

Residential Communities:

The residential portion of the project would be divided into three (3) residential community types, or villages. Village I is proposed to be moderate to smaller sized parcels and would include attached townhouses up to single family parcels of about 7,000 square feet in size. This village area would be located south of Lagoon Valley Road, approximately 1,500 feet east of I-80. This village area would include a dedicated elementary school site of 12 acres, a small neighborhood sized park, and a Village Center intended to house small retail services to serve the residential areas of Lagoon Valley.

Village II would contain single family, detached housing on lots ranging in size from approximately 7,000 square feet to 13,000 square feet. This area would be east of Village I, and would be separated from Village I by a portion of the proposed golf course.

Village III would contain larger single family lots and could contain both production and custom home construction. The parcels would range in size from approximately 10,000 square feet to 1 acre in size. This village area would be located the farthest east and southeast into the valley and would extend to the base of the hills surrounding the valley.

Golf Course Facility

The project will include construction of a private, 18-hole championship golf course. This golf course would include a clubhouse facility located adjacent to the open space area on the south side of the valley. The gold course would be designed around the various residential villages and would extend from areas between Village I and the freeway, around the south side of the valley, and then would extend in a north/south alignment into the center of the site all the way to Lagoon Valley Road (see Figure 1).

Other Project Components:

Several other features are being proposed by Triad Communities for the project. These include:

- Maintain a view corridor from I-80 to the Lagoon Lake;
- Dedication of land to the City for permanent open space;
- System of pedestrian trails connecting the residential areas, neighborhood commercial sites and existing open space and regional park;
- All necessary public improvements needed for the project (water, sewer, roads) will be funded by Triad Communities; and
- The full cost of providing fire protection services, including the construction of a new fire station if determined to be required.

Other Actions Under Consideration:

This project will involve amendments to lands not under the control of Triad Communities. These other components will include amendments/revisions to the Policy Plan that establishes land use regulations for the Lower Lagoon Valley area in the City of Vacaville. The Policy Plan for Lower Lagoon Valley includes areas adjacent to the Triad Communities project and will be included for analysis in the EIR as follows:

- The project will include allowance for approximately 1 million square feet of office/business park space located north of Lagoon Valley Road, between I-80 and Lagoon Valley Lake. This land is currently designated for general commercial and business park uses. The EIR will examine the effects of allowing business park development in this area, in addition to a "town center" commercial area that would be anticipated to contain retail services to serve the business park and local residential community.
- Triad Communities has committed to providing funding for the improvement of Lagoon Valley Lake and the Regional Park. The project is expected to provide funding for park improvements. The exact extent and location of these park improvements would be unknown until a revised master plan for the park and open space area is adopted by the City of Vacaville. The Lower Lagoon Valley EIR will consider the programmatic effects of providing such funding for park improvements. Future project specific CEQA analysis would be required for detailed review of those projects that may be eventually funded through Triad Communities. The proposed Triad project does anticipate dredging of the Lagoon Valley Lake to improve the water quality and recreational use of the lake. The project plans include the potential use of dredged sediments as material for a landscaped berm to be constructed between the I-80 freeway and the Village I residential area.
- This project will involve revision of the planned street system for the Lower Lagoon Valley area.

Required Discretionary Actions

The following regulatory requirements apply to the Proposed Project:

- **CEQA Compliance** - Prior to making a decision on the Proposed Project, the City of Vacaville must certify the Lower Lagoon Valley EIR as complete and adequate. The EIR is the focus of this NOP.
- **Land Use Actions**- The following land use entitlements will be required to allow this project to proceed:
 - **General Plan Amendments:** The project would change the land use designation of approximately 270 acres south of Lagoon Valley Road from Business Park to Golf Course Residential and Open Space on the City's land use diagram. The project would also revise approximately 50 acres along Rivera Road (between I-80 & Lagoon Valley lake, north of Lagoon Valley Rd.) from Highway Commercial to Business Park. The Circulation Element of the General Plan would be revised for the location and type of streets to serve the project area. The General Plan text would also be amended to revise the maximum number of dwelling units permitted in the Lagoon Valley area (Policy 2.3-I14). Other revisions may be determined regarding development of privately owned lands in the valley area and as needed to ensure internal consistency within the General Plan.
 - **Rezoning:** The project zoning would be amended to match the General Plan amendments described above.
 - **Policy Plan Amendment:** The adopted Lower Lagoon Valley Policy Plan document (a City of Vacaville land use regulatory planning document) would be revised to accommodate the type of development envisioned above. This document would establish specific land use and development regulations and standards for future development consistent with the General

and Zoning. The project would also include a Planned Development application, processed concurrently with the General Plan Amendment and Rezoning, or as a separate application in the future.

- Development Agreement: A Development Agreement would be prepared consistent with the preliminary development plans and any other expectations and obligations on the part of the City and developer.
- Assessment District: The project would include initiation of proceedings to form an Assessment District for the financing of public and private infrastructure for this project.

■ **Other Responsible or Trustee Agencies**

- State Department of Fish & Game: The project may affect streams and thus may require a Streambed Alteration Agreement.
- Solano Irrigation District.
- U.S. Army Corps of Engineers: The project may affect wetlands regulated by the Army Corps of Engineers.
- Solano County.

Environmental Effects

The City reviewed the preliminary development concept for the Lower Lagoon Valley project and determined that an Environmental Impact Report (EIR) would be prepared for the project. The following issues will be addressed in the EIR.

- Land Use Compatibility: The project will be analyzed for consistency with adopted plans and policies of the City of Vacaville and other affected agencies/jurisdictions. The project's effect on agricultural land use will be addressed in this analysis.
- Transportation/Circulation: The project may affect vehicle level of service on local streets and on the I-80 freeway. The project will examine a.m. and p.m. peak hour level of service at critical intersections along Lagoon Valley Road, Rivera Rd., Cherry Glen Road, and Pleasants Valley Road. The EIR will also examine traffic impacts to freeway ramps at I-80 and Lagoon Valley Rd., Cherry Glen Road and Alamo /Merchant Streets, as well as potential effects to the freeway segment in the Lagoon Valley area. The EIR will also examine the project's effect on planned bikeway and pedestrian circulation.
- Traffic-Related Air Quality Effects: The potential air quality impacts associated with congestion levels on nearby roadways and highways will be examined in the EIR analysis.
- Noise Effects: The project site will be affected by roadway noise. The EIR will analyze potential impacts to project residents from roadway noise, primarily associated with traffic on the I-80 freeway. In addition, the potential for project traffic to affect existing noise levels on area roadways will be examined in the EIR.
- Hazards and Human Health: The project proposes to use dredged material from Lagoon Valley Lake for the purpose of creating a landscaped berm along the project frontage with I-80. The potential for any hazardous material to be present in this sediment will be analyzed in the EIR. Potential effects on soil and water from existing or past land uses will be examined for the potential to effect future residents.
- Hydrology, Drainage and Water Quality: The project may affect downstream flooding and runoff. The potential effects of the project on flooding within Lagoon Valley and along Alamo Creek will be addressed in the EIR. The potential drainage impacts from runoff, including water quality, will be examined in the EIR to address potential effects on water quality in Lagoon Valley Lake and downstream areas.
- Biological Resources: The project has the potential to affect wetlands, riparian areas, and special status plant and animal species. The EIR will examine the project's effects on these resources, including the potential for the project to conflict with the planned Habitat

Conservation Plan for Solano County Water Agency. The project's effects on significant tree resources will be analyzed as well.

- Visual Resources: The project will impact the visual character of the Lagoon Valley area, including views from the I-80 freeway and from the existing park. Significant visual and aesthetic resources will be examined as well as potential impacts to the visual character of the valley and the views from major public streets and facilities.
- Public Services and Utilities: The project will require the provision of all major public services and utilities. The project's impacts on the City's existing services and utilities will be addressed, as well as the project's ability to feasibly provide all services, including any potential effects on existing services. Specific services to be addressed will include, but not be limited to, fire, police, emergency response, schools, solid waste, waste water, and water supply.
- Cultural Resources: The project's potential to affect any known or potential archaeological and historical resources will be analyzed.
- Geology & Soils: The project has the potential for exposure to geologic hazards and erosion.
- Alternatives: The EIR will evaluate a reasonable range of alternatives to the proposed project, in compliance with the requirements of CEQA. Alternatives to be analyzed are chosen based on feasibility and likelihood of reducing potential significant environmental impacts, and can include a different project location. One alternative that is required to be evaluated is a "No Project" alternative, which will examine potential impacts under the current adopted Lagoon Valley policy plan.

Comments Requested

The City requests your comments on the proposed scope of the EIR analysis. Comments on environmental impact issues that should be considered in the EIR are invited. To ensure that the full range of issues and alternatives related to this proposed action are addressed and that all significant issues are identified, written comments and suggestions are invited from all interested parties. Information regarding the proposed project and/or existing land use plans for the area may be reviewed/obtained at the address provided below.

Public Comment Meeting on EIR Scope: A public scoping meeting will be conducted at the regularly scheduled meeting of the Vacaville Planning Commission on March 18, 2003 in the Vacaville City Council Chambers, 650 Merchant Street, Vacaville, at 7:30 p.m.. The scoping meeting will provide the opportunity to hear a presentation describing the proposed project and to provide comments on the scope of the EIR.

Written comments on the proposed scope of the EIR must be submitted to the address below by 5 p.m., Friday, April 11, 2003.

Fred Buder, EIR Project Manager
City of Vacaville, Planning Division
650 Merchant Street
Vacaville, CA 95688
(707) 449-5307
(707) 449-5423 - fax

TECHNICAL APPENDIX B

Comment Letters to the
Notice of Preparation

Vacaville Unified School District

751 School Street • Vacaville, California 95688-3987



Facilities Department
Phone (707) 453-6138; FAX (707) 453-7132
COMMUNITY DEVELOPMENT DEPT.

November 6, 2003

NOV 12 2003
CITY OF VACAVILLE

Mr. Fred Buderl
Project Planner
City of Vacaville Community Development Division
650 Merchant Street
Vacaville, CA 95688

Board of Education

Katherine Brannon
President

Sarah E. Chapman
Vice President

Mary Kay Sogge
Clerk

Kathleen Collier

Nicholas Esplin

William Hausler

Theresa Nutt

John T. Aycock
Superintendent and
Board Secretary

RE: Lagoon Valley Project

Dear Mr. Buderl:

Thank you for the opportunity to respond to the project referenced above. Because the proposed development project will impact the ability of schools to house new students generated by the development, we request that the Draft EIR fully address school facility impacts in the Public Services section.

The current proposal includes 1,225 single family detached units, and 100 single family attached units. These units will generate approximately 500 K-6 students, 154 - 7th-8th grade students and 267 - 9th-12th grade students, for a total of 921 new K-12 students.

Elm Elementary School, the existing school which would serve the new students, currently (2003/04) has capacity for an additional 150 K-6 students; Jepson Middle School and Vacaville High School are both above design capacity. A portion of these schools' current students are housed in portable classrooms. Therefore, this project's impacts on school facilities should be discussed in the EIR.

The current statutory rate of \$2.04 per square foot, which is levied in the VUSD, only funds about 1/3 of the new school facilities needed from the students generated by the new development. The full mitigation fee is currently \$10,800, but is anticipated to be increased in a few months, to reflect current construction costs. This is notification that the \$2.04 per square foot statutory fee does not provide full mitigation of the negative impacts on school facilities caused by the new development.

Page Two
Lagoon Valley Project
November 6, 2003

The possibility of a new school in some configuration can be considered; however, it is important to note that the limitation on our operational revenue will affect the feasible size of the school built.

Please contact me if you have questions or need additional information. I look forward to seeing the Draft EIR in the near future. Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Leigh A. Coop". The signature is fluid and cursive, with the first name "Leigh" being the most prominent.

Ms. Leigh A. Coop
Director of Facilities

cc: Jerry Suich, Oxbridge Development
Leticia A. Allen, Deputy Superintendent, Administrative Services, VUSD



Gray Davis
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



Tal Finney
INTERIM DIRECTOR

COMMUNITY DEVELOPMENT DEPT.

Notice of Preparation

March 13, 2003

MAR 19 2003

CITY OF VACAVILLE

To: Reviewing Agencies
Re: Lower Lagoon Valley Project
SCH# 2003032063

Attached for your review and comment is the Notice of Preparation (NOP) for the Lower Lagoon Valley Project 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,

Philip Crimmins
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Bas

SCH# 2003032063
Project Title Lower Lagoon Valley Project
Lead Agency Vacaville, City of

Type NOP Notice of Preparation
Description General Plan, Rezoning, Policy Plan, Development approvals for a golf course residential project within Lower Lagoon Valley. The project would consist of approximately 1,300 residential units, an 18 hole golf course, approximately 1 million square feet of office space, construction of recreational trails, support commercial to serve the residential area/office park, elementary school site, public neighborhood parks, and improvements to existing Lagoon Valley Park.

Lead Agency Contact

Name Fred Buderl
Agency City of Vacaville
Phone 707 449-5307 **Fax**
email
Address 650 Merchant Street
City Vacaville **State** CA **Zip** 95688

Project Location

County Solano
City Vacaville
Region
Cross Streets Riviera Road, Lagoon Valley Road
Parcel No. 128-040-07thru14,17,18,21;128-050-070;167-020-110,120;167-030-2,3,4,5,6,8
Township **Range** **Section** **Base**

Proximity to:

Highways I-80
Airports Nut Tree
Railways
Waterways Laguna Creek, Lagoon Lake, Alamo Creek
Schools Alamo Elementary
Land Use Vacant open land and agricultural commercial uses, City Park/Commercial, Business Park, Open Space, Public Facility, Open Space, Golf Course Residential/Highway Commercial, Business Park, Estate Residential, Hillside Agriculture, Public Park

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 3; Native American Heritage Commission; State Lands Commission; Caltrans, District 4; Department of Housing and Community Development; California Highway Patrol; Air Resources Board, Major Industrial Projects; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 03/13/2003 **Start of Review** 03/13/2003 **End of Review** 04/11/2003

JP Distribution List

sources Agency

- Resources Agency**
Nadell Gayou
- Dept. of Boating & Waterways**
Suzi Betzler
- California Coastal Commission**
Elizabeth A. Fuchs
- Dept. of Conservation**
Roseanne Taylor
- Dept. of Forestry & Fire Protection**
Allen Robertson
- Office of Historic Preservation**
Hans Kreutzberg
- Dept of Parks & Recreation**
B. Noah Tilghman
Environmental Stewardship Section
- Reclamation Board**
Lori Buford
- S.F. Bay Conservation & Dev't. Comm.**
Steve McAdam
- Dept. of Water Resources**
Resources Agency
Nadell Gayou

Fish and Game

- Dept. of Fish & Game**
Scott Flint
Environmental Services Division
- Dept. of Fish & Game 1**
Donald Koch
Region 1
- Dept. of Fish & Game 2**
Banky Curtis
Region 2
- Dept. of Fish & Game 3**
Robert Floerke
Region 3
- Dept. of Fish & Game 4**
William Laudemilk
Region 4
- Dept. of Fish & Game 5**
Don Chadwick
Region 5, Habitat Conservation Program
- Dept. of Fish & Game 6**
Gabrina Gatchel
Region 6, Habitat Conservation Program
- Dept. of Fish & Game 6 I/M**
Tammy Allen
Region 6, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M**
Tom Napoli
Marine Region

Independent Commissions

- California Energy Commission**
Environmental Office
- Native American Heritage Comm.**
Debbie Treadway
- Public Utilities Commission**
Ken Lewis
- State Lands Commission**
Betty Silva
- Governor's Office of Planning & Research**
State Clearinghouse Planner

County: Santa Clara

- Colorado River Board**
Gerald R. Zimmerman
- Tahoe Regional Planning Agency (TRPA)**
Lyn Barnett
- Office of Emergency Services**
John Rowden, Manager
- Delta Protection Commission**
Debby Eddy
- Santa Monica Mountains Conservancy**
Paul Edelman

Dept. of Transportation

- Dept. of Transportation 1**
Mike Eagan
District 1
- Dept. of Transportation 2**
Don Anderson
District 2
- Dept. of Transportation 3**
Jeff Pulverman
District 3
- Dept. of Transportation 4**
Tim Sable
District 4
- Dept. of Transportation 5**
David Murray
District 5
- Dept. of Transportation 6**
Marc Bimbaum
District 6
- Dept. of Transportation 7**
Stephen J. Buswell
District 7
- Dept. of Transportation 8**
Linda Grimes,
District 8
- Dept. of Transportation 9**
Gayle Rosander
District 9

- Dept. of Transportation 10**
Tom Dumas
District 10
- Dept. of Transportation 11**
Bill Figge
District 11
- Dept. of Transportation 12**
Bob Joseph
District 12

Business, Trans & Housing

- Housing & Community Development**
Cathy Creswell
Housing Policy Division
- Caltrans - Division of Aeronautics**
Sandy Hesnard
- California Highway Patrol**
Lt. Julie Page
Office of Special Projects
- Dept. of Transportation**
Ron Helgeson
Caltrans - Planning
- Dept. of General Services**
Robert Sleppy
Environmental Services Section

Air Resources Board

- Airport Projects**
Jim Lerner
- Transportation Projects**
Kurt Karperos
- Industrial Projects**
Mike Tollstrup
- California Integrated Waste Management Board**
Sue O'Leary
- State Water Resources Control Board**
Diane Edwards
Division of Clean Water Programs

San Diego San Diego

- State Water Resources Control Board**
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board**
Mike Falkenstein
Division of Water Rights
- Dept. of Toxic Substances Control**
CEQA Tracking Center

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**
Jonathan Bishop
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)

Health & Welfare

- Health & Welfare**
Wayne Hubbard
Dept. of Health/Drinking Water

Food & Agriculture

- Food & Agriculture**
Steve Shaffer
Dept. of Food and Agriculture

JUN 20 2003

CITY OF VACAVILLE



Solano County
Airport Land Use Commission
470 Chadbourne Road, Suite 200
Fairfield, California 94534-9605
www.solanocounty.com

Planning Services Division
Phone: (707) 421-6765 / Fax: (707) 421-4805

John Foster
Chairman

06/17/2003

Subject: Lower Lagoon Valley Project NOP

Fred Buder
City of Vacaville Community Development Department
650 Merchant Street
Vacaville CA 95688

Dear Mr. Trippi:

In response to the above noted NOP, please be advised that the forthcoming EIR should make note of the fact that the Lower Lagoon Valley Project is located in Travis Air Force Base compatibility zone D, and as such, the project is subject to review by the Solano County Airport Land Commission, due to the fact that the project will require amendments to the Vacaville General Plan, Zoning Ordinance, and Policy Plan amendments.

Sincerely yours,

Birgitta Corsello, Director
Environmental Management

A handwritten signature in black ink, appearing to read "R. Glas", written over a horizontal line.

Ronald E. Glas
Principal Planner

Fred Buderer

From: jabogner@juno.com
Sent: Saturday, March 15, 2003 5:57 PM
To: lpeat@ci.vacaville.ca.us; fbuderi@ci.vacaville.ca.us
Cc: ndumont@greenbelt.org
Subject: Lagoon Valley Project

Dear Planning Commission and Department.

I hope you carefully reconsider all the ramifications of filling in the green open space between Fairfield and Vacaville and the impacts that it will have on the rest of the county. Spend a morning or afternoon at commute hours on I 80. If these home buyers don't work in Vacaville, then they will dutifully take their place in line with our traffic congestion.

To our sustainable future

Sierra Club
Jane Bogner
Vallejo CA



PROTECTING OPEN SPACE AND PROMOTING LIVABLE COMMUNITIES

March 18, 2003

Vacaville City Council & Planning Commission
650 Merchant Street
Vacaville, CA 95688

Dear Vacaville City Council and Planning Commission:

Greenbelt Alliance urges the City to do a thorough and comprehensive assessment of the environmental impacts of developing Lagoon Valley. In particular, we strongly recommend:

1. An EIR that studies the cumulative impact of developing Lagoon Valley to the Southwest, "Southtown" to the Southeast, and "Reynold's Ranch" to the north. The environmental impact on Vacaville will be the cumulative impact of developing Lagoon Valley, Southtown, and Reynolds Ranch. Therefore, instead of doing isolated EIRs for each of these areas, we urge the City to do an EIR that studies the cumulative impacts of these developments.
2. The EIR should do a thorough analysis including:
 - Traffic congestion
 - Traffic-related air quality effects
 - House-hold-related air quality effects (e.g., chimneys)
 - Traffic-related water quality effects
 - Development-related water quality effects and impact on the watershed
 - sewage
 - Noise effects of traffic and development on park users
 - Noise effects of traffic and development on project residents
 - Biological resources
 - Any suitable habitat for rare, endangered or threatened species, including:
 - Any suitable habitat for the red-legged frog
 - Growth-inducing impact of development and new and expanded roadways
 - Development pressure on Pleasants Valley
 - Environmental impact of creating new roadways through currently undeveloped areas
 - Impact on levels of service for schools, libraries, police protection, fire protection, and other community services and utilities.

MAIN OFFICE ♦ 631 Howard Street, Suite 510, San Francisco, CA 94105 ♦ (415) 543-6771 ♦ Fax (415) 543-6781

SOLANO/NAPA OFFICE ♦ 725 Texas Street, Fairfield, CA 94533 ♦ (707) 427-2308 ♦ Fax (707) 427-2315

SOUTH BAY OFFICE ♦ 1922 The Alameda, Suite 213, San Jose, CA 95126 ♦ (408) 983-0856 ♦ Fax (408) 983-1001

EAST BAY OFFICE ♦ 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 ♦ (925) 932-7776 ♦ Fax (925) 932-1970

SONOMA/MARIN OFFICE ♦ 50 Santa Rosa Avenue, Suite 307, Santa Rosa, CA 95404 ♦ (707) 575-3661 ♦ Fax (707) 575-4275

info@greenbelt.org ♦ www.greenbelt.org

- Assessment of how this project would help the city meet its affordable housing needs as required by the State of California
 - Human health including:
 - Impact of the loss of visual open space and the loss of potential land for parks. How does this effect the social and psychological well-being of the community at large, given the importance of open space and parks to the psychological and physical well-being of the community?
 - Alternatives to the development analyzed should include:
 - Rezoning the valley to remain in its current state as open space and agriculture
 - Making park improvements while rezoning the valley to remain in its current state as open space and agriculture
 - Expansion of the park to include a greater portion of the valley
 - The proposed development with an amendment such that 20% of the residential units are designated affordable to households of lower income (as defined by the State of California).
3. The Willis L. Jepson Chapter of the California Native Plant Society (CNPS) has asked to be included in any biological assessment activities such as site visits and surveys. Please inform Mary Shaw (707-747-5481, plantbass@yahoo.com) when these biological assessment activities are scheduled.

Thank you for your consideration of these suggestions. It is critical that thorough environmental analyses be done on the proposed development of Lagoon Valley, and the cumulative impact of developing Lagoon Valley, "Southtown" and "Reynold's Ranch".

Sincerely,



Natalie DuMont
Solano-Napa Field Representative
Greenbelt Alliance

**Friends of Lagoon Valley • Greenbelt Alliance
Napa-Solano Audubon Society • Solano Group of the Sierra Club
Solano Orderly Growth Committee**

February 10, 2003

Vacaville City Councilmembers
650 Merchant Street
Vacaville, CA 95688

Dear Vacaville City Council:

The organizations and individuals signing this letter are very concerned about Vacaville's plans for accommodating growth. We ask the City not to develop Lagoon Valley.

We are committed to the preservation of Lagoon Valley in a natural state by preserving and protecting existing open spaces, wetlands, and park areas. Lagoon Valley is widely recognized as open space of regional significance. Its value as a community buffer is extremely high, as it is the last remaining undeveloped valley south of the freeway between the cities of Fairfield and Vacaville. In addition to its beauty and tranquility, the valley's open space holds high natural habitat value, watershed value, and recreational value. Moreover, the valley is geographically separated from the existing city. Development would require costly infrastructure and city services, and residents and workers would need to use the freeway to access the rest of the city. Furthermore, developing in Lower Lagoon Valley could easily assist development in the rest of the valley along Pleasants Valley Road.

Sprawling land-use patterns such as this come at a high price. As homes, jobs, and stores spread further and further away from the town center, buffers between cities diminish and traffic congestion increases since people are left with little choice but to drive to meet every need.

Rather than developing Lagoon Valley, Vacaville should focus on the policies and incentives needed to promote development investments within the city, where urban infrastructure already exists. Revitalizing and developing underutilized areas within the city will enhance our community vitality, use land efficiently, and avoid the high costs of sprawl.

Sincerely,

Patricia Rathke, Representative, Friends of Lagoon Valley
Natalie DuMont, Field Representative, Greenbelt Alliance
Darrell Lee, President, Napa-Solano Audubon Society
Kenn Browne, Chair, Solano Group of the Sierra Club
Ernest Kimme, Chair, Solano Orderly Growth Committee
Barbara Kondylis, Solano County Supervisor

Fred Buderl

From: Meaghan O'Neill
Sent: Tuesday, April 22, 2003 11:44 AM
To: Fred Buderl; Lori Peat
Subject: FW: LAGOON VALLEY

FYI see below. Thank you.

Meaghan

-----Original Message-----

From: Bob Harrison
Sent: Tuesday, April 22, 2003 11:09
To: Meaghan O'Neill
Subject: RE: LAGOON VALLEY

I think it is an issue; they should consider some means to allow emergency vehicle access as you noted in case of natural disaster, prolonged freeway obstructions, etc.

-----Original Message-----

From: Meaghan O'Neill
Sent: Tuesday, April 22, 2003 10:12 AM
To: Bob Harrison
Subject: LAGOON VALLEY

Hello,

Looking over the plans for Lagoon Valley... do you think it is an issue that officers will have to get on the freeway to access the development? What if there is a major tie up on the freeway? If they do not take the freeway, it is a long way around aside from removing the poles on the Butcher Way bike path, or going through the country roads. I understand there will be a bank, grocery store, probably gas station etc. (stop and robs)
m

Meaghan O'Neill
Crime Prevention Specialist
Vacaville Police Department
630 Merchant Street
Vacaville, CA 95688
moneill@cityofvacaville.com <mailto:moneill@cityofvacaville.com>
(707) 449-6144

MEMO #T03-49

April 15, 2003

APR 18 2003

CITY OF VACAVILLE

TO: Fred Buderer, Project Manager

FROM: Christopher Bailey, Associate Traffic Engineer *CPB*

SUBJECT: Lagoon Valley, Preliminary Project Review

Traffic Engineering has reviewed the BKF Lagoon Valley Preliminary Plans, dated 12-3-02 (Fig 1 to 10) and has the following comments:

1. It is not clear on the plan which street areas are public or private. Public streets shall meet the Standard Specifications of the City of Vacaville, adopted by the City Council in 9-11-90. Please be advised that public alleys are not permitted, typical traffic lane width is 12 ft, and traffic calming is encouraged on long, straight residential streets.
2. Private streets shall have an approved gate area with turnaround such that there is not backing up of vehicles on the public street.
3. Public street arterials shall be improved to City Standards from the I-80 offramps and other collectors or arterials as specified by volumes from the traffic study.
4. The traffic study, being accomplished as part of the EIR, will be the basis for determining the intersection configurations, street and ramp widths, and the need for signal, or stop control on proposed roadway network and existing roadways impacted by this development.

c: Gian Aggarwal

CB:ms(pwtraffic\docs\landdev\LagoonValleyPrelimComments)

Lagoon Valley

1. Need to resolve the "private" verses "public" aspect of the streets with the Public Works Department
2. There doesn't seem to be any room for bikes, unless they are provided for somewhere other than the streets.
3. They show 10 foot travel lanes on the four lane streets, which is less than our standard.
4. The concept of the "alleys" needs to be addressed in terms of (a) are they a good idea at all? (b) if they are, who will own and maintain them? and (c) how would garbage be collected in them?
5. What facilities would be maintained by the City, and therefore be covered by maintenance districts?
6. Is there a consensus that the "rural" (w/o curb, gutter, and sidewalk) is acceptable, whether it is private or public?
7. Since the sole access to this area will be the entrance road, it should be as "dead elephant" proof as possible.

October 31, 1991

TO: Honorable Mayor and City Council

FROM: Michael R. Palombo, Economic Development Manager

SUBJECT: ANTHRAX

The attached letter deals conclusively with the possibility of Anthrax contamination in Lower Lagoon Valley. The letter signed by the Chief of the Disease Control Section of the Infectious Disease Branch of the Department of Health Services indicates that the risk of Anthrax disease to humans from the development in Lagoon Valley is highly unlikely, at best theoretical.

DEPARTMENT OF HEALTH SERVICES

2151 BERKELEY WAY
BERKELEY, CA 94704
(415) 540-2566

July 11, 1991

RECEIVED
PUBLIC HEALTH DEPARTMENT
JUL 16 1991
SOLANO COUNTY

Thomas L. Charron, M.D., M.P.H.
Health Officer
Solano County Health Department
1735 Enterprise Drive, Building 3
Fairfield, CA 94533

Dear Dr. Charron:

ANTHRAX THREAT IN LAND-DEVELOPED AREAS

Dr. Larry Barrett, Acting Chief of our Disease Surveillance and Prevention Section, is researching the outbreak questions you posed in your letter of June 17, 1991 regarding the risks of anthrax disease to humans in land developed at sites where anthrax disease in domestic animals, i.e., cattle, sheep, goats, horses and swine, has occurred. Dr. Barrett will be sending you a letter with the conclusion of IDB's survey on the relative risk of anthrax for humans in such situations.

Anthrax in humans is a rare and sporadic disease in industrialized countries such as the United States. In California, only 30 cases have been reported since 1940, and none since 1980. Industrial exposure is the main cause of anthrax in the United States and is associated with contact from animal products such as hides, wool, imported goat hair and bones. Agricultural anthrax is caused by direct contact with infected animals where farmers, butchers, and veterinarians are at greatest risk. I know of no anthrax cases in humans related to direct soil exposure.

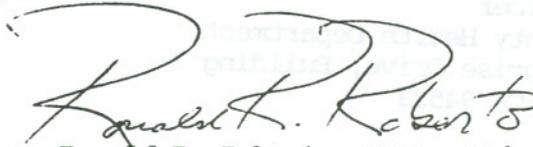
There have been no reports in the United States (or elsewhere to my knowledge) of anthrax transmission to humans or pets in communities or parks that have been developed on land previously inhabited by grazing animals such as cattle or where outbreaks of anthrax in animals had actually occurred.

In my opinion, the risk of anthrax disease to humans from the development of the Lagoon Valley/Cherry Glen area in Solano County is highly unlikely, at best theoretical. Undoubtedly, hundreds of such former agricultural land sites have been developed in California over the last 75 years with no recognized instance of anthrax transmission to humans.

Thomas L. Charron, M.D., M.P.H.
Page 2

Please feel free to contact me if you have any additional questions.

Sincerely,



Ronald R. Roberto, M.D., Chief
Disease Control Section
Infectious Disease Branch

cc: Larry Barrett, D.V.M.
George W Rutherford, M.D.
Ira Lubell, M.D.

3113 Redwood Dr.
Fairfield, CA 94533
April 21, 2003

COMMUNITY DEVELOPMENT DEPT.

APR 23 2003

CITY OF VACAVILLE

Fred Buderl
City Planning Division
650 Merchant St.
Vacaville, CA 95688

Dear Mr. Buderl:

I realize that this is coming to you somewhat delayed, but I do hope that you will read and take into consideration what I have to say.

Recently while taking my frequent walk around the Lagoon Valley Lake, I noticed your notice posted on one of the telephone poles on the Vacaville side. I was very disheartened to see this. California is growing at such a rapid rate that it is imparititive to keep some greenbelts. The expanse between Fairfield and Vacaville is one such place. Do we want our two cities to become one and look like the area of El Cerrito and its surrounding areas or Richmond and its?

I frequently walk around the lake. I actually prefer the Vacaville side. In our hectic world, I believe we need such beauty. I find it a very relaxing way to unwind from the stresses of our world and to provide me with exercise that keeps my mind healthy with wonderful endorphins. It would truly be a shame if more housing and a golf course were built to fill up the ever-shrinking greenbelt. Vacaville and Fairfield already has at least five golf courses between them. Now, don't get me wrong, I am not against golf courses. My husband is an avid golfer, but I feel that we have more than enough!

May I make a few suggestions? I feel that more trees lining the walkway to the lake from the Vacaville side would greatly cut down the freeway traffic noise or maybe a soundwall. I also feel that a permanent bathroom on the opposite side of the lake is very much needed and would also be helpful.

Thank you for taking the time to read my letter.

Sincerely,



Diane Ball

INTEROFFICE MEMORANDUM

TO: Fred Buder, Project Manager

FROM: Lori Peat, Project Planner

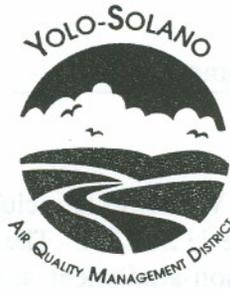
SUBJECT: Lagoon Valley
NOP Comment

DATE: April 23, 2003

Fred,

This memo is in reference to a NOP comment I received in late March/early April from a woman who spoke to me at the counter. She wants to know what will happen to the underground reservoir that currently supplies water to Hines nursery. Also, she said that she saw equipment next to the lake that had golf course logos on them. From our site visit, I was not able to see the equipment she was referring too. Her contact information is:

Cynthia Gruskiewicz
771 El Camino Avenue
Vacaville, CA 95688
707-449-9239



April 16, 2003

Fred Buderl
City Planner
City of Vacaville
650 Merchant Street
Vacaville, California 95688-6908

Subject: Lower Lagoon Valley Environmental Impact Report (EIR) Scoping Comments

Dear Mr. Buderl,

The Triad Communities proposes to build 1,300 residential units, a championship golf course, clubhouse facility, and one million square feet of office/business park in a geographically separated area from the city's urban environment. We would prefer that this development be located within existing vacant urban areas closer to the City's urban core. According to the Greenbelt Alliance study, Vacaville at a Crossroads, the City of Vacaville currently has 2,500 acres of undeveloped land. Locating development in areas such as the Lower Lagoon Valley increases vehicular trips and does not invest in the central areas of the City. Also, the study states that locating growth in infill areas increases jobs and housing while preserving farmland and open space. Locating development in infill areas also helps to support existing transit and promotes increased pedestrian activity.

If the City Council decides to develop the valley, it should be designed with the smallest footprint practical and using the objectives of Transportation for Livable Communities (TLC). The proposal should focus on the transportation system aspects of neighborhood planning and include a fully integrated mixed-use community. The advantages of locating workplaces in a compact, mixed-use neighborhood are substantial. Services such as restaurants/cafeterias, day care centers and barbershops could be offered in a mixed-use pedestrian-friendly employment center. Instead an office park provides goods and services accessible only by car and used exclusively by the corporate work force. This land use pattern does not support alternatives to the single occupant motor vehicle nor complement the District's long-term goals addressing mobile source emissions through urban form.

The project proponents should communicate with Solano Commuter Information (SCI) to develop and coordinate a mobile source emission reduction program. The purpose of the program would be to provide opportunities for travel alternatives that reduce trips and vehicle miles traveled. SCI facilitates ridership mode changes from the single occupant vehicle to transit, vanpool, carpool, bicycle, and walking. By consulting with SCI, the proposal could include goals and strategies where appropriate measures could make a big difference for residents and employees in using alternative transportation.

Background Information

As you are probably aware, the City of Vacaville is included in the Greater Sacramento Ozone Nonattainment Area as delineated by the U.S. EPA. The District in cooperation with the other air districts within the federal severe non-attainment area have committed through the State Implementation Plan (SIP) to achieving "attainment" of the ozone standard by 2005. In order to reach attainment by the prescribed date, the SIP requires that emissions of reactive organic gases (ROG) and oxides of Nitrogen (NO_x), precursors to the formation of ozone, must be substantially reduced.

For California's ambient air quality standards, the District is also nonattainment for ozone and fine particulate matter (PM₁₀). Nearly all development projects in the Sacramento federal ozone nonattainment area have the potential to generate pollutants that will make it more difficult for national and state air quality attainment standards to be attained. Therefore, it is necessary to evaluate air quality impacts to comply with CEQA. A properly prepared CEQA document will inform decision-makers and the public about the air quality impacts of a project and facilitate a public dialogue regarding their implications. This letter is intended to help guide the Lead Agency to identify these air quality issues and include environmental considerations in the project conceptualization, design, and planning.

Air Quality Analysis

Typically the EIR Air Quality section will analyze construction and operational impacts of the project, including dust generated from earth moving activities and exhaust emissions from vehicles. We have included a summary of information to define the scope and content of information for consideration.

For example, the air quality section should characterize the environment in the vicinity of the project, from both a local and regional perspective, as it exists before the commencement of the project. Existing baseline air quality information for an air quality analysis should include site-specific characteristics of the proposed project, such as any existing stationary source emissions, congested roadways, or identification of any nearby existing facilities that emit toxic air contaminants. If odors are an issue, the baseline information should include a wind rose, which is necessary for evaluating odor impacts on surrounding properties. Existing baseline air quality information should also contain information reflecting local air quality from the nearest District air quality monitoring station. Not all air quality monitoring stations measure all pollutants so it may be necessary to use data from one monitoring station for some pollutants and data from a different monitoring station for other pollutants.

For the purposes of comprehensively analyzing air quality impacts from the project, the existing background or baseline air quality information should include a discussion of the following:

- Climate and topography
- Existing regional and local air quality
- Sensitive receptors
- Air quality regulatory background
- Regional and local transportation system

We recommend that, at a minimum, this information be summarized and included in the document or be in a form that is readily available to the public.

For the impact analysis, the EIR should include an evaluation of air quality impacts under project specific and cumulative conditions. Although cumulative and project alternative air quality impacts need not be analyzed in the same level of detail as project-specific impacts, the best-effort approach should be taken to the maximum extent feasible in estimating these air quality impacts. For the purposes of this EIR, the District recommends that project alternatives be quantified so that decision-makers have the ability to determine which alternative is environmentally superior from an air quality perspective. For example, if a project is reduced in size, emissions can be proportionally reduced. The results of the alternative analysis should be presented in comparative tables.

Air District Significance Thresholds

For the project specific condition, the EIR should evaluate the project under qualitative and quantitative terms. Projects are considered significant if anticipated emissions exceed or contribute substantially to an existing or projected exceedance of an ambient air quality standard or expose sensitive receptors (e.g., children, athletes, elderly, sick populations) to substantial pollutant concentrations or toxic air contaminants. An exceedance of ambient air quality standards can occur during construction and operation. A project or project phase is considered significant if:

- 1) The project's contribution exceeds the CAAQS; or
- 2) The project's contribution plus the background level exceeds the CAAQS, and
 - a) A sensitive receptor is located within a quarter-mile of the project, or
 - b) The project's contribution exceeds five percent of the CAAQS, or
 - c) The project's contribution exceeds 82 pounds per day (ppd) of Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx), and 150 ppd of Respirable Particulate Matter (PM10).
- 3) Carcinogenic or air toxic contaminant emissions exceed or contribute to an exceedance of the District's action level for cancer (ten case per one million persons).

If it is determined that a project is significant, or is close to being (within 10% of exceedance values), all sources of emissions should be identified and considered for emission forecasting. Emissions from these sources should be quantified in the CEQA document. Daily emissions should be estimated as pounds per day for each activity associated with the construction and operation of the proposed project. Any emission reductions that will result from existing rules or ordinances should be deducted from the project's daily emissions total and included in the project's emissions baseline. The District does not consider compliance with its rules and regulations or other governmental regulations as CEQA mitigation.

Once quantification of emissions is completed, the results should be conveyed to the reader in concise and easily understandable manner. A practical format for documenting the project's impact is a table of estimated project emissions, effectiveness of mitigation measures, and net

total project impact for the proposed project. The EIR should compare total project emissions both before and after the application of mitigation measures to the existing localized significance thresholds.

Development projects are considered cumulatively significant if:

- 1) The project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and
- 2) Projected emissions (ROG, NOx or PM10) of the proposed project are greater than the emissions anticipated for the site if developed under the existing land use designation.

Projects meeting the above criteria are considered to have a significant adverse incremental effect on the region's ability to attain quality air. Air emission projections, attainment planning and related programs are based on growth levels and distribution reflected in local planning documents. Changes in land use that result in emissions greater than anticipated incrementally adds to an overall increase in the pollutant load. For a determination, calculate cumulative emissions using long-term air quality impact estimates under the existing land use designation, assuming full use of the site and building-to-site ratios typical of similar development types in the community; then compare the results to the emissions calculated for the proposed project. The proposed project may have a cumulative significant impact on air quality if its projected emissions are greater than those anticipated for the site under the existing General Plan land use designation.

The Air District encourages the Lead Agency and project proponent to evaluate alternative sites that would be located closer to central Vacaville.

Recommended Air Quality Mitigation Measures

Below includes some mitigation measures for consideration during EIR preparation. By no means are these the only measures. The Lead Agency is encouraged to explore and incorporate additional feasible mitigation measures than listed below.

Construction Mitigation Measures

Construction mitigation involve emission reductions of NOx, ROG, and PM10 which may include reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks, among others. Many of the heavy-duty diesel mitigation measures qualify for state and air district incentive funding programs. Additional construction measures include emission reductions from controlling visible emissions from diesel-powered equipment and particulate matter emission control measures.

Examples of measures that reduces NOx emissions from heavy-duty equipment include the following:

- Maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions which can result in 5 percent fewer emissions. This is because when engines are running well, the fuel burns more efficiently.