

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>NOISE-2: New stationary noise sources associated with buildout of the Specific Plan could exceed the City’s noise standards for stationary (non-transportation) noise sources as measured at proposed residential outdoor active use areas.</p>	S	<p>NOISE-2a: Prior to the issuance of building permits, the project applicant shall submit documentation to the City planning department demonstrating how proposed mechanical equipment will comply with the applicable standards. This can take the form of installation of quieter rated equipment (such as HVAC units with a noise bel (B) rating of 7.6 B or lower), or through strategic placement of units, or the use of sound-attenuating shielding or sound walls.</p>	LTS
		<p>NOISE-2b: In addition, the project applicant shall submit documentation to the City planning department demonstrating how noise from any commercial delivery loading/unloading activities and how noise from proposed school uses, such as student and spectator talking and shouting in playground and outdoor sport facilities areas, will be mitigated to comply with the City’s non-transportation noise standards. This mitigation can take the form of strategic placement of these uses (locating them as far as feasible from sensitive receptors), or through the use of sound walls to provide shielding for receiving outdoor active use areas of residential land uses. Commercial and school delivery loading/unloading activities shall be restricted to the hours of 6:00 a.m. to 10:00 p.m. in order to reduce sleep disturbance to adjacent on-site residential receptors.</p>	
<p>NOISE-3: Construction period activities could result in temporary significant increases in the existing ambient noise levels at sensitive land uses in the Specific Plan area vicinity above noise levels existing without buildout of the Specific Plan.</p>	S	<p>NOISE-3: In accordance with City standards, the construction contractor shall ensure the following:</p> <ul style="list-style-type: none"> “ All internal combustion engine-driven construction equipment operated on the site are fitted with intake and exhaust mufflers that are in good condition and appropriate for the equipment and are used at all times such equipment is in operation. “ All stationary construction equipment is placed so that emitted 	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

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		noise is directed away from sensitive receptors nearest the site. " To the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the site during all construction. " All noise-producing general construction related activities (including, but not limited to, the operation of construction or grading equipment) are restricted to the hours between dusk (one-half hour after sunset) and 7:00 a.m. Monday through Saturday. No construction or grading activities shall be allowed on Sundays or holidays except as provided in Section 8.10.030 of the Municipal Code.	
NOISE-CUM-1: Future projected traffic noise levels along roadway segments adjacent to the Specific Plan area site for Existing + Approved Projects + Brighton Landing Specific Plan Project would exceed the City's normally acceptable standard of 60 dBA L _{dn} for transportation noise source impacts on new residential development, as well as exceed the City's 45 dBA L _{dn} residential interior noise level standard.	S	<u>NOISE-CUM-1:</u> See Mitigation Measure NOISE-1.	LTS
NOISE-CUM-2: Future projected traffic noise levels along roadway segments adjacent to the Specific Plan area site under 1990 General Plan Conditions in 2035 + Brighton Landing Specific Plan, would exceed the City's normally acceptable standard of 60 dBA L _{dn} for transportation noise source impacts on new residential development, as well as exceed the City's 45 dBA L _{dn} residential interior noise level standard.	S	<u>NOISE-CUM-2:</u> See Mitigation Measure NOISE-1.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
POPULATION AND HOUSING			
PH-1: Extension of roads, sewer, and other infrastructure into undeveloped areas would occur under the Specific Plan, indirectly inducing unplanned growth to the north and south, resulting in a <i>significant</i> impact.	S	PH-1: There is no available mitigation measure.	SU
PH-CUM-1: Extension of roads, sewer, and other infrastructure into undeveloped areas would occur under the Specific Plan, which, together with approved projects, would indirectly induce unplanned growth, resulting in a <i>significant</i> impact.	S	PH-CUM-1: There is no available mitigation measure.	SU
PUBLIC SERVICES AND RECREATION			
PS-CUM-1: Together with other reasonably foreseeable growth, the Specific Plan would likely require new or physically altered fire service facilities, the construction of which could cause significant environmental impacts.	S	PS-CUM-1: The City shall use the development agreement process to ensure that the funding sources and mechanisms, notably impact service fees and community facilities district called for in the Draft Specific Plan, are adequate to provide for additional fire service personnel, other public safety staff, and associated equipment.	LTS
PS-CUM-2: Future growth, whether from approved plans, or build-out of either the 1990 General Plan or the Proposed General Plan Update, together with build-out of Brighton Landing, may bring enough additional residents to Vacaville to require provision of a new, expanded, or renovated library and additional staff.	S	PS-CUM-2: It is not known at this point when such facilities would be required or what the exact nature of these facilities would be. As a result, it cannot be determined what project-specific environmental impacts would occur from their construction and operation and how exactly to mitigate those impacts. The potential impacts would be identified during the facility planning process. However, by paying the County's Public Impact Fees, the Project would satisfy the County's financial requirements, which would be considered adequate mitigation for its contribution to the cumulative impact.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>PS-CUM-3: Cumulatively, the increase in population associated with new and proposed projects and plans in Vacaville would be likely to require construction of new parks and facilities or contribute to existing park and facility deterioration. This is a <i>significant</i> impact.</p>	S	<p>PS-CUM-3: It is not known at this point when such new or expanded parks and facilities would be required or what the exact nature of these facilities would be. As a result, it cannot be determined what project-specific environmental impacts would occur from their construction and operation. Potential impacts would be identified during the facility planning process. However, the City shall use the development agreement process to ensure that the funding sources and mechanisms, notably impact service fees and community facilities district called for in the Draft Specific Plan, are adequate to provide for new or expanded additional parks and facilities.</p>	LTS
TRAFFIC AND TRANSPORTATION			
<p>TRAF-1: The Leisure Town Road/Elmira Road intersection (#6) would degrade to LOS F in the AM peak hour and LOS E in the PM peak hour with the addition of project traffic under the Existing + Project scenario.</p>	S	<p>TRAF-1: At the Leisure Town Road/Elmira Road intersection (#6), the project shall install the following improvements and/or shall provide right-of-way along the frontage of the project site and pay in-lieu fee to the City for the acquisition of necessary right-of-way and installation of the improvements: widen the south leg to provide one left-turn lane, two through lanes and one right-turn lane on the northbound approach; widen the west leg to provide one shared left-through lane, one through lane and one right-turn lane on the eastbound approach; and widen the east leg to provide one left-turn lane, one through lane and one shared through-right lane on the westbound approach.</p> <p>The City shall implement these improvements or shall apply the in-lieu fee towards installation of the Jepson Parkway improvement project, which is currently being designed by the City in this area. At this intersection, the Jepson Parkway improvement project would provide two left-turn lanes, two through lanes, a third future through lane and one right-turn lane on the northbound</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-2: The Leisure Town Road/Alamo Drive intersection (#8) would degrade to LOS D in the AM peak hour with the addition of project traffic under the Existing + Project scenario.</p>	S	<p>approach; two left-turn lanes, two through lanes and one future right-turn lane on the eastbound approach; two left-turn lanes, one through lane and one right-turn lane on the westbound approach; and two left turn lanes, two through lanes and one right-turn lane on the southbound approach.</p> <p>Upon implementation of the above improvements, the intersection would operate at LOS C or better in both peak hours. However, because the ability for the project and/or the City to acquire the necessary right-of-way to install the improvement is uncertain, the project impact would remain significant.</p> <p>TRAF-2: At the Leisure Town Road/Alamo Drive intersection (#8), the project shall pay in-lieu fees to the City for the installation of the following improvements: convert the eastbound through lane to a left-turn lane and the exclusive right-turn lane to a shared through-right lane to provide two left-turn lanes and one shared through-right lane on the eastbound approach; and widen the north leg of the intersection to provide two corresponding receiving lanes on Leisure Town Road.</p> <p>The City shall implement these improvements or shall apply the in-lieu fee towards installation of the Jepson Parkway improvement project, which is currently being designed by the City at this location. At this intersection, the Jepson Parkway improvement project would provide one left-turn lane and two through lanes on the northbound approach; two left-turn lanes and two through lanes on the eastbound approach; two left-turn lanes and two through lanes on the westbound approach; and one left turn lane, two through lanes and one right-turn lane on the southbound approach.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-3: The proposed S Street or Major Collector Street segment south of Elmira Road would exceed LOS C conditions in the northbound direction during the AM peak hour.</p>	S	<p>Upon implementation of the above improvements, the intersection would operate at LOS C or better during both peak hours.</p> <p>TRAF-3: The project shall provide an additional northbound lane on S Street between Elmira Road and the private high school driveway, which would increase capacity and improve the segment to LOS C or better. Because the utilization of the northbound lanes would likely be uneven since most of the traffic would turn left at the Elmira Road intersection and would therefore use the leftmost lane, the project shall convert the proposed northbound right-turn lane at the S Street/Elmira Road intersection to a shared left-right lane to provide one exclusively left-turn lane and one shared left-right lane; and provide two corresponding receiving lanes on Elmira Road by widening the segment between Leisure Town Road and S Street to two travel lanes in the westbound direction when the high school is installed.</p>	SU
<p>TRAF-4: The first phases of the project to be constructed would only have one route for emergency access, along Elmira Road, which the Vacaville Fire Department considers to be inadequate emergency access. Traffic circles and other traffic calming devices, as well as other site-specific design might delay emergency response time or impede movement of emergency vehicles.</p>	S	<p>Upon implementation of the above improvements, the northbound segment would operate at LOS C or better during the AM peak hour. However, because the ability for the project and/or the City to acquire the necessary right-of-way on Elmira Road to install the two receiving lanes is uncertain, the project impact would remain significant.</p> <p>TRAF-4a: The Specific Plan shall incorporate an emergency access and evacuation plan for ensuring adequate access to all phases of the project from Elmira Road and Leisure Town Road. For each phase of the project development, the project-level site plan shall be reviewed and approved by the City, including the Vacaville Fire Department, to ensure adequate accommodation of emergency access. The emergency access and evacuation plan shall provide secondary access, such as public streets, trails or temporary roadways, designed to accommodate emergency vehicles.</p>	LTS

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		<p><u>TRAF-4b</u>: Traffic circles shall be designed to accommodate fire trucks and other large vehicles to travel through the intersection at an appropriate speed for emergency response purposes. On-street parking shall be prohibited near the circle to ensure clear passage. All traffic calming devices shall be designed in accordance to the City's standards and be approved by the City.</p>	
<p>TRAF-5: Interim phases of the project may conflict with adopted plans, policies, and programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities during the initial phases of implementation. As the site plan is not clearly defined, the project impact is potentially significant.</p>	S	<p><u>TRAF-5</u>: For each phase of the project development, the project-level site plan shall be submitted for review and approval by the City to ensure safe and direct facilities for pedestrians, bicyclists and transit riders are provided to Elmira Road and Leisure Town Road and the design does not conflict with adopted plans, policies and programs related to such facilities.</p>	LTS
<p>TRAF-CUM-1: At the Leisure Town Road/Sequoia Drive intersection (#4), the project would contribute traffic to the already substandard operation and would cause the v/c to increase by more than 0.02 while maintaining LOS D.</p>	S	<p><u>TRAF-CUM-1</u>: At the Leisure Town Road/Sequoia Drive intersection (#4), implementation of the following improvements would improve the intersection to LOS C or better in both peak hours: add an exclusive southbound through lane on Leisure Town Road to provide one left-turn lane, one through lane and one shared through-right lane on the southbound approach; and widen the south leg to provide a corresponding receiving lane. While the improvements are part of the planned Jepson Parkway Improvement Project, the timing of their implementation is not established at this time.</p> <p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project. However, the improvements' inclusion in the Development Impact Fee Program Update and the implementation of the Jepson Parkway Improve-</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-CUM-2: The Leisure Town Road/Elmira Road intersection (#6) would degrade to LOS F during both peak hours with the addition of project traffic under Existing + Approved Projects with Project scenario.</p>	S	<p>ment Project could not be ascertained at this time. Therefore, the cumulative impact remains significant.</p> <p>TRAF-CUM-2: At the Leisure Town Road/Elmira Road intersection (#6), implementing Mitigation Measure TRAF-1 as well as converting the southbound right-turn lane to a shared through-right lane and providing the corresponding receiving lane on the south leg would improve the intersection to LOS C or better in both peak hours.</p> <p>As discussed in Mitigation Measure TRAF-1, this intersection is being designed by the City of Vacaville as a part of the planned Jepson Parkway Improvement Project to provide two left-turn lanes, two through lanes, a third future through lane and one right-turn lane on the northbound approach; two left-turn lanes, two through lanes and one future right-turn lane on the eastbound approach; two left-turn lanes, one through lane and one right-turn lane on the westbound approach; and two left turn lanes, two through lanes and one right-turn lane on the southbound approach. Implementation of the Jepson Parkway Improvement Project would also improve the intersection to LOS C or better in both peak hours.</p> <p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project. However, the improvements' inclusion in the Development Impact Fee Program Update and the implementation of the Jepson Parkway Improvement Project could not be ascertained at this time. Therefore, the project impact remains significant.</p>	SU

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Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-CUM-3: The unsignalized Leisure Town Road/Marshall Road intersection (#7) would degrade to LOS F during the AM peak hour with the addition of project traffic under Existing + Approved Projects with Project scenario.</p>	S	<p>TRAF-CUM-3: At the Leisure Town Road/Marshall Road intersection (#7), implementation of either of the following improvements would improve the intersection to LOS C or better: install a traffic signal, or construct a median to prohibit eastbound left turns from Marshall Road. Signalization is currently allowed by the Jepson Parkway Concept Plan; however, there are concerns that installing a traffic signal at this intersection would significantly increase traffic volume along Marshall Road. Prohibition of left-turn movements from Marshall Road would divert traffic onto Elmira Road and could potentially affect its intersection with Leisure Town Road. Analysis has shown that implementation of the mitigation measures identified under Mitigation Measure TRAF-CUM-2 would be sufficient to accommodate the diverted traffic from Marshall Road.</p> <p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement one of these improvements at an appropriate time in order to maintain acceptable level of service. However, the improvements' inclusion in the Development Impact Fee Program Update could not be ascertained at this time. Therefore, the project impact remains significant.</p>	SU
<p>TRAF-CUM-4: The Leisure Town Road/Alamo Drive intersection (#8) would degrade to LOS D during the AM peak hour with the addition of project traffic under Existing + Approved Projects with Project scenario., continue to operate at LOS D in PM Peak Hour and change V/C > 0.02.</p>	S	<p>TRAF-CUM-4: At the Leisure Town Road/Alamo Drive intersection (#8), implementation of the following improvements would improve the intersection to LOS B in the AM peak hour and LOS C in the PM peak hour: convert the eastbound through lane to a left-turn lane and the exclusive right-turn lane to a shared through-right lane to provide two left-turn lanes and one shared through-right lane on the eastbound approach; add a southbound through lane to provide one left-turn lane, one through lane and one</p>	SU

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Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		<p>though-right lane on the southbound approach; and widen the north leg and south leg on Leisure Town Road to provide two corresponding receiving lanes on each leg. Widening of Leisure Town Road to provide two travel lanes in each direction is a part of the Jepson Parkway Improvement Project. Further, this segment of Jepson Parkway is currently in design by the City of Vacaville so that these improvements may be included in the design. Nonetheless, the timing for completion of the Jepson Parkway implementation is not established at this time.</p> <p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project. However, the improvements' inclusion in the Development Impact Fee Program Update and the implementation of the Jepson Parkway Improvement Project could not be ascertained. Therefore, the cumulative impact remains significant.</p>	
<p>TRAF-CUM-5: The Leisure Town Road segment north of Elmira Road would degrade to LOS D on the northbound direction during the AM peak hour and to LOS E on the southbound direction during the PM peak hour under Existing + Approved Projects with Project scenario.</p>	<p>S</p>	<p>TRAF-CUM-5: Widening Leisure Town Road to provide two travel lanes on each direction would improve the segment operations to LOS C or better. While this improvement is a part of the planned Jepson Parkway Improvements Project, the timing of its implementation is not established at this time.</p> <p>The City may include funding for this improvement in the next update of the Development Impact Fee Program and implement the improvement at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project. However, the improvement's inclusion in the Development Impact Fee Program Update and the implementation of the Jepson Parkway Improvement</p>	<p>SU</p>

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-CUM-6: The Leisure Town Road segment north of Marshall Road would degrade to LOS D on the northbound direction during the AM peak hour under Existing + Approved Projects with Project scenario.</p>	S	<p>Project could not be ascertained at this time. Therefore, the project impact remains significant.</p> <p>TRAF-CUM-6: Widening Leisure Town Road to provide two travel lanes per direction would improve the operation to LOS C or better. While this improvement is a part of the planned Jepson Parkway Improvements Project, the timing of its implementation is not established at this time.</p> <p>The City may include funding for this improvement in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project. However, the improvement's inclusion in the Development Impact Fee Program Update and the implementation of the Jepson Parkway Improvement Project could not be ascertained at this time. Therefore, the project impact remains significant.</p>	SU
<p>TRAF-CUM-7: The proposed S Street segment south of Elmira Road would operate at LOS D on the northbound direction during the AM peak hour under Existing + Approved Projects with Project scenario.</p>	S	<p>TRAF-CUM-7: Implementing Mitigation Measure TRAF-3 would improve the operations to acceptable levels. However, as discussed, the implementation of the improvement is not assured due to potential right-of-way constraint along Elmira Road. Therefore, the cumulative impact remains significant.</p>	SU
<p>TRAF-CUM-8: At the Leisure Town Road/Interstate 80 westbound off-ramp intersection (#2), the Project would contribute to the substandard operations and cause the v/c to increase by more than 0.02 while maintaining LOS D during the AM peak hour under Cumulative Conditions.</p>	S	<p>TRAF-CUM-8: At the Leisure Town Road/ I-80 westbound off-ramp intersection (#2), implementation of the following improvements would improve the operation to LOS B in the AM peak hour and LOS C in the PM peak hour: Improving the intersection to provide an additional northbound through lane to provide three northbound through lanes at the intersection.</p> <p>The City may include funding for the improvements in the next update to the Development Impact Fee Program and implement</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-CUM-9: The Leisure Town Road/Elmira Road intersection (#6) would degrade to LOS F during both peak hours with the addition of project traffic under Cumulative + Project conditions.</p>	S	<p>the improvements at an appropriate time in order to maintain acceptable level of service. However, the improvements' inclusion in the Development Impact Fee Program Update could not be ascertained at this time. Therefore, the project impact remains significant</p> <p>TRAF-CUM-9: As mentioned in Mitigation Measure TRAF-1 and TRAF-CUM-2, the Leisure Town Road/Elmira Road intersection (#6) is being designed by the City of Vacaville to provide two left-turn lanes, two through lanes, a third future through lane and one right-turn lane on the northbound approach; two left-turn lanes, two through lanes and one future right-turn lane on the eastbound approach; two left-turn lanes, one through lane and one right-turn lane on the westbound approach; and two left turn lanes, two through lanes and one right-turn lane on the southbound approach. The resulting lane geometry is shown below. Implementing these improvements, including the future lanes, would improve the intersection to LOS C with v/c of 0.75 and 0.79 during the AM and PM peak hours, respectively.</p> <div data-bbox="1094 1036 1518 1203" style="text-align: center;"> </div>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRAF-CUM-10: The Leisure Town Road/Alamo Drive intersection (#8) would degrade to LOS E during the AM peak hour and would contribute to a substandard level of service in the PM peak hour by increasing the v/c by more than 0.02 under Cumulative + Project conditions.</p>	S	<p>velopment Impact Fee Program Update and the final design of the Jepson Parkway Improvement Project at this intersection could not be ascertained at this time. Therefore, the project impact remains significant.</p> <p>TRAF-CUM-10: At the Leisure Town Road/Alamo Drive intersection (#8), implementation of the following improvements would improve the intersection to LOS C or better in both peak hours: convert one of the eastbound through lane to a left-turn lane and convert the right-turn lane into a shared through-right lane to provide two left-turn lanes and one shared through-right lane on the eastbound approach; and add an exclusive southbound right-turn lane to provide one left-turn lane, two through lanes and one right-turn lane on the southbound approach.</p> <p>This intersection is being designed by the City of Vacaville as a part of the Jepson Parkway project to provide one left-turn lane and two through lanes on the northbound approach; two left-turn lanes and two through lanes on the eastbound approach two left-turn lanes and two through lanes on the westbound approach; and one left turn lane, two through lanes and one right-turn lane on the southbound approach. Implementing this measure would also improve the intersection to LOS C or better in both peak hours.</p> <p>The City is planning to begin construction of this portion of the Jepson Parkway improvements in 2014, with all of the improvements completed in 2016. This portion of the Jepson Parkway improvements is in design and is fully funded through an STA grant. However, the acquisition of the necessary right-of-way for construction has not been completed; hence its implementation cannot be assured. Therefore, the project impact remains significant.</p>	SU

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Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-CUM-11: The project would contribute to substandard operations and increase the v/c by 0.02 while maintaining at LOS D during the AM peak hour at the Leisure Town Road/Vanden Road intersection (#9) under Cumulative conditions.	S	<p>TRAF-CUM-11: At the Leisure Town Road/Vanden Road intersection (#9), widening the west leg of the intersection to provide an additional eastbound right-turn lane would improve the level of service to LOS C in both peak hours.</p> <p>This intersection is being designed by the City of Vacaville as a part of the Jepson Parkway Improvement Project. The design would incorporate elements that would fully mitigate the Brighton Landing project's cumulative impact. Construction of this portion of the Jepson Parkway improvements, including improvements at this intersection, would begin in 2014 with all of the improvements completed in 2016. The Jepson Parkway improvements are fully funded through an STA grant. However, the acquisition of the necessary right-of-way for construction has not been completed; hence its implementation cannot be assured. Therefore, the project impact remains significant.</p>	SU
TRAF-CUM-12: The proposed S Street, the Major Collector Street, segment south of Elmira Road would exceed LOS C conditions on the northbound direction during the AM peak hour under Cumulative + Project conditions.	S	<p>TRAF-CUM-12: Implementing Mitigation Measure TRAF-3 would improve the LOS to acceptable levels. However, as discussed, the implementation of the improvement is not assured due to potential right-of-way constraint along Elmira Road. Therefore, the cumulative impact remains significant.</p>	SU
TRAF-CUM-13: The Peabody Road segment south of Vacaville City Limits would operate at LOS F on the northbound direction during the PM peak hour under Cumulative + Project conditions.	S	<p>TRAF-CUM-13: Provision of a divided four-lane arterial by adding a center median along Peabody Road would improve the operation to LOS C or better on this segment in Solano County. While the project's cumulative contribution is small, the City shall work with Solano County and other jurisdictions to develop strategies and improvements to ensure efficient operations along this key corridor. However, implementation of such strategies and improvements are not under the City's control, the project's cumulative impact would remain significant.</p>	SU

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UTILITIES AND SERVICE SYSTEMS			
UTIL-1: The water distribution system plan provided by the applicant would not provide adequate fire service at all locations within the Specific Plan area. Therefore, there would be a <i>significant</i> impact to the water distribution system.	S	<p>UTIL-1: The City allows a reduction in minimum fire flow from 3,000 gpm to 1,500 gpm in residential land use areas where a minimum eave to eave separation of 6 feet is specified. The Specific Plan and subsequent development approvals shall incorporate the <i>Nolte Associates Water Modeling Study Technical Memorandum</i> recommendation as follows:</p> <ul style="list-style-type: none"> “ Confirming the minimum eave to eave separation is 6 feet for the proposed Specific Plan area, or “ Upsizing the 8-inch water mains in the cul-de-sacs to 12-inch. “ The Technical Memorandum also recommends additional water mains not originally included in the Specific Plan. These recommendations shall be followed. “ Additional modeling shall be required if changes are made to water main sizes or alignment other than those analyzed for this EIR, and/or to accommodate any proposed project phasing. 	LTS
UTIL-2: The Specific Plan requires additional storage of 0.78 million gallons for operational and emergency requirements, therefore there would be a significant impact to the water distribution system.	S	UTIL-2: Fees paid by the applicant to the City shall cover the fair share of the cost of construction of the additional reservoir storage required by the City.	LTS
UTIL-3: The Brighton Landing Specific Plan includes installation of a new regional trunk sewer, which could cause significant environmental effects.	S	UTIL-3a: The City shall employ or retain a licensed design engineer, funded by the developer, to complete an engineering report detailing elevation data at locations along the proposed regional trunk sewer where flow may be diverted from the City’s existing trunk sewers into the proposed regional sewer.	SU

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Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		<p><u>UTIL-3b:</u> Prior to any temporary connection being allowed to connect to the Elmira Road trunk sewer, the applicant shall provide a financial guarantee that adequate funding will be available to construct the proposed regional sewer at such time as the City deems necessary to accommodate flow from the upstream Elmira Road trunk sewer service area.</p> <hr/> <p><u>UTIL-3c:</u> The City shall prepare a Sewer Master Plan, after completion of the General Plan Update that provides detailed specifications for the conceptual design and alignment of the installation of a new regional trunk sewer, and expansion of the EWWTP. The Sewer Master Plan shall be subject to CEQA review to identify and mitigate environmental impacts resulting from improvements to the sewer system.</p>	
<p>UTIL-4: The required construction of new infrastructure and new detention basin could cause significant environmental effects.</p>	<p>S</p>	<p><u>UTIL-4:</u> The applicant shall ensure all construction follows the Floodplain Management Ordinance guidelines for construction to ensure a reduction in flood hazards. Additionally, the applicant shall construct the detention basin to adhere to Vacaville’s <i>Standard Specifications and Standard Drawings</i>. Further, development under the Specific Plan would be required to comply with the NPDES General Permit for Discharges of Storm Water Discharge Associated with Construction Activities issued by the State Water Resources Control Board. This permit requires implementation of measures to prevent impacts to water quality during construction. Also, development under the Specific Plan would need to comply with the City’s NPDES stormwater permit and their Stormwater Management Plan which prevent impacts to water quality after construction of a project. Maintenance of the detention basin and pump facility shall be incorporated into the Specific Plan Lighting and Landscaping District.</p>	<p>LTS</p>

S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
UTIL-CUM-1: Future growth in Vacaville of the Specific Plan area in conjunction with growth anticipated under the 1990 General Plan would require an increase in the capacity of the regional trunk sewer above what is needed for the proposed project, as well as expansion of the existing wastewater treatment facility.	S	<u>UTIL-CUM-1a:</u> See Mitigation Measure UTIL-3a.	LTS
		<u>UTIL-CUM-1b:</u> See Mitigation Measure UTIL-3b.	
		<u>UTIL-CUM-1c:</u> See Mitigation Measure UTIL-3c.	

S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable

D. Alternatives to the Specific Plan

This Draft EIR analyzes alternatives to the Specific Plan that may feasibly attain some of the Specific Plan objectives identified by the Brighton Landing Specific Plan. A total of three alternatives are analyzed in detail. All are listed below, and each is described and analyzed in Chapter 5, Alternatives.

1. No Project Alternative.

With this scenario, the Specific Plan would not be adopted, and future development in the Plan Area would be subject to existing policies, regulations, and land use designations as per the existing 1990 General Plan.

2. Reduced Footprint Alternative

Development under this alternative would include both the 500-foot agricultural buffer and the detention basin inside the Specific Plan area. A private high school and low density housing would be built on the rest of the land. There would be 371 units, fewer than the 769 units proposed in the Specific Plan.

3. High Density Mixed Use Alternative

This alternative, like the Specific Plan, would include two schools. It differs from the Specific Plan in that there would be some High Density Residential, and a component of Mixed Use (Commercial/Office), with a total of 1,373 residential units: 302 units High Density Residential, 46 units Low Density Residential, 814 units Medium Density Residential, and 211 units Mixed Use. Additionally, the developed footprint would be slightly smaller than the proposed Specific Plan, in that the agricultural buffer would be 700 feet wide and evenly distributed around the Urban Growth Boundary.

CITY OF VACAVILLE
BRIGHTON LANDING SPECIFIC PLAN DRAFT EIR
REPORT SUMMARY

3 PROJECT DESCRIPTION

A. Overview

The Brighton Landing Specific Plan and development project (proposed project) proposes development standards and a land use plan for a single-family residential neighborhood, a private high school, a public elementary school, public open space, an agricultural buffer, and a detention basin. The north-west corner of the Specific Plan area, at the intersection of Elmira Road and Leisure Town Road, now occupied by two residential units would be designated as neighborhood commercial, community facility, or it would remain residential.

The Specific Plan involves a development agreement, General Plan Amendment, rezoning, a tentative subdivision map application, and Specific Plan-specific approvals, as identified in Section E of this chapter. The Tentative Map, Zoning map amendment, and General Plan amendment, and are included in Appendices A and B.

B. Specific Plan Area Location and Setting

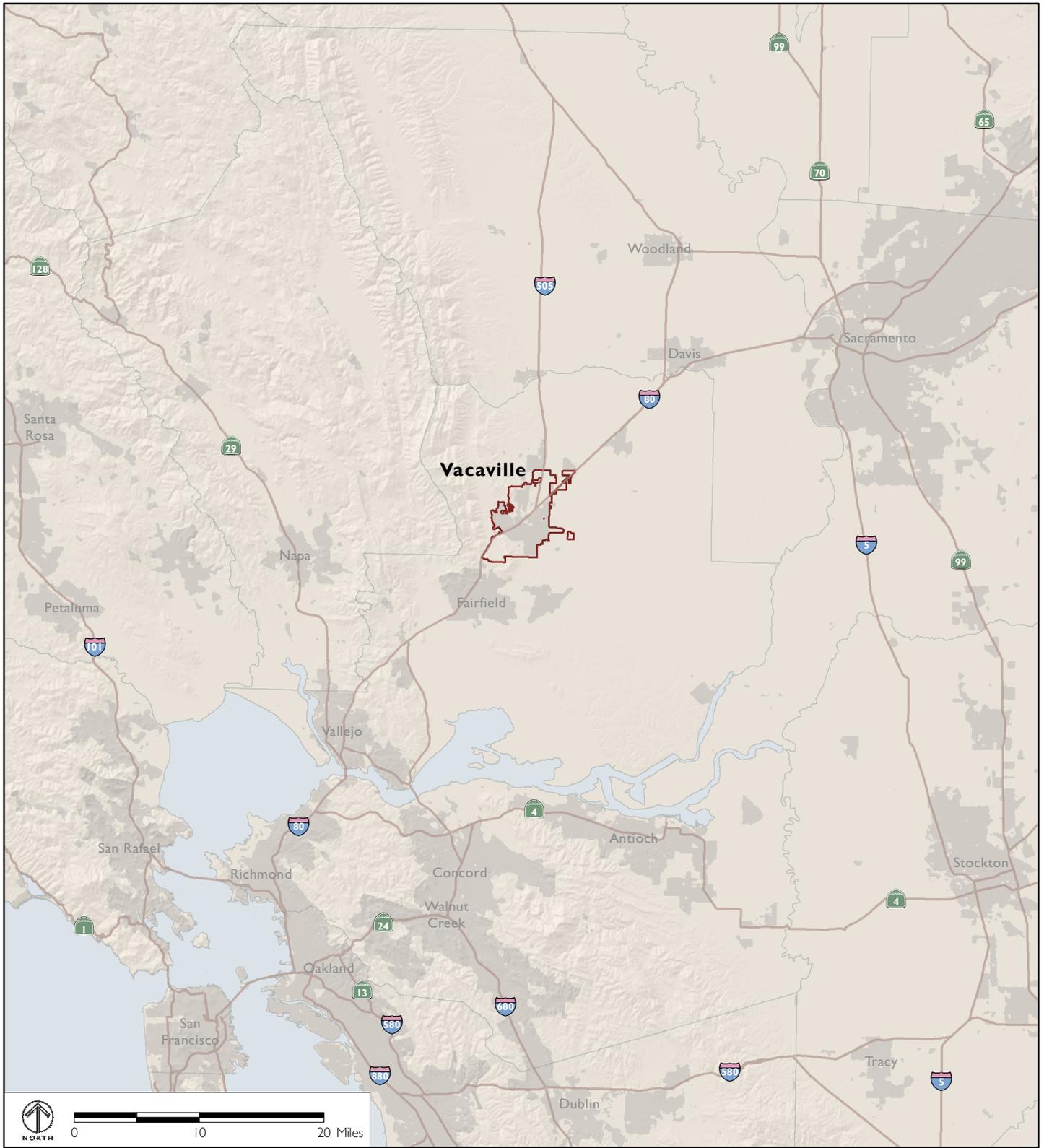
1. Specific Plan Area Location

Vacaville is in northern Solano County along Interstate 80, between Sacramento and San Francisco, as shown in Figure 3-1. The Specific Plan area is in the southeastern corner of the City of Vacaville, as shown in Figure 3-2.

The Specific Plan area extends across a relatively flat, approximately 217-acre agricultural field, bounded by Leisure Town Road on the west, Elmira Road to the north, Pacific Gas and Electric (PG&E) towers to the east, and the Batch Property to the south. Agricultural land surrounds the Specific Plan area to its north, east, and south. A low-density residential neighborhood lies to the west of the Specific Plan area.

The 1990 General Plan (existing General Plan) land use map designates the areas west of Leisure Town Road as Public Park and Low Density Residential, to the south of Elmira Road and east of Leisure Town Road as

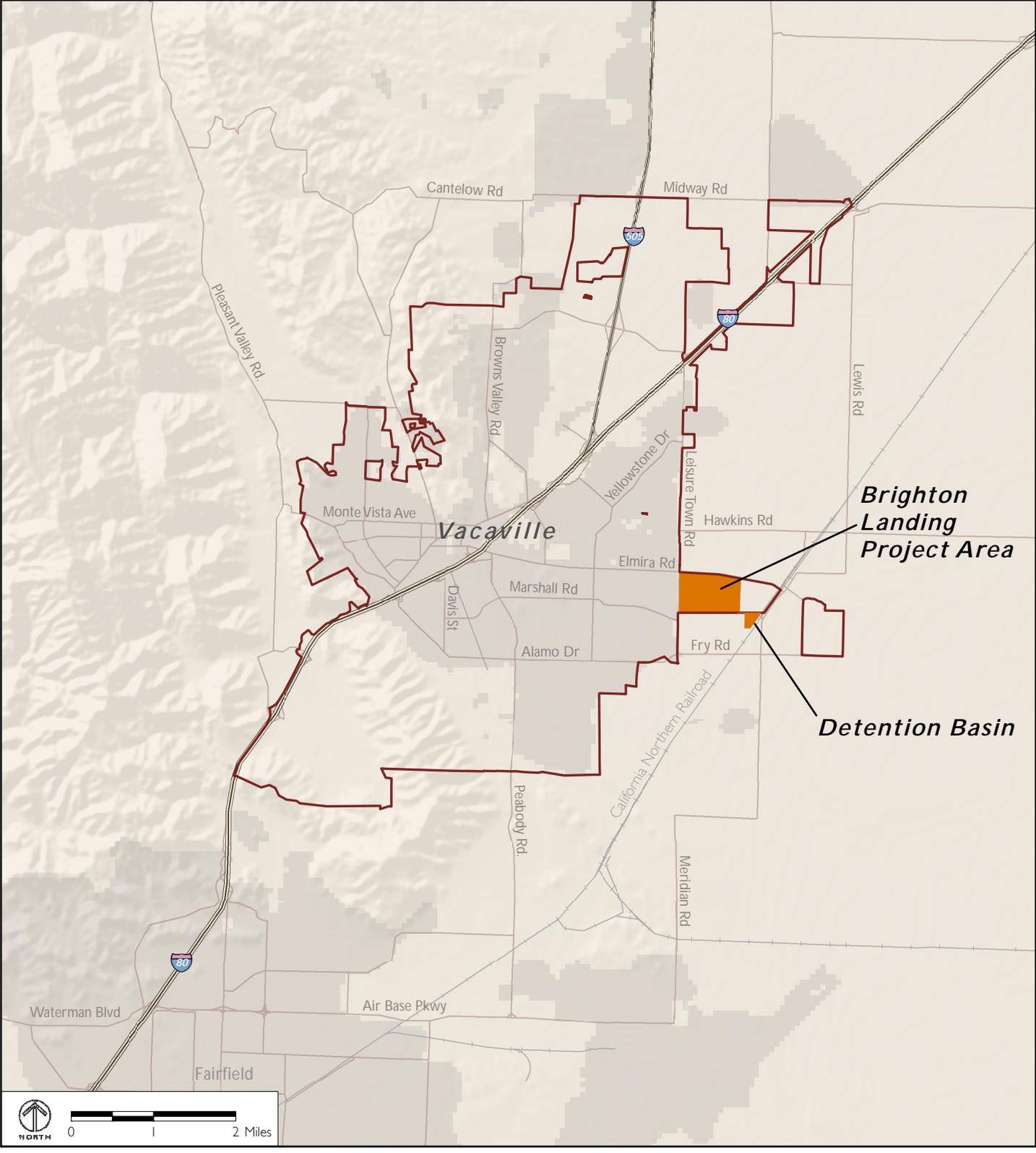
CITY OF VACAVILLE
BRIGHTON LANDING SPECIFIC PLAN EIR



Source: CalAtlas and The Planning Center | DC&E.

-  **Vacaville City Limit**
-  **Developed Areas**

FIGURE 3-1
REGIONAL CONTEXT



Source: CalAtlas and The Planning Center | DC&E.

- Vacaville City Limit
- Developed Areas
- Railroads

FIGURE 3-2
LOCAL CONTEXT

Agriculture and Estate Residential and Agricultural Buffer, and to the north of Elmira Road as Public Park and Agricultural Buffer.¹ A city-owned groundwater well and pumping station are located on the parcel designated Public Park on the west side of Leisure Town Road, opposite the project site.²

The developer owns the land within the Specific Plan area with the exception of three parcels which are in the enclave marked “O” in the northwestern corner of the Specific Plan area as shown on Figure 3-3.

The Specific Plan area consists of the following Assessor’s Parcels:

- “ 0135-080-070 (210.89 acres, owner/developer Brighton Landing – Vacaville LLC)
- “ 0135-080-010 (3.73 acres, owners John and Jetta Burnett)
- “ 0135-080-020 (.34 acre, owner City of Vacaville)
- “ 0135-080-030 (2.22 acres, owners Evan and Bonnie Wipf)
- “ 0135-090-070 (17.6 acres, owners Batch family³)

Regionally, the Specific Plan area connects to Interstate 80 via Leisure Town Road, which is scheduled for improvements as part of the Jepson Parkway Project. The Jepson Parkway Project will create an Interstate 80 reliever route, connecting Suisun City to Vacaville and providing access to the proposed Fairfield/Vacaville Train Station.⁴ Construction of the Jepson Parkway improvements, set to begin in 2014, will include expansion of Leisure Town Road south of Interstate 80, including the segment at the western edge of the Specific Plan area, to four lanes. Jepson Parkway will also include safety components such as medians, bike lanes, shoulders, and traffic signals.⁵

¹ City of Vacaville, 1990. *General Plan Map*.

² Wanlass, Jeffrey, Project Manager, West Yost Associates. Personal communication with Melissa McDonough, The Planning Center | DC&E, January 24, 2012.

³ On this parcel, which is southeast of the Specific Plan area and adjacent to the railroad, the Proposed Project would construct an off-site detention basin.

⁴ Train station construction is scheduled to begin in 2013.

⁵ Solano Transportation Authority website, available at http://www.sta.ca.gov/Content/10080/The_Jepson_Parkway_Project.html, accessed October 21, 2011.



Source: NAIP 2009, City of Vacaville, and The Planning Center | DC&E.

FIGURE 3-3
BRIGHTON LANDING SPECIFIC PLAN STUDY AREA

2. Existing Land Uses

Historically, the Specific Plan area has been used as agricultural land, with the exception of the parcels at the southeast corner of Leisure Town Road and Elmira Road (APNs 0135-080-010 and 0135-080-030). These parcels contain three existing homes. Figure 3-3 shows a satellite image of the Specific Plan area and its predominantly agricultural nature.

3. Specific Plan Changes to General Plan & Zoning

As part of the General Plan Amendment, the proposed project would amend General Plan Land Uses in the Specific Plan area from Residential Estate/Agricultural Buffer/Agriculture to Residential Low Medium Density Residential Low Density/School(s)/Public Park/Neighborhood Commercial/Agricultural Buffer.⁶ The Amendment would also include changing the location of the urban service zone designated in Policies 2.2-G1 and 2.2-I1. Additionally, changes to the General Plan would amend existing policies related to expansion of urban development farther east of Leisure Town Road, amend existing water use agreements with the Solano Irrigation District (SID), and revise the Agricultural Buffer policy by placing a portion of the buffer outside of the City's Urban Growth Boundary, but still within the city limits and the City's Sphere of Influence. The Specific Plan also proposes to amend the City's zoning for the Specific Plan area to be consistent with the revised General Plan Map. The text of the General Plan Amendment and Zoning Map changes is located in Appendix B.

C. Specific Plan Objectives

In general, a specific plan provides guidance for future development in a particular area. The project design also includes some of the project-specific actions intended to provide for project construction activities to begin. This is a program-level and project-level document as the level of analysis and detail

⁶ Please see Appendix B for the text of the General Plan Amendment.

is intended to allow, upon certification of this EIR, the developer to request approval of items such as subdivision construction permits.⁷

The objectives of the Brighton Landing Specific Plan are to:

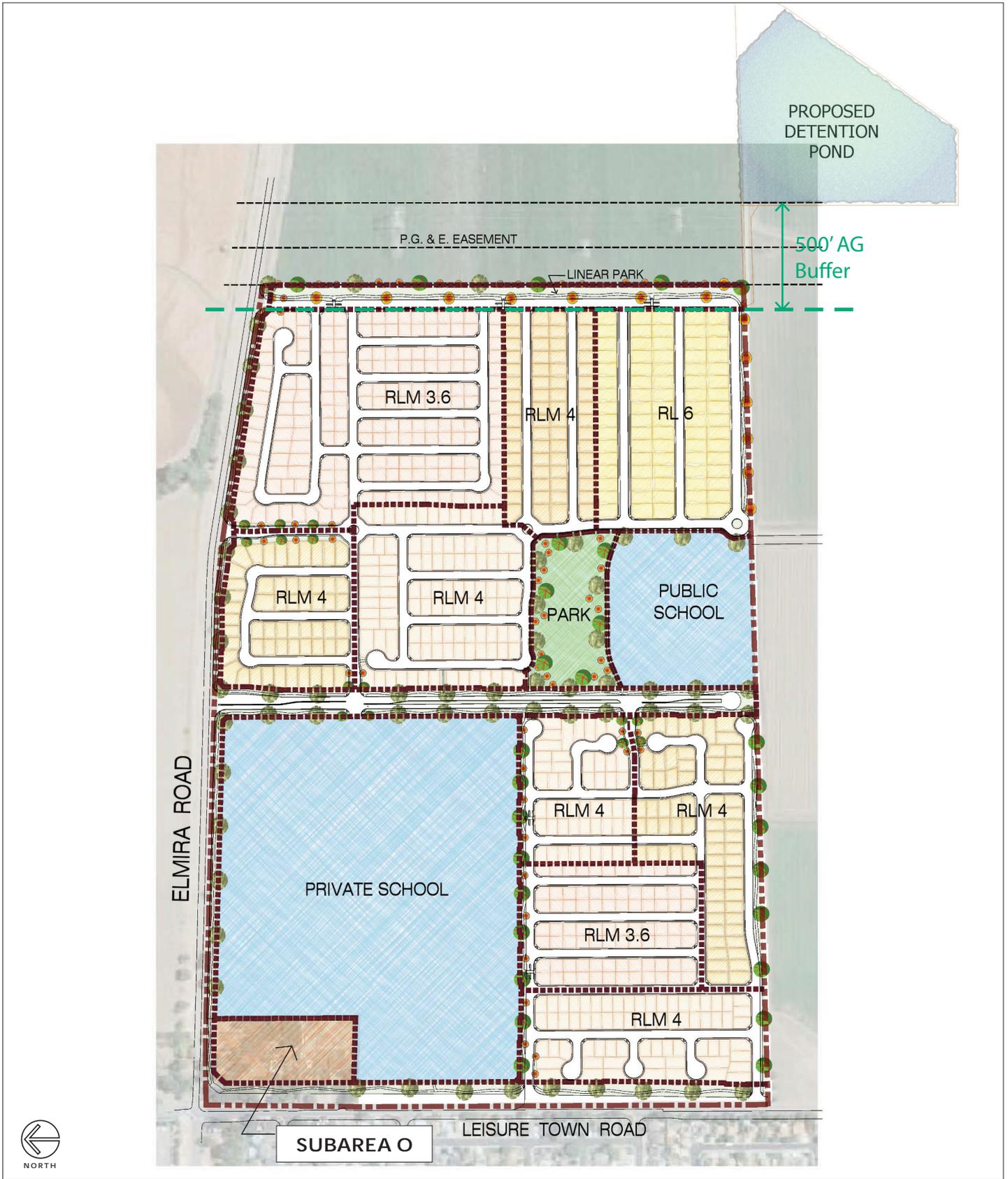
- “ Create development standards and a land use plan for the Specific Plan area that would satisfy City goals while providing a design theme for future projects in the area.
- “ Support the City’s Proposed General Plan Update policies, including the encouragement of moderate-density housing and a variety of housing designs.
- “ Support improvements to Leisure Town Road (Jepson Parkway), including planning and funding for development of the Brighton Landing area frontage roadway and adjacent landscaping.
- “ Provide public benefits such as schools, a neighborhood park, 21 acres of dedicated open space and recreational areas, and pedestrian and bike connections.
- “ Provide a quality product by use of high design standards.
- “ Provide site/development standards for a regional private high school.

D. Specific Plan Description

The Specific Plan Conceptual Development Plan is shown in Figure 3-4. The approximately 217-acre area is divided into seventeen subareas with distinct proposed land uses and development standards. Figure 3-5 illustrates these subareas.

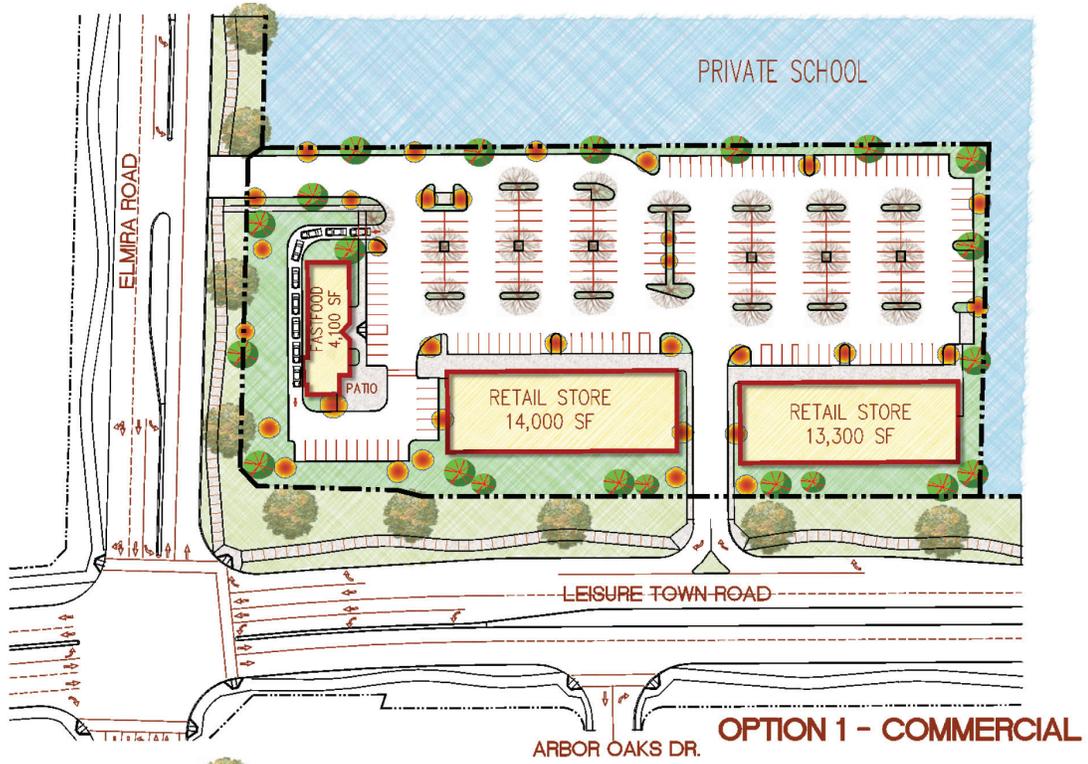
The Specific Plan includes the construction of 769 detached single family homes of varying lot sizes and characteristics. Approximately 90 percent of

⁷ Buderer, Fred, City Planner, City of Vacaville. Personal email communication with Melissa McDonough, The Planning Center | DC&E, April 10, 2012.



Source: Phillippi Engineering, Inc.

FIGURE 3-4
CONCEPTUAL DEVELOPMENT PLAN



OPTION 3 – EXTENSION OF PRIVATE SCHOOL PROPERTY (NOT SHOWN)

the units would be low-medium-density and 10 percent low-density, based on the City's Proposed General Plan Update. At buildout, the Specific Plan area would house approximately 2,107 residents.⁸

Besides housing, the Specific Plan also includes 50 acres for construction of a proposed private high school and reserves 11 acres for a public elementary school. There is a 6-acre neighborhood park proposed near the center of the Specific Plan area, adjacent to the public school. Along the eastern boundary of the Specific Plan area, a 500-foot agricultural buffer would run partially underneath PG&E power lines to separate proposed new homes from existing agricultural uses to the east, as required by City and Solano Irrigation District policies. The agricultural buffer would be partially within the Specific Plan area and partially on adjacent lands east of the Specific Plan area.⁹ All landscaped areas, including buffers, trails, streetscapes, and the park, would use high quality, drought tolerant plants to meet the City's landscape ordinance standards.

Additionally, the Specific Plan proposes 3 miles of bike and pedestrian paths, one major and two minor collector roads, and a series of residential streets. The Specific Plan applicant would contribute its fair share to the construction of Jepson Parkway including providing sufficient right-of-way and sufficient funding for landscaping and related elements along the adjacent frontages. Exact funding would be determined in the development agreement.

The Specific Plan area, although predominantly flat, slopes slightly from west to east and drains to Alamo Creek. To comply with City requirements, the Specific Plan proposes the construction of a local detention basin on 17.6

⁸ Population was estimated by assuming 2.74 persons per household. This figure is derived from State of California, Department of Finance, May 2010, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2010, with 2000 Benchmark.

⁹ As the applicant does not own the land outside the Specific Plan area which forms the agricultural buffer, the applicant does not have direct control over its land use and cannot guarantee that the agricultural activities would cease.

acres of the Batch property adjacent to the southeast corner of the Specific Plan area. The detention basin would serve both Brighton Landing and future development on the Batch property. The developer indicates that the Batch property owners are in agreement with granting the required easements for this facility.

The proposed development would require public facilities and infrastructure. To that end, the Specific Plan proposes the creation of a Brighton Landing Benefit District to help fund public improvements, although other funding mechanisms such as Assessment Districts may also be considered for this purpose.

1. Land Uses

The following provides a detailed description of the land uses in the development program, which is also described in Table 3-3.

a. Residential

The Specific Plan proposes a total of 769 single-family dwelling units at an average net density of 5.4 units per acre. The buildings would vary in style, but maintain consistency with both Vacaville's General Plan and its Land Use and Development Code, with a few general exceptions, as demonstrated in Table 3-3. For example, the normal maximum lot coverage allowed under the City's Land Use and Development Code is 40 percent; however 50 percent is allowed in the Specific Plan area for the Residential Low Medium Density areas and 45 percent allowed for the Residential Low Density area.

There are also some exceptions to building heights and setbacks, as described in Table 3-2. For example, the normal minimum front yard to habitable space allowed for a Residential Low Density area is 20 feet; however 15 feet is allowed in the Specific Plan. The proposed residential zoning would include Residential Low Medium Density (RLM) 3.6, RLM 4.0, RLM 4.4, RLM 4.5, RLM 4.6, RLM 4.8, Residential Low (RL) 6, and RL 8. Of the proposed zonings, RLM-4.0, RLM-4.4, RLM-4.6, and RLM 4.8, do not currently exist in

TABLE 3-1 EXCEPTIONS TO MAXIMUM LOT COVERAGE

Zoning	Density (Units per Acre)	Maximum Site Coverage (%)	Maximum Site Coverage – With Exceptions
Residential Low Density	3.1 to 5.0	0.40	0.45
Residential Low Medium Density	5.1 to 8.0	0.40	0.50
Residential Medium Density	8.1 to 14.0	0.40	0.50

Source: Phillippi Engineering, Inc., *Brighton Landing Specific Plan*, November 2011, page 35.

TABLE 3-2 EXCEPTIONS TO BUILDING STANDARDS

Zoning	Density (Units per Acre)	Building Standards			Building Standards – With Exceptions				
		Minimum Front Yard to Habitable Space	Minimum Side Yard	Minimum Rear Yard	Minimum Distance Between Structures	Minimum Front Yard to Habitable Space	Minimum Side Yard	Minimum Rear Yard	Minimum Distance Between Structures
Residential Low Density	3.1 to 5.0	20-foot	10-foot & 5-foot	20-foot	10-foot	15-foot ^a	5-foot & 10-foot ^a	15-foot	15-foot
Residential Low Medium Density	5.1 to 8.0	20-foot ^e	10-foot & 5-foot ^f	20-foot ^g	10-foot	10-foot ^c	5-foot & 5-foot	10-foot	10-foot
Residential Medium Density	8.1 to 14.0	20-foot	20-foot	20-foot	10-foot	10-foot ^d	5-foot & 5-foot	10-foot	10-foot

^aFootnote 5 of the Land Use and Development Code does not apply.

^{b,c,d} There is an 8-foot minimum setback from the angled corner on corner lots.

^eFor Residential Low Medium Density 4.5. Residential Low Medium Density 3.6 would be 15-foot.

^f For Residential Low Medium Density 4.5. Residential Low Medium Density 3.6 would be 5 & 5.

^g For Residential Low Medium Density 4.5. Residential Low Medium Density 3.6 would be 15-foot.

Source: Phillippi Engineering, Inc., *Brighton Landing Specific Plan*, November 2011, page 36.

TABLE 3-3 DETAILED DEVELOPMENT PROGRAM

	Approximate Acres ^a
Open Space	
Agricultural Buffer (On-site portion) ^b	7
Agricultural Buffer (Off-site portion) ^b	20
Corner Street Dedication	2
Public Streets, Trails, and Landscaping	15
Road and Trail East Boundary	6
Total Open Space	30
Residential	
Residential Low Density	17
Residential Low Medium Density	106
Total Residential Area	123
Non-Residential (Community Facility)	
Detention Basin	18
Private High School	50
Public School	11
Public Park	6
Total Non-Residential Area	85
Neighborhood Commercial^c	
Neighborhood Commercial with Residential option	5
Total Neighborhood Commercial Area	5

^a Areas are rounded to the nearest acre. Due to rounding, totals may not be exact.

^b This 500-foot agricultural buffer extends 385 feet (approximately 20 acres) outside of both the Specific Plan area and the Urban Growth Boundary into adjacent land in unincorporated Sonoma County.

^c This property is not owned by the developer, but the Specific Plan suggests several options for its development. It is currently used for residential single family homes.

Source: Phillippi Engineering, Brighton Landing Specific Plan, 2010.

the City's zoning ordinance and would be new zoning categories used within this Specific Plan area.

No specific architectural designs are proposed with the Specific Plan or other approval requests. The Specific Plan proposes that design standards for individual dwelling units are subject to the approval of City of Vacaville's Planning Commission. Future residential phases would be built by different builders who would then need to individually propose a design review approval from the City.

i. Low Density Residential (Subarea J)

As shown in Figure 3-6, Subarea J is in the southeastern corner of the Specific Plan area and is designated for Low Density Residential homes. Subarea J would include 80 single-family residential units on 16.7 acres on lots with a minimum square footage of 6,000 square feet.

ii. Low Medium Density Residential (Subareas B, C, D, E, F, G, H, and I)

On the bulk of the Specific Plan area, the Specific Plan would construct 689 single family homes within a Low Medium Density Residential designation:

- “ Subarea B, along Leisure Town Road, would have 68 lots sized at a minimum of 4,000 square feet.
- “ Subarea C, in the southwest quadrant of the Specific Plan area, would have 84 lots sized at a minimum of 3,600 square feet.
- “ Subarea D, in the southwest quadrant of the Specific Plan area, would have 70 lots sized at a minimum of 4,400 square feet.
- “ Subarea E, in the southwest quadrant of the Specific Plan area, would have 50 lots sized at a minimum of 4,000 square feet.
- “ Subarea F, in the northeast quadrant of the Specific Plan area along Elmira Road, would have 57 lots sized at a minimum of 4,400 square feet.
- “ Subarea G, in the northwest quadrant of the Specific Plan area, would have 106 lots sized at a minimum of 4,000 square feet.

- “ Subarea H, located in the northeast corner of the Specific Plan area along Elmira Road and the eastern boundary of the Specific Plan area, would have 190 lots sized at a minimum of 3,600 square feet.
- “ Subarea I, in the southeast quadrant of the Specific Plan area, would have 64 lots sized at a minimum of 4,800 square feet.

b. Neighborhood Commercial (Subarea O)

The Specific Plan applicant does not own the parcels in the northwest corner of the Specific Plan area at the corner of Leisure Town Road and Elmira Road. The Specific Plan designates this 6-acre area as Subarea O and proposes three possible alternatives for its future development, shown in Figure 3-6. Option 1 would develop the subarea as Neighborhood Commercial, Option 2 would incorporate the area into the proposed adjacent private high school, and Option 3 would create a residential low density neighborhood, with a total of 13 dwelling units, including the three existing homes, which would allow the two property owners with existing on-site homes to retain these residences while further developing their properties.

For the purposes of the quantitative analyses, this EIR assumes that Subarea O would develop with whichever alternative has the greatest potential impact on the topic (e.g. biological resources, public services) being examined. For qualitative analyses, the impacts of development on this corner would be substantially similar whether it is developed with housing, school, or commercial uses.¹⁰

Commercial buildings in Subarea O would conform to applicable General Plan and Zoning requirements.

c. Schools

The proposed land use program sets aside land for the construction of a private high school and a public elementary school.

¹⁰ For example, Commercial use was assumed for the Greenhouse Gas Emissions analysis.

i. Private School (Subarea A)

The Specific Plan would place a regional private high school sized for 1,200 students plus faculty and staff on 50 acres in the northwestern corner of the Specific Plan area at the intersection of Elmira Road and Leisure Town Road.

The final design of the school site would be determined by the Catholic Diocese in Sacramento, which is under contract to purchase the 50-acre high school site, but it is likely to include a library, gym, cafeteria, outdoor sports field, and outdoor lighting (for parking and sports field). Design details would be provided to the City of Vacaville during the design review process. However, the Specific Plan contains the following design guidance for the high school site, and these features are analyzed in this EIR:

- “ Provide a main entrance and main parking lot along Elmira Road;
- “ Design school buildings to be compatible with the surrounding residential architecture;
- “ Design landscaping to be compatible with surrounding landscaping;
- “ Include a masonry wall along Leisure Town Road to attenuate traffic noise;
- “ Install open fencing along Elmira Road, as well as the eastern and southern boundaries of the school site to allow visibility; and
- “ Provide pedestrian connections to Brighton Landing neighborhoods and trails.

ii. Public School (Subarea L)

The Specific Plan includes a local-serving public school, with a predicted maximum enrollment of 650 students^{11,12} on 11 acres of the southern portion of

¹¹ Currently VUSD policy does not include K-8 schools. If at some future date, K-8 schools are discussed and approved for VUSD, and assuming that class size and type would be similar to existing K-6 and 7-8 schools, then maximum enrollment could be 900 students. However, this scenario is not possible under existing VUSD policy.

the Specific Plan area. The Plan suggests the facility could be used for an elementary school at its current proposed size within the Brighton Landing Specific Plan, or as part of a larger school facility if combined with future adjacent development on the Batch property to the south. At this time, expected growth would not trigger the need for a new high school. If population growth and development rise rapidly over a relatively short period of time, then, at most, there might be the need for a new middle school or two K-6 schools within the Vacaville Unified School District (VUSD). The VUSD has not currently indicated a final policy decision regarding the K-6 option for this site.

d. Parks and Open Space

The proposed land use program includes a new 6-acre Neighborhood Park and 5.8 acres of linear trail areas.

i. Neighborhood Park (Subarea K)

A public park would be placed on 6 acres near the center of the Specific Plan area, directly north of the proposed public school and along the proposed major collector, to meet City of Vacaville criteria for a Neighborhood Park

ii. Linear Park (Subarea M)

Subarea M, along the eastern border of the Specific Plan area, would include a linear park that is 61 to 74 feet wide and runs the length of the eastern edge of the Specific Plan area, parallel to a new north-south minor collector. This linear park would total 5.8 acres and would include a 10-foot-wide meandering concrete sidewalk, landscaping along the collector roadway and the PG&E easement, and a ranch-style fence separating the linear park from the PG&E easement. The linear park would be part of the Agricultural Buffer, discussed below.

¹² Coop, Leigh, Director of Facilities, Vacaville Unified School District. Personal communication with Melissa McDonough, The Planning Center | DC&E, April 9, 2012.

e. Public Streets, Trails, and Landscaping (Subareas N and P)

The Specific Plan delineates a series of public roads including major and minor collector roads and a network of residential streets. Proposed circulation within the Specific Plan area is discussed in Section D.2, below. Subarea N would include about 15 acres of roadways and landscaping along Leisure Town Road, Elmira Road, and a new north-south collector bisecting the Specific Plan area. Subarea P is 1.5 acres encompassing landscaping and street improvements at the corner of Leisure Town Road and Elmira Road.

f. Detention Basin (Subarea Q)

The Specific Plan would construct a detention basin to mitigate Specific Plan-related stormwater runoff and decrease flooding potential. The basin would be located outside of the developed area near the southeast corner of the Specific Plan area on approximately 17.6 acres of existing farmland in unincorporated Solano County. The detention basin would include a pump station facility. The basin and associated facilities would be maintained by forming a Lighting and Landscape District.

g. Agricultural Buffer

Consistent with the requirements of the City of Vacaville and the Solano Irrigation District (SID), the Brighton Landing Specific Plan calls for a 500-foot buffer between the proposed residential and the existing agricultural uses to the east with 115 feet of the buffer, approximately 7.04 acres, located within the City's Urban Growth Boundary and 385 feet, approximately 19.73 acres, of the buffer being located beyond the Urban Growth Boundary, although still within the city limits of Vacaville. The area within the 500-foot buffer would include approximately 50 feet of roadway and sidewalk; 61 to 74 feet of linear park and associated landscaping; and 385 feet within the existing PG&E easements underneath the power lines. Open space within the buffer would not be developed with either urban uses or used for agriculture. The buffer would be preserved through a conservation easement and would be maintained through a Lighting and Landscape District (LLD) covering Brighton Landing. Allowed uses within the buffer would be determined by the City and SID, but are expected to include uses such as detention basins,

water quality facilities, or solar energy projects that do not allow or encourage intensive human activity or generate traffic.

2. Circulation

This section gives an overview of the internal circulation within the Specific Plan area and connections to existing roadways.

a. Street System and Vehicle Access

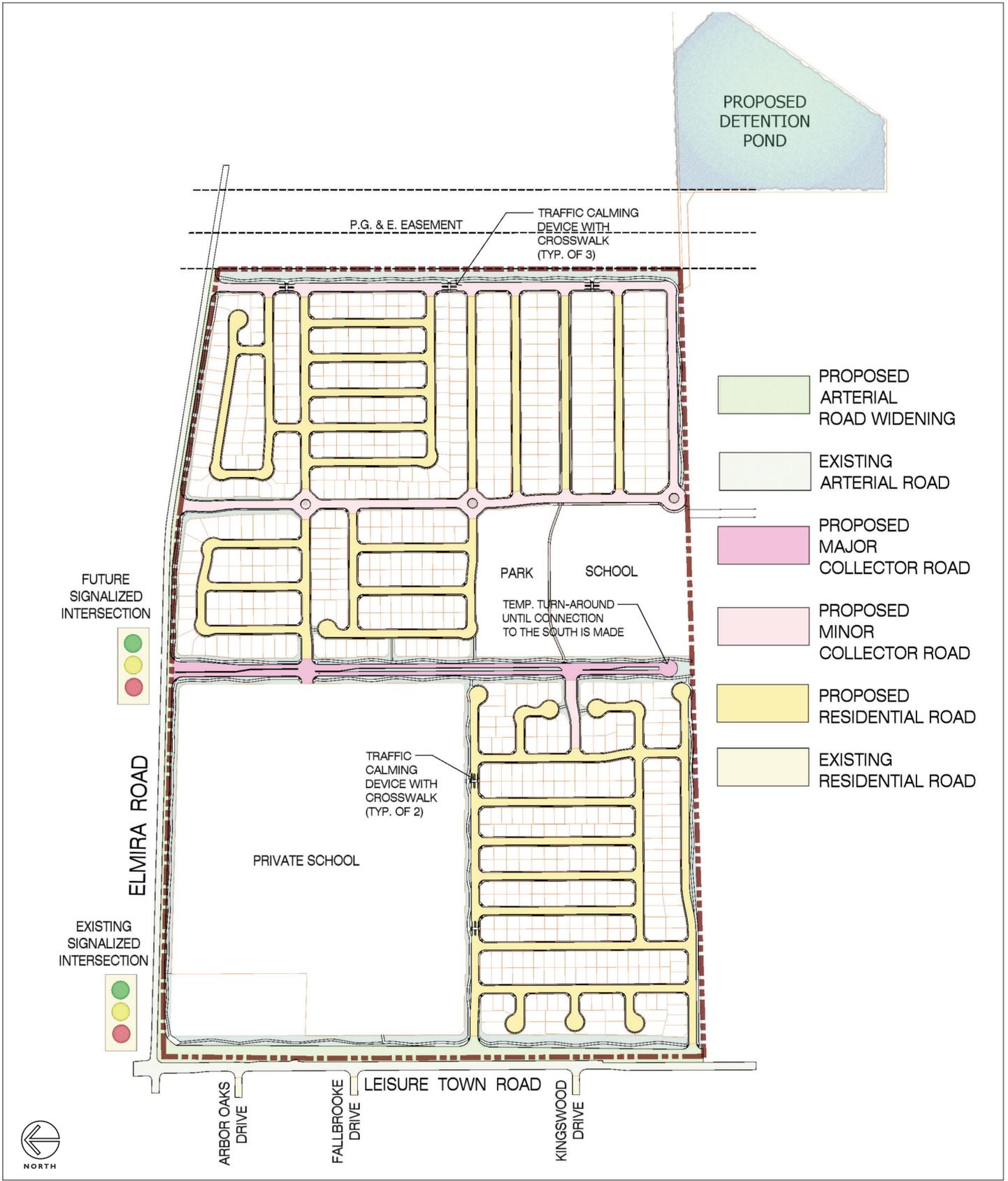
As shown in Figure 3-7, the Specific Plan would be supported by a varied street network. The Specific Plan would include improvements to Leisure Town Road and Elmira Road, the existing roadways bounding the Specific Plan area to the west and north, respectively. The Specific Plan also proposes a new major collector road, two new minor collector roads, and a series of new residential roads to provide internal site circulation.

New roadways would vary in width from 36 to 56 feet wide, with two vehicular lanes (one lane in each direction). Street lighting includes fixtures meeting city standards on the major collector road and decorative lighting on all other Specific Plan area roads. Sidewalks would vary from 4½ to 10 feet wide. All streets would be privately constructed, but considered public streets with city-owned rights-of-way. Landscaping includes approved street trees. Traffic calming measures include roundabouts and narrowed lanes with medians.

Typical street cross sections for each street type are illustrated in Figures 3-8 to Figure 3-12. These street types are described below.

i. Leisure Town Road

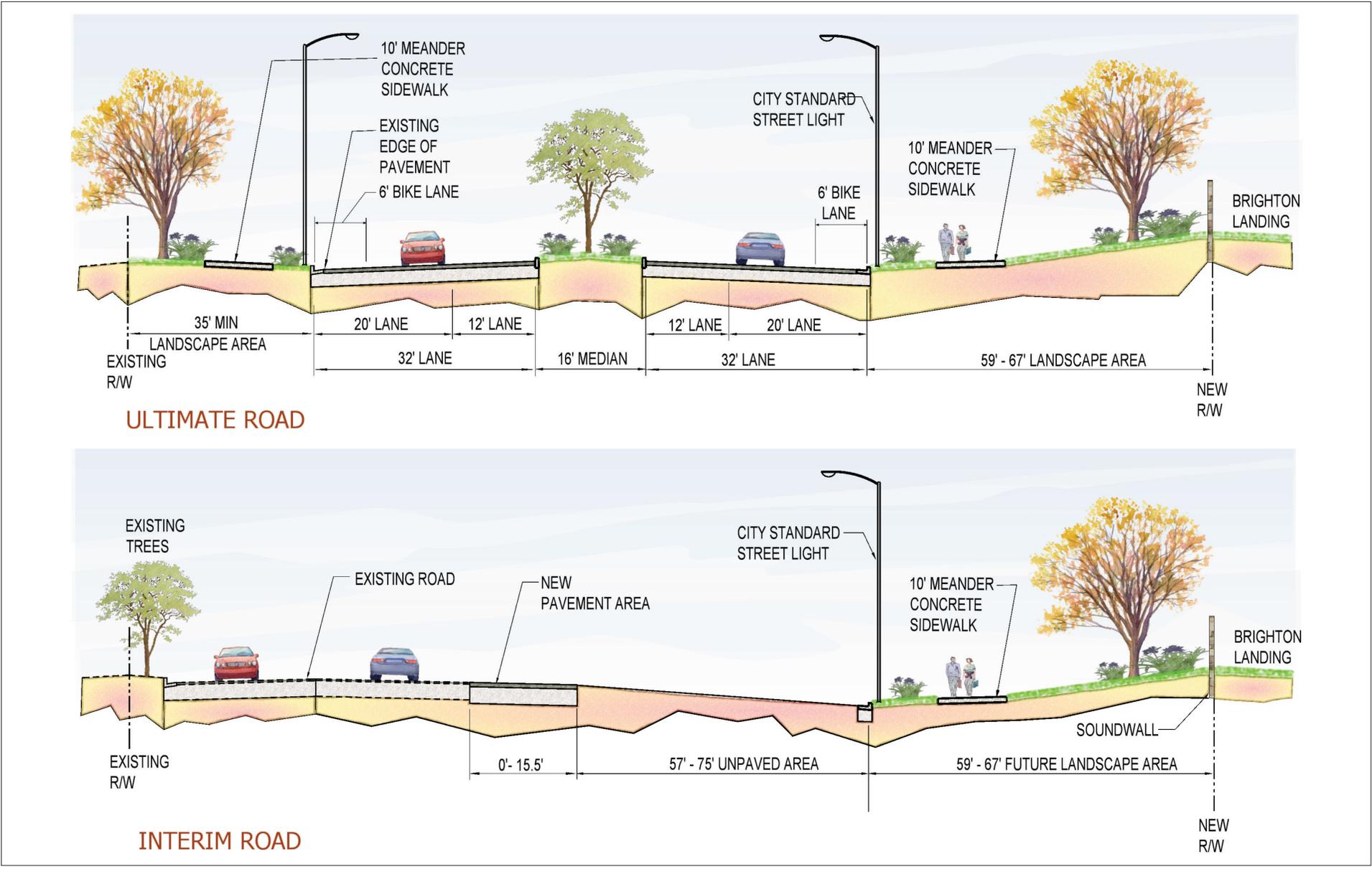
Leisure Town Road would expand from a two-lane rural road to a four-lane arterial as part of the Jepson Parkway project. The potential environmental impacts of Jepson Parkway have been evaluated in the Jepson EIR/EIS, certified by the Solano Transportation Authority (STA) in May 2011. As part of the Jepson Parkway project, the segment of Leisure Town Road adjacent to the Specific Plan area will be relocated 35 feet closer to the east and



Source: Phillippi Engineering, Inc.

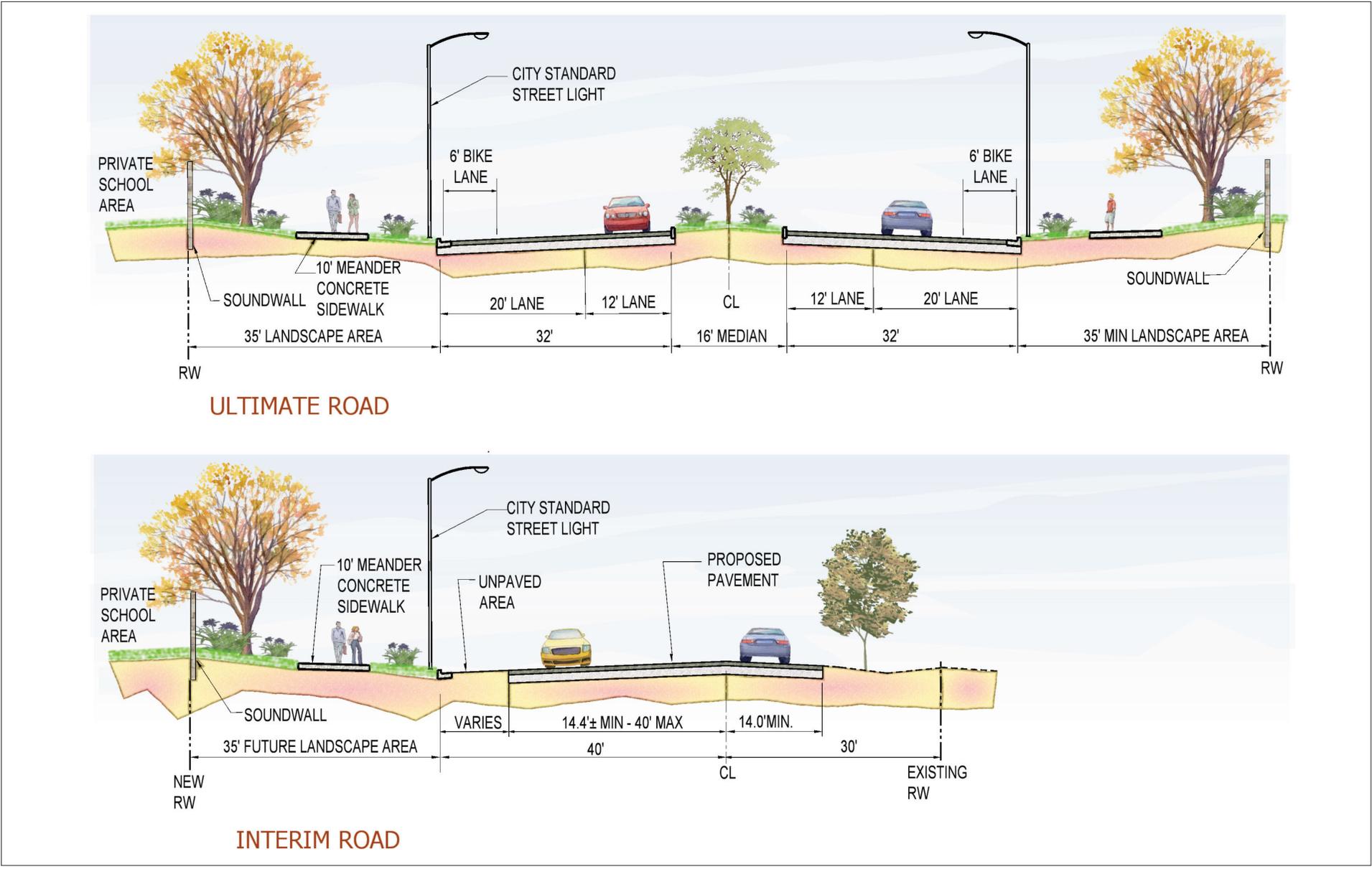
FIGURE 3-7

VEHICULAR CIRCULATION SYSTEM



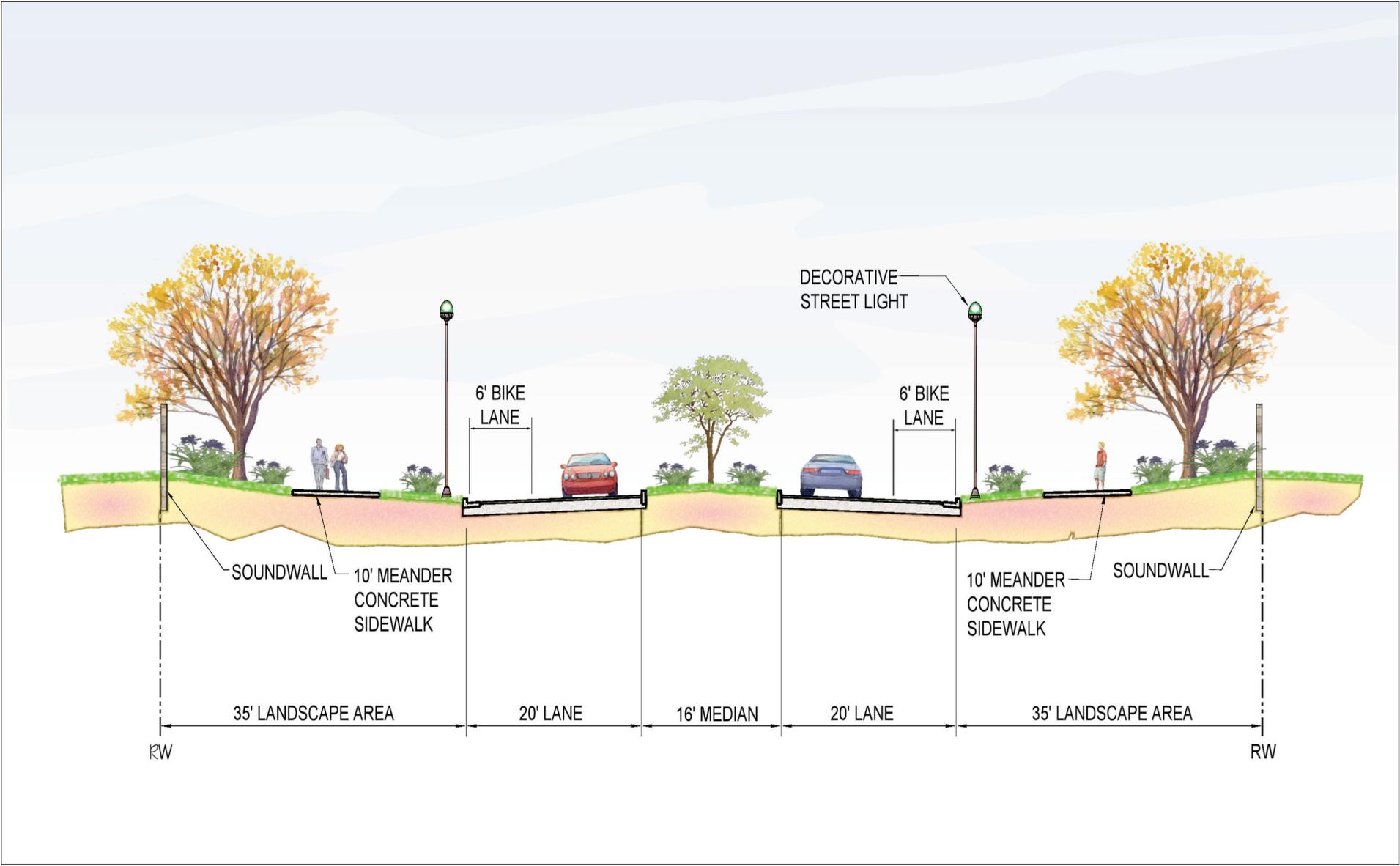
Source: Phillippi Engineering, Inc.

FIGURE 3-8
 STREET SECTION, JEPSON PARKWAY



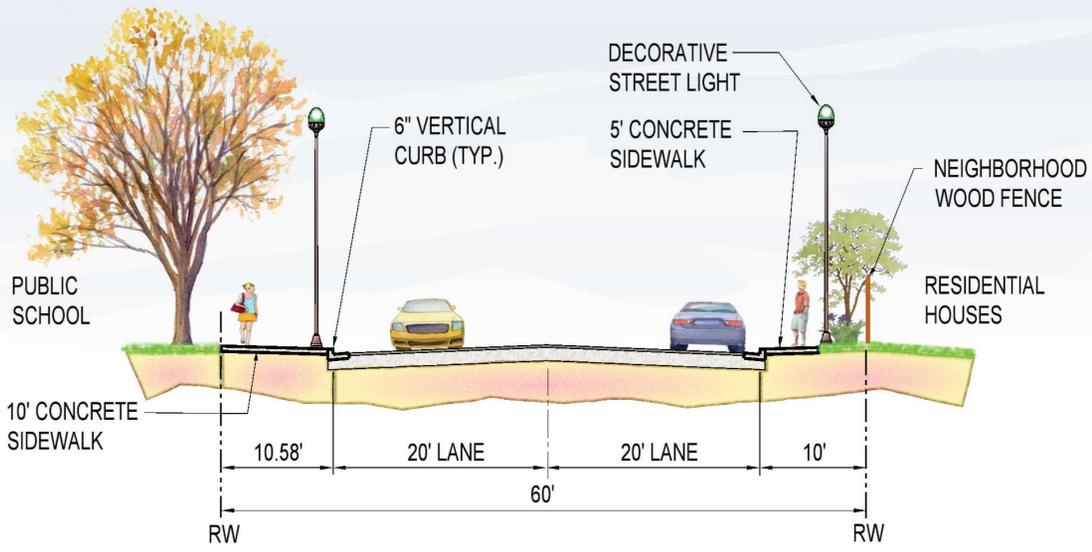
Source: Phillippi Engineering, Inc.

FIGURE 3-9
 STREET SECTION, ELMIRA ROAD

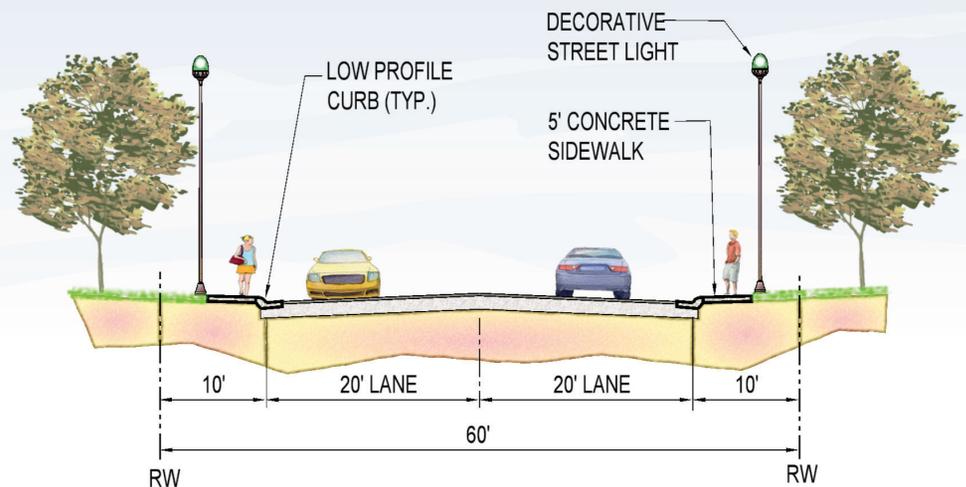


Source: Phillippi Engineering, Inc.

FIGURE 3-10
STREET SECTION, MAJOR COLLECTOR



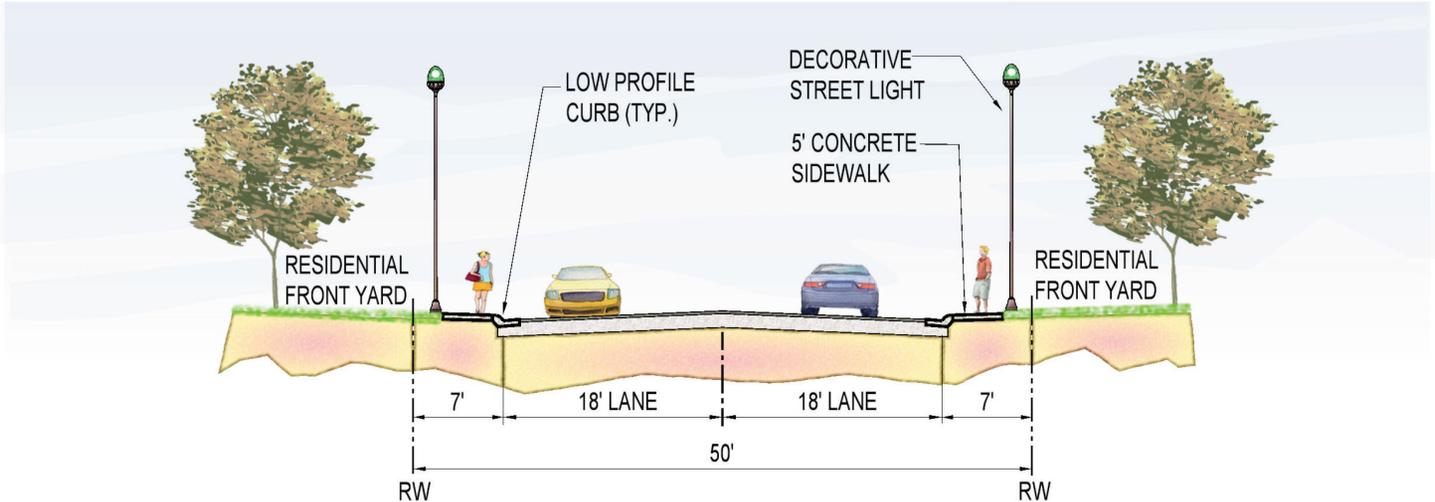
FRONTING PUBLIC SCHOOL



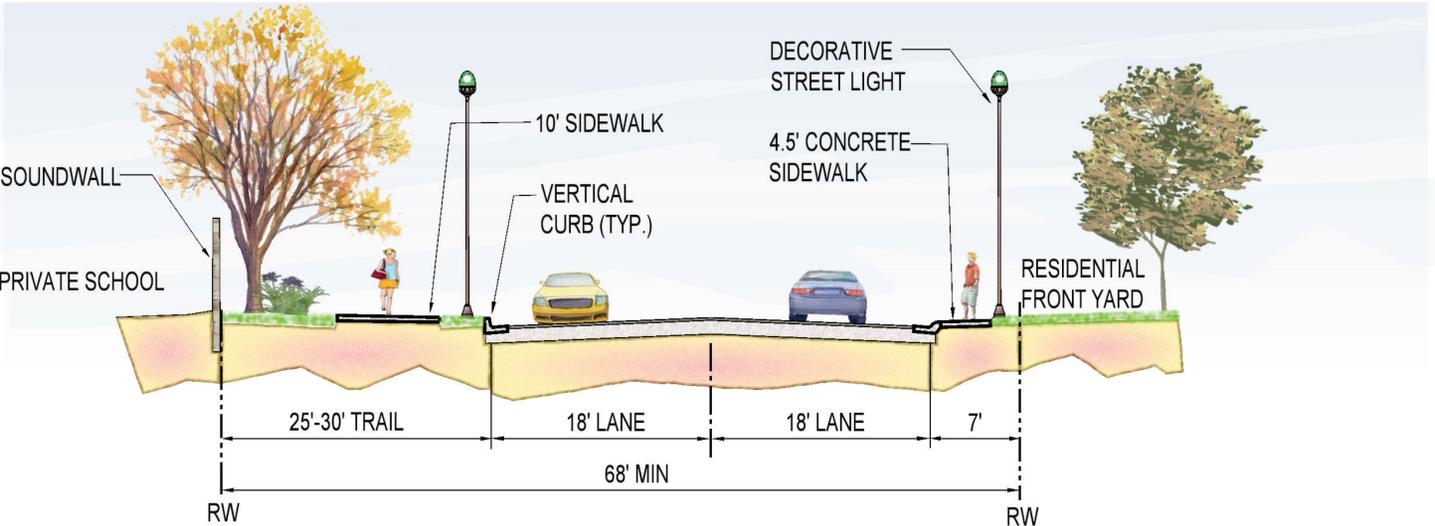
FRONTING RESIDENTIAL HOUSES

Source: Phillippi Engineering, Inc.

FIGURE 3-11
STREET SECTION, MINOR COLLECTOR



TYPICAL



ADJACENT TO PRIVATE SCHOOL

Source: Phillippi Engineering, Inc.

FIGURE 3-12
STREET SECTIONS, RESIDENTIAL ROAD

widened to include two vehicular travel lanes and one 6-foot-wide bicycle lane in each direction; as well as a 16-foot-wide planted median. The western side of Jepson Parkway will include a 35-foot-wide landscaped area with a 10-foot-wide sidewalk.

The Specific Plan and project designs would comply with the Jepson Parkway design standards for limited vehicular access, street intersections, and traffic controls. The eastern side of Jepson Parkway, adjoining Brighton Landing, would include a 59- to 67-foot-wide landscaped area with a 10-foot-wide sidewalk. The Brighton Landing developer would be responsible for contributing a fair share of the costs to the City for the frontage improvements along Jepson Parkway. Details are to be included in the Development Agreement. At minimum, the contribution would be dedication of right of way and 20 feet of pavement plus curb, gutter, sidewalk, and landscaping.

ii. Elmira Road

The segment of Elmira Road bordering the Specific Plan area would expand from two lanes to become a four-lane arterial west of the new major collector (see below) and a two-lane arterial east of the new major collector. The Specific Plan proposes Elmira Road improvements including a minimum 35-foot landscaped area and masonry soundwalls on each side of the roadway, 10-foot sidewalks, a 16-foot planted median, and two vehicular travel lanes in each direction. All improvements would meet City standards.

Improvements to Elmira Road west of the major collector would be the responsibility of the developer of the private high school. Improvements to the west of the major collector would be completed by the developer(s) of the northeast quadrant of the Specific Plan area.

iii. Major Collector

One major north-south collector street would bisect the Specific Plan area, allowing internal circulation and connections to anticipated future development to the north and south. The major collector would be 56 feet wide, including one 20-foot-wide travel lane in each direction and a 16-foot median.

It would be adjoined by 10-foot-wide landscaped concrete trails on both sides. No homes would front on the new major collector and no driveways would connect to it other than the driveway to the private high school.

iv. Minor Collectors

Four minor collectors would be built within the Specific Plan area. Minor collectors would be 40 feet wide with one 20-foot lane in each direction, no median, and five- or 10-foot sidewalks along both sides. Homes and driveways would front on one or both sides of the minor collectors.

v. Residential Roads

As shown on Figure 3-7 the majority of the roads within the Specific Plan area would be residential roads. Residential roads would run in both north-south and east-west directions. Some residential roads would be cul-de-sacs. Residential roads would typically include one 18-foot travel lane in each direction and 4½-foot sidewalks, small landscaped areas, and streetlights on both sides of the roadway.

b. Public Transit

Vacaville City Coach provides transit locally and coordinates with regional transit providers. There is currently no transit service to the Specific Plan area. Therefore, transit stops have not been designed and locations have not been determined. However, the Specific Plan offers installation of bus turn-outs and transit stops within the Specific Plan area at locations designated by the City, if City Coach extends current routes into the area.

c. Bicycle and Pedestrian Facilities

Internal to the Specific Plan area, a 10-foot-wide, multi-use trail/bike lane would run along the eastern side of Leisure Town Road, the southern side of Elmira Road, the western edge of the linear park, both sides of the major collector, along the southern edge of the Specific Plan area, and adjacent to both school sites, as illustrated in Figure 3-13.

d. Parking

The Specific Plan states that parking for all uses will comply with the City of Vacaville Land Use and Development Code, Chapter 14.09.128.

3. Utilities

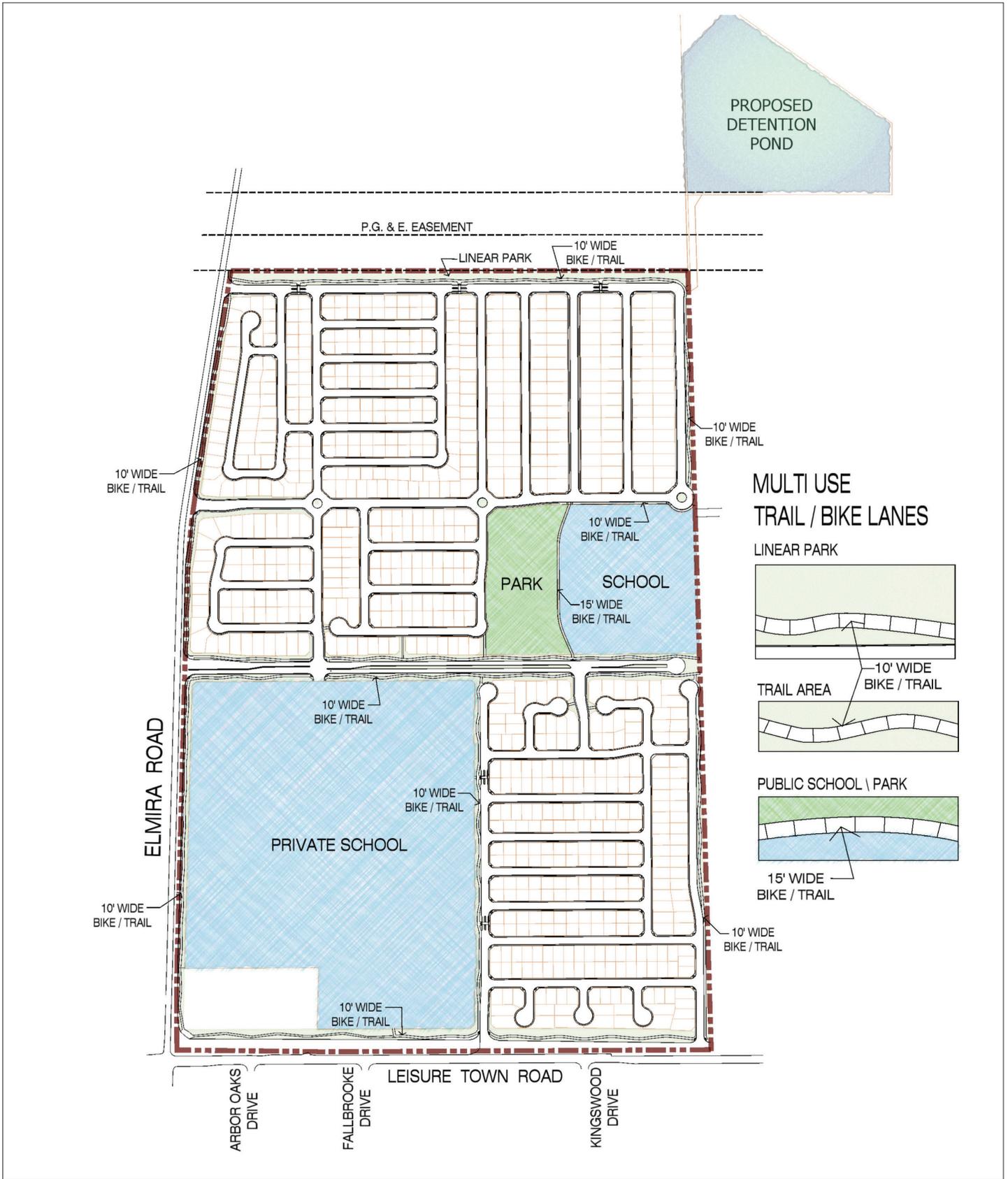
This section summarizes the provision of water, wastewater, storm water, energy, and other infrastructure to the Specific Plan area. Plans for these utilities are shown in Figures 3-14 to 3-18.

a. Utilities Financing

All infrastructure improvements and public facilities would be paid for by developers of the Brighton Landing Specific Plan through private financing, including private capital, special district fees, and impact fees. A Brighton Landing benefit district, assessment district, or another funding mechanism, would be established for the Specific Plan area to ensure that the developer of each portion of the Specific Plan would pay its fair share of public facility improvements. The Benefit District or other appropriate financing mechanisms would establish phasing and timing of various improvements and would ensure that infrastructure is sized to accommodate future development to the north and south of Brighton Landing in accordance with the applicable General Plan.

A Lighting and Landscape District would be formed for ongoing maintenance of the backup landscaping, trail landscaping, and street lights in the area. A Park Maintenance District would be formed for ongoing maintenance of the park in the Brighton Landing area. A separate maintenance district would include maintenance of the detention basin.

Developers would be required to pay a variety of City impact fees towards the costs of citywide capital improvements; sewer, water, storm drain and traffic improvements; park and recreation services; and school service. In addition, Brighton Landing would be required to annex into a Community Facilities District, which would fund police and fire services to the Specific Plan area.



Source: Phillippi Engineering, Inc.

FIGURE 3-13

NON-VEHICULAR CIRCULATION SYSTEM

b. Water Supply

Development in Brighton Landing would be served by the City of Vacaville for potable water, while non-potable would be provided either by the Solano Irrigation District or the City for the proposed park, agricultural buffer trails, and street landscaping, depending on negotiations between the City and the Solano Irrigation District (SID) to modify their existing water service agreement for urban and agricultural areas. The City expects to provide treated water for irrigation of the private and public schools. The Specific Plan has been designed to include distribution systems for both potable and non-potable water. These are shown in Figures 3-14 and 3-15, respectively. In the potable water system, water would be conveyed via the existing 12-inch water main under Leisure Town Road, with new connections in Elmira Road and the southern boundary of the high school site, combined with proposed 12-inch water mains extensions in Elmira Road, the major collector, and both north-south minor collectors, and the residential street along the southern boundary of the private school, as well as 8-inch water mains under residential roads. The Specific Plan residential area would need to request de-annexation from SID.¹³

Non-potable water would need to be tested to assure that is safe to use before it is used for irrigation. The non-potable water delivery system would include a new pump station on Leisure Town Road and 8-inch trunk mains in a portion of Leisure Town Road, a portion of Elmira Road, in the major collector, and in the road at the southern boundary of the Private High School. Non-potable lines will be installed in phases. The Specific Plan indicates that detailed phasing information will accompany the Large Lot Tentative Map.

¹³ Typically, areas developed for residential use are de-annexed from SID, while commercial and industrial areas remain within SID. Buderer, Fred. City Planner, Community Development Department, City of Vacaville. Personal communication with Melissa McDonough, The Planning Center | DC&E. May 25, 2012.

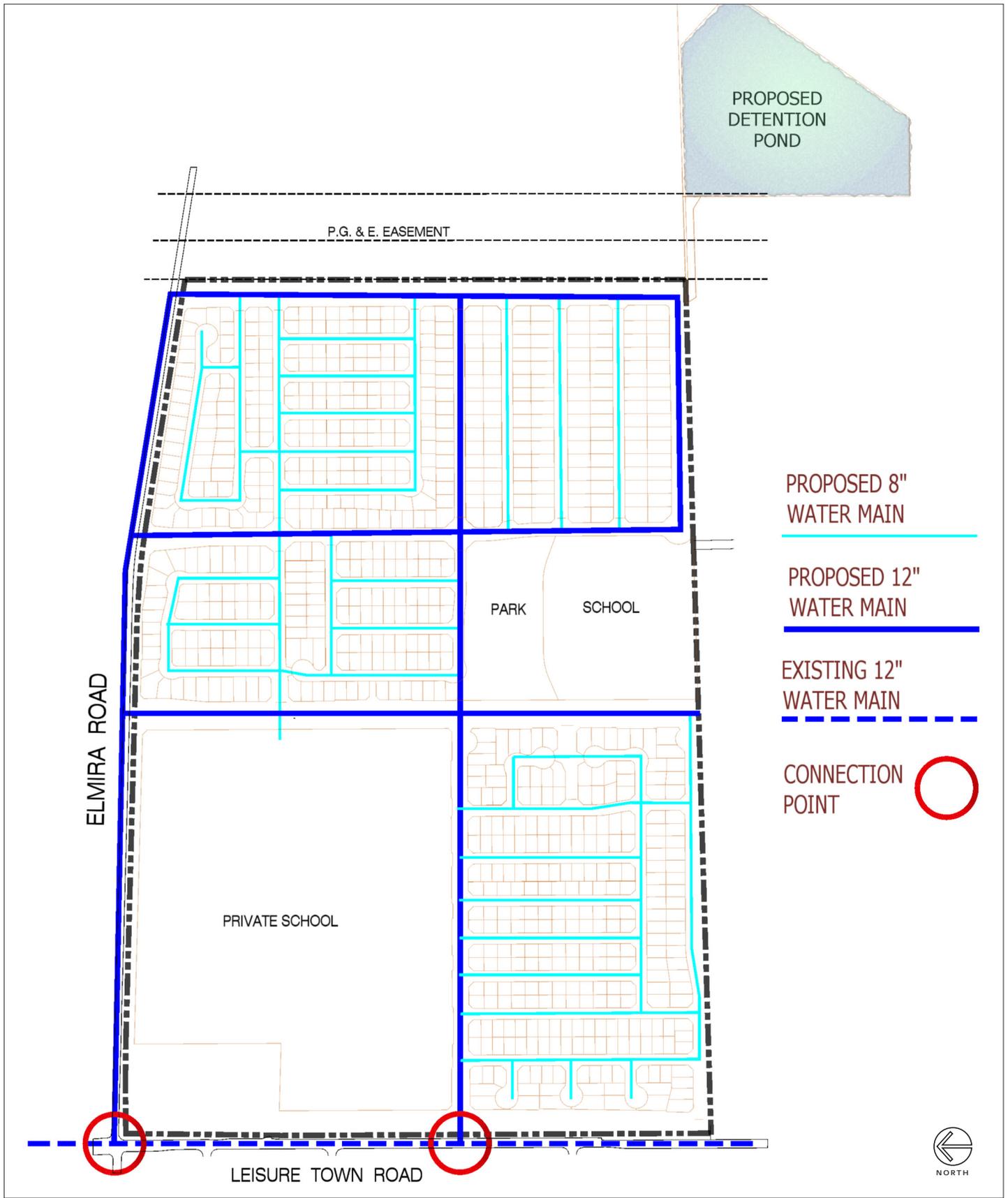


FIGURE 3-14

POTABLE WATER PIPING PLAN

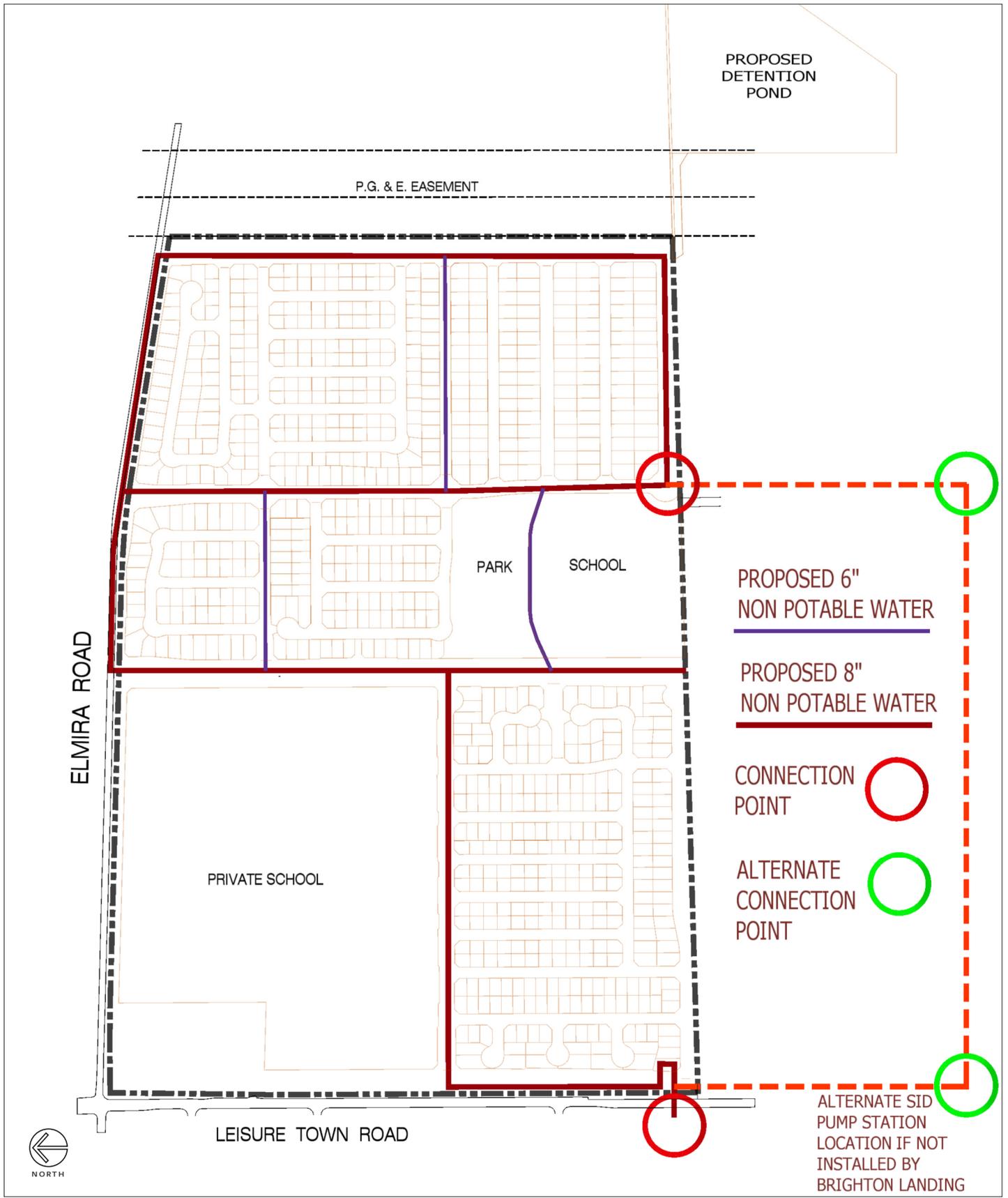


FIGURE 3-15

NON-POTABLE WATER PIPING PLAN

Potable and non-potable water demand from the Specific Plan was calculated by Nolte Associates.¹⁴ The potable water demand was calculated at 428,580 gallons per day (GPD). The irrigation water demand for the proposed schools, both private and public, was estimated at 91,760 GPD, and is assumed to be provided by the City. The irrigation demand for the proposed park, agricultural buffer, and trails and landscaping, was calculated at 65,401 (a total of 157,161 GPD for estimated irrigation demand) GPD and would be supplied by the Solano Irrigation District (SID) depending on the outcome of City / District negotiations to amend an existing water service agreement.

c. Wastewater

A plan of the proposed new sanitary sewer system is shown in Figure 3-16. As the Specific Plan area is built out, the first 385 dwelling units constructed would be connected directly to the existing Elmira Road Trunk Sewer and would be accompanied by construction of a trunk sewer on-site along the eastern boundary of the Specific Plan area. The wastewater collected from the Specific Plan area would flow through the sanitary sewer system to the Easterly Wastewater Treatment Plant (EWWTP).

The proposed project will include upsizing the segment of the existing trunk sewer between the railroad tracks and the EWWTP from 27 inches to 54 inches to handle both the increased flows triggered by buildout of the Specific Plan and anticipated increased flows from future development east of Leisure Town Road.

The first 385 residential units will temporarily connect to the existing Elmira Road sewer main, then will ultimately be redirected to connect with a new proposed regional sewer once it is constructed in a later phase of the Brighton Landing project. Both the initial connection to the Elmira Road Trunk Sewer and the new trunk sewer in the east of the Specific Plan area, would be temporary features, phased out after the construction of a proposed regional sewer, as shown in Figure 3-16. After the Specific Plan area is built out, the

¹⁴ Nolte Associates, 2012. *Brighton Landing SB 610 Water Supply Assessment Report, April 2012.*

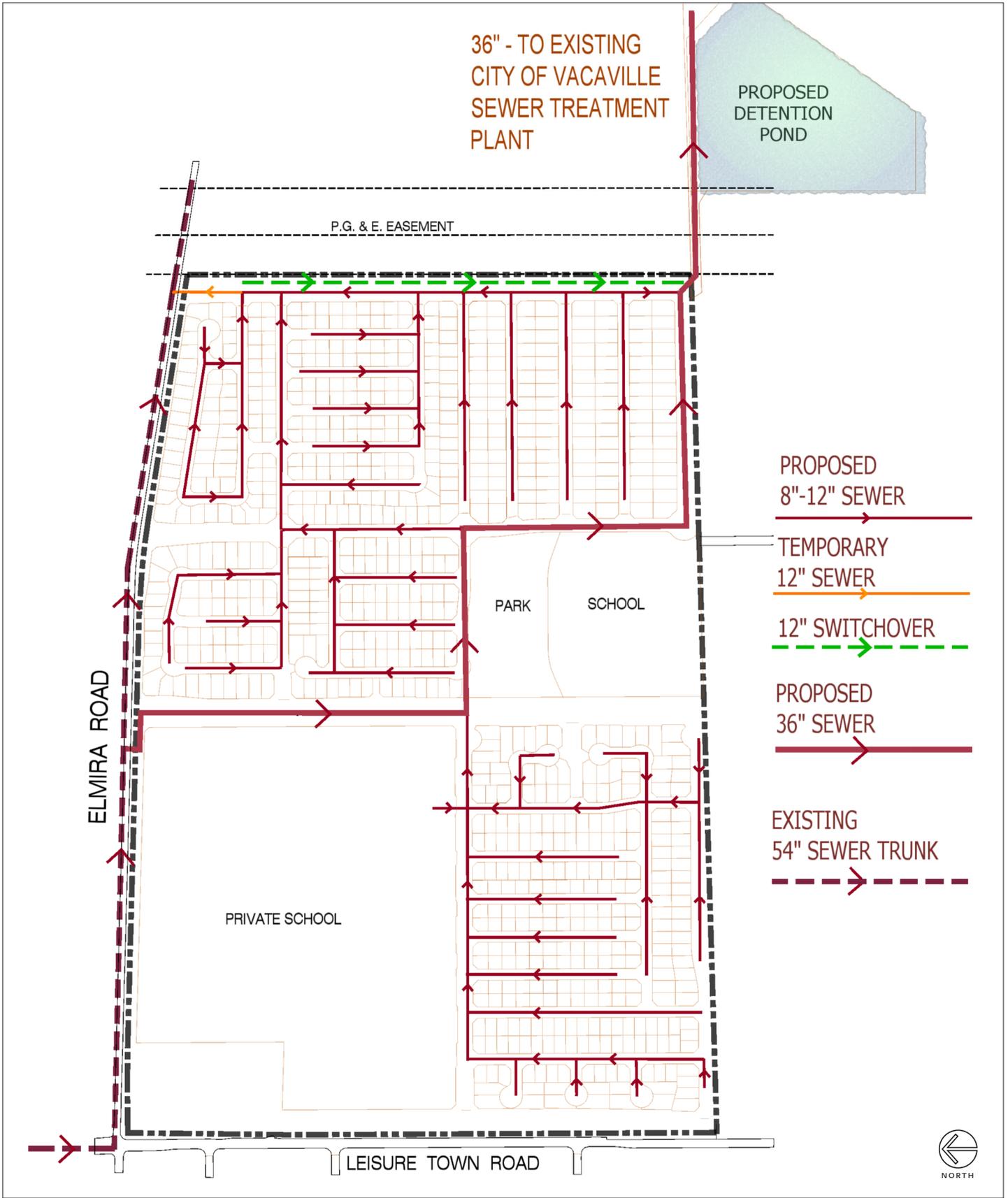


FIGURE 3-16

SANITARY SEWER PLAN

wastewater collection system would include a new trunk main, serving not only Brighton Landing but future area development, running through the center of the Specific Plan area and out of the southeast corner of the Specific Plan area to connect to the EWWTP, as well as smaller sanitary sewer lines on all other streets in the Specific Plan area. The sizing of the regional sewer would be recommended as part of a sewer master plan that would be prepared for the Brighton Landing project as part of the implementation of the project.

d. Storm Drainage

A plan of the proposed new storm drains is shown in Figure 3-17. The Specific Plan area currently drains east over the surface to a small, on-site agricultural drainage ditch and eventually to Alamo Creek and SID's Frost Canal. The Specific Plan would construct drainage facilities directing stormwater to the southeast corner of the Specific Plan area and a 72-inch storm drain would transfer stormwater to a proposed detention basin. The Specific Plan proposes to locate the detention basin slightly southeast of the Specific Plan area, on the Batch property outside of the Urban Growth Boundary in unincorporated Solano County. The detention basin would be sized to handle flows from both the Specific Plan and future development on the Batch property. A detention basin pumping facility would allow the detention basin to discharge into the Solano Irrigation District Frost Canal. Pipelines running through the Specific Plan to the detention basin would include 15-inch lines draining the parts of the development and a 72-inch line discharging into the basin.

e. Electricity and Gas

A plan of the dry utility layout that includes electricity, gas, phone, and cable services is shown in Figure 3-18. Electricity and gas utilities would be provided through Pacific Gas & Electric Company (PG&E) and funded through individual user fees. The applicant would be responsible for providing the local infrastructure necessary to provide these utilities to the Specific Plan area; PG&E would be responsible for regional infrastructure. New on-site utility lines for electricity and gas would be placed underground. Existing overhead lines would be placed underground within the Specific Plan area.

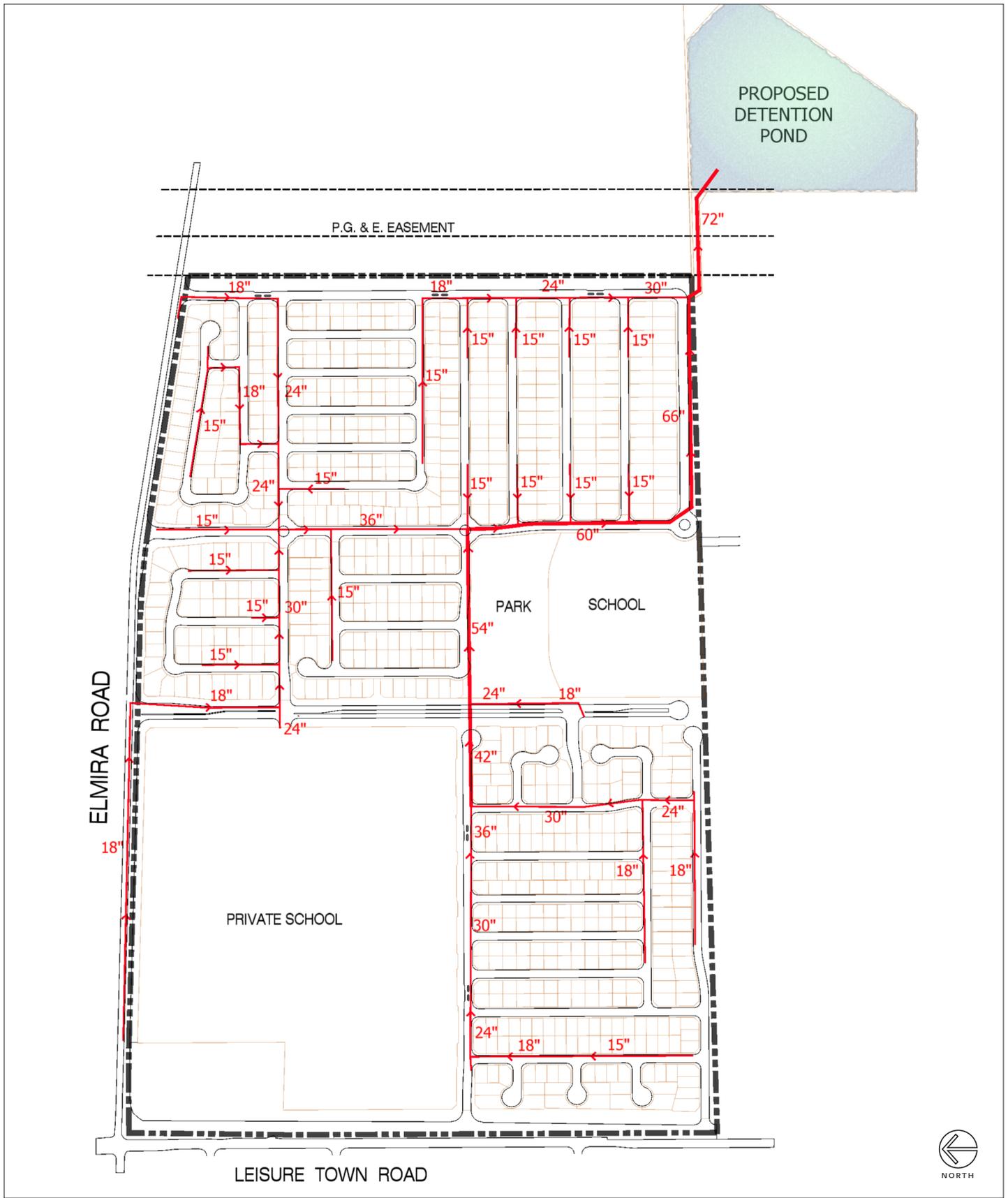
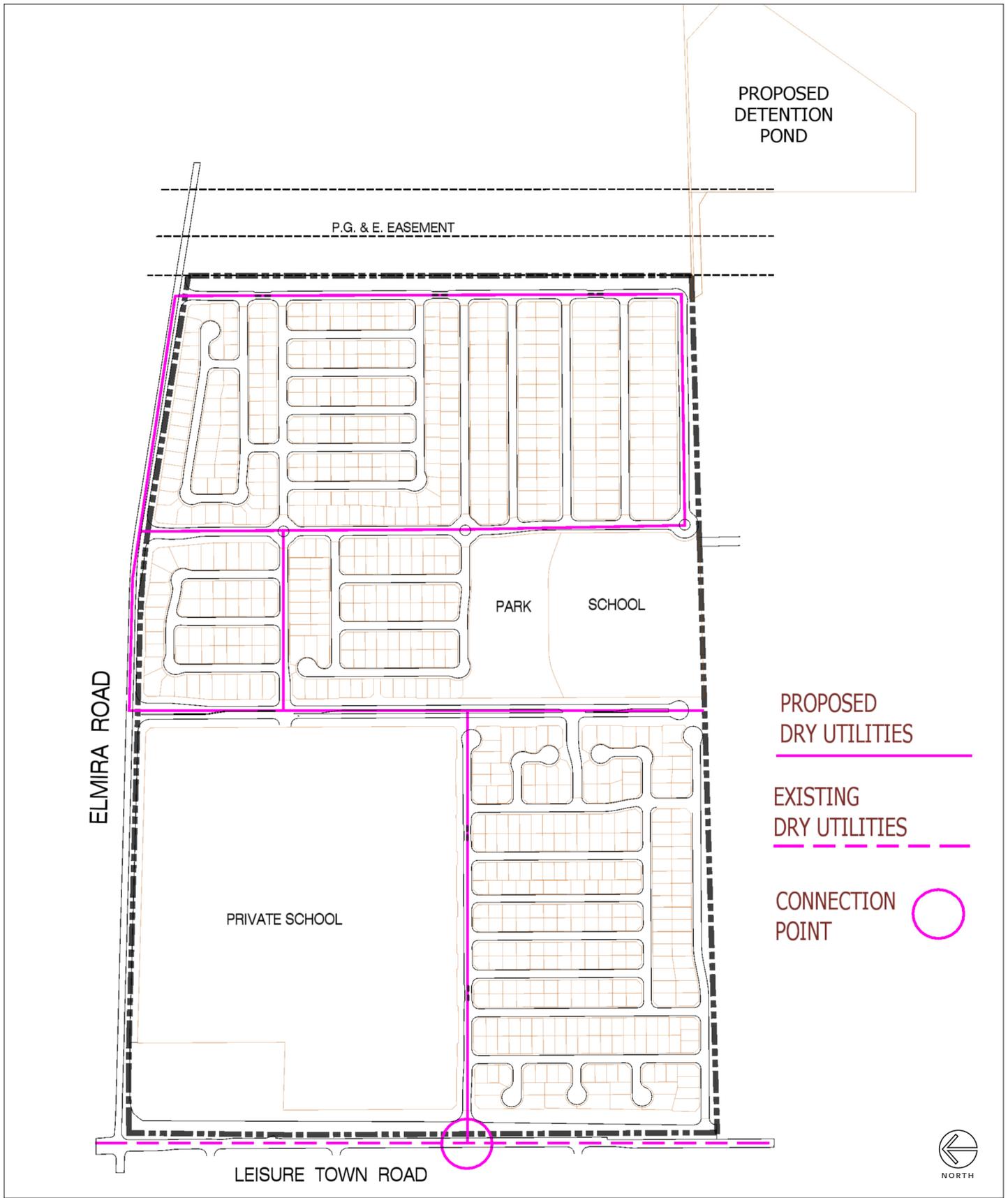


FIGURE 3-17
STORM DRAIN PLAN



PROPOSED
DRY UTILITIES

EXISTING
DRY UTILITIES

CONNECTION
POINT



FIGURE 3-18

DRY UTILITIES PLAN

f. Phone and Cable Services

Comcast would provide cable television services, funded through individual user fees. The telephone and data service provider is AT&T. The applicant would be responsible for providing local infrastructure. The Specific Plan would place on-site utility lines for phone and cable services underground.

g. Financing

All infrastructure improvements and public facilities would be paid for by developers of the Brighton Landing Specific Plan through a combination of public and private financing, including private capital, special district fees, and impact fees. A Brighton Landing benefit district, assessment district, or another funding mechanism would be established for the Specific Plan area to ensure that the developer of each portion of the Specific Plan would pay their fair share of public facility improvements. The Benefit District or other appropriate financing mechanisms would establish phasing and timing of various improvements and would ensure that infrastructure is sized to accommodate future development to the north and south of Brighton Landing in accordance with the applicable General Plan.

A Lighting and Landscape District would be formed for ongoing maintenance of the backup landscaping, trail landscaping, and street lights in the area. A Park Maintenance District would be formed for ongoing maintenance of the park in the Brighton Landing area.

Developers would be required to pay a variety of City impact fees towards the costs of citywide capital improvements; sewer, water, storm drain and traffic improvements; park and recreation services; and school service. In addition, Brighton Landing would be required to annex into a Community Facilities District, which would fund police and fire services to the Specific Plan area.

4. Design

Applicable design guidelines and the Specific Plan govern landscaping of streets, parks and open spaces, architectural design, signage, lighting, and any other design-related requirements necessary to implement the Specific Plan.

5. Other Specific Plan Components

The City's 1990 General Plan requires agricultural mitigation for any urban development on lands east of Leisure Town Road. The Specific Plan would be required to permanently preserve at least 254.54 acres of land as agricultural land or open space. This land must be located outside of but within one mile of the 1990 General Plan-designated Urban Growth Boundary.¹⁵ Another option allows the Specific Plan to provide an in-lieu fee in amount determined to be equivalent by the City in consultation with the Solano Land Trust.¹⁶

6. Development Agreement

The Specific Plan applicant will be required to negotiate a Development Agreement with the City of Vacaville. The Development Agreement will address impact fees and funding for required improvements; the timing of both park construction and infrastructure improvements, the dedication of land for the proposed detention basin, and the sale of Specific Plan land to the Sacramento Diocese for use as a private high school, among other key features of the Specific Plan. Additionally, it is anticipated that the Development Agreement will address provisions for temporary utility services as described in the draft Specific Plan, such as interim wastewater connections to existing sewer trunk lines.

7. Project Phasing

The Specific Plan is currently proposed for development in several phases, which would be set forth in the Specific Plan and also the Development Agreement, with details regarding what components are to be built in each phase, and standards that must be met prior to subsequent phases. The phas-

¹⁵ City of Vacaville, 2008. *General Plan*, Land Use Element, pages 43 to 44.

¹⁶ City of Vacaville, 2008. *General Plan*, Land Use Element, page 44.