are less than significant.			
Chapter 4.10 – NOISE			
Impact NOI-1: Noise. Construction activities would generally be limited to weekday daytime hours when most people would typically be out of their houses, and grading activities would conform to the time-of-day restrictions of Vallejo Municipal Code Section 12.040.070. However, mitigation is required to ensure that grading noise levels do not exceed the City's standards and time-of-day restrictions are adhered to. In addition, as a standard condition of approval for all discretionary permits, the City applies the time-of-day restrictions for grading activities to all other construction activities. Implementation of the proposed project would create new sources of noise in the project vicinity from residential sources, mechanical equipment, truck loading areas, parking lot noise, and landscape maintenance. Potential impacts from these noise sources were determined to be less than significant.	Construction: Potentially Significant Operation: Less Than Significant	**MM NOI-1: Construction Noise.** Prior to the start of grading, the Construction Manager shall provide evidence acceptable to the City of Vallejo Public Planning & Development Services Director ("Director"), that: • Construction activities shall be restricted to day time hours of between 7:00 a.m. and 6:00 p.m. Mondays through Saturdays. No construction activity shall occur on Sundays or federal holidays. The Director shall have authority to grant exceptions from this restriction for the concrete pour of the Costco store and for activities occurring within a fully sealed building envelope. • Helicopter usage shall be limited to no more than two weekdays between 9 a.m. and 5 p.m. At times when the helicopter is not actively in the process of connecting straps to and lifting and placing HVAC units on the roof of the Costco building, the helicopter shall ascend, as appropriate, to lessen the level of noise. At least 14 days prior to helicopter usage, the construction contractor shall provide written notice of such usage to residents, businesses and owners of property within 500 feet of the project site. The Director shall review and approve such notice prior to distribution. • Prior to the start of construction activities, the construction contractor shall: o Maintain and tune all proposed equipment in accordance with the manufacturer's recommendations to minimize noise emission.	Less Than Significant with Mitigation Incorporated

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		○ Inspect all proposed equipment and should fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer. ○ Post a sign, clearly visible at the site, with a contact name and telephone number of the City of Vallejo's authorized representative to respond in the event of a noise complaint. ○ Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences. ○ Limit unnecessary engine idling to the extent feasible. ○ Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters. ○ Use low-noise emission equipment. ○ Limit use of public address systems. ○ Minimize grade surface irregularities on construction sites.	
Impact NOI-2: Groundborne Vibration. The use of construction equipment would not result in a groundborne vibration velocity level above the established threshold of 0.2 inch per second at Peak Particle Velocity. As a result, the proposed project would not generate groundborne vibration that could be felt at surrounding uses. The project would not involve railroads or substantial heavy truck operations, with the exception of delivery vehicles to the project site once facilities are operational.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact NOI-3: Public or Private Airstrips. According to the General Plan EIR, no private air facilities such as helipads are within ten miles of the City.	No Impact	**None required**.	No Impact
Cumulative Noise Impacts. Construction activities at other planned and approved projects would be required to take place during daytime hours, and the City and project applicants would be required to evaluate construction noise impacts and implement mitigation, if necessary, to minimize noise impacts. Each project would be required to comply with the applicable City's Municipal Code limitations on allowable hours of construction. Therefore, project construction would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable. The proposed project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in a less than significant cumulative impact. The proposed project's contribution to noise levels would not be cumulatively considerable.	Potentially Significant	**Implement MM NOI-1** No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Chapter 4.11 ENERGY CONSERVATION			
Impact ENG-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources. With the incorporation of energy efficiency requirements in the California Building Code and project design features, the project would not	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
result in the inefficient, wasteful, or unnecessary consumption of energy.			
Impact ENG-2: Renewable Energy or Energy Efficiency Plans. The project is consistent with regulations such as the State's Renewable Portfolio Strategy and Green Building Code (Title 24) which are aimed at increasing the use of renewable energy and energy efficient buildings, respectively.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Energy Conversation Impacts. The project would not result in significant energy consumption impacts. The project would not be considered inefficient, wasteful, or unnecessary with regard to energy. No known past, present, or reasonably foreseeable projects would compound or increase the project's energy consumption. Thus, cumulative energy impacts from related projects, in conjunction with project-specific energy consumption, would not be cumulatively significant.	Less Than Significant	**None required**.	Less Than Significant
Chapter 4.12 POPULATION AND HOUSING			
Impact POP-1: **Substantial Population Growth.** In addition to the housing units, the proposed project would create 92 new jobs from commercial businesses. While the proposed project would result in more new residents (513) than jobs, the proposed project would not substantially affect the City's jobs-housing balance.	Less Than Significant	**None required**.	Less Than Significant
Impact POP-2: **Displacement of People or Housing.** The project site does not include any existing housing and therefore would not displace	No Impact	**None required**.	No Impact

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
housing or people. Implementation of the proposed project would not displace any people, nor would it require the construction of replacement housing elsewhere.			
Cumulative Population & Housing Impacts. The proposed project is expected to generate 513 total residents and a total of approximately 92 new jobs. Additionally, the re-use of the existing Costco building would result in approximately 145 new general commercial retail jobs which are anticipated to be filled by existing residents from the surrounding area. The proposed project would not require any replacement housing or displace any existing residents. The proposed project is consistent with the General Plan which guides the development of housing and business opportunities in the City. No cumulative impacts related to displacement would occur.	Less Than Significant	**None required**.	Less Than Significant
Chapter 4.13 – PUBLIC SERVICES			
Impact PUB-1: Governmental Facilities for: Fire Protection, Police Protection, Schools, Parks. The proposed project would pay all applicable fees to provide for its fair share of increased demand for fire protection, law enforcement, and school services, as well as park resources. The proposed project has been designed to conform to all safety requirements and provides trails that would access the 5.7-acre open space area that would be available to residents as well as the surrounding neighborhoods. Through the payment of fees, and project design element, impacts to these resources would be less than significant.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.14 – RECREATION			
Impact REC-1: Local Parks. The proposed project includes 2.66 acres of parks and trails. The project will be required to dedicate land and, if necessary, pay fees to fund the construction of new parks and the maintenance of existing parks. Therefore, the additional demand for parks generated by the project would not result in the physical deterioration of existing parks and facilities within Vallejo.	Less Than Significant	**None required**.	Less Than Significant
Impact REC-2: New Recreational Facilities. All parks proposed as part of the project would occur within the existing development footprint and potential impacts are accounted for in this EIR. Therefore, recreational facilities for the project would not result in an adverse physical effect on the environment.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Recreation Impacts. The proposed project would not result in a change in parkland demand for the City of Vallejo because the project would meet its project-specific parkland requirements as well as providing a linear park/trail that would be open to the public. This would minimize the proposed project's contribution to cumulative impacts.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.15 – TRANSPORTATION			
Impact TR-1: Program Plan, Ordinance or Policy Addressing the Circulation System. The project would cause the following intersections to operate at a deficient level of service during at least one peak hour: • #7 (Adm Callaghan Lan at Rotary Way, • #9 Redwood St/Fairgrounds Dr at I-80 Ramps, • #10 Redwood Pkwy/Adm Callaghan Ln (N) at I-80 EB Off-Ramp, • #11 Redwood Pkwy at Adm Callaghan LN (S), • #21 Adm Callaghan Ln at Southern Project Driveway, • #22 Adm Callaghan Ln at Middle Project Driveway and, • #23 Adm Callaghan Ln at Northern Project Driveway In addition, project impacts to transit operations could be significant without mitigation. Implementation of mitigation measures TR-1 and TR-2, which include the construction of a right turn pocket on northbound Admiral Callaghan Lane/Turner Parkway and signal timing coordination along Turner Parkway would improve traffic flow and reduce delays in the impact area. However, impacts at these intersections would remain significant and unavoidable because no other feasible mitigation measures have been identified which would further mitigate the impacts. The project area is located in a developed urban area and insufficient right-of-way exists to add capacity to the City of Vallejo intersections	Significant and Unavoidable	**MM TR-1: Roadway Improvements.** Prior to the issuance of occupancy permits, the applicant shall construct, to the satisfaction of the Public Works Director, the following roadway improvement: Admiral Callaghan Lane at Turner Parkway – Add a northbound right-turn pocket lane and modify the geometry of the westbound approach to provide a right-turn lane, one left-turn lane and one left-turn pocket. **MM TR-2: Initial Signal Timing Study.** Prior to the issuance of Occupancy Permits, the City shall initiate a signal timing study for the proposed traffic signal and the existing traffic signals. The timing study shall include the same traffic signals included in the Transportation Impact Analysis prepared for the project. This study is to assist the City in optimizing traffic flow in the project vicinity and provide a baseline for a post-occupancy signal coordination study. **MM TR-3: Post Costco Occupancy Signal Coordination Study.** Within 3 months of occupancy of the Costco store (or as adjusted by the Public Works Director), the applicant shall fund and prepare, to the satisfaction of the Public Works Director, a signal timing and coordination study to confirm the EIR's traffic analysis and further optimize traffic flow in the project vicinity. The study shall include the same intersections noted in the Transportation Impact Analysis, so that refined signal timings and coordination based on actual traffic volumes and observed conditions can be implemented if necessary. Upon the Public Works Director's approval of the study, the City shall update signal timing based on the results of this study, if necessary. **MM TR-4: New Bus Pull-Out.** Prior to issuance of occupancy permits, the applicant shall, to the satisfaction of the Planning & Development Services Director, coordinate with SolTrans and construct a new bus pull-out on eastbound Turner Parkway East of	Significant and Unavoidable

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
which are significantly impacted. Potential impacts on transit access and circulation are reduced to less than significant with the implementation of mitigation measure TR-4 which requires the construction of a new bus pull-out on eastbound turner parkway in coordination with SolTrans.		Admiral Callaghan Lane. The Project applicant will construct a bus pull-out and concrete pad per Soltrans' and the City's specifications. Soltrans will provide, and the applicant will install, signage, a shelter, lighting, and trash receptacle.	
Impact TR-2: **Increase Hazards.** No obstacles to site distance are expected to result from the construction of the proposed project. Future improvements would be required to meet City of Vallejo roadway design standards. Improvement Plans for the proposed street improvements would be reviewed by City staff, including Fire Department staff, prior to construction.	Less Than Significant	**No mitigation measures are required.**	Less Than Significant
Impact TR-3: Inadequate Emergency Access. Improvement Plans require review and approval by the City of Vallejo Fire Department prior to construction. The City Fire Department reviews the plans for adequate emergency access for emergency vehicles. As a result, no impediments related to emergency vehicle access are identified.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Transportation Impacts. Under the Project Plus Cumulative scenario, the proposed project would cause the following seven intersections to operate at a deficient level of service during at least one peak hour to operate at a deficient level of service: • #6 (Adm Callaghan Ln at Turner Pkwy, • #7 (Adm Callaghan Ln at Rotary Way, • #9 Redwood St/Fairgrounds Dr at I-80 Ramps, • #11 Redwood Pkwy at Adm Callaghan LN (S),	Significant and Unavoidable.	**Implement MM TR-1 through TR-3**	Significant and Unavoidable.

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
• #21 Adm Callaghan Ln at Southern Project Driveway, • #23 Adm Callaghan Ln at Northern Project Driveway, and • #25 I-80 SB Ramp at Redwood Pkwy. One freeway segment would operate at a deficient level: I-80 Eastbound – West of Redwood Parkway. Implementation of mitigation measures TR-1 through TR-3, which include the construction of a right turn pocket on northbound Admiral Callaghan Lane/Turner Parkway and signal timing coordination along Turner Parkway would improve traffic flow and reduce delays in the impact area. However, impacts at these seven intersections and one freeway segment under Cumulative With Project Conditions would remain significant and unavoidable. No other feasible mitigation measures have been identified which would further mitigate the impacts. The project area is located in a developed urban area and insufficient right-of-way exists to add capacity to the City of Vallejo intersections which are significantly impacted. Caltrans has prepared an interchange improvement plan for the I-80/Redwood Parkway interchange which will improve operations at the I-80 ramp intersections However; this Caltrans project is not yet fully funded, and the timing and construction of those improvements are outside the control of the City of Vallejo and there is no guarantee that these improvements would be implemented.			

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Chapter 4.16 – UTILITIES			
Impact UT-1: Water, Wastewater Treatment, Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities. The impacts associated with disturbance, construction, and operations of these lines and facilities in these areas are considered within the applicable chapters of this EIR. During ground disturbing and excavation activities to prepare these locations for the proposed roadway improvements, the underground improvements for utility service lines and facilities needed to provide services to the project site would be made. This would minimize or eliminate the need for off-site improvements outside the existing footprint of the proposed project.	Less Than Significant	**None required**.	Less Than Significant
Impact UT-2: Water Supply. The project is consistent with the 2040 General Plan, and the General Plan EIR concluded that buildout of the General Plan would not result in a significant impact on water supply for the project site. Continued water conservation efforts are expected to reduce the effects of any potential future water shortfall.	Less Than Significant	**None required**.	Less Than Significant
Impact UT-3: Wastewater Treatment Facilities. Future development under the proposed project would not result in a determination that the wastewater treatment facility does not have adequate capacity to serve the proposed project's demand.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact UT-4: Solid Waste Infrastructure. The project would require approximately 2.29 tons/day, which is 0.1% of remaining capacity at the Potrero Hills Landfill and Hay Landfill. The project would not require expansion of an existing landfill.	Less Than Significant	**None required**.	Less Than Significant
Impact UT-5: Solid Waste Regulations. The project would comply with federal, State, and local statutes and regulations including waste reduction measures, waste diversion, and inclusion of recycling programs.	Less Than Significant	**None required**.	Less Than Significant
Cumulative Utilities Impacts. The project would include all required water conservation measures as would be expected of all future projects prior to approval within the City. This would help ensure that cumulative impacts associated with water supply are less than significant. The General Plan EIR determined that the increase in wastewater generation would be well within the currently available excess dry weather design flow capacity of greater than 5.0 mgd and construction of expanded or new wastewater treatment facilities would not be required. The proposed project in conjunction with past, present and likely foreseeable future projects in the vicinity would likely utilize the Potrero Hills or Hay landfill. Both landfills have substantial capacity and are expected to serve projected demand through the lifecycle of the landfills. Cumulative impacts are less than significant and would be less than cumulatively considerable.	Less Than Significant	**None required**.	Less Than Significant

Table ES-1: Project Impacts and Proposed Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation

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