

*Vallejo ABCO AM/PM Gas Station, Convenience Mart and Quick Serve
Restaurant*

Draft Initial Study and Mitigated Negative Declaration



Prepared by:
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, California 94590

June 2015

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APPENDICES

(The following documents are available for review at the Planning Division Office.)

Appendix A.	Air Quality and Climate Change Data
Appendix B.	Biological Evaluation and Wetland Determination
Appendix C.	Hydrology Calculations
Appendix D.	Traffic Impact Report
Appendix E.	Stormwater Control Plan

I. INTRODUCTION

A. DOCUMENT PURPOSE AND SCOPE

This Initial Study addresses potential environmental impacts associated with the construction and operation of the proposed Vallejo ARCO AM/PM Gas Station, Convenience Mart and Quick Serve Restaurant (Project). The Project involves the construction of a mixed-use/ multi-tenant commercial development consisting of an ARCO gas station with a carwash, an AM/PM mini-mart, and a Burger King quick-service/ drive-thru restaurant on a vacant, 1.66-acre Site located at the northwest corner of the Admiral Callaghan Lane and Columbus parkway intersection.

The Initial Study has been prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. In accordance with the provisions of CEQA and local CEQA Guidelines, as the Lead Agency, the City of Vallejo is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects. This Initial Study is an informational document providing the City of Vallejo decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from the Project.

B. ENVIRONMENTAL REVIEW BACKGROUND

The proposed Project is located in an area bounded by the Northgate Specific Plan to the north, south and east. The Northgate Specific Plan was originally adopted in 1988 by the City Council as a comprehensive plan for the development of a mixed use community containing residential and non-residential land uses. A number of amendments have since been adopted. Although the Specific Plan is located near to the Project Site, the project falls outside of the planning area and is not subject to the Northgate Specific Plan. The Project falls within, and is subject to the General Plan land use design guidelines.

II. PROJECT DESCRIPTION

A. OVERVIEW

The applicant proposes to construct two buildings, canopied fuel islands with fuel dispensers, underground fuel storage tanks, a carwash, parking, and circulation improvements on a vacant 1.66-acre property. One building would contain a gas station/ mini-mart, and one building would contain a quick serve restaurant with a drive-thru window. The Project proposes a combined total of 5,894 square feet of new retail/commercial uses and shared parking lot with 55 spaces.

B. LOCATION AND CONTEXT

The Project is located on 1.66 acres of vacant land on the northwest corner of Admiral Callaghan Lane and Auto Mall Parkway (formerly Columbus Parkway). The Site is located just north of the Northgate retail shopping and commercial area. The Site is bounded by vacant land to the north, east and west; and by Auto Mall Parkway to the south. The Site is less than a quarter of a mile from the Interstate 80 Freeway and the Highway 37 Interchange where Auto Mall Parkway terminates and serves as on- and off-ramps for the freeway. See Exhibit 1: Regional and Vicinity Map below for the proposed Project's location and regional context.

Access to the Site will be provided via construction of a northern spur to Admiral Callaghan Lane, which will extend north of Auto Mall Parkway by 224 feet. In this extended location, Admiral Callaghan Lane would have a 48-foot wide paved, divided road with a raised center median located within a 64 foot right-of-way adjacent to the Project Site. Immediate Access to the Project Site will be provided via one driveway off of the entry road. The northern spur extension will also serve as access for future development of low to medium residential development, all of which to be located on a (6) acre parcel of land (directly north of the Project Site). Auto Mall Parkway is a multi-lane east-west arterial road that provides access to Interstate 80 and Highway 37 in the Project vicinity and intersects with Admiral Callaghan Lane. The Site slopes in a southwesterly direction from an elevation of approximately 135 feet in the northeast corner to an elevation of approximately 126 feet in the southwest corner of the Site for a cross slope of approximately 4%.

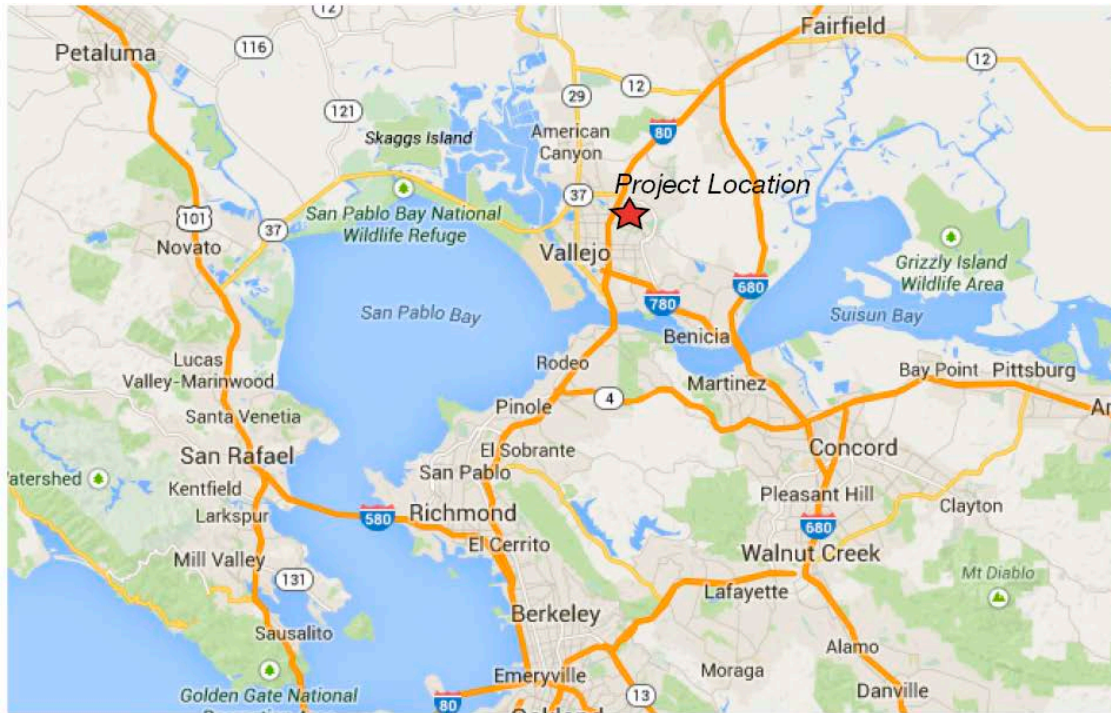
C. DEVELOPMENT PROPOSAL

The Project involves the development of two separate buildings, a carwash, canopied fueling islands, underground fuel storage tanks, and a shared parking lot (See Exhibit 2: Site Plan) below for a view of the layout of the proposed Project. The Project proposes to retain the Site as one lot and the property owner will be responsible for the maintenance of common areas and shared parking lot. Building maintenance will be the tenants responsibility. The following provides a description of each Project component:

ARCO-AM/PM Minimart

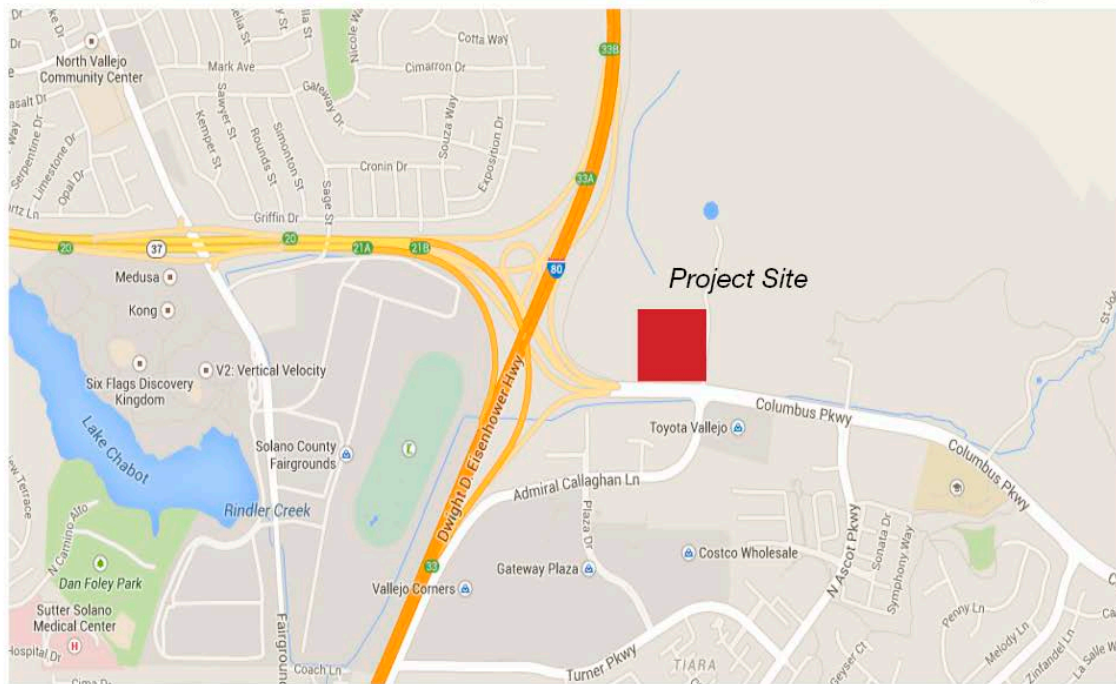
The proposed ARCO-AM/PM Minimart will be located within a new 3,028 square foot building in the northwest quadrant of the Site. The gas station/minimart would operate 24-hours per day, seven days per week. The proposed hours of operation for the affiliated carwash will be 24-hours a day, seven days a week.

Exhibit 1 – Regional and Vicinity Maps



Source: Google Maps

Regional



Source: Google Maps

Vicinity



Not to Scale

Exhibit 3 - AM/PM Elevations

GENERAL NOTES:

1. ALL ELEVATIONS SHALL BE CONFORMANT WITH THE CALIFORNIA ARCHITECTURAL BOARD'S STANDARDS FOR ARCHITECTURAL DRAWINGS.
2. ALL DIMENSIONS SHALL BE IN FEET AND INCHES.
3. ALL MATERIALS SHALL BE AS SHOWN ON THE SPECIFICATIONS.
4. ALL FINISHES SHALL BE AS SHOWN ON THE SPECIFICATIONS.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FIRE AND SAFETY CODES.
8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ENVIRONMENTAL AND SUSTAINABILITY CODES.
9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ACCESSIBILITY CODES.
10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE HISTORIC PRESERVATION CODES.
11. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LANDMARK PRESERVATION CODES.
12. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-CORRUPTION CODES.
13. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-BRIBE CODES.
14. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-TRADING CODES.
15. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-COLLUSION CODES.
16. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-COMPETITIVE BIDDING CODES.
17. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-NESTING CODES.
18. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-BOYCOTTING CODES.
19. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-OBSCURE REFERENCING CODES.
20. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR TRADE PRACTICES CODES.
21. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR DISCOUNTING CODES.
22. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR DEBT PRACTICES CODES.
23. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR CONTRACT PRACTICES CODES.
24. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR LABOR PRACTICES CODES.
25. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR BUSINESS PRACTICES CODES.
26. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR TRADE PRACTICES CODES.
27. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR COMPETITIVE BIDDING CODES.
28. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR CONTRACT PRACTICES CODES.
29. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR LABOR PRACTICES CODES.
30. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ANTI-UNFAIR BUSINESS PRACTICES CODES.

KEYED NOTES:

1. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
2. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
3. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
4. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
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28. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
29. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
30. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.

1 FRONT ELEVATION (SOUTH)
3/16'-11/2"

2 LEFT ELEVATION (WEST)
3/16'-11/2"

3 RIGHT ELEVATION (EAST)
3/16'-11/2"

4 REAR ELEVATION (NORTH)
3/16'-11/2"

Milstone Associates
11000 S. DEER CREEK RD., SUITE 100
DENVER, CO 80231
TEL: 303.755.1100
WWW.MILSTONEASSOCIATES.COM

ARCO BURGER KING RESTAURANT
NORCAL CALVIN FOODS II, INC.
VALLEJO, CALIFORNIA

ARCO
11000 S. DEER CREEK RD., SUITE 100
DENVER, CO 80231
TEL: 303.755.1100
WWW.ARCO.COM

DD2.2

In addition to retail sales, the ARCO-AM/PM Minimart also proposes to sell alcohol for off-Site consumption. The sale of alcohol may be conditionally permitted subject to a Major Use Permit. An application has been filed with the State Department of Alcohol Beverages Control (ABC) for a Type 20 General License for the proposed minimart. The applicant is requesting for an amendment to Ordinance 16.82.060 (R) (16), which currently prohibits new establishments from the sale of off-Site alcohol within 1,000 feet from existing on-Site and off-Site alcohol sales outlets located on commercially zoned land. Recent entitlement approval for the CVS pharmacy and convenience store (to be located directly across Auto Mall Parkway from the proposed Project) includes the pharmaceutical entity's granted approval for the off-Site sale of general alcohol (Type 21). Since the proposed Project is located less than 1,000 feet from the approved Site for the CVS pharmacy (510 feet), sales of alcohol for the proposed Arco AM/PM minimart would not be permitted under Ordinance 16.82.060 (R) (16). Therefore, the applicant is requesting an amendment to the Ordinance that would instead omit the 1,000 foot buffer distance requirement, thereby decreasing the distance buffer (distance yet to be determined) for businesses of 11,000 square feet or greater (i.e., CVS pharmacy) if concentration of ABC license permittees fall below the maximum amount allowed within the census district. Current concentration amounts at this time for this district (2501.06) are below the maximum amount in this district for which the proposed Project resides in; therefore, such an amendment, if approved, to this Ordinance would grant approval for the applicant to be permitted for the sale of off-Site beer and wine (Type 20). The gas station/minimart and carwash expects to employ a total of 14 employees with a peak demand of 3 personnel on-Site. The gas station/minimart/restaurant operation includes four primary components:

- 1) An ARCO Minimart located in the northwest quadrant of the Site;
- 2) Canopied fueling islands adjacent to Auto Mall Parkway in the south west quadrant of the Site;
- 3) A carwash operation located at the northern edge of the property to the north of the ARCO Minimart; and
- 4) A Burger King quick serve restaurant located on the eastern edge of the Site immediately adjacent to Admiral Callaghan Lane.

Minimart

The minimart would be located within a 3,028 square foot building that will include space for a cashier, food to go, a fountain, a coffee area, general sales, refrigerated coolers, and public restrooms. The minimart reflects corporate architecture with vertical elements at the entrance and at the front building corners, awnings over windows, and stone veneer at the building base and entrance to break-up the building façade. The predominant building color is "Indian Corn" with "Pearl" at the upper register and various colors of brown accents in the awnings, stone veneer and building caps. There would be an AM/PM sign located above the building entrance.

Canopied Fueling Islands

The Project proposes to construct a 4,408 square foot canopy to cover 8 fuel dispensing stations on four islands. The canopy would be 20'-1" feet tall, and would display the ARCO name and logo on all four sides. Vertical supports would include stone veneer at their base, crown trimming (12'-10" above ground) and the canopy would be predominantly blue and white consistent with ARCO corporate colors.

Carwash

The carwash would be contained within a 1,140 square foot structure consisting of a 240 square foot equipment storage area and a 900 square foot carwash bay. Building architecture and colors would match the minimart with Pearl as the predominant color and Indian Corn as an accent color at the carwash bay entrance and stone veneer accents at the building base and on the north elevation.

Burger King

A Burger King quick-service restaurant with a drive-thru window is proposed in the southeasterly quadrant of the Project Site. The restaurant is approximately 2,866 square feet in size and includes 60 indoor seats. No outdoor seating is proposed. The proposed hours of operation are 10:30 am to 12:00 am midnight, seven days a week. The operations will include a total of 26 employees with a peak demand of 7 personnel on-Site.

The Project includes a drive-thru window that the applicant asserts is an essential element of the restaurant operations. The drive-thru lane includes one ordering station and a drive-thru window on the east side of the building. The drive-thru area provides stacking space that can accommodate up to 7 vehicles from the pick-up window.

The building architecture is corporate/contemporary featuring a flat roof, a variety of colors, materials and articulation. Such articulation includes variations in wall planes with stucco and stone veneer siding, as well as varying roof heights. Awnings are proposed above the windows and doors as accent elements. The neutral color tones in shades of beige and tan with brown trim (i.e., Indiana Corn and Onion Skin Tan, etc.), are used throughout the building.

On and Off-Site Improvements

The Project includes landscape improvements, for the Project perimeter, drive-thru entrance/exits (car wash and Burger King) and for parking planter islands to enhance the overall visual appearance of the Site's exterior frontage and interior landscaping and provide shaded parking. The landscape plan includes 38 new 15-gallon box trees and a wide selection of attractive shrubs and ground cover planted throughout the Site. The plan contains tree varieties of southern live oak, Chinese elm, Australian tea tree, crape myrtle and flowering plum, and a shrub list with species that include a wide variety of color and texture such as sweet bay, emerald arborvitae, tuscan blue rosemary, roseglow barberry, compact Oregon grape and ornamental grasses including feather reed and acutiflora "Karle Foerster". Groundcover accents include germander, autumn sage, carmel creeper and sunrose.

The Project qualifies for compliance with the City's Water Efficiency Landscape Ordinance and the applicant has submitted an application for the associated Landscape Review Permit to ensure efficient water use and plant material. Off-Site improvements are proposed within the City of Vallejo's Landscape Maintenance Easement (LME) area along Auto Mall Parkway and at the northwest corner of Admiral Callaghan Lane. The plan involves installing right-of-way landscaping with ground cover consistent with the on-Site plan.

The property currently drains from the northeast to the southwest to an existing storm drain intake located on the north side of Auto Mall Parkway. In compliance with C.3 standards, per the Contra Costa County Storm Water Control Board, the Project includes a biorentention swale to be installed and located along the south side, west half portion of the Project (abutting Auto Mall Parkway) and along the west side perimeter of the Project. The purpose for the biorentention swale is to remove silt and pollution from surface runoff and at the same time, prevent flooding and downstream erosion. The biorentention swale would be planted with grass (field sedge) and screened from view with trees and shrubs.

Parking and Traffic Improvements

The Project proposes to provide 51 shared spaces of standardized parking (9'x19') and four spaces for ADA parking (two of each to be provided for the minimart and quick serve restaurant) (9'x18') for a total of 55 spaces for the entire Project. Selected parking areas will be located along the Project Site's southern

boundary, abutting the south-facing side of the minimart and west-facing side of the quick serve restaurant.

Primary vehicular access will be provided via two ingress/egress points of entry off of a proposed 48-foot wide paved section of road to be constructed at the end of the spur and by extending westward (292 feet) along the entire length of the Project Site's northern boundary.

Landscaping for the Project's selected parking areas will include raised planters with trees and shrubs at every five parking spaces along the Project Site's southern boundary. Raised planters will be provided at every corner of the minimart building and along the northern side of the carwash. Raised planters are to be provided at the drive-thru entry and exit for the quick serve restaurant along with one raised planter to be located three parking spaces south of the drive-thru exit. Raised planters will also be located near and adjacent to trash receptacles for both the minimart and quick serve restaurant. Pedestrian access between the minimart and quick serve restaurant will be provided via a pedestrian crosswalk (striped).

The Project Site will also accommodate the Solano Bikeway, a paved Class I bicycle/pedestrian path, which currently runs along the south boundary of the Project Site, parallel to Auto Mall Parkway. The Project will provide a pedestrian and bicycle crosswalk with ped heads triggering a pedestrian/bicycle signal phase on the southbound approach to the Auto Mall Parkway/Admiral Callaghan Lane intersection.

To assess the potential traffic impacts on the existing circulation system, a Traffic Impact Study was prepared by Crane Transportation Group (CTG) (See Appendix C). The Study concluded that the proposed 5,894-square foot Project (cumulative floor area of both minimart and quick serve restaurant structures) would generate about 118 AM peak hour and 120 PM peak hour net new two-way trips (inbound + outbound combined traffic). Based on the review and analysis, CTG concluded that the proposed Project had no significant impacts requiring mitigation, as the Project would generate only a slight increase in vehicle control delay and a slight increase in volume-to-capacity ratios at the Auto Mall Parkway/Admiral Callaghan Lane intersection.

Signage

The Project includes the construction of a dual-tenant Monument sign to be located within a raised landscaped planter on the Project's south side parking area midway between the western boundary and the northwest corner of Auto Mall Parkway and Admiral Callaghan Lane. The dual tenant Monument sign is consistent with the Specific Plan and designed with similar materials and earth tones as the proposed buildings. The sign is approximately 3 feet wide, by 20 feet long, by 20 feet tall and is intended to identify and to attract automobile, bicyclist and pedestrian traffic utilizing Auto Mall Parkway. Individual building signage is also proposed for both the AM/PM Minimart and Burger King quick serve restaurant.

D. DISCRETIONARY APPROVALS AND PERMITS

The Project Site is located adjacent to the Northgate Specific Plan Area. However, the Project as a whole will compliment the nearby Specific Plan Area with similar architectural aesthetics, landscaping, and usage. However, the proposed Project is not subject to the design guidelines and specifications set out in the Plan. The Plan proposes a new ARCO AM/PM gas station, convenience store, car wash and quick serve restaurant. The proposed Project will not interfere with street traffic on Auto Mall Parkway nor affect linkages through and across the boulevard. A Use Permit and a Site Development Plan approval are required to entitle the proposed Project. The Project applicant is also requesting approval for an amendment to Ordinance 16.82.060 (R) (16) of the Vallejo Municipal Code.

III. INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. **PROJECT TITLE:** Vallejo ARCO AM/PM Gas Station, Convenience Mart and Quick Serve Restaurant
2. **LEAD AGENCY NAME AND ADDRESS:** City of Vallejo Economic Development Department, Planning Division
Vallejo City Hall, 2nd Floor
555 Santa Clara Street
Vallejo, CA 94590
3. **CONTACT PERSON/PHONE NUMBER/EMAIL:** Andrea Ouse, Planning Manager
(707) 648-4326/aouse@ci.vallejo.ca.us
4. **PROJECT LOCATION:** Northwest corner of the Auto Mall Parkway and Admiral Callaghan Lane intersection
APN 182-020-010
5. **PROJECT SPONSOR'S NAME AND ADDRESS:** Norcal Cajun Foods II, Inc.
2190 Meridian Park Blvd., Suite G
Concord, CA 94520
6. **GENERAL PLAN DESIGNATION:** Highway Commercial
7. **ZONING:** Freeway Shopping and Service (C-F)
8. **DESCRIPTION OF THE PROJECT:**
The Project involves approximately 5,894 square feet of new retail/commercial uses on a 1.66-acre Site.
9. **SURROUNDING LAND USES AND SETTING:**
The surrounding area includes vacant land to the north, vacant land to the east, vacant and freeway uses to the west, and mixed use/commercial uses to the south. The Site is currently vacant.
10. **CITY APPROVALS:**
The following discretionary City approvals are required for the Project:
 - Adoption of the Mitigated Negative Declaration
 - Approval of Use Permits for ARCO AM/PM and Burger King
 - Tentative Map
 - Development Plan
 - Zoning Code Text Amendment

11. OTHER PUBLIC AGENCIES WHOSE NOTIFICATION AND/OR APPROVAL IS REQUIRED:

- City of Vallejo Building Division, Fire Prevention Division and Public Works Department
- Vallejo Sanitation and Flood Control District (VSFCD)
- Solano County Environmental Health

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this Project, as indicated by the following checklist.

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

DETERMINATION: On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the Project and agreed to by the Project sponsor or revisions in the Project have been made by or agreed to by the Project sponsor. A MITIGATED NEGATIVE DECLARATION will be prepared.	✓
I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.	

Signature

Date

Andrea Ouse

Planning Manager

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS. Would the Project:

a) Have a substantial adverse effect on a scenic vista?				✓
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Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The proposed Project is located on a vacant Site; approximately 0.3-miles east of the I-80 and Highway 30 Interchange, on the edge of a suburbanized area visually dominated by open areas to the north and east of the site and commercial land uses, surface street features to the south and west.

The City of Vallejo General Plan's Open Space and Resource Conservation Element identifies a number of "scenic amenities" within view of the City. According to the General Plan, the open, rugged slopes of Sulphur Springs Mountain are Vallejo's most outstanding topographic feature and provide an important visual amenity to both residents and visitors passing through the City. Sulphur Springs Mountain is located approximately 1.5 miles to the northeast of the project site. Low-density development, respecting the natural configuration of the land, and maintenance of an unobstructed ridgeline are considered essential to the character of this area. Surrounding hillsides and marshes are also considered to be a scenic amenity by the City.

This Project Site is not considered to be within or to comprise a portion of a scenic vista as defined in the City's General Plan. Construction of the proposed single story convenience store, car wash, fuel pump stations, canopy structure, quick serve restaurant, and associated parking and landscaping elements would not obstruct views to Sulphur Springs Mountain or have an effect on a scenic vista in Vallejo. As such, the proposed Project would result in no impact with respect to view of a scenic vista.

Supporting Sources: 1.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
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The Project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System. The Project Site is located in a suburbanized area visually dominated by residential and commercial land uses, surface street features, and vacant land and contains no scenic resources such as rock outcroppings or significant trees. Auto Mall Parkway, Admiral Callaghan Lane and the Project vicinity are not listed in the General Plan for consideration as an urban or hillside scenic highway. Therefore, no impact to scenic resources will occur.

Supporting Sources: 1, 2, and 3.

c) Substantially degrade the existing visual character or quality of the Site and its surroundings?			✓	
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Development of the proposed Project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the Site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing Site appearance through construction of structures such that they are poorly designed or conflict with the Site's existing surroundings.

The proposed Project Site is currently vacant. The areas to the west, north and east of the Project Site are vacant and the area to the south of the Project Site, on the other side of Auto Mall Parkway, consists of commercial land uses. Located less than a quarter mile to the east on Auto Mall Parkway is Vallejo Fire Station No. 27, which is also surrounded by vacant land to the west, north and east and commercial uses to the south on the other side of Auto Mall Parkway.

The maximum building height of the proposed improvements is 25 feet one inch. The exterior finish of the proposed convenience store and car wash will consist of stucco (Portland cement plaster) over metal lath. Exterior paint colors of the proposed convenience store, car wash and canopy structure will reflect corporate architecture with vertical elements at the entrance and at the

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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front building corners, awnings over windows, and stone veneer at the building base and entrance to break-up the building façade. The predominant building color is “Indian Corn” with “Pearl” at the upper register and various colors of brown accents in the awnings, stone veneer and building caps. There would be an AM/PM sign located above the building entrance. Exterior paint colors of the proposed Burger King quick serve restaurant will also reflect corporate architecture and color schemes.

The proposed Project will change the visual character of the Project Site by adding structures and landscaping but will comply with existing development standards and resemble the character of surrounding uses. The site is adjacent to the freeway and to other commercial uses. Development of the site would extend the urban edge slightly to the north but would remain immediately adjacent to roadway and utility improvements and compatible with surrounding urban improvements. As a single story development, the project would not obstruct views to ridgelines located to the north and east of the project area, and the proposed architecture is compatible with surrounding corporate commercial architectures located within the adjacent Northgate Specific Plan area. There are no trees located on the proposed Project Site and the Site contains minimal vegetation. The Project will have less-than-significant impacts on the visual character of the Site and its surroundings.

Supporting Sources: N/A.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	
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Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are lighting sources adjacent to this Site, including freestanding streetlights, light fixtures on buildings to the south, vehicle headlights, and traffic lights. The proposed Project will include outdoor lighting associated with the convenience store, car wash, gas station canopy structure, gas pump stations and quick serve restaurant. The Project proposes one 15 foot illuminated logo sign above the front door of the convenience store and three 36 inch illuminated logos are proposed for the east, west, and south sides of the canopy structure. In addition, all sides of the canopy structure will contain an illuminated straight-line 3D graphic decal. The Project also proposes three 72-inch logo signs on the west, east and south sides of the building.

Sources of daytime glare are typically associated with buildings contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. The exterior finish of the proposed convenience store and car wash will consist of stucco (Portland cement plaster) over metal lath. Exterior paint colors of the proposed convenience store, car wash and canopy structure will reflect corporate architecture with vertical elements at the entrance and at the front building corners, awnings over windows, and stone veneer at the building base and entrance to break-up the building façade. The predominant building color is “Indian Corn” with “Pearl” at the upper register and various colors of brown accents in the awnings, stone veneer and building caps. There would be an AM/PM sign located above the building entrance. Exterior paint colors of the proposed Burger King quick serve restaurant will also reflect corporate architecture and color schemes.

The Project will generate typical levels of lighting for a commercial development. There are lighting sources in the vicinity of the Project Site, including freestanding streetlights, light fixtures on buildings, pole-mounted lights, and traffic signals. The proposed Project includes exterior building and signage lighting, as well as building interior lighting. There will be minimal use of glare-inducing materials in the design of the proposed buildings. Light spillover and glare will be avoided through the application of Vallejo codes and requirements that require lights to be shielded or directed away from adjacent developments or. The proposed Project is not adjacent to any residential zones. Light pollution and reflective glare impacts would be less than significant

Supporting Sources N/A.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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<p>2. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				✓
<p>The proposed Project is located in an area dominated by commercial uses and vacant land. The proposed Project consists of the construction of a convenience store, gas station, car wash, and quick serve restaurant and associated parking and landscaping. Agricultural buildings (stables, storage, etc.) are located on adjoining property but appear to be primarily used to support equestrian activity. The land is not used for the production of food or food products. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the Project Site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Vallejo General Plan does not identify the Project vicinity for agricultural use. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this Project. No impact will occur.</p> <p>Supporting Sources: 4 and 5.</p>				
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>No Williamson Act contracts are active for the Project Site. In addition, the Project Site is currently zoned as a Freeway Shopping and Service (C-1), which does not permit agricultural uses. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact will occur.</p> <p>Supporting Sources: 4 and 6.</p>				
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?</p>				✓
<p>Public Resources Code Section 12220(g) identifies forest land as <i>land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.</i> The Project Site and surrounding properties are not currently being managed or used for forestland as identified in Public Resources Code Section 12220(g). The Project Site has been previously disturbed and there is no vegetation on Site. Therefore, the proposed project will have no impact to any timberland zoning.</p> <p>Supporting Sources: N/A.</p>				

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in loss of forest land or conversion of forest land to non-forest use?				✓
<p>The Project Site is currently vacant and contains no forestland; thus, there will be no loss of forest land or conversion of forestland to non-forest use as a result of this Project. No impact will occur.</p> <p>Supporting Sources: N/A.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓
<p>The proposed Project is located in an area dominated by commercial uses and vacant land. The proposed Project Site is vacant, has been previously disturbed, and is designated for commercial development by the General Plana and Zoning Code. None of the surrounding Sites contain agricultural or forest uses. The proposed Project Site is not classified as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not identified for agricultural use in the Vallejo General Plan. Construction of the convenience store, gas station, car wash, and quick serve restaurant and occupancy of the existing building will not change the existing environment in a manner that will result in the conversion of farmland to a non-agricultural use. No impact will occur.</p> <p>Supporting Sources: N/A.</p>				
<p>3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
<p>A significant impact could occur if the proposed Project conflicts with or obstructs implementation of the San Francisco Area Air Basin (Basin) Clean Air Plan. Conflicts and obstructions that hinder implementation of the Clean Air Plan can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. The latest Clean Air Plan was adopted in 2010 and is currently in the process of being updated. The Project is consistent with the Vallejo General Plan and thus is consistent with the Clean Air Plan. Based on the following analysis, the Project will not contribute substantially to any air quality violations. Impacts will be less than significant.</p> <p>Supporting Sources: 7.</p>				
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?		✓		
<p>The California Emissions Estimator Model (CalEEMod) version 2013.2.2 was utilized to estimate emissions from proposed construction of the Project. CalEEMod construction defaults were utilized in the model. The maximum (summer or winter) results of the analysis are summarized in Table 1 (Unmitigated Maximum Daily Construction Emissions (lbs/day)). It should be noted that BAAQMD has updated its daily and annual thresholds; however, due to an ongoing lawsuit, the updated thresholds are not recommended for use by BAAQMD until a decision is made by the California Supreme Court. For sake of disclosure, these thresholds are presented in Table 1 and the reactive organic gases (ROG) threshold will be exceeded due to application of architectural coatings. The 1999 CEQA Guidelines indicates that Projects should meet a set of performance standards in lieu of detailed emissions analysis. Because the Project is less than four acres in size, the "Basic Control Measures" are recommended to be implemented. The Basic Control Measures are related to fugitive dust emissions; however, considering the size of the Project there will not be appreciable earthwork or soil movement, fugitive emissions will be nominal. In order to ensure that architectural</p>				

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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coating applications do not contribute substantially to any existing or Projected air quality violation, Mitigation Measure AQ-1 has been incorporated requiring use of low-volatile organic compounds (VOC) architectural coatings. Reducing the VOC content of architectural coatings by a minimum of 13 percent will reduce ROG emission to less than the applicable daily thresholds. Short-term, construction-related impacts will be less than significant with mitigation incorporated.

**Table 1
Unmitigated Maximum Daily Construction Emissions (lbs/day)**

Year	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer 2016	62	26	18	<1	7	4
Winter 2016	62	26	18	<1	7	4
BAAQMD Threshold (2012)	54	54	N/A	N/A	82	54
Threshold Exceeded?	Yes	No	N/A	N/A	No	No

Source: MIG | Hogle-Ireland 2015

Note: Volatile organic compounds are measured as reactive organic compounds

Mitigation Measure

AQ-1 Prior to issuance of building permits, the Project proponent shall identify on construction drawings, to the satisfaction of the Building Division, use of low-volatile organic compounds (VOC) architectural coatings. This measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the Bay Area Air Quality Management District. The CRP shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings.

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the Project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the proposed Project. CalEEMod was utilized to estimate mobile source emissions. Default values were used for mobile source emissions. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed Project. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod using program default values for area and energy demand emissions. Operational emissions are summarized in Table 2 (Long-Term Daily Emissions (lbs/day)). BAAQMD daily and annual thresholds are presented in Table 2 and the Project will not exceed either threshold for any criteria pollutant. Long-term emissions will be less than significant.

**Table 2
Long Term Daily Emissions (lbs/day)**

Year	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer 2017	13	16	78	<1	9	3
Winter 2017	14	18	100	<1	9	3
BAAQMD Threshold (1999)	80	80	N/A	N/A	80	N/A
BAAQMD Threshold (2012)	54	54	N/A	N/A	82	54
Potential Impact?	No	No	N/A	N/A	No	No

Source: MIG | Hogle-Ireland 2015

Note: Volatile organic compounds are measured as reactive organic compounds

Supporting Sources: 7 and 20.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
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See Response to 3(a) above indicating that the Project will not contribute substantially to regional air quality violations. Furthermore, the Project does not emit substantial toxic air contaminants of particulate matter emissions that could result in any cumulative impacts. Impacts will be less than significant.

Supporting Sources: 7.

d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
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Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. There are no *sensitive receptors* in vicinity of the Project Site. The proposed Project is not a generator of toxic pollutants and therefore, will have no impact on sensitive receptors related to toxic pollutant emissions.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to expose receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state levels. The potential for violation of state and federal CO standards at area intersections and exposure to sensitive receptors at those intersections is addressed using the methodology outlined in the BAAQMD 2012 CEQA Guidelines. The screening criteria for CO hotspots outlines in Section 3.3 of the Guidelines indicates that a Project will have a less-than significant-impact if (1) it is consistent with the Congestion Management Program (CMP), (2) the Project would not increase traffic volumes at any intersection to greater than 44,000 vehicles per hour, and (3) the Project would not increase traffic volumes at any intersection to greater than 24,000 vehicles per hour where atmospheric mixing is limited. As discussed in Responses 16 (a) and 16 (b), the Project will not involve intersections involving these levels of traffic and will not conflict with the CMP; therefore, the Project passes the screening criteria and impacts will be less than significant.

Supporting Sources: 7.

e) Create objectionable odors affecting a substantial number of people?				✓
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Land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed Project does not include any of the above noted uses or processes. No impact will occur.

Supporting Sources: N/A.

4. BIOLOGICAL RESOURCES. Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans,			✓	
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Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
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A Biological Evaluation and Wetland Determination Report was prepared by Marcus H. Bole and Associates, Inc. dated February 1, 2014. Tasks performed by Marcus H. Bole and Associates included a records search, a general biological field assessment, and an evaluation of the Site for sensitive biological resources and/or habitat. The proposed Project Site is vacant and is located in an area dominated by commercial and vacant land. The Site consists of ruderal grassland habitat characterized by nonnative grasses and forbs. Several small to medium diameter eucalyptus (*Eucalyptus globulus*) trees were noted along the western boundary of the study area. The trees did not contain bird or raptor nests during the January, 2014 surveys. The study area currently serves as pasture land and exhibits a high degree of overgrazing with some areas being un-vegetated. Debris piles are scattered throughout the Site. The report determined that the proposed Project Site is not located within designated critical habitat for threatened and endangered species. The Project also will not result in impacts to federal or state listed or special status (protected) plant or wildlife species according to the report. Special-status species were considered for the biological evaluation based on field survey results, a review of the California Natural Diversity Database (CNDDDB), and CNPS literature. Based on the specific habitat characteristics of the subject property, no sensitive fish species will be impacted by this Project. Protected amphibian, bird, reptile, mammal, invertebrate, and plant species that have the potential to be impacted by the Project are summarized below.

Sensitive Plant Species

No sensitive plant species were observed on the Project Site during the survey conducted by Marcus H. Bole and Associates. The plant species of concern listed for the proposed Project Site include: Tiburon paintbrush (*Castilleja affinis* var. *neglecta*), showy India clover (*Trifolium amoenum*), Sonoma sunshine (*Blennosperma barei*), Suisun thistle (*Cirsium hydrophilum* var. *hydrophilum*), Contra Costa wallflower (*Erysimum capitatum* var. *angustatum*), Santa Cruz tarplant (*Holocarpha macradenia*), few-flowered navarretia (*Navarretia leucocephala* ssp. *pauciflora*), Sebastopol meadowfoam (*Limnanthes vinculans*), Contra Costa goldfields (*Lasthenia conjugens*), Colusa grass (*Neostapfia colusana*), Antioch Dunes evening-primrose (*Oenothera deltoids* ssp. *Howellii*), and Keck’s checkerbloom (*Sidalcea keckii*). The 1.66-acre Project Site is vacant and has been previously disturbed. The Project Site lacks habitat and/or microhabitat components required by these sensitive plants, as the Site contains a small stand of Eucalyptus trees and limited vegetation consisting of grasses and small shrubs. This lack of native habitat observed on the Site is reflected in both the low diversity of plant species observed on the Site, and the dominance of nonnative species present. It is highly unlikely that these sensitive plants would persist on such a disturbed parcel, and a careful search of the Site by Marcus H. Bole and Associates biologists did not locate any individuals of these species. No other sensitive plant species were observed on the Project Site. Impacts to sensitive plant species are less than significant.

Sensitive Wildlife Species

No sensitive wildlife species were observed on the Project Site during the survey conducted by Marcus H. Bole and Associates. The wildlife species of concern listed for the proposed Site include: California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), California clapper rail (*Rallus longirostris obsoletus*), giant garter snake (*Thamnophis gigas*), Alameda whipsnake (*Masticophis lateralis euryxanthus*), salt marsh harvest mouse (*Reithrodontomys raviventris*), San Joaquin kit fox (*Vulpes macrotis mutica*), vernal pool fairy shrimp (*Branchinecta lynchi*), Callippe silverspot butterfly (*Speyeria callippe callippe*), and California freshwater shrimp (*Syncaris pacifica*). The 1.66-acre Project Site does not provide foraging or nesting habitat for any of the above listed sensitive wildlife species. No other sensitive wildlife species were observed on the study area during the field survey. Impacts to sensitive wildlife species will be less than significant.

While the Project will not result in any impacts to sensitive species or their habitat, it should be noted that generally all birds (as listed) are protected under the Federal Migratory Bird Treaty of 1918 and/or California Fish and Game Code Sections 3503, 3503.5, and 3513. It should be further noted that because the Project will not impact sensitive species or wildlife, a *No Effect Determination* request will be filed with CDFW to waive collection of CEQA filing fees for the Project. If the request is denied, then CEQA filing fees will be required upon filing of the Notice of Determination (NOD). The filing fee helps defray the costs of managing and protecting California’s fish and wildlife resources, thus, payment of fees will help offset any incremental effects on wildlife, including nesting birds. Based on the lack of habitat on the property, the suburbanized and developed character of the Project vicinity, and activities that are incompatible with wildlife, less than significant impacts to candidate, sensitive, or special status species or their habitat will occur.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
Supporting Sources: 8.				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
<p>The Project Site is currently vacant and has been previously disturbed. According to the Biological Evaluation and Wetland Determination performed by Marcus H. Bole and Associates, no riparian habitat exists on-Site or in the Project vicinity. As such, no impact to riparian habitat or other sensitive natural habitat will occur.</p> <p>Supporting Sources: 8.</p>				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
<p>According to the Biological Evaluation and Wetland Determination performed by Marcus H. Bole and Associates, the Project Site does not contain any wetlands and the proposed Project will not disturb any off-Site wetlands (see Section 4.9 for discussion of Project drainage features). There is no vegetation or on-Site water features indicative of potential wetlands. No impact will occur.</p> <p>Supporting Sources: 8 and 9.</p>				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery Sites?				✓
<p>The Project Site is currently vacant and is surrounded to the north, east and west by vacant land. However, according to the Biological Evaluation and Wetland Determination performed by Marcus H. Bole and Associates, there are no substantial vegetated areas or waterbodies located on Site or in surrounding area that is currently used as a wildlife corridor. The Project Site does not provide for the movement of any native resident or migratory fish or wildlife. No impact will occur.</p> <p>Supporting Sources: 8 and 9.</p>				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
<p>The proposed Project Site is vacant and has been previously disturbed. The Project Site contains limited vegetation, including nonnative grasses and shrubs. The Project Site does contain a small stand of Eucalyptus trees; however, these trees were not identified as containing any bird or raptor nests. Therefore, the proposed Project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, there will be no impact.</p>				

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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Supporting Sources: 10.

f) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
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The Project Site is located within the planning area of the Solano Multi Species Habitat Conservation Plan, of which is still under development and the City of Vallejo will be a plan member city. However, the Project Site is located in what will be designated an urban zone. Urban zones will be dedicated for development purposes. As such, the Project will not conflict with the provision of the Solano Multi Species Habitat Conservation plan. No impact will occur.

Supporting Sources: 11 and 12.

5. CULTURAL RESOURCES. Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓
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This proposed Project Site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The Project Site is not listed with the State Office of Historic Preservation or the National Register of Historic Places. No known historically or culturally significant resources, structures, buildings, or objects are located on the Project Site. As such, the proposed Project would not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No impact will occur.

Supporting Sources: 13 and 14.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
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The proposed Project Site is vacant and is located in a commercial area that has been previously disturbed by agricultural uses. The proposed Project consists of the construction of a convenience store, gas station, car wash and quick serve restaurant. Given that the Project Site has been previously disturbed by tillage, any cultural resources that may have existed at one time likely have been previously unearthed or disturbed. Cultural resources of prehistoric (i.e. Native American) or historical origin have also likely been previously disturbed. The potential for uncovering significant resources at the Project Site during construction activities is considered remote given that no such resources have been discovered during prior activity and the fact that the Site has been disturbed in the past for agriculture. However, in the unlikely event that archaeological materials are uncovered, Mitigation Measures C-1 is incorporated to ensure that uncovered resources are evaluated, left in place if possible, or curated as recommended by a qualified anthropologist. Impacts to buried cultural resources will be less than significant with mitigation incorporated.

Mitigation Measure
 C-1: If potential archaeological or paleontological materials are discovered during grading or other earth moving activities, the contractor shall halt work within the vicinity of the discovery and retain a professional archaeologist to examine the materials to determine whether it is a unique archaeological resource as defined in Section 21083.2(g) of the State CEQA statues. If this determination is positive, the resource shall be left in place, if determined feasible by the Project archaeologist. Otherwise, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the discovery; however, no further work shall occur in the immediate location of the discovery until all information recovery has been completed and a report concerning the resource(s) is filed with the Planning Division.

Supporting Sources: 8.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Directly or indirectly destroy a unique paleontological resource or Site or unique geologic feature?		✓		
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The proposed Project Site is vacant and is located in a commercial area that has been previously disturbed by agricultural uses. The proposed Project consists of the construction of a convenience store, gas station, car wash and quick serve restaurant. Given that the Project Site has been previously disturbed by tillage, any cultural resources that may have existed at one time likely have been previously unearthed or disturbed. Cultural resources of paleontological origin have also likely been previously disturbed. The potential for uncovering significant resources at the Project Site during construction activities is considered remote given that no such resources have been discovered during prior activity and the fact that the Site has been disturbed in the past for agriculture. However, in the unlikely event that paleontological resources are uncovered, Mitigation Measures C-1 is incorporated to ensure that uncovered resources are evaluated, left in place if possible, or curated as recommended by a qualified anthropologist. Impacts to buried cultural resources will be less than significant with mitigation incorporated.

Supporting Sources: N/A.

d) Disturb any human remains, including those interred outside of formal cemeteries?		✓		
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Because the Project Site has been previously disturbed by agricultural uses, no human remains or cemeteries are anticipated to be disturbed by the proposed Project. Any buried human remains would have been uncovered, collected, and/or destroyed at that time of agricultural tillage of the Site. In the unlikely event that human remains are uncovered, Mitigation Measure C-2 is incorporated to determine whether the remains are of forensic interest. Impacts will be less than significant with mitigation incorporated.

Mitigation Measure

C-2: In the event that human remains are uncovered during the course of grading or earth moving activities, the contractor shall be required to halt work in the immediate area of the find and notify the County Coroner, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary.

Supporting Sources: N/A.

6. GEOLOGY AND SOILS. Would the Project

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
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Although the Project Site is located in the seismically active San Francisco Bay Area, the Site is not located within an Alquist-Priolo Earthquake Fault Zone. There will be no impact.

Supporting Sources: 15.

ii) Strong seismic ground shaking?			✓	
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The proposed Project will be subject to ground shaking impacts should a major earthquake occur in the future. Potential impacts

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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include injury or loss of life and property damage. The Project Site is subject to strong seismic ground shaking, as are virtually all properties in the San Francisco Bay Area. The proposed Project includes the construction of a 24-hour convenience store, gas station, car wash and quick serve restaurant. The proposed buildings will be subject to seismic design criteria of the California Building Code (CBC) as adopted in the Vallejo Municipal Code, as well as the conditions of approval adopted for the development. The 2013 California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations and Project-specific conditions of approval will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

Supporting Sources: N/A.

iii) Seismic-related ground failure, including liquefaction?			✓	
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Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

According to the Seismic Hazard Evaluation of the Cordelia Quadrangle, the Site is not located in a Zone of Required Investigation for liquefaction. The proposed Project will be subject to seismic design considerations of the California Building Code. Impacts due to seismically induced liquefaction will be less than significant.

Supporting Sources: 16.

iv) Landslides?			✓	
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According to the Seismic Hazard Evaluation of the Cordelia 7.5-Minute Quadrangle, the Project Site is not located in an area with potential for landslides. Impacts related to landslides will be less than significant.

Supporting Sources: 16.

b) Result in substantial soil erosion or the loss of topsoil?			✓	
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Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The topsoil on the Site has been disturbed in the past by agricultural uses and tillage. The Project has the potential to expose surficial soils to wind and water erosion during construction activities. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following Project construction, the Site would be covered completely by paving, structures, and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations. The Project will not expose surficial soils to wind and water erosion as nominal ground-disturbing activities are proposed. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

Supporting Sources: N/A.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-Site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>			✓	
<p>Impacts related to liquefaction and landslides are discussed above in Section 6(a). Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to the combination of gravity and earthquake shaking. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.</p> <p>Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within or near the subject Site, and the subsurface soil conditions that are not conducive to liquefaction, the potential for lateral spread occurring on the Project Site is considered to be negligible. The Project is required to be constructed in accordance with the California Building Code (CBC). The CBC includes a requirement that any City-approved recommendations contained in the soils report be made conditions of the building permit. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less than significant levels.</p> <p>Supporting Sources: 16.</p>				
<p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>			✓	
<p>Expansive soils are characterized by the ability to undergo significant volume change (shrink and swell) as a result of variation in soil moisture content. Soil moisture content can change due to many factors, including perched groundwater, landscape irrigation, rainfall, and utility leakage. According to the California Department of Conservation Web Soils Survey Custom Soil Resource Report for Solano County, the proposed Project Site is located on clear lake clay, with 0 to 2 percent slopes, and depth to the water table is between 0 and 48-inches. As such, the clay soils that make up the Project Site and the shallow water table indicate that the Project Site is considered to have a moderate to high expansion potential. The CBC requires special design considerations for foundations of structures built on expansive soils. The Project will comply with all CBC design considerations for foundations of structures built on expansive soils. Impacts related to expansive soils will be less than significant with adherence to CBC design considerations.</p> <p>Supporting Sources: 17.</p>				
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of the waste water?</p>				✓
<p>The Project proposes to connect to the existing municipal sewer system via a six-inch sanitary sewer that will connect to a new sewer mainline under Admiral Callaghan lane that will be constructed per City of Vallejo Standards. The Project will connect to the existing municipal sewer system and will not require use of septic tanks. No impact will occur.</p> <p>Supporting Sources: N/A.</p>				

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. Greenhouse Gas Emissions. Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
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Climate change is the distinct change in measures of climate for a long period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

GHG emissions for the Project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2. The BAAQMD has identified a variety of thresholds of significance for GHG emissions in the 2012 CEQA Guidelines. The Guidelines do not establish a threshold for construction-related emissions (considering they are short term in nature) but recommends that they be included for disclosure purposes. As such, based on the results of CalEEMod, construction of the Project will result in a total of 249 metric tons of carbon dioxide equivalent greenhouse gas emissions.

Operation GHG emissions can be compared to one of three thresholds, as follows:

1. Compliance with a qualified GHG reduction strategy, or
2. 1,100 metric tons carbon dioxide equivalent (MTCO₂E), or
3. 4.6 MTCO₂E per service population (SP) per year (YR).

The City of Vallejo adopted its Climate Action Plan in March 2012 and identified implementation programs applicable to *new development* that are required in order to meet the state’s long-term GHG reduction goals, as follows:

E-2 Require all new development to meet the minimum California Title 24 and California Green Building Standards Code requirements, as amended, and encourage new development, remodels, and improvements to exceed the minimum requirements.

E-3 Increase the community’s awareness and utilization of real-time energy consumption data available through Pacific Gas and Electric’s (PG&E’s) SmartMeter Program.

E-4 Increase tree planting and the use of cool roofs and cool pavement materials to reduce the urban heat island effect and corresponding energy consumption. Implement tree replacement policy for Projects where tree removal is necessary.

RE-1 Support the installation of small-scale renewable energy systems including solar photovoltaic, solar thermal, and wind, river current, and tidal energy conversion systems.

RE-2 Connect residents and businesses with renewable energy incentives and low-interest financing mechanisms.

TDM-2 Promote mixed-use, higher-density development near transit nodes.

TDM-4 Revise parking requirements for new commercial and multi-family residential Projects and implement the Downtown Parking Meter Installation Plan.

TDM-8 Plan for an improved jobs/housing balance in order to reduce the need for long-distance travel from residences

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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to places of work.

OT-1 Support the expanded use of efficient and alternative fuel vehicles.

OT-2 Facilitate a car-sharing network in Vallejo.

OT-3 Support anti-idling and traffic calming infrastructure and enforcement.

W-1 Promote and require water conservation through outreach and pricing.

W-2 Require water conservation in all new buildings and landscapes.

W-3 Support waste diversion through composting and recycling programs.

W-4 Require waste diversion and the use of recycled materials in new development

OR-1 Encourage the use of electric and higher-efficiency lawn and garden equipment.

OR-2 Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles.

The City will require implementation of these programs in the Project as feasible and applicable. The primary programs that are reasonable to incorporate in the Project are those related to energy efficiency and water conservation. No portion of the Project conflicts with the implementation of these programs; therefore, the Project is consistent with the CAP and thus meets the threshold of being consistent with a qualified GHG reduction plan. Impacts will be less than significant with implementation of existing standards.

Supporting Sources: 18, 19 and 45.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
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See Response 7 (a). Impacts will be less than significant.

Supporting Sources: 45.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
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The proposed Project could result in a significant hazard to the public if the Project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed Project Site is located within an area that has vacant land to the west, north and east and commercial uses to the south. The proposed Project does not propose any new housing and therefore would not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project does not propose or facilitate any activity involving significant use or disposal of hazardous substances as part of the commercial use. Furthermore, according to the US EPA and the CalEPA, the proposed Project is not located near any listed

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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facilities that emit toxic air contaminants, utilize toxic or radioactive materials, produce hazardous wastes, or discharge to surface water bodies.

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction Projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and cleanup, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to Project operation, widely used hazardous materials common at commercial uses include paints and other solvents, cleaners, and pesticides. Regular operation and cleaning of the convenience store, gas station, car wash and quick serve restaurant would not result in significant impacts involving use, storage, or disposal of hazardous wastes and substances. The gas station operation will result in the regular transportation of gasoline to the project site. These deliveries will occur on designated truck routes in compliance with the California Department of Motor Vehicle standards and other and state standards governing the transportation of gasoline and would not result in significant hazards to the public or surrounding environment. Use of common commercial hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

Supporting Sources: 21 and 22.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
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Construction of the convenience store, gas station, car wash and quick serve restaurant will require the use and transport of hazardous materials such as paints and other solvents. Development of the proposed Project will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean up spills and contamination from fuels, solvents, concrete wastes and other waste materials. The Project Site is currently vacant and the Project would not require demolition of any structures that could potentially contain asbestos or lead. There are no open leaking underground storage tank (LUST) cases on or near the proposed Project Site. There will be no impact related to the release of hazardous materials into the environment as a result of the proposed Project.

Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed convenience store, gas station, car wash and quick serve restaurant require ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials.

Operation and maintenance of the gasoline and diesel underground storage tanks is regulated by the California Water Resources Control Board Underground Storage Tank Program. Installation and maintenance of the proposed USTs will be subject to CCR Title 23, Chapter 16 (Underground Tank Regulations). With adherence to existing regulations, the proposed Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; impacts will be less than significant.

Supporting Sources: 22 and 23.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
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Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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There are no schools located within a quarter mile of the Project Site. As a commercial use, operation of the proposed Project will not generate substantial hazardous emissions. As mentioned in Section 8(a and b), the transportation, storage and handling of fuel related to the underground storage tanks will be subject to State and Federal regulations, including State Underground Storage Tank regulations. No impacts will result.

Supporting Sources: 23.

d) Be located on a Site which is included on a list of hazardous materials Sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
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The proposed Project is not located on a Site listed on the state *Cortese List*, a compilation of various Sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. No impact will occur.

Based upon review of the *Cortese List*, the Project Site is not:

- listed as a hazardous waste and substance Site by the Department of Toxic Substances Control (DTSC),
- listed as a leaking underground storage tank (LUST) Site by the State Water Resources Control Board (SWRCB),
- listed as a hazardous solid waste disposal Site by the SWRCB,
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB, or
- developed with a hazardous waste facility subject to corrective action by the DTSC.

Supporting Sources: 24, 25, 26, 27, 28 and 29.

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?				✓
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The Project is not located within two miles of a public airport or public use airport. No impact will occur.

Supporting Sources: N/A.

f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?				✓
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The Project Site is not located in the vicinity of a private airstrip. No impact will occur.

Supporting Sources: N/A.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
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The proposed Project would replace vacant land with a 24-hour convenience store, gas station, car wash and quick serve restaurant. Given the increase in commercial units on the Site, the proposed Project will increase the employment population in the area. Per state Fire and Building Codes, sufficient space will have to be provided around the building for emergency personnel and

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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equipment access and emergency evacuation. All Project elements, including landscaping, would be Sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The proposed Project is required to comply with the California Fire Code as adopted by the Vallejo Municipal Code. The Site plan includes one 48-foot wide driveway that enters the Project Site along Admiral Callaghan Lane just north of Auto Mall Parkway.

The Project driveway will allow emergency access and evacuation from the Site, and would be constructed to California Fire Code specifications. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the Project would be limited to lateral utility connections that would be limited to nominal potential traffic diversion. Traffic control will be provided for any lane closures. Project impacts will be less than significant.

Supporting Sources: N/A.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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The Project Site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). There are no wildland conditions in the urbanized area that the Project Site is located. No impact will occur.

Supporting Sources: 30.

9. HYDROLOGY AND WATER QUALITY. Would the Project:

a) Violate any water quality standards or waste discharge requirements?			✓	
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A Project normally will have an impact on surface water quality if discharges associated with the Project will create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the Project will discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB).

Construction Impacts

The proposed Project will include construction of a convenience store, gas station, car wash and quick serve restaurant, and operation as a commercial use. Pursuant to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, of which Vallejo is a co-permittee, each permittee shall implement a construction Site inspection and control program at all construction Sites, with follow-up and enforcement consistent with each permittee's respective Enforcement Response Plan (ERP), to prevent construction Site discharges of pollutants and impacts on beneficial uses of receiving water. Inspections shall confirm implementation of appropriate and effective erosion and other construction pollutant controls by construction Site operators/developers; and reporting shall demonstrate the effectiveness of this inspection and problem solution activity by the permittees.

Permittees shall develop and implement an ERP that will serve as a reference document for inspection staff to take consistent actions to achieve timely and effective compliance from all public and private construction Site owners/operators. The ERP shall include required enforcement actions- including timeframes for corrections of problems- for various field violation scenarios. All

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violations must be corrected in a timely manner with the goal of correcting them before the next rain event but no longer than 10 business days after the violations are discovered. If more than 10 business days are required for compliance, a rationale shall be recorded in the electronic database or equivalent tabular system.

Permittees shall require all construction Sites to have Site specific, and seasonally- and phase-appropriate, effective Best Management Practices (BMPs) in the following six categories: Erosion Control, Run-on and Run-off Control, Sediment Control, Active Treatment Systems (as necessary), Good Site Management, and Non Stormwater Management. These BMP categories are listed in State General NPDES Permit for Stormwater Discharges Associated with Construction Activities. Adherence to the ERP and Site specific BMPs will ensure construction-related water quality impacts are less than significant.

Operational Impacts

Proposed construction of the convenience store, gas station, car wash and quick serve restaurant will increase impervious areas by replacing the vacant property with buildings and associated paving and landscaping. Limited vegetation is present under existing conditions and landscaping is proposed as part of Project design in the form of landscaped planters containing trees, shrubs, ground covers, and vines. Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP) requires site developments and redevelopments to minimize the area of new roofs and paving. Where feasible, pervious surfaces should be used instead of paving so that runoff can infiltrate to the underlying soil. Remaining runoff from impervious areas must be captured and used or treated using bioretention. In some developments, the rates and durations of site runoff must also be controlled. In addition, project applicants must execute agreements to allow municipalities to verify that stormwater treatment and flow-control facilities are maintained properly. The project will comply with the C.3 provisions established by the City of Vallejo to minimize the area of pervious surfaces so that runoff can infiltrate to the underlying soil. Although the amount of impervious surfaces will be greater than existing conditions, all on-Site runoff will be directed to a bioretention basin located along the western and southern edges of the Site. A storm drain pipe is proposed to connect the bioretention basin to the existing catch basin located along Admiral Callaghan Lane and Auto Mall Parkway.

Pursuant to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, of which Vallejo is a co-permittee, permittees shall use their planning authorities to include appropriate source control, Site design, and stormwater treatment measures in new development and redevelopment Projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment Projects. This goal is to be accomplished primarily through the implementation of low impact development (LID) techniques.

For all new development and redevelopment Projects, the permittee shall include adequate Site design measures that may include minimizing land disturbance and impervious surfaces (especially parking lots); clustering of structures and pavement; directing roof runoff to vegetated areas; use of micro-detention, including distributed landscape-based detention; preservation of open space; and protection and/or restoration of riparian areas or wetlands as Project amenities.

For all new development and redevelopment Projects, the permittee shall include adequate source control measures to limit pollutant generation, discharge, and runoff. These source control measures should include:

- storm drain stenciling;
- landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices and programs;
- appropriate covers, drains, and storage precautions for outdoor material storage areas, loading docks, repair/maintenance bays, and fueling areas;
- covered trash, food waste, and compactor enclosures; and
- plumbing of discharges to the sanitary sewer including: discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor was racks for restaurants; dumpster drips from covered trash and food compactor enclosures; discharges from outdoor covered wash areas for vehicles, equipment, and accessories; swimming pool water; and fire sprinkler test water.

Finally, permittee shall integrate water quality and watershed protection with water supply, flood control, habitat protection,

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groundwater recharge, and other sustainable development principles and policies. With adherence to the San Francisco Bay Municipal Regional Stormwater NPDES Permit requirements and BMPs, impacts from the proposed Project will be less than significant.

Supporting Sources: 31.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
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If the Project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that well production in the area will be impacted, a potentially significant impact could occur. The Project Site is located in the Napa Sonoma Lowlands Basin (Basin). The proposed building footprint and associated asphalt and landscaping would increase impervious surface coverage on the Site, thereby reducing the total amount of infiltration on-Site. Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP) requires site developments and redevelopments to minimize the area of new roofs and paving. Where feasible, pervious surfaces should be used instead of paving so that runoff can infiltrate to the underlying soil. Remaining runoff from impervious areas must be captured and used or treated using bioretention. In some developments, the rates and durations of site runoff must also be controlled. In addition, project applicants must execute agreements to allow municipalities to verify that stormwater treatment and flow-control facilities are maintained properly. The project will comply with the C.3 provisions established by the City of Vallejo to minimize the area of pervious surfaces so that runoff can infiltrate to the underlying soil. Because this Site is not managed for groundwater supplies, this change in infiltration would not have a significant effect on groundwater table level, and the incorporation of pervious surfaces will encourage recharge as much as is feasible, the proposed Project will not have a significant effect on groundwater table level. Impacts will be less than significant.

Supporting Sources: 32.

c) Substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-Site?			✓	
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Potentially significant impacts to the existing drainage pattern of the Site or area could occur if development of the Project results in substantial on- or off-site erosion or siltation. At the completion of building construction and parking lot improvements, the Project will consist of impervious surfaces and landscaped areas, and will therefore not be prone to substantial erosion. The Project will collect and convey off-Site run-off from upstream areas and convey these flows to a bioretention basin located on the western and southern edges of the Site. A storm drain pipe is proposed to connect the bioretention basin to the existing catch basin located along Auto Mall Parkway and Admiral Callaghan Lane. A Site drainage plan is required by the City of Vallejo and would be reviewed by the City Engineer. The final grading and drainage plan would be approved by the City Engineer during plan check review. Erosion and siltation reduction measures would be implemented during construction. At the completion of construction, the Project would consist of impervious surfaces, landscaped planters, and a bioretention basin and would therefore not be prone to substantial erosion. No streams cross the Project Site; thus, the Project would not alter any stream course. Impacts will be less than significant.

Supporting Sources: N/A.

d) Substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface			✓	
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Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
runoff in a manner which would result in flooding on- or off-Site?				
<p>No streams traverse the Project Site; thus, the Project will not result in the alteration of any stream course. During construction, the Project applicant would be required to comply with City drainage and runoff guidelines as well as Project-specific conditions of approval.</p> <p>With regard to Project operation, construction of the proposed Project would increase the net area of impermeable surfaces on the Site because the Site is currently vacant. Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP) requires site developments and redevelopments to minimize the area of new roofs and paving. Where feasible, pervious surfaces should be used instead of paving so that runoff can infiltrate to the underlying soil. Remaining runoff from impervious areas must be captured and used or treated using bioretention. In some developments, the rates and durations of site runoff must also be controlled. In addition, project applicants must execute agreements to allow municipalities to verify that stormwater treatment and flow-control facilities are maintained properly. The project will comply with the C.3 provisions established by the City of Vallejo to minimize the area of pervious surfaces so that runoff can infiltrate to the underlying soil. Consequently, on-Site drainage will be directed to a bioretention basin located on the western and southern edges of the Site. A storm drain pipe is proposed to connect the bioretention basin to the existing catch basin located along Auto Mall Parkway and Admiral Callaghan Lane. Permits to connect to the existing storm drainage system will be obtained prior to construction. Therefore, the increase in discharges will not impact local storm drain capacity. The Project is not an industrial use and therefore will not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. Impacts will be less than significant.</p> <p>Supporting Sources: N/A.</p>				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
<p>See Response to 9(d) above.</p> <p>Supporting Sources: N/A.</p>				
f) Otherwise substantially degrade water quality?				✓
<p>The Project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section 9 herein. No impacts will occur.</p> <p>Supporting Sources: N/A.</p>				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
<p>The proposed Project includes construction of a convenience store, gas station, car wash and quick serve restaurant. No housing is proposed as part of the Project. No impact will occur.</p> <p>Supporting Sources: N/A.</p>				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓

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The proposed Project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The Project Site is identified as Zone X, defined by FEMA as areas within the 0.2 percent annual chance floodplain. The Site is within an area of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile. No impact will occur.

Supporting Sources: 33.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
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According to the California Department of Water Resources Division of Safety of Dams, there is potential for flooding at the Project Site due to dam failure at Chabot Lake Dam. The Chabot Lake Dam is owned and operated by the City of Vallejo. The flood hazards associated with dam failure will affect most areas west and south of the dam including the City of Vallejo. The Chabot Lake Dam is located in the north central part of the City of Vallejo. The Project Site is approximately one mile east of the Chabot Lake Dam, and generally is not located within the expected inundation area for the Chabot Lake Dam.

However, because dam failure can have severe consequences, FEMA requires that all dam owners develop Emergency Action Plans (EAP) for warning, evacuation, and post-flood actions. The County of Solano's emergency response plans, as administered by the Solano County Office of Emergency Services, along with mutual aid from local jurisdictions, will implement their evacuation plans should such a dam inundation threaten the area. In addition, the National Dam Safety Act of 2006 authorized a program to reduce the risks to life and property from dam failure by establishing a safety and maintenance program. The program requires regular inspection of dams to reduce the risks associated with dam failures. Impacts due to risk of loss, injury or death involving flooding, due to dam inundation will be less than significant with implementation of existing City, County, and national emergency preparedness and evacuation procedures.

Supporting Sources: 34.

j) Inundation by seiche, tsunami, or mudflow?			✓	
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The Site is not located in an area that will be affected by seiche, tsunami, or mudflow. However, there is a 175-foot diameter steel water storage reservoir located approximately 1,200-feet to the north and upslope from the Site. In the remote event of reservoir failure, the steel water reservoir is designed to deform and give in small amounts at the welded seams if affected by an earthquake or other natural disaster. Should a leak occur, it would be a similar volume as a fire hydrant flow. Given the reservoir design, which gives in small amounts at seams rather than rupturing, impacts from reservoir failure would be less than significant.

Supporting Sources: N/A.

10. LAND USE AND PLANNING. Would the Project:

a) Physically divide an established community?				✓
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The proposed Project is surrounded by vacant uses to the west, north and east, and commercial uses to the south on the opposite side of Auto Mall Parkway. The Project vicinity is dominated by commercial uses and vacant land designated for development. The proposed Project includes construction of a convenience store, gas station, car wash and quick serve restaurant. The proposed Project is consistent and compatible with the surrounding land uses and will not divide an established community. The Project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact will occur.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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Supporting Sources: N/A.

b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
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The Project Site is designated as *Highway Commercial* in the City’s General Plan and zoned *Freeway Shopping and Service (C-1)*. The proposed Project is a commercial use, which is a permitted use. The Project is consistent with both the existing land use designation and zoning overlay. The General Plan Initial Study/Negative Declaration identifies a number of General Plan policies that will help mitigate potential impacts related to development within the city. Policies from the Land Use Element, Conservation Element, Air Quality Element, Safety Element, Noise, Element, Housing Element, Open Space Element, and Transportation Element are referenced in each topic of the General plan Initial Study in context of mitigating potential long-term environmental effects.

The proposed Project includes a proposal to amend Ordinance 16.82.060(R)(16), which currently prohibits new establishments from the sale of off-Site alcohol within 1,000-feet from existing on-Site and off-Site alcohol sales outlets located on commercially zoned land. Since the proposed Project is located less than 1,000-feet from a CVS pharmacy and convenience store that sells alcohol, sales of alcohol for the proposed AM/PM Minimart would not be permitted under Ordinance 16.82.060(R)(16). If the City of Vallejo Planning Commission and City Council deny the proposed amendment, sale of alcohol would not be permitted at the AM/PM. If the amendment to the Ordinance is approved, the Commission and City Council would have the authority to approve the alcohol license for the AM/PM. As such, the Project includes the requisite code amendments to ensure consistency with its General Plan. The project would not result in impacts related to conflicts with the mitigating policies of the General Plan.

Supporting Sources: N/A.

c) Conflict with any applicable habitat conservation plan or natural communities’ conservation plan?				✓
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As discussed in Section 4(f) above, the Project Site and surrounding areas are within the plan area of the Solano Multi Species Habitat Conservation Plan. However, this plan is still in the development phase and has not been formally adopted by the county and/or plan member cities. Moreover, under the plan as it stands at this stage of development, the proposed Project Site will be located within an area designated as an urban zone which is dedicated for development purposes. As such, the proposed Project will not conflict with any applicable habitat conservation plan or natural communities conservation plan.

Supporting Sources: N/A.

11. MINERAL RESOURCES. Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
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The City of Vallejo General Plan identifies construction aggregate-sand, gravel and crushed rock as mineral commodity located within the boundaries of the City. All areas of importance that contain this commodity within the North San Francisco Bay region have been identified, and one of these is within Vallejo's Sphere of Influence. A deposit of greenstone and graywacke of the Franciscan Complex form, which has been classified as having value for crushed stone, has been identified at Sulphur Springs Mountain. A portion of this deposit lies on the eastern side of the City's Sphere of Influence, and is more commonly known as the Lake Herman Quarry or Syar Industries Quarry.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the General Plan, this resource has been designated for three reasons. First, it is a significant source of construction aggregate. It is estimated by the state that within the 635 acres of the designated sector, there are 413 million tons of aggregate. This amount makes the deposit one of the largest in the North San Francisco Bay region. Second, with its proximity to Interstate 80, I-680, I-780, and State Routes 29 and 37, the deposit is readily available to the construction market, a market that is rapidly expanding in the region. Finally, while much of the area is undeveloped with urban areas, the deposit is under pressure from other land uses competing for space in this area. For these reasons, it has been determined that this deposit should be preserved and protected as a significant mineral resource.

The Project vicinity is dominated by commercial uses and vacant land. The Project Site is vacant land that has been designated by the city for development; therefore, the proposed Project will not result in any loss of sources of construction aggregate. There are no known mining operations within the immediate vicinity of the Project Site and zoning and surrounding land uses will preclude mining from occurring. No impact will occur.

Supporting Sources: 35.

b) Result in the loss of availability of a locally-important mineral resource recovery Site delineated on a local general plan, specific plan or other land use plan?				✓
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See Response to 11(a) above.

Supporting Sources: 35.

12. NOISE. Would the Project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
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Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

LEQ (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

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CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and LDN are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. LEQ is better utilized for describing specific and consistent sources because of the shorter reference period.

Existing Noise Environment

The proposed Project is located in a suburbanized area and is surrounded by vacant land to the west, north and east and commercial uses to the south on the opposite side of Auto Mall Parkway. The project site is also located approximately 0.33 miles east of Interstate 80. Existing noise conditions are representative of this environment. Traffic noise from I-80 and Auto Mall Parkway are the greatest contributors to ambient noise levels near the Project Site, with traffic from Admiral Callaghan Lane contributing a lesser amount of ambient noise to the environment. There are no discernible, substantial stationary noise sources within the area, as surrounding development consists of commercial uses and vacant land.

Vehicular noise is the predominate source of noise in the City. According to the General Plan Noise Element, commercial uses exposed to noise levels of 70 L_{DN} or less is considered *normally acceptable*. The General Plan Noise Element indicates that future noise contours from Auto Mall Parkway (previously Columbus Parkway) in the vicinity of the Project will reach 73 L_{DN} at 75 feet from the roadway centerline. This distance does not reach the Project Site and therefore the Project will not be exposed to noise in excess of General Plan standards. Impacts will be less than significant.

Supporting Sources: 5, 36 and 37.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
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Vibration is the movement of mass over time. It is described in terms of frequency and amplitude, and unlike sound there is no standard way of measuring and reporting amplitude. Groundborne vibration can be described in terms of displacement, velocity, or acceleration. Each of these measures can be further described in terms of frequency and amplitude. Displacement is the easiest descriptor to understand; it is simply the distance that a vibrating point moves from its static position. The velocity describes the instantaneous speed of the movement and acceleration is the instantaneous rate of change of the speed.

Although displacement is fundamentally easier to understand than velocity or acceleration, it is rarely used for describing groundborne vibration, for the following reasons: 1) human response to groundborne vibration correlates more accurately with velocity or acceleration; 2) the effect on buildings and sensitive equipment is more accurately described using velocity or acceleration; and, 3) most transducers used in the measurement of groundborne vibration actually measure either velocity or acceleration. For this study velocity is the fundamental measure used to evaluate the effects of groundborne vibration.

Common sources of vibration within communities include construction activities and railroads. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Vibration with high enough amplitudes can also damage structures (such as crack plaster or destroy windows). Structural damage is generally only of concern where large construction equipment is necessary to complete a development Project (e.g. large bulldozers, vibratory pile drivers), where blasting is required, or where very old buildings are involved (e.g. ancient ruins). Groundborne vibration generated by construction Projects is generally highest during pile driving or rock blasting. Next to pile driving, grading activity has some potential for structural vibration impacts if large bulldozers, large trucks, or other heavy

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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equipment are used where very old structures are present. Construction of the Project does not require rock blasting or pile driving. Site clearing and grading activities will require heavy construction equipment.

Operation of the proposed Project does not include uses that cause vibration. Furthermore, the Project does not require pile driving or blasting to complete, there are no ancient structures in the Project vicinity, and no research medical facilities in the vicinity that could be using sensitive medical or scientific equipment. Potential impacts related to temporary construction activities are discussed below.

The most vibration-causing piece of equipment that will likely be used on site as part of the proposed Project is a vibratory roller. This machine can cause vibration levels of up to 0.026 PPV at 100 feet. The closest sensitive receptors are single-family homes located 1,000 feet to the southeast of the Project Site. Construction groundborne vibration would not be perceptible or strong enough to result in structural damage of these single-family homes. Considering that there are no single-family residential dwelling units located close enough to the Project Site to experience perceptible levels of groundborne vibration, impacts associated with the Project will be less than significant.

Supporting Sources: 38.

c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?			✓	
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Operationally the Project is not a point source of noise because there are no sources of substantial noise generation associated with the proposed Project and there are no sensitive noise receptors in the Project vicinity. The proposed Project would generate 118 AM peak hour and 120 PM peak hour net new two-way trips (inbound + outbound combined traffic). In order for a perceptible (3 dBA) increase in traffic noise to be generated by the Project, the Project will have to double traffic volumes on local roadways. Based on the traffic impact report conducted by Crane Transportation Group, the Project will not increase local traffic to the degree that noise increases will be perceptible to the surrounding community. Impacts will be less than significant.

Supporting Sources: 39.

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?			✓	
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Temporary Construction Noise

The Project will result in temporary construction-related noise increases to on-Site ground disturbing and construction activities. Construction noise levels vary, depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources and the receiver. As a condition of approval, Project construction hours shall be limited to Monday through Saturday, 8:00 am to 6:00 pm no construction shall occur on Sunday or legal holidays. No sensitive receptors are located in close proximity to the Project Site. The nearest sensitive receptors are single-family homes located approximately 1,000-feet to the southeast of the Site. With adherence to conditions of approval for construction hours, temporary construction activities will have a less than significant temporary increase in ambient noise levels in the Project vicinity.

Operational Noise

Operationally, the Project will result in noise sources typical of gasoline and service stations including, vehicles and truck idling and fueling, car washing, and drying. According to the Vallejo Municipal Code Section 16.72.030 (Noise Performance Standards), Freeway Shopping and Service land uses shall not generate sound exceeding 75 decibels. Periodic noises that may be generated by the proposed development include landscaping maintenance, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. These activities would not generate noise in excess of 75 decibels and would not represent a substantial increase in periodic noise in the Project vicinity. Periodic operational noise increase will be less than significant.

Supporting Sources: N/A.

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f) For a Project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the Project expose people resident or working in the Project area to excessive noise levels?				✓
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The Project Site is not located within two miles of a public airport or public use airport. No impact will result.

Supporting Sources: N/A.

g) For a Project within the vicinity of a private airstrip, would the Project expose people resident or working in the Project area to excessive noise levels?				✓
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The Project Site is not located within the vicinity of a private airstrip. No impact will result.

Supporting Sources: N/A.

13. POPULATION AND HOUSING. Would the Project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
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Together, the proposed 24-hour convenience store, gas station, car wash and quick serve restaurant will require approximately thirty part-time and full-time employees which will result in direct employment growth. According to the City of Vallejo, population in the City increased from 116,760 in 2000 to 117,798 in 2010. That number was expected to increase by 1.2% to 119,212 by the year 2015. That number is further expected to increase by 1%-2% over the next five years. An increase of thirty employees generated by the proposed Project is within the growth assumptions estimated by the City of Vallejo and thus will not be substantially growth inducing. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts will be less than significant.

Supporting Sources: N/A.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
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The proposed Project Site is vacant. The nearest residential uses are approximately 1,000-feet away to the southeast of the Site. No housing will be displaced as a result of the Project. No impact will result.

Supporting Sources: N/A.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
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The proposed Project Site is vacant. The nearest residential uses are approximately 1,000-feet away to the southeast of the Site. No

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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persons will be displaced as a result of the Project. No impact will result.

Supporting Sources: N/A.

14. PUBLIC SERVICES. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

✓

The Vallejo Fire Department provides fire protection and emergency medical response services in the City of Vallejo. Vallejo Fire Station No. 27 is located less than a quarter mile away directly east of the proposed Project Site at 1585 Ascot Court. This location is directly adjacent to the Project Site and Auto Mall Parkway. The Project would not have a significant impact on fire response times given its close proximity to Vallejo Fire Station No. 27. Use of fire protection for the Site is expected to be similar to other commercial activities in the area. No new or expanded fire protection facilities would be required as a result of this Project. Impacts related to expansion of fire protection services will be less than significant.

Supporting Sources: N/A.

b) Police protection?

✓

The City of Vallejo Police Department is located at 111 Amador Street, California approximately 3.10-miles to the south of the Project Site. The Vallejo Police Department provides crime prevention to the City of Vallejo. According to the City of Vallejo, population in the City increased from 116,760 in 2000 to 117,798 in 2010. That number was expected to increase by 1.2% to 119,212 by the year 2015. That number is further expected to increase by 1%-2% over the next five years. An increase of thirty employees generated by the proposed Project is within the growth assumptions estimated by the City of Vallejo. As such, the proposed convenience store, gas station, car wash and quick serve restaurant will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. Use of police protection for the Site is expected to be similar to other commercial activities in the area. No new or expanded police facilities would need to be constructed as a result of this Project. Impacts related to expansion of police protection services will be less than significant.

Supporting Sources: N/A.

c) Schools?

✓

The proposed convenience store, gas station, car wash and quick serve restaurant is located within the Vallejo City Unified School District. The proposed Project is subject to development fees for school facilities pursuant to Senate Bill 50 (SB 50). With the payment of these development fees, less than significant impacts will occur to Vallejo City Unified School District facilities.

Supporting Sources: N/A.

d) Parks?

✓

Demand for park and recreational facilities are generally the direct result of residential development. The proposed development includes a convenience store, gas station, car wash and quick serve restaurant. The proposed Project does not include residential development and will not generate any additional demand for park facilities. No impact will occur.

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Supporting Sources: N/A.

e) Other public facilities?			✓	
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The proposed Project, a convenience store, gas station car wash and quick serve restaurant, will result in an employment growth of approximately thirty employees. This growth in employment represents a negligible and insignificant increase to the area and will not require expansion of any other public services such as libraries or hospitals. The proposed convenience store, gas station, car wash and quick serve development would not significantly increase the demand of such services. A less than significant impact will occur.

Supporting Sources: N/A.

15. RECREATION.

a) Would the Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
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The proposed Project consists of a convenience store, gas station, car wash and quick serve restaurant. Demand for park and recreational facilities are generally the direct result of residential development. The Project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed Project does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Project will not generate any new residential units and the impacts to the existing recreational facilities by employees of the Project will be less than significant.

Supporting Sources: N/A.

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment			✓	
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See Response to 15(a) above.

Supporting Sources: N/A.

16. TRANSPORTATION/TRAFFIC. Would the Project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
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A Traffic Impact Report by Crane Transportation Group (See Appendix C, Traffic Impact Report Arco AM/PM Market and Burger King Project, dated April 17, 2014) was prepared to determine the circulation impacts resulting from construction of the Arco service station and car wash, AM/PM convenience market, and Burger King quick serve restaurant. The analysis for the report was conducted for both year 2014 and 2030 horizons. The study was based on correspondence and discussions with the City of Vallejo

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Planning and Public Works Departments, and was consistent with criteria provided by the City for preparation of traffic reports. The traffic analysis evaluated Six intersections in the vicinity of the Project Site:

1. Auto Mall Parkway/Admiral Callaghan Lane
2. Auto Mall Parkway/North Ascot Parkway/Ascot Court
3. Plaza Drive/Admiral Callaghan Lane
4. Plaza Drive/Turner Parkway
5. Auto Club Way/Admiral Callaghan Lane
6. Redwood Parkway/Auto Mall Parkway

In addition, for with-Project conditions, the Project driveway intersection was analyzed:

7. Arco AM/PM Project Driveway/Admiral Callaghan Lane

The traffic impact report analyzed weekday AM and PM hour impacts at the six existing major intersections near the Site. The report evaluated Existing (Year 2013) Conditions, Year 2014 Near Term Conditions, Year 2014 Near Term plus Project Conditions, Year 2030 Long Term Conditions, and Year 2030 Long Term plus Project Conditions. The traffic impact report's findings are summarized below:

1. None of the six major signalized intersections evaluated in the study currently experiences unacceptable operation (level of service and vehicle queuing) during weekday AM or PM peak traffic conditions.
2. For 2014 "without Project" conditions, none of the six analysis intersections would experience unacceptable level of service during either the AM or PM peak hours. In addition, 95th percentile vehicle queuing would be at acceptable levels during both the AM and PM peak hours.
3. For 2030 "without Project" conditions, none of the six analysis intersections would experience unacceptable level of service during either the AM or PM peak hours. In addition, 95th percentile vehicle queuing would be at acceptable levels during both the AM and PM peak hours.
4. The Project would generate 118 Am peak hour and 120 PM peak hour net new two-way trips (inbound + outbound combined traffic).
5. For 2014 "with Project" conditions, the addition of Project development traffic would not result in any significant AM or PM peak hour level of service impacts at any of the six analysis intersections, or Project driveway intersection with Admiral Callaghan Lane. Year 2014 "with Project" traffic volumes at analyzed intersections do not result in 95th percentile queues exceeding the capacity of available turn lanes on intersection approaches.
6. For 2030 "with Project" conditions, the addition of Project development traffic would not result in any significant AM or PM peak hour level of service impacts at any of the six analysis intersections, or Project driveway intersection with Admiral Callaghan Lane. Year 2030 "with Project" traffic volumes at analyzed intersections do not result in 95th percentile queues exceeding the capacity of available turn lanes on intersection approaches.
7. The Site plan appears adequate to accommodate the uses proposed, with adequate sight line driveways, pedestrian crosswalks between the convenience store and the quick serve restaurant, adequate space for large truck turning movements, and sufficient queuing space for the anticipated volume of traffic. The Project would provide curbs, gutters and sidewalks along its Auto Mall Parkway and Admiral Callaghan Lane frontages
8. The Project proposes to construct on-Site sidewalks, bicycle parking, and other amenities in compliance with the City's adopted policies, plans and programs; thus, the proposed Project's impact on transit, pedestrian or bicycle facilities was determined to be less than significant.

According to the traffic impact report prepared for the proposed Project, the Project will not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). Less than significant impacts will occur

Supporting Sources: 39.

b) Exceed, either individually or cumulatively, a level of service			✓	
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Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
standard established by the county congestion management agency for designated roads or highways?				
<p>Interstate 80 that bounds the western boundary of the Project Site is a Solano County Congestion Management Program (CMP) roadway. The Project does not generate substantial peak hour traffic (see Section 16.A) and therefore could not cause any CMP intersection or roadway to exceed applicable LOS standards. Impacts will be less than significant.</p> <p>Supporting Sources: 39 and 41.</p>				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				✓
<p>The Project will not result in substantially increased air travel or result in the construction of a structure that will cause changes in approach or departure patterns for any airport. No impact will result.</p> <p>Supporting Sources: N/A.</p>				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
<p>Currently, Admiral Callaghan Lane ends at Auto Mall Parkway. Access to the Site will be provided via construction of a northern spur of Admiral Callaghan Lane, which will extend north of Auto Mall Parkway by 224 feet. In this extended location, Admiral Callaghan Lane has a dedication of a 64-foot right-of-way that would accommodate a 48-foot wide divided, paved roadway with a raised center median adjacent to the Project Site. The northern spur extension will also serve as access for future development of low to medium density residential development to the north of the project site. The proposed northern spur extension would provide direct access to Auto Mall Parkway, which acts as the main arterial in the vicinity and provides direct access to I-80. Adequate queuing space will be provided for on-site uses including the car wash, filling stations and drive thru window at the QSR. Therefore, the Project will be able to accommodate the majority of peak hour vehicles and no vehicles will backup onto local streets or surrounding. Impacts will be less than significant.</p> <p>Supporting Sources: 39</p>				
e) Result in inadequate emergency access?				✓
<p>The Project will not impede emergency access to the Project Site or to any other Sites. Access to the Site will be provided via two ingress/egress points of entry on the proposed northern spur of Admiral Callaghan Lane. No impact will result.</p> <p>Supporting Sources: N/A.</p>				
f) Result in inadequate parking capacity?			✓	
<p>According to Section 16.62.100 of the VMC, the current requirement for eating and drinking establishments with 2,500 square feet or more of gross floor area is one space for each 50 square feet of sitting area (including outdoor dining areas), and the number of</p>				

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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parking spaces for general retail use is one space per 250 square feet of gross floor area. For gasoline sales, VMC Section 16.62.100 requires the number of spaces to be determined by the development services director. The Project will comply with the determination made by the development services director for parking for the minimart. The Burger King restaurant is 2,714 gross square feet and has 687 square feet of sitting area- which would require 14 parking spaces.

The Project Site is currently vacant and the proposed Project will not result in the removal of any existing parking. The proposed Project will include 51 shared spaces of standardized parking (9’x19’) and four disabled parking spaces (9’x18’), totaling 55 parking spaces. Two of the disabled parking spaces will be for the minimart and two will be for the quick serve restaurant. With a total of 55 parking spaces, the Project will include sufficient parking capacity. Impacts will be less than significant.

Supporting Sources: 40.

h) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
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Transit: Transit users will reach the Site via SolTrans Route 2. Access to the transit stop is provided through a network of paved sidewalks throughout the area. Based on the 2010 U.S. Census, 5.1% Vallejo residents use transit to travel to work, which represents the highest level of usage during the day. The Project will result in a minimal effect on transit capacity due to dispersion of the Project-generated riders. Thus, the impact is determined to be less than significant.

Pedestrians: The area contains a complete network of paved sidewalks along Auto Mall Parkway and in the vicinity of the Project. Patrons and employees have the ability to conveniently walk from nearby destinations or access transit services. The Project also includes construction of pedestrian walkways on-Site and sidewalks connecting to the existing sidewalks.

Cyclists: The Solano Bikeway passes the proposed entrance to the project site running parallel to Auto Mall Parkway. The proposed project would modify the Bikeway where it crosses the northern spur of Admiral Callaghan Lane to ensure safe circulation.

The Project will provide bicycle racks at both the minimart and quick serve restaurant thereby providing a “pit-stop” convenience in attracting bicyclists utilizing the Solano Bikeway for means of accessibility for fitness and leisure. The Project will construct all necessary on-Site walkways, bicycle parking areas and other amenities in compliance with adopted policies, plans and programs. The Project includes no component that will result in the removal, relocation, or otherwise change alternative transportation facilities. Impacts to transit, pedestrian and bicycle facilities are therefore determined to be less than significant.

Supporting Sources: N/A.

17. UTILITIES AND SERVICE SYSTEMS. Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
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The proposed Project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities would be required. Exceeding the RWQCB treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates.

New development in the City is required to install wastewater infrastructure concurrent with Project development. Wastewater service within the City of Vallejo is provided by Vallejo Sanitation and Flood Control District (VSFCD). Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the VSFCD; smaller underground storm drains are operated and maintained by the City of Vallejo Public Works Department. VSFCD provides wastewater treatment to the City of Vallejo. Wastewater from most of Vallejo is collected at the Ryder Street treatment on its way to San Francisco Bay.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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All wastewater generated by the interior plumbing system of the proposed Project would be discharged into the local sewer main and conveyed for treatment at the Ryder Street treatment plant. Wastewater flows will consist of typical commercial wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the facility. The Ryder Street treatment plant has a capacity of treating 60 million gallons/day (mgd). Wastewater flows associated with the proposed Project would consist of the same kinds of substances typically generated by commercial uses and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this Project's wastewater. Estimated wastewater generated by the proposed convenience store, gas station, car wash, and quick serve restaurant development is approximately 6,800 gallons per day (gpd). This volume is within the Ryder Street treatment plant's total treatment capacity. This Project would thus have a less than significant impact on the ability of the Ryder Street treatment plant to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the San Francisco Bay Regional Water Quality Control Board (SFBWQCB). Therefore, the Project would have a less than significant impact related to wastewater treatment requirements of the SFBWQCB.

Supporting Sources: 39 and 42.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
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The City of Vallejo provides water service to residents and businesses. The Vallejo Water Department provides water service to 121,000 people through more than 38,000 service connections. The City of Vallejo gets 62% of its water from the Delta and 38% from other surface waters. According to the Delta Region Drinking Water Quality Management Plan, the City of Vallejo had a population of 165,000 in 2005 and is Projected to have a population of 200,000 by the year 2030. Demand for water in the City of Vallejo was 37,800 acre-feet per year (AFY) in 2005 and is estimated to be the same in the year 2030. Water service will be provided to the Project by the City of Vallejo following completion of the required water system improvements and payment of applicable fees. Performance and payment bonds shall be provided to the City prior to construction of water system improvements. Fees include those specified in the VMC, including connection and elevated storage fees, etc. and fees for tapping, tie-ins, inspections, disinfection, construction water, and other services provided by the City with respect to water system improvements. All water system improvements shall be consistent with the Vallejo Water System Master Plan. The proposed Project has an estimated water demand of 7.62 AFY. There are adequate forecast water supplies in the region for General Plan buildout, and no additional water supplies would be needed. Less than significant impacts will occur.

Regarding wastewater facilities, as discussed in the preceding response, wastewater generated at the Project Site is treated at the Ryder Street Treatment Plant. The proposed Project is estimated to have a wastewater generation of approximately 6,800 gpd. This generation is well within the existing remaining treatment capacity of the Ryder Street Treatment Plant. Less than significant impacts will occur.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-Site improvements. No additional improvements are needed to either sewer lines or treatment facilities to serve the proposed Project. Standard connection fees will address any incremental impacts of the proposed Project. Therefore, the Project will result in less than significant impacts as a result of new or expanded wastewater treatment facilities.

Supporting Sources: 43 and 44.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
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The Project Site is currently bare ground with light vegetation and is unimproved except for a bike path and curb and gutter along

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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the street frontage. There are no existing impervious surfaces on Site. Existing soil is clay which drains poorly and has a very high runoff potential. The proposed Project would create 73,074 of new impervious surface area. The proposed Project will include post-construction stormwater BMPs such as bioretention basins and landscaping designed to minimize runoff. Storm water from the Project Site will be directed to new sewer mains under the proposed northern spur of Admiral Callaghan Lane. No new storm drain facilities will be required to be constructed to serve the Project. There will be no impact.

Supporting Sources: 46.

d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
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The City of Vallejo Water Division will supply water to the Project via a 10-inch water main along the proposed northern spur of Admiral Callaghan Lane. The Vallejo Water Superintendent has indicated that there is a sufficient water supply for the Project. Standard conditions of approval provided by the Vallejo Water Department will ensure that the impact will be less than significant.

Supporting Sources: N/A.

e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?			✓	
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The addition of 8 employee peak hour employees is not expected to significantly increase the wastewater generated by this Project. The impact will be less than significant.

Supporting Sources: N/A.

f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?			✓	
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Significant impacts could occur if the proposed Project will exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Solid waste from Vallejo is collected by Recology Vallejo. Recology Vallejo provides residential and commercial garbage, recycling and yard waste collection for Vallejo residents.

This Project's additional solid waste stream would have a less than significant impact on regional landfill capacity. During 2013, the City of Vallejo utilized three landfills: Keller Canyon Landfill, Potrero Hills Landfill, and Recology Hay Road Landfill. Keller Canyon Landfill has a maximum daily capacity of 3,500 tons per day and a maximum capacity of 75,018,280 cubic yards. The remaining capacity is 63,408,410 cubic yards and it is scheduled to cease operation in December 2030. Potrero Hills Landfill has a maximum daily capacity of 4,330 tons per day and a maximum capacity of 83,100,000 tons. The remaining capacity is 13,872,000 tons and it is scheduled to cease operation in February 2048. Recology Hay Road Landfill has a maximum daily capacity of 2,400 tons per day and a maximum capacity of 37,000,000 cubic yards. The remaining capacity is 30,433,000 cubic yards and it is scheduled to cease operation in January 2077.

Different uses have varying levels of estimated solid waste production. Using the default calculations in the CalEEMod model, the proposed Project will generate 39.84 tons of solid waste per year. There is adequate landfill capacity in the region to accommodate Project-generated waste. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed Project, Project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Therefore, it is not expected that the proposed Project will impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts will be less than significant.

Evaluation of Environmental Impacts Issues and Supporting Information Sources	Potentially Significant Impacts	Less than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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Supporting Sources: 47, 48, 49 and 50.

g) Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
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The proposed Project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard Project condition of approval. Therefore, no impact will occur.

Sources: N/A.

18. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a threatened, rare or endangered species or eliminate important examples of the major periods of California history or prehistory?			✓	
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The Project will have no significant unmitigable impacts related to biological resources as discussed in the Biological Resources section of this Initial Study. The Project will not cause a fish or wildlife species to drop below self-sustaining levels, threaten to eliminate a plant or community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts will be less than significant.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?			✓	
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The Project is consistent with the City's General Plan and thus will not contribute substantially to any cumulative impacts not considered throughout the local jurisdiction or greater region. Impacts will be less than significant.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	
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As noted above in the Environmental Review Checklist, the Project will not have any significant environmental effects. Impacts will be less than significant

iv. SOURCES

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