

A P P E N D I X L

NOTICE OF PREPARATION AND
RESPONSES



**Notice of Preparation (NOP)
ENVIRONMENTAL IMPACT REPORT FOR THE BRIGHTON LANDING PROJECT**

Date: February 11, 2011

To: Responsible and Trustee Agencies and Other Interested Parties	From: City of Vacaville Community Development Department 650 Merchant Street Vacaville, CA 95688 Attn.: Fred Buderl
State Clearinghouse P.O. Box 3044 Sacramento, CA 95812-3044	

The City of Vacaville will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Brighton Landing Specific Plan project, which is described below.

Members of the public and public agencies are invited to provide comments in writing as to the scope and content of the EIR. For other public agencies, the City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Responsible Agencies will need to use the EIR prepared by the City when considering their permit or other approval for the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than the close of the NOP review period on March 17, 2011.

Please send your response to Fred Buderl, City Planner, at the address shown above. Please include a contact person for your agency.

1. Project Name: Brighton Landing Specific Plan EIR

2. Project Location and Surrounding Uses:

The regional and local location of the proposed project site is shown on Figures 1 and 2. The site is located in the southeast portion of Vacaville on a 218-acre site at the intersection of Leisure Town and Elmira Roads. The proposed Specific Plan area is bounded by Elmira Road to the north, the Vacaville Urban Growth Boundary to the east, the Vacaville city limit to the south, and Leisure Town Road to the west, and includes Assessor's Parcels 0135-080-070 (145.39 acres), 0135-080-010 (0.34 acres), 0135-080-030 (2.22 acres), and 0135-080-020 (0.34 acres), as well as the western 65.5-acre portion of 0135-080-080

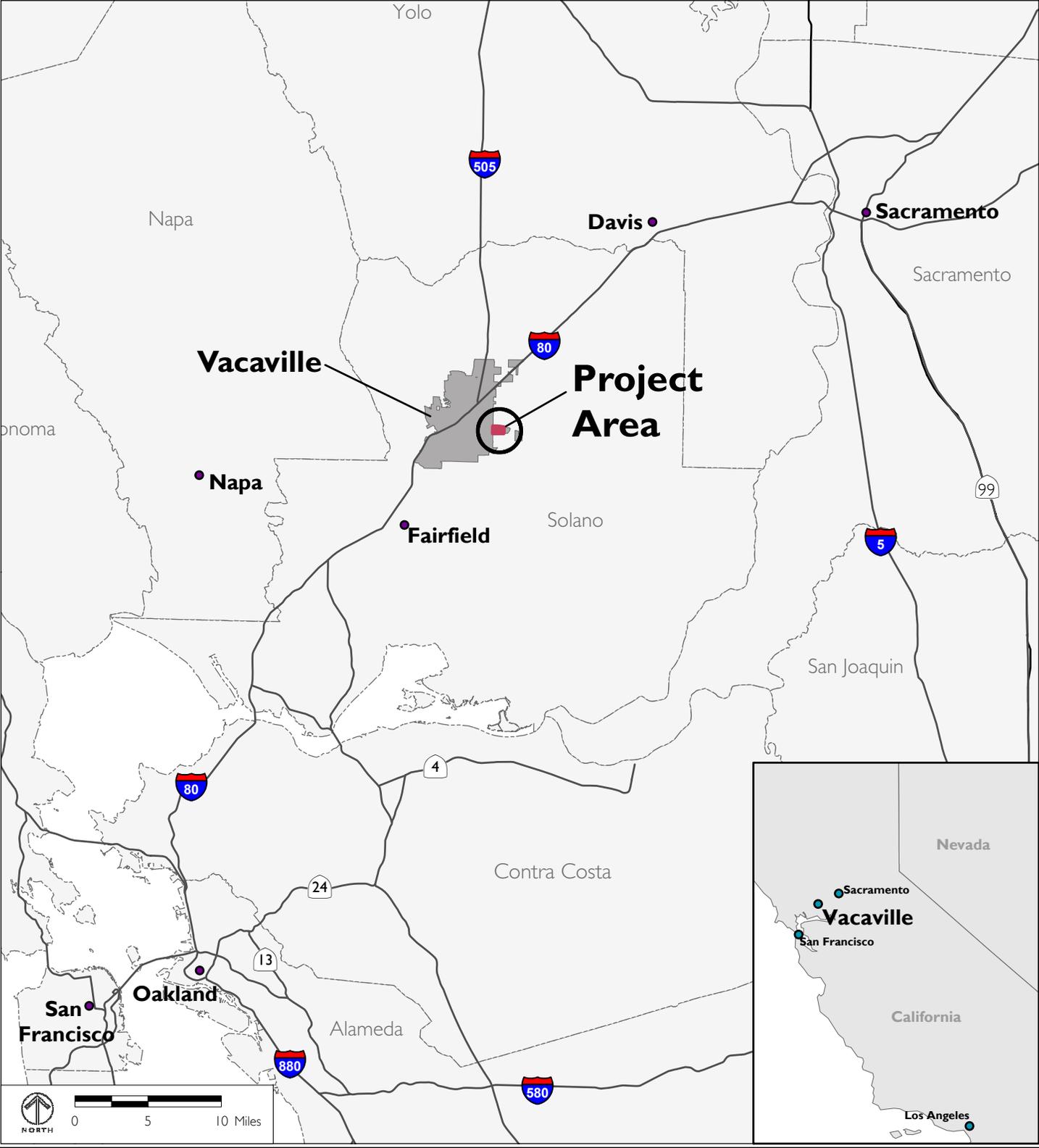
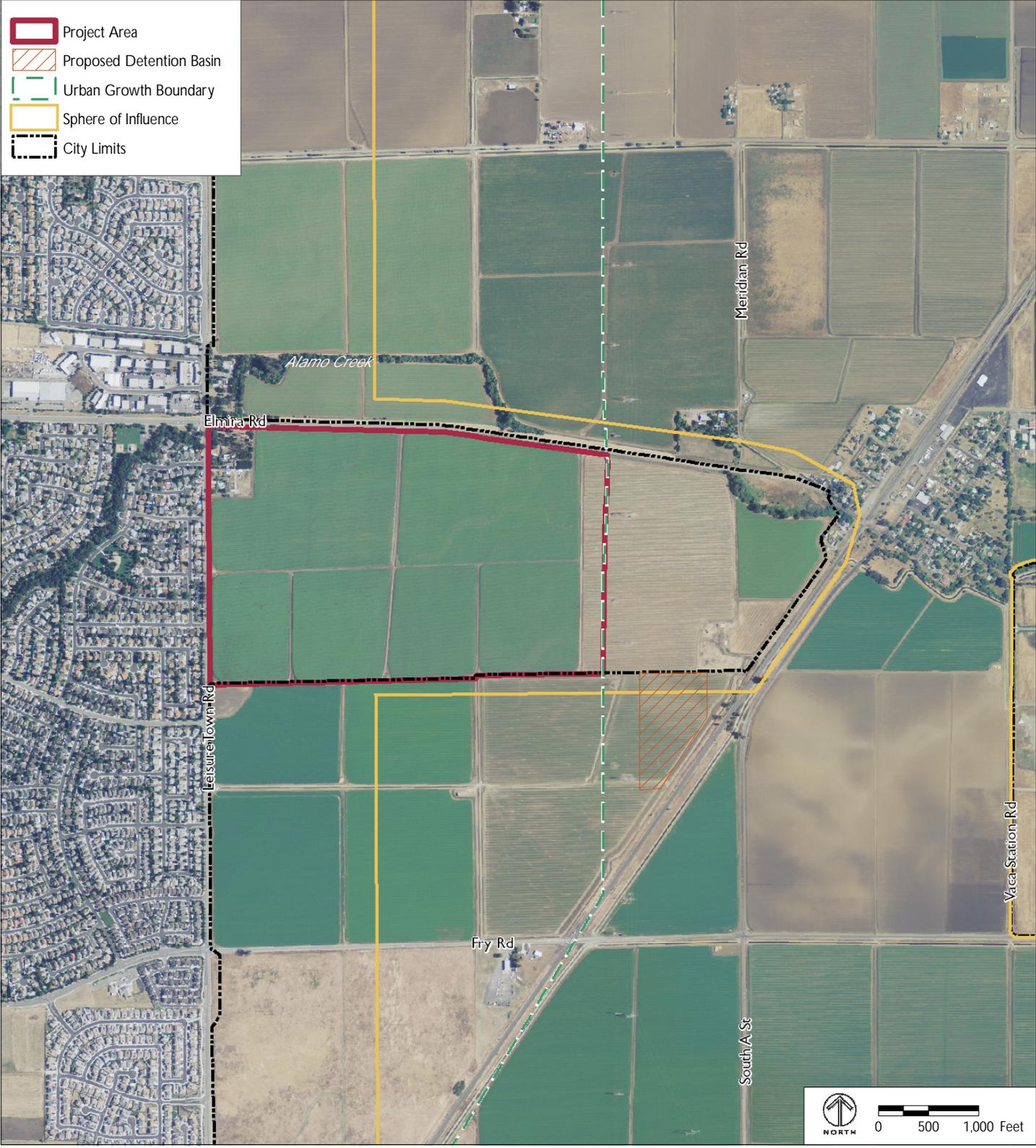


FIGURE I
REGIONAL LOCATION



Source: City of Vacaville.

FIGURE 2
STUDY AREA

(total parcel is 126.62 acres in size).¹ In addition, a detention basin to serve development in the Specific Plan is proposed on Assessor's Parcel 0135-090-070, located southeast of the Specific Plan area, adjacent to the railroad tracks. The parcels subject to the Specific Plan and detention basin are currently designated Estate Residential, Agricultural Buffer, and Agriculture in the 1990 Vacaville General Plan, and zoned Agriculture in the 2010 Vacaville Land Use and Development Code.

The site is surrounded by agricultural uses to the north, east, and south and residential uses to the west. The majority of the site is in active agricultural use, though there are two single family houses on a small portion of the northeast corner of the project area.

3. Lead Agency Contact:

Fred Buderer, City Planner
City of Vacaville Community Development Department
650 Merchant Street
Vacaville, CA 95688
(707) 449-5140
FBuderer@cityofvacaville.com

4. Project Sponsor:

Robert K. Holmes, Authorized Agent
Brighton Landing Vacaville LLC
1800 Third Street, Suite 250
Sacramento, CA 95811
(916) 442-7299
RHolmes@srgnc.com

5. Project Description:

The City of Vacaville has accepted an application for the Brighton Landing Specific Plan and related development approvals. The basic concept for the Specific Plan is to build a residential neighborhood comprised of a variety of housing types interconnected by trails and landscaped corridors. A major feature of the Specific Plan will be a private Catholic high school. Other features of the plan include an elementary school site, a neighborhood park, and a small amount of commercial uses.

Key project features include the following:

- ◆ **Housing.** The project includes the development of a variety of housing types including apartments and single family houses.
- ◆ **Schools.** The applicant proposes two school sites: a public elementary school and a private Catholic high school.
- ◆ **Parks and Open Space.** The Specific Plan includes a new City park and trails throughout the

¹ Assessor's Parcel 0135-080-080 extends beyond the Urban Growth Boundary. The proposed project will split this parcel along the Urban Growth Boundary.

development, which would connect to future development to the north and south of the project site.

- ◆ **Commercial Uses.** A portion of the site would allow commercial uses.

Off-site project components include the following:

- ◆ **Detention Basin.** A detention basin would be constructed east of the PG&E towers, south of the Specific Plan area. The detention basin would be sized to serve the Brighton Landing Specific Plan and adjacent development.
- ◆ **Leisure Town Road Improvements.** The project applicant would fund the construction of curb, gutter, sidewalk, 20 feet of pavement, and landscaping for a portion of Leisure Town Road. This work also includes widening and shifting Leisure Town Road to the east to be consistent with the Jepson Parkway Plan as approved by the Solano Transportation Authority.

The EIR will analyze the potential impacts associated with the proposed project and its on- and off-site improvements, as well as potential impacts associated with site preparation and construction.

The Brighton Landing Specific Plan project will involve close coordination with the City's General Plan Update project, which is underway. If needed, the Specific Plan will be adjusted in order to maintain consistency with the General Plan Update. In addition, the EIR will evaluate the project in consideration of both the existing General Plan and the draft General Plan Update.

This project will require the following discretionary actions:

- ◆ General Plan Amendment
- ◆ Development Agreement
- ◆ Specific Plan
- ◆ Rezoning
- ◆ Tentative Subdivision Map
- ◆ Planned Development
- ◆ Related actions to allow construction of the project

6. Probable Environmental Impacts of the Project

The EIR for the proposed Brighton Landing Specific Plan will address the range of impacts that could result from adoption and implementation of the Specific Plan. Below is a list of environmental topics that will be examined in the Brighton Landing Specific Plan EIR:

- ◆ Aesthetics
- ◆ Agricultural and Forest Resources
- ◆ Air Quality
- ◆ Biological Resources
- ◆ Cultural Resources
- ◆ Geology, Soils, and Mineral Resources
- ◆ Greenhouse Gases

- ◆ Hazards and Hazardous Materials
- ◆ Hydrology and Water Quality
- ◆ Land Use
- ◆ Noise
- ◆ Population and Housing
- ◆ Public Services
- ◆ Recreation
- ◆ Traffic and Transportation
- ◆ Utilities

7. Responsible and Trustee Agencies

The following are responsible and trustee agencies for this project:

- ◆ California Department of Fish and Game
- ◆ Regional Water Quality Control Board, Region 5
- ◆ Solano Irrigation District
- ◆ Solano Transportation Authority
- ◆ US Army Corps of Engineers
- ◆ Vacaville Unified School District
- ◆ Yolo-Solano Air Quality Management District

8. Public Scoping Meeting

The City will hold a Scoping Meeting to: 1) inform the public and interested agencies about the proposed project; and 2) solicit public comment on the scope of the environmental issues to be addressed in the EIR.

Date/Time: Tuesday, March 1, 2011
6:00 pm

Location: City of Vacaville
Ulatis Community Center
1000 Ulatis Drive
Vacaville, CA 95687

Date _____

Signature _____

Title _____



DEPARTMENT OF CONSERVATION

Managing California's Working Lands

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

March 16, 2011

VIA EMAIL: fbuderi@cityofvacaville.com

Mr. Fred Buderi, City Planner
City of Vacaville Community Development Department
650 Merchant Street
Vacaville, CA 95688

Subject: Notice of Preparation for the Brighton Landing Specific Plan
- SCH# 2011022044

Dear Mr. Buderi:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation for the Brighton Landing Specific Plan. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources.

Project Description:

The site is located in the southeast portion of the City of Vacaville on 218-acres at the intersection of Leisure Town Road and Elmira Road. The basic concept for the Specific Plan is to build a residential neighborhood comprised of a variety of housing types interconnected by trails and landscaped corridors. The majority of the site is in active agricultural use and the property is currently surrounded by agricultural uses to the north, east, and south with residential uses to the west. Per the 2008 Solano County Important Farmland Map (administered by the Department), the area appears to be designated as Prime Farmland.

Division Comments:

The Division recommends the following discussion under the Agricultural Resources section of the Draft EIR:

- Location and extent of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and other types of farmland in and adjacent to the project area.

- Type, amount, and location of farmland conversion resulting directly and indirectly from project implementation and growth inducement, respectively.
- Current and past agricultural use of the project area. Please include data on the types of crops grown and crop values.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, etc.
- Incremental project impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely projects in the future.

Under California Code of Regulations Section 15064.7, impacts on agricultural resources may also be both quantified and qualified by use of established thresholds of significance. As such, the Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model. The California LESA model is a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website at:

http://www.consrv.ca.gov/DLRP/gh_les.htm

Mitigation

The Department's data on land use conversion¹ shows that Solano County lost a total of 27,659 acres of Important Farmland from 1984 to 2008, with an annual average loss of 1,152 acres per year. This cumulative loss represents a significant and permanent impact to the agricultural resources of the County and the State, and shows why the remaining agricultural resources in the County should be protected whenever feasible. In 2009, approximately \$252,000 in farm sales were generated in Solano County². That value demonstrates the significance of agriculture to the economy of Solano County. The City of Vacaville is adjacent to large areas of Prime Farmland, and any loss of this agricultural land should be avoided or mitigated whenever possible.

Although direct conversion of agricultural land is often deemed an unavoidable impact in California Environmental Quality Act (CEQA) analyses, mitigation measures must be considered. The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends a requirement for permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land

¹ Department of Conservation. "Solano County Important Farmland Data Availability. Land Use Conversion Table" http://redirect.conservacion.ca.gov/dlrp/fimmp/county_info_results.asp

² California Agricultural Resource Directory 2010-2011

Mr. Fred Buder
March 16, 2011
Page 3 of 3

Page 3 of 3
March 16, 2011
8:10:29 AM

resulting from development within the Brighton Landing Specific Plan area. This can be accomplished by incorporating a program or policy into the Specific Plan which would require mitigation for loss of agricultural resources from specific future projects that may be permitted within the Brighton Landing Specific Plan boundaries.

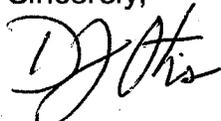
If growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost agricultural land be increased. Conservation easements will protect a portion of those remaining land

resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence the search for replacement lands can be conducted regionally, and need not be limited strictly to lands within the project's surrounding area.

Thank you for giving us the opportunity to comment on the Notice of Preparation for the Brighton Landing Specific Plan. Please provide this Department with the date of any hearings for this particular action, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Sincerely,



Dan Otis
Program Manager
Williamson Act Program

cc: State Clearinghouse



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

March 17, 2011

Fred Buder
City Planner
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

RE: City of Vacaville's Notice of Preparation (NOP) of a Draft Environmental Impact Report Proposed Brighton Landing Specific Plan

Dear Mr. Buder:

The Solano Transportation Authority (STA), in accordance with its role and responsibility as the Congestion Management Agency (CMA) for Solano County, has reviewed the City of Vacaville's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR), for the proposed Brighton Landing Specific Plan for consistency with the 2010 Solano Congestion Management Program (CMP).

As described in the NOP, the proposed project site is approximately 218 acres located on east side of Leisure Town Road, south of Elmira Road. The NOP does not specify the number or mix of housing types that would be allowed by the Specific Plan, nor does it specify the floor area of commercial uses on the site. As a result, the STA cannot at this time determine if the intensity of the development contemplated in the proposed Specific Plan is consistent with the development potential contained the STA's Napa-Solano Travel Demand Model.

The STA requests that the City of Vacaville include the following in their DEIR for the Brighton Landing project:

Transportation/Traffic

- **Regional Impact.** The City of Vacaville should use the Napa-Solano Travel Demand Model to analyze project impacts on the Routes of Regional Significance that will be impacted by the project contemplated in the Specific Plan. This analysis should focus on Leisure Town Road in its role as the northern portion of the Jepson Parkway. The STA, in conjunction with the Cities of Vacaville and Fairfield and Solano County, is preparing to begin design work on the Jepson Parkway. The design standards for public infrastructure in the Brighton Landing Specific Plan should be fully compatible with the plan and pending detailed design of the Jepson Parkway.
- **Transit.** The DEIR should analyze the project's impact on local and intercity transit services, including any increased demand for services, and the Specific Plan should clearly designate locations where transit services will be accommodated. Please note that the Jepson Parkway Transportation for Livable Communities Plan calls for transit vehicle turn-outs along Leisure Town Road. The Specific Plan should also include provisions for bicycle racks and/or lockers in commercial and residential developments.
- **Bicycle/Pedestrian Paths.** The Jepson Parkway Transportation for Livable Communities Plan identifies a Class I bike path in this area. The project description also indicates a local bike and pedestrian path system. The Specific Plan should include connections and compatibility of these bicycle/pedestrian systems, and the DEIR should analyze the impacts of the proposed local and county-wide system on traffic, air quality and public health.

- Safety. Because the project will include a school, the Specific Plan should incorporate appropriate elements from the Safe Routes to Schools (SR2S) program. The DEIR should analyze the impacts of SR2S elements on the health and safety of students using the school(s) in the project area.

Land Use

- The project location is at the intersection of two Routes of Regional Significance (Leisure Town Road and Elmira Road), and is a strong candidate for inclusion of Transit Oriented Development (TOD) features. STA requests that one of the alternatives analyzed in the DEIR focus on the development as a TOD project, rather than the standard detached single family development that the project description indicates will be developed.
- In preparing for the next Sustainable Communities Strategy (SCS) and Regional Transportation Plan (RTP), the Association of Bay Area Governments and the Metropolitan Transportation Commission are considering transportation-related financial incentives for preservation of agricultural lands and open space. Those financial incentives are not yet identified. If a financial incentive scheme is adopted prior to issuance of the DEIR for the project, the City of Vacaville should analyze the impacts of the project on Solano County's transportation funding in the RTP.

The EIR will need to include specific steps to implement mitigation measures once the impacts to these segments are identified.

Thank you for the opportunity to comment on the EIR Notice of Preparation for the Brighton Landing Project. Please provide us with a copy of the Notice of Availability and/or Public Hearing Notice for the project's EIR. The STA looks forward to working with you to discuss and consider these comments. If you have any questions, please contact me at (707) 424-6006 to discuss the comments in more detail.

Sincerely,



Robert Macaulay
Director of Planning

Cc: STA Board Members
Steve Hardy, Mayor of Vacaville
Daryl Halls, STA Executive Director
Paul Wiese, Solano County Engineering Manager
Erin Beavers, City of Fairfield Community Development Director
STA Chronological File

Fred Buder

From: Justin Hopkins [jhopkins@SIDWater.org]
Sent: Tuesday, March 15, 2011 10:28 AM
To: Fred Buder
Subject: Brighton Landing Project Comments

March 15, 2011

Fred Buder
City Planner
City of Vacaville
Community Development Dept.
650 Merchant St.
Vacaville, Ca 95688

Subject: *Notice of Preparation for the Brighton Landing Project - Comments*

Dear Fred:

The Solano Irrigation District (District) is in receipt of the Notice of Preparation for the proposed Brighton Landing Project, a 213.79 acre development. The project is located at the southeast corner of the intersection of Elmira Road and Leisure Town Road in Vacaville. The subject properties are located with the District boundary and, therefore are subject to the assessments and charges of the District. Agricultural irrigation water is currently provided to APN 0135-080-070. The following are the District's comments:

1. The area of the proposed project is within the scope of the 1995 SID-Vacaville Master Water Agreement. Per Section 8.A.2, development shall be limited to 1000' east of Leisure Town Road with a minimum 500' agricultural buffer zone. There has been discussion of extending the development area to the power line easements to the east, but a decision is still pending.
2. Upon the change of land use from agricultural to residential and/or commercial, the subject properties shall detach from the District and the developer shall pay the detachment fees as calculated by the District. If the District will provide non-potable service to non-residential lands, those areas served can remain in the District. Construction of facilities to provide non-potable service will be at the developer's expense, but the facilities would be deeded to the District for ownership, operation and maintenance upon completion.
3. Per the District's Rules and Regulations and by California law, the District's certificate must be placed and executed on the parcel map. The District's standard parcel map fee of \$250 is due at the signing of the Parcel Map.
4. The property is currently provided with agricultural irrigation water served from turnouts off the District's Frost Lateral A and Frost Lateral C. Before development begins, the turnouts shall be removed at the developer's expense per current District Standards.

Thanks you for the opportunity to review and comment on this project. If you have any questions, please contact me at (707) 455-4007 or email jhopkins@sidwater.org

Respectfully,

Justin Hopkins, E.I.T.
Assistant Civil Engineer

Solano Irrigation District
810 Vaca Valley Parkway, Suite 201
Vacaville, Ca 95688
Office: 707.455.4007
Fax: 707.452.8557
jhopkins@sidwater.org

The information transmitted herewith is intended solely for the use of the addressee and may include confidential or privileged product. Unauthorized use, duplication, disclosure, or dissemination of the information contained in the electronic mail transmission is strictly prohibited. If this transmission is received in error, please immediately, contact Justin Hopkins at the above referenced telephone number or electronic mail address.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



March 14, 2011

Fred Buderl
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

RECEIVED

MAR 15 2011

City of Vacaville
Planning Division

Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
Brighton Landing Specific Plan
SCH# 201102244

Dear Mr. Buderl

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The CPUC recommends the Transportation/Circulation section of the DEIR specifically evaluate traffic safety issues to the at-grade railroad crossings located in proximity to the proposed project site. Any increase in traffic by this project needs to be evaluated for potential impacts.

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. Measures to reduce adverse impacts to rail safety need to be considered in the DEIR. General categories of such measures include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning devices
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption
- Installation of median separation to prevent vehicles from driving around railroad crossing gates

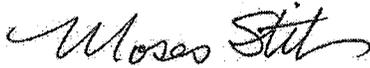
Fred Buderl
City of Vacaville
SCH # 2011022044
March 14, 2011
Page 2 of 2

- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices, channelization and sidewalks
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

Thank you for your consideration of these comments. If you have any questions, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov.

Sincerely,



Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939



SOLANO COUNTY
Department of Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
www.solanocounty.com

RECEIVED

MAR 16 2011

CITY OF VACAVILLE
PLANNING DIVISION

Telephone No.: (707) 784-6065
Fax No.: (707) 784-2894

Bill Emlen, Director
Cliff Covey, Assistant Director

March 14, 2011

Fred Buder, City Planner
City Planning Division
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

Re: Brighton Landing Project Notice of Preparation

Dear Mr. Buder:

I have received a Notice of Preparation for the Environmental Impact Report (EIR) for the Brighton Landing Project. This project, located near Leisure Town Road and Elmira Road in eastern Vacaville, involves substantial housing development as well as potential schools. Solano County has the following comments:

The project will potentially cause significant impacts to the Solano County road system. Roads likely to be particularly impacted include Leisure Town Road, Elmira Road, Vanden Road, Meridian Road, A Street, South A Street, Holdener Road, Lewis Road, Byrnes Road, Midway Road, Weber Road, Hawkins Road and Fry Road.

The EIR should analyze and mitigate the project's impacts to the County road system, including intersections. Such mitigation could take the form of lane and shoulder width improvements to impacted roads in accordance with County standards, and intersection improvements such as turn lanes and traffic controls.

The EIR should consider the impacts of the project on Vanden Road in conjunction with the City of Fairfield's development plans as identified in its Train Station Specific Plan EIR. The EIR should also consider the project's impacts on the Jepson Parkway Project as a whole. The City of Vacaville should work cooperatively with the other partners on the Jepson Parkway Project (the Solano Transportation Authority, Solano County, the City of Fairfield and the City of Suisun City) to ensure the project is compatible with the Jepson Parkway Concept Plan.

Building & Safety
David Cliche,
Chief Building
Official

Planning Services
Mike Yankovich
Program Manager

Environmental
Health
Terry Schmidtbauer
Program Manager

Administrative
Services
Suganthi Krishnan
Sr. Staff Analyst

Public Works
Engineering
Paul Wiese
Engineering Manager

Public Works
Operations
Wayne Spencer
Operations Manager

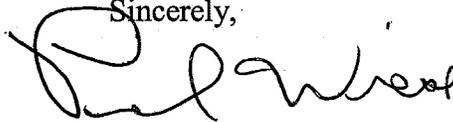
In addition to the impacts caused by the project in the immediate vicinity, the project is also likely to impact much of the remainder of Solano County's roadway network. To mitigate these impacts, Vacaville should participate in a traffic impact fee to implement appropriate mitigation improvements to Solano County's road system, as established either by Solano County or by the STA as a Regional Traffic Impact Fee.

The project converts agricultural lands to non-agricultural uses. This impact should be addressed in the EIR.

Finally, the project requires referral to the Airport Land Use Commission for a consistency determination.

Thank you for the opportunity to comment on this project. Please call me at (707) 784-6072 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Wiese". The signature is fluid and cursive, with a large initial "P" and "W".

Paul Wiese
Engineering Manager

c. Robert Macaulay, STA
Jim Leland, Planning

U:/users/pwiese/data/word/Miscellaneous/EIR Comments/Vacaville Brighton Landing NOP Letter.doc



State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
Bay Delta Region
7329 Silverado Trail
Napa, CA 94558
(707) 944-5500
www.dfg.ca.gov

EDMUND G. BROWN, Jr. Governor
JOHN McCAMMAN, Director



February 25, 2011

RECEIVED

MAR 03 2011

Mr. Fred Buder
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

CITY OF VACAVILLE
PLANNING DIVISION

Dear Mr. Buder:

Subject: Brighton Landing Specific Plan, Notice of Preparation of a Draft Environmental Impact Report, SCH #2011022044, City of Vacaville, Solano County

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the Brighton Landing Specific Plan (Plan). DFG is providing comments on the NOP as a Trustee Agency and Responsible Agency. As Trustee for the State's fish and wildlife resources, DFG has jurisdiction over the conservation, protection, and management of the fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species for the benefit and use by the people of California.

Project Description

The proposed Plan area is approximately 218 acres in size, and located in the southeastern portion of the City of Vacaville. The Plan area is bounded by Elmira Road to the north, Leisure Town Road to the west and Vacaville city limits to the south. The Plan proposes the development of residential housing units, two schools, a park, trails and landscaped corridors. A portion of the Plan area would also allow commercial uses. Off-site development would include construction of a detention basin located just south of the proposed Plan area, and improvements to Leisure Town Road such as widening and shifting the road to the east. The Plan area is zoned as Agriculture in the 2010 Vacaville Land Use and Development Code. Land uses surrounding the Plan area include residential development to the west, and agriculture to the north, east and south.

Biological Resources

The draft EIR should include a complete assessment (including but not limited to type, quantity and locations) of the habitats, flora and fauna within and adjacent to the Plan area, including endangered, threatened, and locally unique species and sensitive habitats. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of project (pursuant to CEQA, Section 15355).

In order for DFG to adequately assess Plan-related impacts, the draft EIR should provide a detailed description of both aquatic and upland biological resources, including breeding, nesting, foraging and dispersal habitats. Results of protocol-level plant and wildlife surveys should be presented in the draft EIR. DFG-recommended wildlife survey and monitoring protocols and guidelines are available at http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html. DFG

protocols for surveying and evaluating impacts to rare plants are available at <http://dfg.ca.gov/habcon/plant/plants.html>. Botanical surveys should be conducted throughout the blooming period for plant species potentially occurring within the proposed Plan area. Protocol-level surveys for special-status species should also be conducted prior to approval of future individual project-level development plans.

Special-status wildlife species with potential habitat within the Plan area include Swainson's hawk (*Buteo swainsoni*) and western burrowing owl (*Athene cunicularia*). Both species have been documented within less than two miles of the Plan area. Swainson's hawk is listed as threatened under the California Endangered Species Act (CESA). Western burrowing owl is a State Species of Special Concern. Birds in the Order Falconiformes and Strigiformes and their nests are protected under Fish and Game Code Section 3503.5. It is also unlawful to take, possess, or destroy the nest or eggs of any bird pursuant to Fish and Game Code Section 3503. Migratory raptors are also protected under the federal Migratory Bird Treaty Act. Take avoidance and minimization measures for special-status species should be determined in consultation with DFG and the U.S. Fish and Wildlife Service, and fully disclosed in the draft EIR.

Please be advised that a CESA Permit must be obtained if the Plan has the potential to result in take of Swainson's hawk or other species of plants or animals listed under CESA, either during construction of individual future projects or over the life of the Plan. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the EIR must specify impacts, mitigation measures, and mitigation monitoring and reporting programs. If the proposed Plan will impact CESA-listed species, early consultation is encouraged, as significant modification to the Plan and mitigation measures may be required in order to obtain a CESA Permit.

To avoid adverse impacts to Swainson's hawk, DFG recommends avoiding project-related activities within a minimum of 0.25 miles of nesting hawks between March 1 and September 15. Swainson's hawk nests are generally found in scattered trees or along riparian systems adjacent to agricultural fields or pastures. The draft EIR should include measures to avoid or minimize loss of Swainson's hawk habitat, and full mitigation to offset any unavoidable losses. Compensatory lands should be protected in perpetuity and provide for long-term management of the hawk's habitat. Lands designated for public use such as recreational parks and trails should not be included as mitigation for project-related impacts to wildlife habitat. The extent of compensatory mitigation for any loss of nest trees should be determined by the project proponent in consultation with DFG. For loss of Swainson's hawk foraging habitat, DFG recommends that the mitigation be based on the following ratios:

- For projects within one mile of an active nest tree, provide one acre of land for each acre of development authorized (1:1 ratio).
- For projects within 5 miles of an active nest tree but greater than one mile from the nest tree, provide 0.75 acres of land for each acre of development authorized (0.75:1 ratio).
- For projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree, provide 0.5 acres of land for each acre of development authorized (0.5:1 ratio).

DFG recommends that burrowing owl surveys be conducted by a qualified biologist during the peak nesting season (April 15 through July 15). Winter-season (December 1 through January 31) surveys are also recommended. These surveys should take place from one hour before to two hours after sunrise, as well as two hours before to one hour after sunset. Surveys should be conducted on multiple days during each of the above mentioned seasons. Additional surveys should be conducted prior to construction of individual projects to identify occupied burrows within the impact area and avoid direct take of owls. If burrowing owls are documented within the Plan area, DFG views this as a significant impact and recommends the conservation of extant burrowing owl habitat. If avoidance is not possible, loss of suitable burrowing owl habitat should be mitigated acre-for-acre with suitable, occupied habitat at a DFG-approved location. The site should provide permanent protection for the burrowing owl.

Lake and Streambed Alteration Agreement

The proposed Plan area is located within the Alamo Creek watershed. Please be advised that for any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of Alamo Creek or its tributaries, or use material from a streambed, DFG will require a Lake and Streambed Alteration Agreement (LSAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of an LSAA is subject to CEQA. DFG, as a responsible agency under CEQA, will consider the EIR for the project. The draft EIR should fully identify the potential impacts to streams or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the LSAA notification process, please access our website at <http://www.dfg.ca.gov/habcon/1600/>; or to request a notification package, contact the Lake and Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Ms. Brenda Blinn, Environmental Scientist, at (707) 944-5541; or Mr. Liam Davis, Habitat Conservation Supervisor, at (707) 944-5529.

Sincerely,



Scott Wilson
Acting Regional Manager
Bay Delta Region

cc: State Clearinghouse

Mr. Ryan Olah
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5536
FAX (510) 286-5559
TTY 711



RECEIVED

MAR 1 2011

*Flex your power!
Be energy efficient!*

CITY OF VACAVILLE
PLANNING DIVISION

February 23, 2011

SOL080460
SOL-26.5-29.5
SCH # 2011022044

Mr. Fred Buderl
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

Dear Mr. Buderl:

Brighton Landing Specific Plan – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Brighton Landing Specific Plan project. The following comments are based on the Notice of Preparation (NOP). As the lead agency, the City of Vacaville (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and the Department to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Study

We encourage the City to coordinate preparation of the Traffic Impact Study (TIS) with our office, and we would appreciate the opportunity to review the scope of work. Please include the information detailed below in the TIS to ensure that project-related impacts to state roadway facilities are thoroughly assessed. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. The state ROW should be clearly identified.
2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities. Please note, the Department considers LOS by itself as an inadequate measure of effectiveness (MOE) for describing traffic operational conditions since it may actually mask a deficient condition on one or more approaches. As for intersection analysis the accepted MOEs used by the Department include flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio. For freeway and ramp operations, flow (output), speed, and travel time/delay are the accepted MOEs in addition to LOS.
5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
6. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Solano Transportation Authority's Congestion Management Program should be evaluated.
7. The Department encourages you to locate any needed housing, jobs and neighborhood services near major mass transit nodes, and connected to these nodes with streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.
8. Please consider developing and applying pedestrian, bicycling and transit performance or quality of service measures and modeling pedestrian, bicycle and transit trips that your project will generate so that impacts and mitigation measures can be quantified. In addition to urban design treatments, these measures could include Travel Demand Management (TDM) policies (for example, lower parking ratios, car-sharing programs, transit subsidies, etc.) to encourage usage of nearby public transit lines.

9. In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to call or email Luis Melendez of my staff at (510) 286-5606 or luis_melendez@dot.ca.gov with any questions regarding this letter.

Sincerely,

Becky Frank for

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse



February 23, 2011

Fred Buder
City Planner
City of Vacaville, Planning Division
650 Merchant Street
Vacaville, CA 95688

RECEIVED

FEB 24 2011

City of Vacaville
Planning Division

Re: Notice of Preparation – Brighton Landing Specific Plan

Dear Mr. Buder:

The Yolo Solano Air Quality Management District (District) has received the Notice of Preparation (NOP) for the project referenced above (Project), and is submitting comments. The Project would develop a residential neighborhood, a private high school, and elementary school, a neighborhood park, and some commercial uses.

The District would like to make the following comments:

1. Instructions on how to quantify and mitigate project emissions can be found in the District's *Handbook for Assessing and Mitigating Air Quality Impacts* guidance document. This document also includes the District's thresholds of significance for criteria air pollutants.
2. Based on the project description in the NOP, it appears that the project's operational emissions would exceed the District's threshold of significance for particulate matter (PM), reactive organic gases (ROG), and nitrogen oxides (NOx). The project applicant should ensure that operational emissions are adequately quantified in the environmental impact report (EIR). Outputs for any emissions modeling performed for the EIR should be included as an appendix. Any changes to modeling defaults should be clearly noted.

The EIR should also evaluate all feasible mitigation measures to reduce operational emissions from the Project. Mitigation measures could include the following:

- Site design measures to reduce vehicle miles traveled by increasing convenience for bikes and pedestrians.
- Increasing connectivity for bikes and pedestrians within the Project and between the Project and adjacent development.
- Energy efficiency measures for new development.

- Promoting transit where feasible and designing the project to support transit in the future.
- Promoting the use of electric landscaping equipment instead of gasoline-fueled equipment within the Project.

District staff is available to meet with the project applicant to discuss site-design measures that can help to reduce vehicle trips and overall operational emissions. Since site-design measures can be more easily included earlier in the development process, the District encourages the project applicant to contact staff as early as possible for these discussions.

3. The construction phase of the proposed Project would also likely exceed the District's thresholds of significance for PM, ROG and NOx. As with operational emissions, construction emissions should be accurately quantified. The District requests that a proposed construction schedule and equipment list, if available, be included in the EIR. Construction emissions should be mitigated where feasible. To reduce PM emissions the Project should implement, at a minimum, the best management practices found in the District's *Handbook for Assessing and Mitigating Air Quality Impacts* document. Diesel PM and NOx emissions from construction equipment can be reduced through the use of newer equipment or the use of equipment with repowered engines or installed retrofit devices. Other measures may also be feasible for the reduction of criteria pollutants during construction.
4. The EIR for the proposed project should evaluate any potential impact from sources of toxic air contaminants (TAC) that may be located in proximity to proposed sensitive receptors. Sensitive receptors would include, but not necessarily be limited to, residences and the proposed high school and elementary school. At a minimum, the EIR should discuss any TAC impacts related to the existence of the Union Pacific railroad line on the southeastern border of the project site. There is also a proposed power plant to the east of the project site. If other TAC sources are identified in the area, these should be acknowledged in the EIR as well.
5. Over the past several years, the California Attorney General's office has consistently commented on projects that did not adequately address climate change impacts in their CEQA analyses. While the District does not have thresholds of significance for greenhouse gases at this time, the EIR for the proposed project should still include a discussion of the climate change impacts that will result from the proposed development.
6. Cumulative impacts to air quality as a result of the proposed project will need to be addressed. The EIR should discuss whether the proposed project is consistent with the local general plan and any applicable regional plans that cover the project area, such as the Metropolitan Transportation Plan.

7. Any potential odor impacts that could affect residents of the proposed project should be addressed in the EIR. The lead agency should be advised that the eastern border of the project would be approximately 0.7 miles from a wastewater treatment plant. The District is responsible for responding to odor complaints from residents within the District boundaries. The District has not received odor complaints regarding this existing wastewater treatment plant. However, it should be pointed out that some air districts recommend a two-mile buffer between wastewater treatment plants and residential receptors. It should also be pointed out that winds in the project area typically blow from the west and would therefore rarely blow from the wastewater treatment plant towards the proposed project.
8. The District's *Handbook for Assessing and Mitigating Air Quality Impacts* includes guidance on how to assess other potential impacts, such as carbon monoxide hotspots. Please consult the Handbook for instructions on how to prepare a complete air quality analysis.

The District would like to add that the following District Rules and Regulations may apply to the project:

- If any portable diesel fueled equipment greater than 50 horsepower (HP) would be used, such as generators or pumps, the equipment must be permitted with the District. Under specific circumstances as approved by the District, the equipment may instead be registered with the Air Resources Board's (ARB's) Portable Equipment Registration Program (PERP) (<http://www.arb.ca.gov/perp/perp.htm>).
- Architectural coatings and solvents used at the project shall be compliant with District Rule 2.14, ARCHITECTURAL COATINGS.
- All stationary equipment, other than internal combustion engines less than 50 horsepower, emitting air pollutants controlled under District rules and regulations require an Authority to Construct (ATC) and Permit to Operate (PTO) from the District.

In conclusion, the District appreciates receiving the project and the opportunity to discuss the recommendations presented in this letter. If you require additional information or would like to discuss the project, please contact Matt Jones at (530) 757-3668.

Sincerely,



Matthew R. Jones
Supervising Air Quality Planner

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



February 15, 2011

RECEIVED

FEB 22 2011

City of Vacaville
Planning Division

Fred Buderl
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

RE: SCH# 2011022044 – Brighton Landing Specific Plan Draft Environmental Impact Report

Dear Mr. Buderl:

Government Code §65352.3 requires that prior to the adoption or any amendment of a city or county's general plan, including specific plans, the city or county shall conduct consultations with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to traditional cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested general plan boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. In order to conduct a record search of the NAHC Sacred Lands File, the USGS Quadrangle name, township, range, and section of the plan area is required. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please email me at rw_nahc@pacbell.net.

Sincerely,

A handwritten signature in black ink that reads "Rob Wood".

Rob Wood
Associate Government Program Analyst

Fred Buderl

From: Michael Nash [office@cascadepestsyste.ms.com]
Sent: Wednesday, March 16, 2011 9:22 AM
To: Fred Buderl
Subject: Brighton Landing

Please do not move forward with the Brighton Landing Project. The streets in the area are already clogged with traffic, we cannot occupy/sell the homes that are vacant already. Vacaville does not need un-tamed sprawl like this. The school alone is going to make leisure Town road a nightmare. This project is just bad for Vacaville.

Michael Nash
PO Box 6477
Vacaville, CA 95696
Phone: 707-446-7760
Fax : 888-624-0116
Cell/text: 707-718-0892
Blackberry Email: Cascadepest Systems@gmail.com
Cascadepestsyste.ms.com

Thank You for Using Cascade Pest Systems

Fred Buderl

From: Anjee Deards [anjee@aim.com]
Sent: Friday, February 25, 2011 2:19 PM
To: Fred Buderl
Subject: Brighton Landing

I'm writing to express my concerns for the Brighton Landing project. I've lived in Vacaville since 1972 and of course have seen my fair share of change and growth in this city. Currently, when I drive around my beloved hometown I can't help but notice several vacant homes on each street that are at some point of the foreclosure process. It just doesn't seem logical that there's a need or demand for yet another housing development. It also confuses me that there is a proposed elementary school to be built since our town is constantly going through the steps to evaluate our current schools and their occupancy. I think it would be fabulous for our kids to get a new school building, but we need to focus on the schools we already have. I do, however, understand the desire for a Catholic high school - but do we really need it all? I agree with a current letter writer to the Reporter that we have much too much vacancy in our town - residential and commercial - and would urge you and your department to put your heads together into attracting business and residents to come join us in the existing buildings we have.

Thank you for your time.
Angela Deards

Fred Buderer

From: Shelly Bass [shellybass@comcast.net]
Sent: Friday, February 25, 2011 9:43 AM
To: Fred Buderer
Subject: NO to the Brighton Landing Project

Below please find the letter I sent to The Reporter concerning this issue.

Obviously, I must limit my correspondence in hopes of it actually being read/considered but I trust you gain a sense of my position on this project. We moved our family to Vacaville in 2004 before our kids started school with every intention of staying in this community through out their education. However, the ongoing attempts to make the City bigger/newer while allowing other areas to deteriorate is disappointing/concerning. I understand these economic times are part of the force behind these changes but it's time we think outside of the box and simply building yet another section of new homes is not creative or helpful to the actual growth or securing the permanence of those who already live here.

At this point I am unable to attend the meeting scheduled for Tuesday, but I would ask that my opinions/thoughts/concerns be shared with the group in whatever format that takes.

Thank you for your consideration.

I was disappointed to receive notification of the Brighton Landing Project. This suggested development, whether in your backyard or not, should concern ALL citizens of Vacaville.

The City of Vacaville does not need another housing development.

The City is already dealing with a surplus of empty houses that are bank owned. Many of the bank owned houses actually are not listed for sale (different issue but something the City should be addressing with the lenders).

Homes sold at the top of the market (06-07) and now worth considerably less will soon be out of the "interest only" time frame and many will be forced to short sale or result in foreclosed/bank owned properties.

The Southtown project is still incomplete. When change to the plan/types of houses to be sold was suggested the neighbors (rightfully so) complained. My point being "the master planned community" was not the result and much like Southtown we would be looking at another area of staked dirt and paved roads that lead nowhere.

Further I found the suggestion of including a new public elementary school absurd. The Vacaville Unified School District recently voted to close one and potentially up to three elementary campuses due to declining enrollment. If our population does grow then we have the school sites to accommodate more elementary children.

As for a private high school, it is my understanding the private schools in town are already hurting for students/tuition in this economic time.

If the City desires to attract new families/business it should start from within. How about every major intersection that smacks you into nothing - like Alamo that takes you to the empty FoodMax building, the RiteAid building at Nut Tree & Elmira and the multiple strip mall shops around town which remain empty.

Rather than focusing on another pocket of something new and alluring for a period of time - real, positive and lasting change always occurs when you focus first on the inside. This is true for our hearts and our City.

Shelly Bass
707-449-9578

From: Michelle Williams [mwilliams7192004@yahoo.com]
Sent: Monday, February 14, 2011 6:14 AM
To: Fred Buder
Subject: Brighton Landing Project Comment

Upon receipt of NOP for the EIR of the Brighton Landing Project I have the following comments. FYI I am a home owner at 719 Arbor Oaks Dr. My home is four houses from Leisure Town and within a couple hundred feet of the Leisure Town/ Elmira intersection. Regardless of how the expansion is handled. It will have significant impact on us.

I'm not sure if all of my concerns are appropriate for the meeting, but would appreciate your looking at my comments.

1. Flooding of the creek which runs behind my home is a major concern. As fields that now absorb rain/ runoff are converted to paved streets/homes. The creek quickly gets very full during periods of heavy rain, and I believe the creek may well overflow and flood our homes as the farm fields are converted to streets even with a proposed catch basin. Just the need for the catch basin raises red flags. I've lived in Vacaville a long time and have seen homes get flooded that are not in a designated flood zone due to inadequate drainage in severe rain periods.

2. Noise pollution is also a concern. Present developments along major streets have much larger set backs for homes than our "old" subdivision has. One only has to go a half mile or so up on Leisure Town to see how far back the houses sit from Leisure Town. The backyard fences in our subdivision are only about 6ft from the street(Leisure Town). The street noise has gotten worse and worse over the years.

Thank you
Lonnie Williams

Don't get soaked. Take a [quick peek at the forecast](#)
with the [Yahoo! Search weather shortcut](#).



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



Notice of Preparation

February 11, 2011

RECEIVED

FEB 15 2011

To: Reviewing Agencies

CITY OF VACAVILLE
PLANNING DIVISION

Re: Brighton Landing Specific Plan
SCH# 2011022044

Attached for your review and comment is the Notice of Preparation (NOP) for the Brighton Landing Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Fred Buderl
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011022044
Project Title Brighton Landing Specific Plan
Lead Agency Vacaville, City of

Type NOP Notice of Preparation

Description The City of Vacaville has accepted an application for the Brighton Landing Specific Plan and related development approvals. The basic concept for the Specific Plan is to build a residential neighborhood comprised of a variety of housing types interconnected by trails and landscaped corridors. A major feature of the Specific Plan will be a private Catholic high school. Other features of the plan include an elementary school site, a neighborhood park, and a small amount of commercial uses.

Lead Agency Contact

Name Fred Buder
Agency City of Vacaville
Phone 707 449-5140 **Fax**
email
Address 650 Merchant Street
City Vacaville **State** CA **Zip** 95688

Project Location

County Solano
City Vacaville
Region
Cross Streets Leisure Town Road and Elmira Road
Lat / Long
Parcel No. 0135-080-070, 0135-080-020, 010, 080, 030; 0135-090-070
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports Nut Tree Airport
Railways CA Northern Railroad
Waterways Alamo, Ulatis, New Alamo and Creeks; Putah Canal
Schools VUSD, TUSD
Land Use Land Use: Agriculture, Residential. Zoning: Agriculture. General Plan: Estate Residential, Agricultural Buffer, Agriculture.

Project Issues Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 4; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 02/11/2011 **Start of Review** 02/11/2011 **End of Review** 03/14/2011

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Mike Sotelo

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Rebecca Salazar

California Energy Commission
Eric Knight

Cal Fire
Allen Robertson

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Ron Parsons

Dept of Parks & Recreation
Environmental Stewardship Section

California Department of Resources, Recycling & Recovery
Sue O'Leary

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

Dept. of Fish & Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 1E
Laurie Harnsberger

Fish & Game Region 2
Jeff Drongesen

Fish & Game Region 3
Charles Armor

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Don Chadwick
Habitat Conservation Program

Fish & Game Region 6
Gabrina Gathel
Habitat Conservation Program

Fish & Game Region 6 /M
Brad Henderson
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Steve Sheffer
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Anna Garbeff
Environmental Services Section

Dept. of Public Health
Bridgette Binning
Dept. of Health/Drinking Water

Independent Commissions/Boards

Delta Protection Commission
Linda Flack

Cal EMA (Emergency Management Agency)
Dennis Castrillo

Governor's Office of Planning & Research
State Clearinghouse

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Marina Brand

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics
Philip Crimmins

Caltrans - Planning
Terri Pencovic

California Highway Patrol
Scott Loetscher
Office of Special Projects

Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Bruce de Terra

Caltrans, District 4
Lisa Carboni

Caltrans, District 5
David Murray

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Elmer Alvarez

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Chris Herre

Cal EPA

Air Resources Board

Airport Projects
Jim Lerner

Transportation Projects
Douglas Ito

Industrial Projects
Mike Tollstrup

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Steven Herrera
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other _____