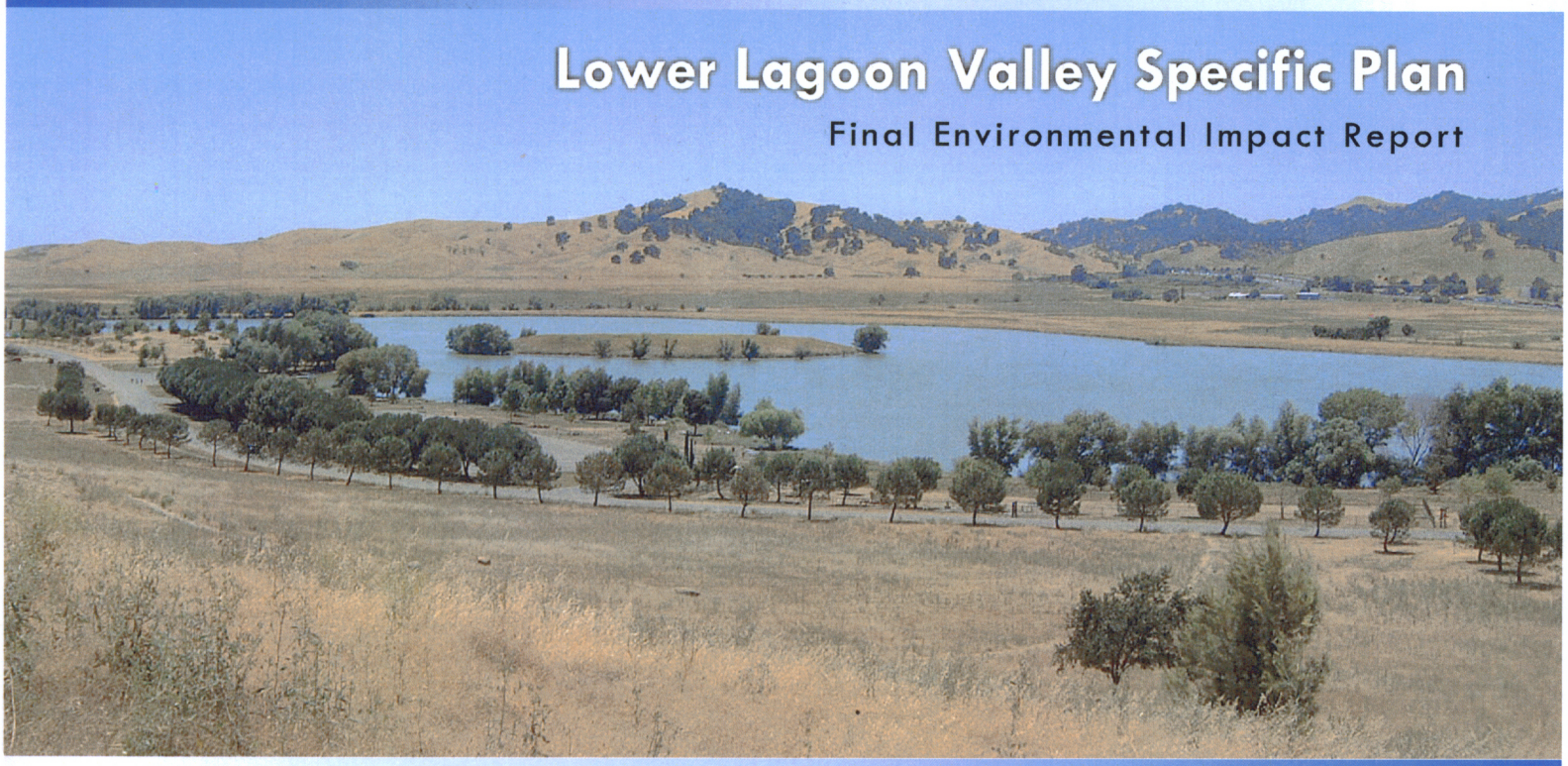
Lower Lagoon Valley Specific Plan

Final Environmental Impact Report



May 2004

SCH No. 2003032063

Prepared for:
City of Vacaville
Community Development Department

Prepared by:
EIP Associates

Lower Lagoon Valley Specific Plan

Final Environmental Impact Report

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Prepared for:

City of Vacaville
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May 2004

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1. INTRODUCTION

1. INTRODUCTION

This document contains all agency and public comments received during the 60-day public review period (including a 15-day extension) held from February 20, 2004 to April 19, 2004 on the Draft Environmental Impact Report (Draft EIR) for the Lower Lagoon Valley Specific Plan (Specific Plan or Proposed Project). Verbal comments made during the public hearing held on March 16, 2004 were transcribed and the summary is included in this document. This document also includes the City's responses to all comments received. This Final EIR has been prepared by the City of Vacaville in accordance with the California Environmental Quality Act (CEQA). This document, the Draft EIR (Volumes 1 and 2) and the appendices together constitute the Final Environmental Impact Report (Final EIR) for the project.

The contents of this document are summarized below. The Draft EIR Volume 1 contains the CEQA analysis for the Proposed Project including: the Introduction (Chapter 1); Summary of Impacts and Mitigation Measures Chapter 2); Project Description (Chapter 3); Environmental Setting, Impacts and Mitigation Measures, including all the analysis of the technical issue areas (Chapter 4); CEQA Considerations, including cumulative impacts, growth inducing impacts, significant irreversible impacts and summary of significant and unavoidable impacts (Chapter 5); Alternatives (Chapter 6); References (Chapter 7); and Report Preparation (Chapter 8).

Volume 1 also includes a portion of the appendices including the Notice of Preparation (Appendix A), comments on the Notice of Preparation (Appendix B) and the General Plan consistency review (Appendix C).

Volume 2 of the Draft EIR contains technical information that supports the analysis in the Draft EIR Volume 1. Specific technical studies included in Volume 2 include: Traffic Impact Analysis (Appendix D); Air Quality Data Sheets (Appendix E); Noise Data Sheets (Appendix F); Wastewater Technical Memorandum (Appendix G); Water Supply Investigation (Appendix H); Impacts of the Proposed Lower Lagoon Valley Development on the drainage, flooding and Storm Water Quality within the City of Vacaville (Appendix I); Geotechnical Investigations (Appendix J); Phase I Environmental Site Assessment (Appendix K); Historic Resource Evaluation Report (Appendix L); Archeological Survey (Appendix M); Biological Resources (Appendix N); and Delineation of Water of the United States (wetland delineation) (Appendix O).

Summary of the Proposed Project

The Proposed Project is in Solano County in the southwestern portion of the City (see Figure 3-1 in the Draft EIR). The approximately 2,354 acre Specific Plan area includes a 736-acre residential/recreational community with 1,225 single-family homes and 100 attached town homes (1,325 total dwelling units), a K-6 public school or a K-8 private school, a 213 acre championship-style golf course with a clubhouse, and neighborhood park spaces throughout the development area. The proposed development would also include an approximately 88-acre business village area with approximately one million square foot (sf) of commercial/office space, 50,000 sf of Town Center retail space and community center use, a fire station, and supporting infrastructure.

In 1991, the City annexed the Specific Plan Area and approved a development project consisting of 735 residential units and approximately five million square feet of office space. Those entitlements are still valid. Additionally, the area is currently designated for urban development in the City's General Plan, and under that designation and the current zoning, substantially more development could occur than is anticipated under the Specific Plan evaluated in this EIR. Pursuant to the prior approvals, 1,066 acres of open space were dedicated to the City. That open space includes most of the hill areas surrounding the Lower Lagoon Valley and all areas on or near the ridgelines. The 388-acre Lagoon Valley Regional Park is within the Specific Plan area, although no development or modification of the Park is proposed. Development occurring under the Specific Plan would contribute between $4 and $5 million to park improvements in the City generally, and presumably much of this would go to improvements in the Lagoon Valley Regional Park. The City is currently preparing a plan for the park and lake, thus improvements to that area are undefined at this time. In addition, development under the Specific Plan would pay fees (envisioned in a proposed Development Agreement at approximately $1 million) to the City for acquisition of Swainson's hawk habitat, in compliance with mitigation measures listed in the EIR. That habitat is likely to be agricultural land, thus that payment is expected to mitigate impacts to the Swainson's hawk and to further reduce the impact of the loss or conversion of Important Farmland (this is largely the existing commercial nursery use in the valley) that was mitigated in the 1991 approvals through the dedication of approximately 1,000 acres of public open space lands to the City.

Although CEQA would have permitted the City to analyze only the changes in impacts or circumstances relative to the prior project via a subsequent EIR, the City has prepared an entirely new EIR. It is nonetheless important to note that many, if not most, of the potential impacts of the Proposed Project could occur today, without the Specific Plan being adopted. The entitled project, therefore, is an important part of the existing environmental setting.

Report Organization

This Responses to Comments Document is organized as follows.

Chapter 1- Introduction. This chapter summarizes the project under consideration and describes the content of the Draft EIR.

Chapter 2 – Revisions to the Draft EIR. This chapter summarizes the text changes to the Draft EIR. These revisions are in response to comments made on the Draft EIR and/or staff initiated changes. Changes to the text of the Draft EIR are shown by either a line through the text that has been deleted, or double underlined where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not result in a change in the analysis and conclusions presented in the Draft EIR.

Chapter 3 – List of Agencies and Persons Commenting. This chapter contains a list of all agencies and persons who submitted comments on the Draft EIR during the public review period.

Chapter 4 – Comments and Responses. This chapter contains the comment letters received followed by responses to individual comments. Each comments letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For

example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments. This chapter also contains the City's response to each comment.

If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references are provided.

Some comments on the Draft EIR do not pertain to CEQA environmental issues. Responses to such comments, though not required, are included to provide additional information. When a comment does not directly pertain to the environmental issues analyzed in the Draft EIR, does not ask a question about the Draft EIR, or does not challenge an element of, or conclusion of the Draft EIR the response will note the comment and provide additional information where possible. The intent is to recognize the comment. Many of the comments express opinions about aspects of the Proposed Project and, this, are included in the Final EIR for consideration by the decision-makers.

It should be noted that some issues have been raised in comments that resulted in the City modifying the text of the draft Specific Plan. These modifications are discussed in the responses to comments, as appropriate. Revisions to the Specific Plan would not result in a change in the conclusions or findings of the Draft EIR. The Specific Plan is available for review at the City of Vacaville Community Development Department located at 650 Merchant Street, Vacaville, California, 95688 during normal business hours.

Appendices. Includes appendices to the Final EIR including the SB610 Water Supply Assessment Report for Lagoon Valley, Southtown, and Rice McMurtry, a glossary of terms and additional visual simulations.

Public Participation and Review

The City of Vacaville notified all responsible and trustee agencies and interested groups, organization, and individuals that the Draft EIR on the Specific Plan was available for review. The City also used other methods to solicit input during the review period. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- On March 13, 2003, the City of Vacaville published a Notice of Preparation (NOP) of a Draft EIR. The NOP was circulated to the State Clearinghouse for a 30-day review period, ending on April 11, 2003.
- On March 13, 2003, the NOP was mailed to interested persons and organizations, to local and Federal agencies, and placed in the newspaper.
- On March 13, 2003, notices regarding the NOP were posted in and near the Specific Plan area, advising people of the City's preparation of the EIR.
- On March 18, 2003, a public scoping meeting for the Draft EIR was held by the City's Planning Commission.
- On February 20, 2004, a Notice of Availability of the Draft EIR was issued. The NOA was published in the local newspaper, mailed to property owners, residents, interested persons, groups and organizations (including local and Federal agencies), and posted in and around the Specific Plan area. The NOA identified a 45-day public review and comment period for the Draft EIR and identified the date/time/location of planned meetings/hearings, including two public information meetings and also one public comment hearing before the City's Planning Commission. The NOA provided the

address, phone number, fax number and email addresses to use for submitting comments on the Draft EIR.

- Beginning on February 20, 2004, the Draft EIR and Technical Appendix and Specific Plan were made available to the public in hard-copy and in the form of a compact disc, each available for no cost at the City's Community Development Department. The majority of the Draft EIR was placed on the City's website (exceptions being large graphics and certain of the Technical Appendices which were available in hard copy). Copies of the Draft EIR and Technical Appendix were placed at the Vacaville Public Library.
- On February 20, 2004, a Notice of Completion (NOC) was circulated to the State Clearinghouse.
- On February 25, 2004, a public information meeting regarding the Draft EIR and Specific Plan was held at Vacaville City Hall, from 6 pm to 8:30pm.
- On February 28, 2004, a second public information meeting regarding the Draft EIR and Specific Plan was held at the Three Oaks Community Center, from 11 am to 1:30 pm.
- On March 5, 2004, additional notice regarding the public comment hearing on the Draft EIR was mailed to interested persons, property owners, organizations and agencies. Additional notice was also posted in and around the Specific Plan area and placed in the local newspaper.
- On March 16, 2004, a public comment hearing to accept comments on the Draft EIR was held by the City's Planning Commission.
- On March 16, 2004, the City announced an extension to the public review and comment period for the Draft EIR. The comment period was extended for an additional 15 days, for a total review and comment period of 60 days, ending on April 19, 2004. Announcement of this extension was made at the Planning Commission hearing on March 16, and was distributed in a notice at that hearing.
- On March 19, 2004, a notice was mailed to interested persons, property owners, residents, organizations and agencies, advising of the extended comment period to end on April 19, 2004. Copies of the notice were posted in and around the Specific Plan area. Notice was published in the local newspaper on Tuesday, March 23.

2. REVISIONS TO THE DRAFT EIR

2. REVISIONS TO THE DRAFT EIR

This chapter presents all of the revisions made to the Draft EIR as a result of responding to comments or at the initiative of the City. The changes clarify, amplify, and/or provide minor technical corrections to the Draft EIR. No new significant information has been added, no new impacts have been identified, and the levels of significance of impacts after mitigation remain unchanged; therefore, recirculation of the Draft EIR would not be required pursuant to Section 15088.5 of the CEQA Guidelines.

The following text revisions are shown in the order in which they appear in the Draft EIR (i.e., by page number). A revised summary of impacts and mitigation measures table (Table 2-1 of the Draft EIR) is presented at the end of the chapter Changes to the text of the Draft EIR are shown either by a line through text that has been deleted or double underlined text where new text has been inserted.

Chapter 1 Introduction

The second to the last paragraph on page 1-4 is revised to read as follows:

> **Chapter 8 – Report Preparation.** Lists report authors by section, City of ~~Stockton~~ Vacaville staff and others who provided technical assistance in the preparation and review of the EIR.

Chapter 3 Project Description

Figure 3-1, Regional Location, on page 3-2 is revised and included on the following page.

The sixth paragraph on page 3-9 is revised to read as follows:

> **Area 7 (Buffer) –** Two parcels make up the 55-acre Area 7. Parcel 7A currently is approximately 47 acres of undeveloped ~~grassland~~ lands, consisting of grassland, some riparian areas, and other lands generally along the Nelson Road right-of-way. Parcel 7B is approximately 6 acres, contiguous with Area 2, that consists of Rivera Road, one vacant parcel, and two automotive repair or salvage businesses.

The first paragraph on page 3-14 is revised to read as follows:

> ...If a public school is developed, ~~then a portion of the school site would be designated for neighborhood park and used by the public on a joint-use basis~~ the developer intends to request a joint-use arrangement between the school district and the community association...

Figure 3-8, Fire Access Roads, on page 3-20 is revised and included on the following page.

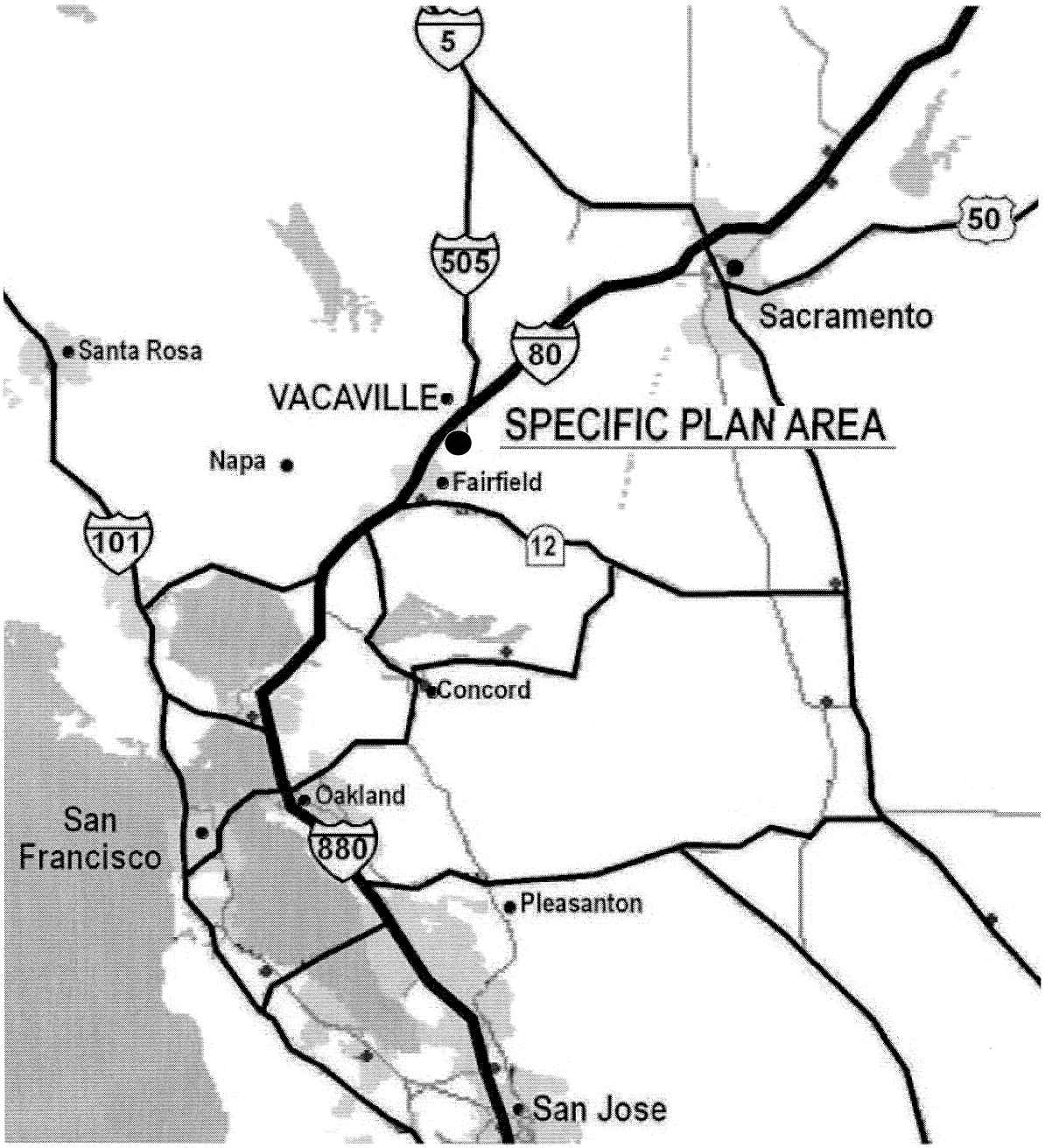

FIGURE **3-1**
Regional Location

Not to Scale

10794-00

Source: City of Vacaville

City of Vacaville

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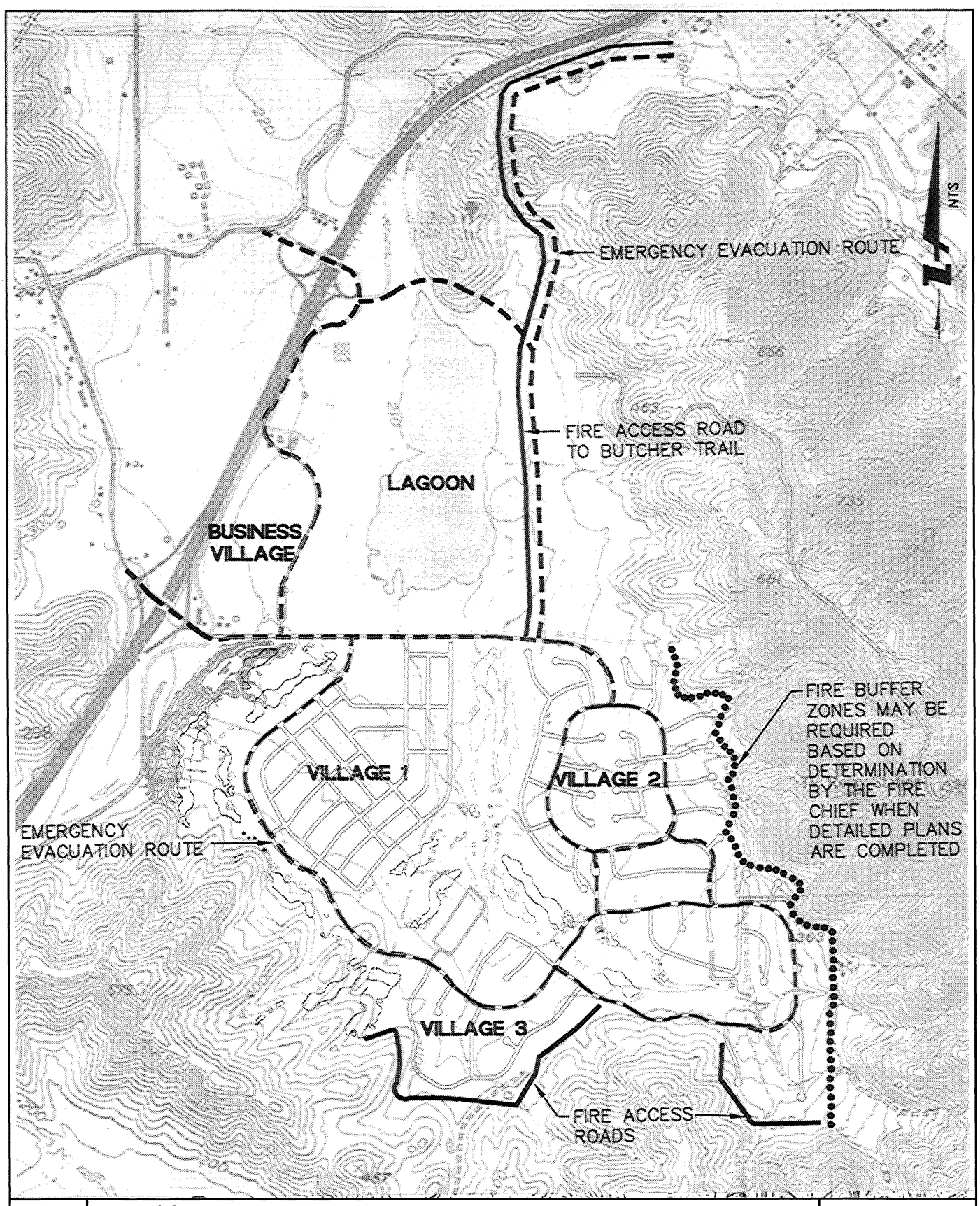

FIGURE **3-8**

Fire Access Roads

Not to Scale

10794-00

Source: City of Vacaville, 2004

City of Vacaville

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The third paragraph on page 3-25 is revised to read as follows:

> Option 1 would require constructing a pump station at the north end of the valley in Lagoon Valley Regional Park near Peña Adobe Road, and a force main to the top of the ridge.

Figure 3-12, Storm Drain Improvements, on page 3-28 is revised and included on the following page.

Section 4.2 Land Use and Planning

The first paragraph on page 4.2-2 is revised to read as follows:

> ...The Agricultural Service Area, which borders the Specific Plan area to the north and west, is where long-term agricultural activities are intended to take place. Portions of Subareas 6B, 6C and 7A, and a small portion of Area 4 are located in the Community Separator Overlay.

The last paragraph on page 4.2-6 is revised to read as follows:

> The following ~~policy~~ policies from the Travis Air Force Base Land Use Compatibility Plan ~~is~~ are relevant to the Proposed Project:
>
> **Section 2.1: Compatibility Zone Delineation**
>
> **2.1.5:** Compatibility Zone D – Zone D includes all other locations beneath any of the Travis Air Force Base airspace protection surfaces delineated in accordance with Federal Aviation Regulations Part 77. Limitations on the height of structures are the only compatibility factors within this zone.
>
> **2.5.3** Height Restriction Criteria – The basic criteria to be used in assessing whether objects may represent airspace obstructions are established by Part 77 of the Federal Aviation Regulations (FAR), *Objects Affecting Navigable Airspace*. In general, the height of objects in the vicinity of Travis Air Force Base shall be limited so as not to exceed the imaginary airspace surfaces defined for the airport in accordance with Part 77 criteria.
>
> (a) A simplified diagram of the FAR Part 77 surfaces for Travis Air Force Base is depicted in Figure 2C
> (b) In certain circumstances, objects may need to be restricted to heights less than the limits indicated by Figure 2C.
> 1) In locations along portions of instrument approach procedure routes, restrictions of object heights to less than indicated by FAR Part 77 may be necessary so as not to impair the utilization of these procedures. The applicable criteria are set forth in the *United States Standard for Terminal Instrument Procedures* (TERPS). Review of objects relative to these criteria normally are conducted by the FAA as part of aeronautical studies. Independent ALUC review is not necessary; rather, the ALUC's function is to ensure compliance with the FAA recommendations.
> 2) In other parts of the airport vicinity – especially where common visual flight routes cross areas of moderately high terrain – tall objects could pose airspace hazards even if they do not exceed FAR Part 77 limits. Based upon airport land use

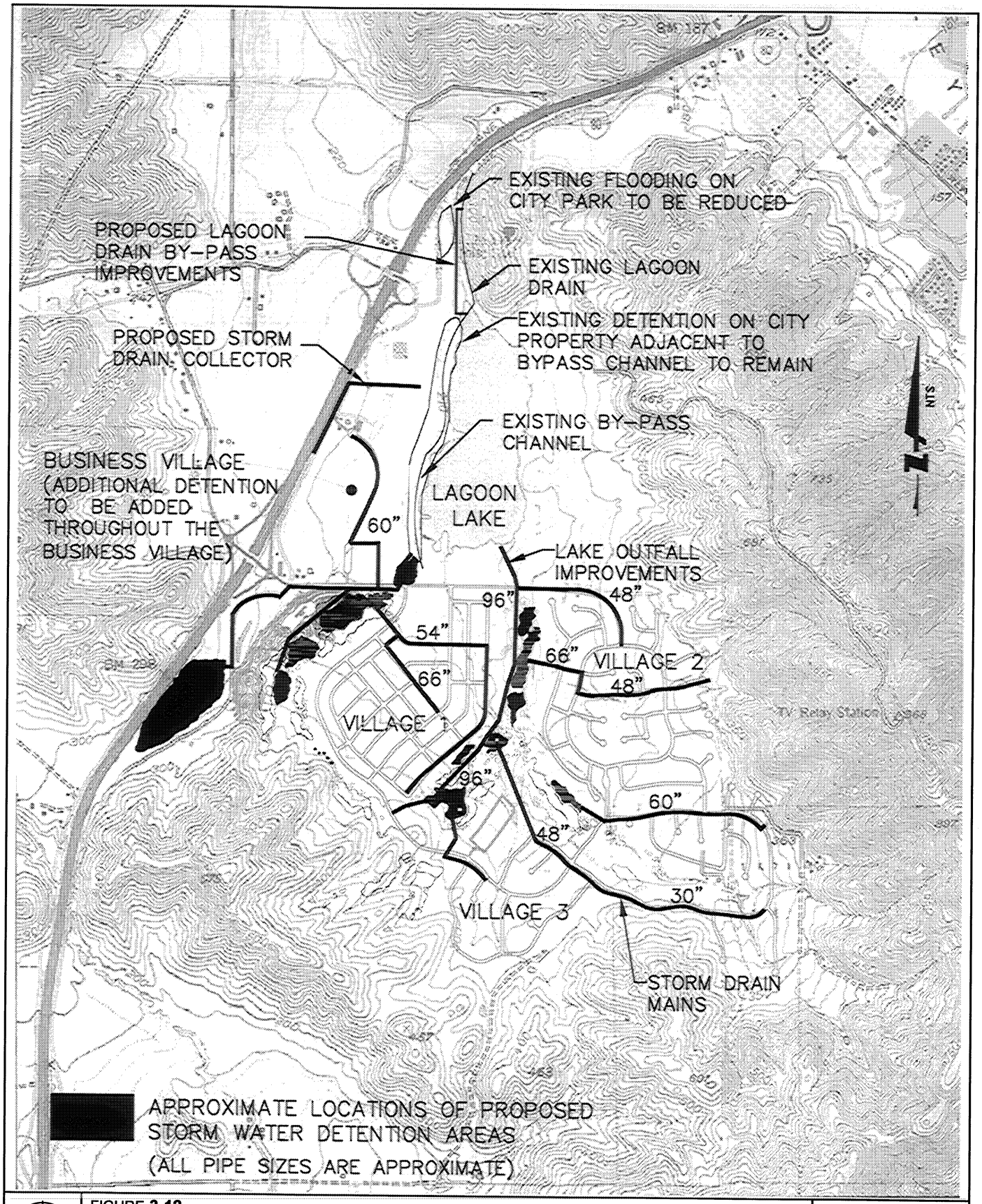

FIGURE **3-12**

Storm Drain Improvements and Detention

Not to Scale

10794-00

Source: City of Vacaville, 2004

City of Vacaville

EIP ASSOCIATES

commissioners' knowledge of such locations, the ALUC may find lower height limits to be appropriate or may require objects to be obstruction marked and lighted. Input of Travis Air Force Base personnel should be sought with regard to any such cases that may be brought to the Commission's attention.

(c) Objects may be permitted to exceed FAR Part 77 criteria under the following conditions.

1) On property over which the Air Force controls an easement, exceptions to the height limits shall be made only if Air Force grants a waiver to the restrictions.

2) In locations where the ground level exceeds or lies within 35 feet of a Part 77 horizontal or conical surface (the *Height Review Overlay Zone*), objects up to 35 feet in height are permitted. Taller objects may also be acceptable if they would be situated within 100 feet of other objects or high terrain having equal or higher elevation.

3) The ALUC may grant exceptions to other proposed objects if the FAA has completed an aeronautical study of the proposal and concluded that the object would not be a hazard to air navigation. Other factors, including the commissioners' knowledge of local airspace and the views of Travis Air Force Base personnel, shall also be taken into account in the Commission's decision to grant such exceptions.

2.5.4 *Obstruction Marking and Lighting* – In general, the need for marking and lighting of obstructions is determined by the Federal Aviation Administration as part of aeronautical studies conducted in accordance with FAR Part 77. Under most circumstances, when reviewing proposed structures that exceed the height criteria indicated in Policy 2.5.3, the Airport Land Use Commission is expected to abide by the FAA's conclusions regarding marking and lighting requirements. However, situations may arise in which the Commission, because of its particular knowledge of local airports and airspace, may reach a different determination than that of the FAA. In such instances, the Commission may determine either that a proposed structure is unacceptable or that it is acceptable only if marked and lighted. Any marking and lighting that the Commission may require shall be consistent with FAA standards as to color and other features.

Impact 4.2-5 on page 4.2-13 is revised to read as follows:

4.2-5 Development of the Proposed Project could conflict with adopted applicable land use plans, policies, or regulations.

Travis Air Force Base (TAFB) Land Use Compatibility Plan

The Specific Plan falls within the boundaries of Zone D of the TAFB Land Use Compatibility Plan. The goals and policies under the Transportation Element of the City's General Plan and the TAFB Land Use Compatibility Plan focus on minimizing conflicts between TAFB and new development. Review by the Airport Land Use Commission (ALUC) of any project within the compatibility zones ~~greater than 200 feet tall within Zone D~~ is required by the TAFB Land Use Compatibility Plan to ensure compatibility; therefore, ~~if any structure in the Specific Plan area is proposed to be over 200 feet tall~~ review by the ALUC, or an expedited staff-level review, would be required for the Proposed Project. The Specific Plan also requires compliance with ALUC guidelines. The Specific Plan limits building height in the Office/Business Village to a maximum of 60 feet. Policy 2.5.3 *Height Restriction Criteria* would also restrict the height of structures.

This policy contains additional criteria used in determining compatibility of proposed "airspace obstructions" with the ALUCP. Regardless of height a structure may be required to have marking and lighting to comply with FAA standards per Policy 2.5.4 *Obstruction Marking and Lighting*. These determinations are made by the ALUC. In any case, given the height limits in the Specific Plan, the Project is not anticipated to conflict with any ALUP policies or requirements and the City believes that there are no incompatibility issues presented by the project. The Specific Plan does not change or revise any current regulatory process for the review of land uses within the Height Restriction Overlay Zone contained in the Travis AFB Land Use Compatibility Plan.

The last paragraph on page 4.2-15 is revised to read as follows:

The City's General Plan included the adoption of the "Agricultural Service Area" (ASA), which is intended to mitigate impacts on Prime Farmland within the City's 100 square mile planning area by providing a definite geographic limit to urbanization.1 Additionally, pursuant to the 1990 Policy Plan approval, the then-owner set aside more than 1,000 acres of land as permanent open space, which was intended to accomplish a 1:1 mitigation for agricultural and open space land conversion. That set aside land included both farmland or potential farmland and open space lands. ~~However, there are no feasible mitigation measures available to mitigate the loss of Important Farmland; therefore,~~ Nonetheless, the small amount of prime farmland on the Proposed Project site would not be directly preserved, and the existing mitigation, while substantial, does not decrease the Project's impact on loss of Farmland to a less than significant level. The impact remains ***significant and unavoidable***.

Figure 4.2-2 on page 4.2-7 is revised to change the title to Zoning Map and is included on the following page.

Section 4.6 Air Quality

Mitigation Measure 4.6-1(a) on page 4.6-14 is replaced with the table provided by the YSAQMD entitled "Table 1 – Best Available Fugitive Dust Control Measures" and "Table 2 – Best Available Fugitive Dust Control Measures for High Wind Conditions" and Mitigation Measure 4.6-1(a) on page 4.6-14 is revised to read as follows:

4.6-1 (a) *Prior to all phases of project construction, the applicant and City shall ensure that construction contracts include the following specifications:*

- ~~*After review and approval by the YSAQMD, the developer, if required, shall apply approved chemical soil stabilizers according to manufacturers specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours),*~~

1. City of Vacaville (Lead Agency), *Lower Lagoon Valley Development Project* (State Clearing house No. 90030075), prepared by Blayney-Dyett, Urban & Regional Planners, Angus McDonald & Associates, Camp, Dresser & McKee, Environmental Science Associates, Darwin Meyers Associates, Mark Thomas & Company, Nolte & Associates, TJKM Transportation Planners, Charles Slater & Associates, Consultants in Acoustics, Charles Slaymaker, Ph.D. Consulting Archaeologist, West & Associates, August 1990, Exhibit "A": Finding of Fact, Statements of Overriding Consideration and Mitigation Monitoring Plan: Environmental Impact Report of the Proposed Lower Lagoon Valley Policy Plan, Page 50.

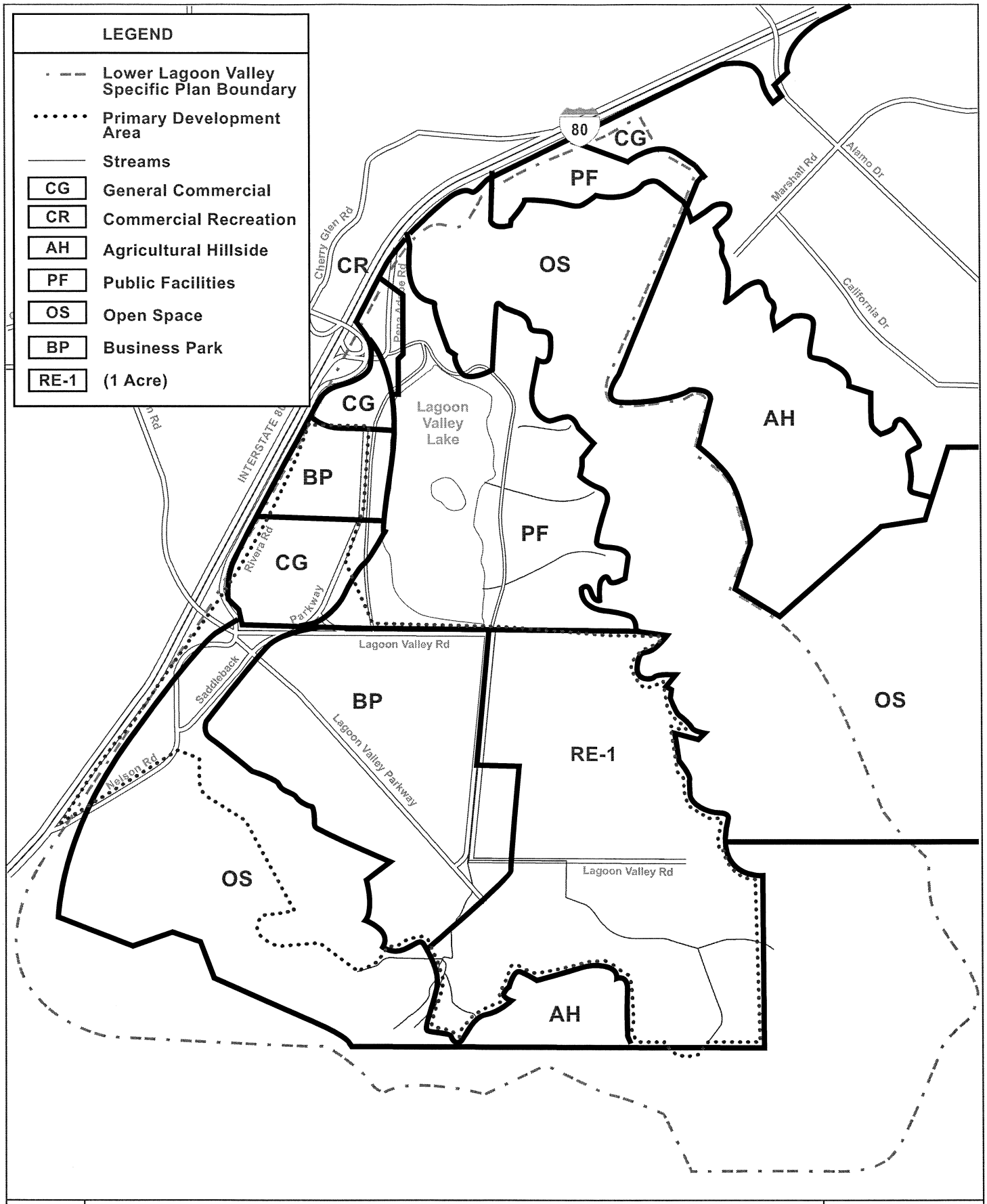

FIGURE **4.2-2**

Vacaville General Plan

Not to Scale

10794-00

Source: EIP Associates, 2003; 1990 Vacaville General Plan, 1999

City of Vacaville

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- ~~including the soil that would be used for construction of the earthen berm.~~
- ~~Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less.~~
- ~~Creation of a dust control plan for approval by YSAQMD~~
- ~~No open burning of vegetation during project construction.~~
- ~~Reestablishment of ground cover as soon as possible after construction.~~
- ~~Suspension of grading activities when winds exceed 25 mph.~~
- ~~Enclose, cover or water at least twice daily all soil piles and exposed surfaces.~~
- ~~Keep all designated haul routes clean of any loose soil associated with soil transportation.~~
- ~~Cover loads of all haul/dump trucks securely.~~

Table 1 Best Available Fugitive Dust Control Measures

Fugitive Dust Source Category	Control Actions
Earth-moving	1. Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method d-2216; two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations. For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Disturbed surface areas (except completed grading areas)	2a/b. Apply dust suppression in a sufficient quantity and frequency to maintain a stabilized surface; any areas which cannot be stabilized, as evidenced by wind driven dust, much have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas – completed grading areas	2c. Apply chemical stabilizers within 5 working days or grading completion; OR 2d. Take action 3a or 3c specified for inactive disturbed surface areas.
Inactive disturbed surface areas	3a. Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible due to excessive slope or other safety conditions; OR 3b. Apply dust suppressants in sufficient quantity and frequency maintain a stabilized surface; OR 3c. Establish a vegetative ground cover within 21 days after active operations have ceased; ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR 3d. Utilize any combination of control actions 3a, 3b, and 3c such that, in total, they apply to all inactive disturbed surface areas.
Unpaved roads	5a. Apply chemical stabilizers; OR 5b. Apply water to at least 80 percent of the surface areas of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR 5c. Install a three-sided enclosure with walls with no more than 50 percent porosity that extend, at a minimum, to the top of the pile.

Track-out control	*6a. Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and with of at least 20 feet; OR* *6b. Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.*
All categories	*7. Any other control measures approved by the District where necessary.*
Table 2 Best Available Fugitive Dust Control Measures for High Wind Conditions*	
Fugitive Dust Source Category	***Control Measures***
Earth moving	*1A. Apply water to soil not more than 15 minutes prior to moving such soil.*
Disturbed surface areas	*0B. On the last day of active operations prior to a weekend, holiday or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR* *1B. Apply chemical stabilizers prior to a wind event; OR* *2B. Apply water to all unstabilized disturbed areas 3 times per day; if there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per days; OR* *3B. Take the actions specified in Table 1, Item 3c; OR* *4B. Utilize any combination of control actions specified in Table 2, Items 1B, 2B, and 3B, such that, in total, they apply to all disturbed surfaced areas.*
Unpaved roads	*1C. Apply chemical stabilizers prior to a wind event; OR* *2C. Apply water twice per hour during active operation.*
Open storage piles	*1D. Apply water twice per hour; OR* *2D. Install temporary coverings.*
Paved road track-out	*1E. Cover all haul vehicles; OR* *2E. Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for operation on both public and private roads.*
All categories	*1F. Any other control measures approved by the District.*
** High wind conditions means when gusts exceed 25 mph.* *Source: SCAQMD Rule 403, Tables 1, 2, & 3.*	

Bullet one of Mitigation Measure 4.6-1(b) on page 4.6-14 will be deleted as follows:

> ~~"The prime contractor shall submit to the YSAQMD a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations of all heavy-duty equipment on the inventory list~~."

Bullet three of Mitigation Measure 4.6-1(b) is revised to read as follows:

> "Contractors shall provide a plan for approval by ~~the YSAQMD~~ an Environmental Coordinator demonstrating that…"

Bullet four of Mitigation Measure 4.6-1(b) is revised to read as follows:

> "Minimize idling time to ~~10~~ 5 minutes."

An additional bullet will be added to Mitigation Measure 4.6-1(b) as follows:

> "Maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions. [to the maximum extent practicable.]"

Bullet 5 of Mitigation Measure 4.6-2 is revised to read as follows:

> "~~If feasible,~~ ~~i~~Install a gas outlet with ceramic logs in any proposed fireplaces, including outdoor recreational fireplaces or pits."

Bullet 10 of Mitigation Measure 4.6-2 is revised to read as follows:

> "In consultation with the City Public Works and Community Development departments, configure parking to minimize traffic interference and delays."

Bullet 11 of Mitigation Measure 4.6-2 is revised to read as follows:

> "Include wide parking spaces or vanpool only spaces to accommodate vanpool vehicles in employment areas (*e.g.*, community commercial, business-professional, industrial) ~~as determined by the YSAQMD~~ in accordance with a City approved TSM program."

Bullet 28 of Mitigation Measure 4.6-2 on page 4.6-17 is revised to read as follows:

> "Only U.S. EPA Phase II certified woodburning devices ~~should~~ shall be allowed in single-family residences. ~~The emission potential from each residence shall not exceed 7.5 grams per hour~~."

Tables 4.6-3 and 4.6-4, on pages 4.6-3 and 4.6-16, are revised as follows:

TABLE 4.6-3

ESTIMATED PEAK DAILY CONSTRUCTION EMISSIONS

Emissions Source	Peak Day Emissions in Pounds per Day		
	ROG	NO_x	PM_{10}
Site Excavation and Grading Phase			
Fugitive Dust	-	-	~~155.00~~150.00
Off-Road Diesel	25.53	199.67	9.44
Worker Trips	0.51	0.85	0.05
Total Emissions	***26.04***	***200.52***	***164.49***
YSAQMD Thresholds	82.00	82.00	82.00
Significant Impact?	No	Yes	Yes
Construction Phase			
Building Construction Off-Road Diesel	32.23	271.59	12.96
Building Construction Worker Trips	2.23	1.30	0.48
Arch. Coatings Off-Gas	78.05	-	-
Arch. Coatings Worker Trips	2.23	1.30	0.48
Asphalt Off-Gas	0.10	-	-
Asphalt On-Road Diesel	0.04	0.75	0.02
Total Emissions	***114.89***	***274.94***	***168.05***
YSAQMD Thresholds	82.00	82.00	82.00
Significant Impact?	Yes	Yes	Yes

Source: EIP Associates, 2003. Calculation sheets are provided in Appendix E.

TABLE 4.6-4

PROJECT DAILY OPERATIONAL EMISSIONS

Emissions Source	Emissions in Pounds per Day		
	ROG	NOx	PM_{10}
Water and Space Heating	1.69	22.35	0.04
Landscape Maintenance	0.67	0.16	0.01
Consumer Products	64.82	-	-
Motor Vehicles	220.92	245.04	361.79
Total Emissions	***288.11***	***267.55***	***361.83***
Thresholds (lb/day)	82.00	82.00	~~82.00~~150.00
Significant Impact	Yes	Yes	Yes

Source: EIP Associates 2003. Computer sheets are provided in Appendix E.

Section 4.9 Public Services

The fifth paragraph on page 4.9-10 is revised to read as follows:

> …If a public school were developed, ~~then approximately six acres of the school site would be designated for neighborhood park and used by the public on a joint-use basis~~ the developer intends to request a joint-use arrangement between the school district and the community association…