# Initial Study/Mitigated Negative Declaration
# Autotechnology Building Project
# City of Vallejo, Solano County, California

Prepared for:
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Date: June 10, 2015

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# Table of Contents

## List of Appendices



## List of Exhibits



## List of Tables

# EXECUTIVE SUMMARY

## Project Summary

The Solano Community College District is proposing to construct a 29,750-square-foot Autotechnology Building on a 9.25-acre site in the City of Vallejo, Solano County, California. The building would serve as the new base for the Solano Community College District's automotive technician program, which is currently located at 1301 Georgia Street in Vallejo. In addition, the building would accommodate student support services. Refer to Section 2, Project Description for further detail about the proposed project.

## Mitigation Measures

This Mitigated Negative Declaration (MND) sets forth the following mitigation measures for the proposed project:

**MM AES-1** Prior to occupancy of the Autotechnology Building, the Solano Community College District shall verify that all exterior lighting fixtures (including freestanding and building-mounted lights) are either fully shielded or employ full cut-off fixtures to prevent unwanted light trespass onto adjoining properties.

**MM AIR-1** The Solano Community College District shall require its construction contractor to demonstrate compliance with the following Construction Emissions Minimization Practices prior to commencement of constriction activities:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
   a. Where access to alternative source of power is available, portable diesel engines shall be prohibited;
   b. All off-road equipment shall have:
      i. Engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and
      ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).
   c. Exceptions:
      iii. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the College District ~~State Center~~ that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply.

iv. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the State Center that a particular piece of off-road equipment with an ARB Level 3 VDECS: (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the College District ~~City~~ that the requirements of this exception provision apply.

**MM BIO-1** No more than 14 days prior to initial ground disturbance and vegetation removal during the nesting season (February 1 to August 31), the Solano Community College District shall retain a qualified biologist to perform pre-construction breeding bird surveys. If any nests are found, they shall be flagged and protected with a suitable buffer. Buffer distance will vary by species and conditions at the site, but it is usually at least 50 feet, and up to 250 feet for raptors. Note that this mitigation measure does not apply to ground disturbance and vegetation removal activities that occur outside of the nesting season (September 1 to January 31).

**MM BIO-2** Prior to the first ground-disturbing activities, the Solano Community College District shall retain a qualified biologist to conduct two pre-construction surveys for the burrowing owl. The first survey shall be conducted no more than 14 days prior to ground-disturbing activities, and the second survey shall be conducted within 48 hours of initial ground disturbance. The surveys shall be conducted in accordance with the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation. If owls are determined to be present, an appropriate no-disturbance buffer shall be placed around active burrows until young have fledged the nest. If burrowing owl is detected during the non-nesting season and the burrow cannot be avoided, consultation with CDFW shall be required to passively exclude burrowing owls from the site.

**MM GEO-1** Prior to grading activities, the Solano Community College District shall retain a qualified geotechnical consulting firm to prepare a design-level geotechnical report for the Autotechnology Building. The design-level report shall be prepared in accordance with the latest adopted edition of the California Building Code Standards and address the potential for seismic hazards to occur on-site and identify abatement measures to reduce the potential for such an event to acceptable levels. The recommendations of the approved design-level geotechnical report shall be incorporated into the project plans.

**MM HYD-1** Prior to grading activities, the Solano Community College District shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to

address the following objectives: (1) all pollutants and their sources—including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity—are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and (4) stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.

The SWPPP shall be prepared by a qualified SWPPP preparer. The SWPPP shall include the minimum BMPs required for the identified risk level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction or the Caltrans Stormwater Quality Handbook Construction Site Best Management Practices (BMPs) Manual.

The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate, depending on the project risk level, sampling of site effluent and receiving waters. A qualified SWPPP practitioner shall be responsible for implementing the BMPs at the project site. The practitioner shall also be responsible for performing all required monitoring, BMP inspection, and maintenance and repair activities.

**MM HYD-2** Prior to occupancy of the Autotechnology Building, the Solano Community College District shall verify that operational stormwater quality control measures that comply with the requirements of the current Municipal Regional Permit have been implemented. Responsibilities include but are not limited to designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff (i.e., hydromodification) associated with operation of the project. These features shall be included in the design-level drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation and hydromodification of runoff from all portions of completed developments.

The proposed project shall incorporate site design and BMPs described in the current version of the local C.3 Stormwater Technical Guidance manual. Low Impact Development features, including minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source, shall be used at each development covered by the Municipal Regional Permit. Funding for long-term maintenance of all BMPs shall be specified. The College District shall establish a self-perpetuating Operation and

Maintenance of Stormwater Treatment Systems Plan (Municipal Regional Permit provision C.3.h). This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the Municipal Regional Permit.

**MM NOI-1:** The Solano Community College District shall require that its construction contractor implement the following noise attenuation measures during construction activities:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to the hours between 7:00 a.m. and 9:00 p.m. daily. All on-site grading, excavating, and filling and noise therefrom, including but not limited to warming of equipment motors, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. daily.
- The Solano Community College District can permit exceptions to these limits for compelling circumstances (e.g., weather conditions necessary to pour concrete).
- All internal combustion powered construction equipment shall employ noise reduction devices (e.g., mufflers and engine shrouds) no less effective than those originally installed by the manufacturer.
- Unnecessary idling of internal combustion engines (i.e., more than 5 minutes) shall be prohibited.
- "Quiet" models of air compressors and other stationary noise sources shall be used if readily available.
- At all times during project grading and construction, stationary noise-generating equipment shall be located at least 150 feet from the nearest residential receptor(s). If it is not possible to provide this distance, a temporary sound barrier or enclosure shall be placed around the equipment to shield the residential receptor(s).
- Construction staging and maintenance areas shall be located a minimum of 150 feet from the nearest residential receptor.

**MM TRANS-1:** Prior to occupancy of the Autotechnology Building, the Solano Community College District shall work with the City of Vallejo to implement one or both options for the intersection of North Ascot Parkway/Turner Parkway:

- Optimize the signal timing to ensure that northbound left turns on North Ascot Parkway have adequate green time such that peak-hour queues do not exceed available storage (380 feet).
- Extend the northbound left-turn storage on North Ascot Parkway to Chantilly Drive via restriping.

# SECTION 1: INTRODUCTION

## 1.1 - Purpose

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Autotechnology Building Project in Vallejo, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the Solano Community College District is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required for the project. The Solano Community College District has discretionary authority over the proposed project and would also construct and operate the proposed project. The intended use of this document is to determine the level of environmental analysis required to adequately prepare the project IS/MND and to provide the basis for input from public agencies, organizations, and interested members of the public.

Section 2 provides a brief description of the project location and the characteristics of the project. includes an environmental checklist giving an overview of the potential impacts that may result from project implementation and elaborates on the information contained in the environmental checklist.

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# SECTION 2: PROJECT DESCRIPTION

## 2.1 - Project Location

The 9.25-acre project site is located at 1683–1699 North Ascot Parkway in the northeastern portion of the City of Vallejo, Solano County, California; refer to Exhibit 1. The project site is bounded by a Costco store (west), single-family residential uses and a knoll with a high-voltage transmission line tower (north), North Ascot Parkway (east), and Turner Parkway (south); refer to Exhibit 2. The project site is located on the Cordelia, California 7.5-minute United States Geological Survey topographical quadrangle, Township 3 North, Range 3 West, Section 5 (Latitude 38° 07' 54" North; Longitude 122° 12' 38" West).

## 2.2 - Environmental Setting

### 2.2.1 - Land Use Activities

The 9.25-acre project site contains site improvements consisting of four building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage associated with a previous commercial development known as "Northgate Marketplace." (Refer to Section 2.3.1, Project Background for further discussion of Northgate Marketplace.) There are no buildings on the project site.

Two dry-stack concrete block retaining walls are located within the project site boundaries. A 450-foot-long retaining wall is located within the western portion of the site and protects the slope that supports the developable portion of the project site. A 200-foot retaining wall is located within the northern portion of the site and protects the slope on top of which the residential neighborhood to the north sits. Additionally, concrete masonry block walls are located along the northern property line and are used for retaining, screening, and security purposes.

Vehicular access is provided via (1) a signalized full access point on Turner Parkway that is aligned with Tiara Drive; (2) a right-in, right-out, left-in point on North Ascot Parkway; and (3) a right-in, right-out service driveway on North Ascot Parkway. Ornamental landscaping, fencing, signage, curb, gutter, and sidewalks are present along the Turner Parkway and North Ascot Parkway frontages. The project site gently slopes from east to west, with the elevation ranging from 260 feet to 270 feet above mean sea level.

Site photographs are provided in Exhibit 3.

### 2.2.2 - General Plan and Zoning

#### General Plan

The City of Vallejo General Plan designates the project site "Northgate Mixed Use." ~~"Employment."~~

### Zoning

The project site is within the boundaries of the Northgate Specific Plan, which ~~The Vallejo Zoning Ordinance~~ zones the project site "Neighborhood Shopping and Services." ~~"Mixed Use Planned Development."~~

## 2.3 - Project Description

### 2.3.1 - Project Background

#### Vallejo Center

The Solano Community College District Vallejo Center opened in September 2007 at 545 Columbus Parkway. (Note that the 545 Columbus Parkway facility is located 0.5 mile north of the project site; refer to Exhibit 2). The Vallejo Center consist of a single, two-story building that provides a lecture hall, a multi-purpose room, seven classrooms, three science laboratories, two computer laboratories, a learning laboratory, and several offices. Classes meet between 8:00 a.m. and 9:50 p.m. Monday through Thursday and between 8:00 a.m. and 3:05 p.m. on Friday.

#### Automotive Education

Solano Community College District currently offers automotive technician courses at a facility located at 1301 Georgia Street in Vallejo. The facility provides 11 service bays. Classes meet Monday through Thursday between 8:00 a.m. and 8:15 p.m. and on Saturday between 8:00 a.m. and 11:50 a.m.

#### Northgate Marketplace

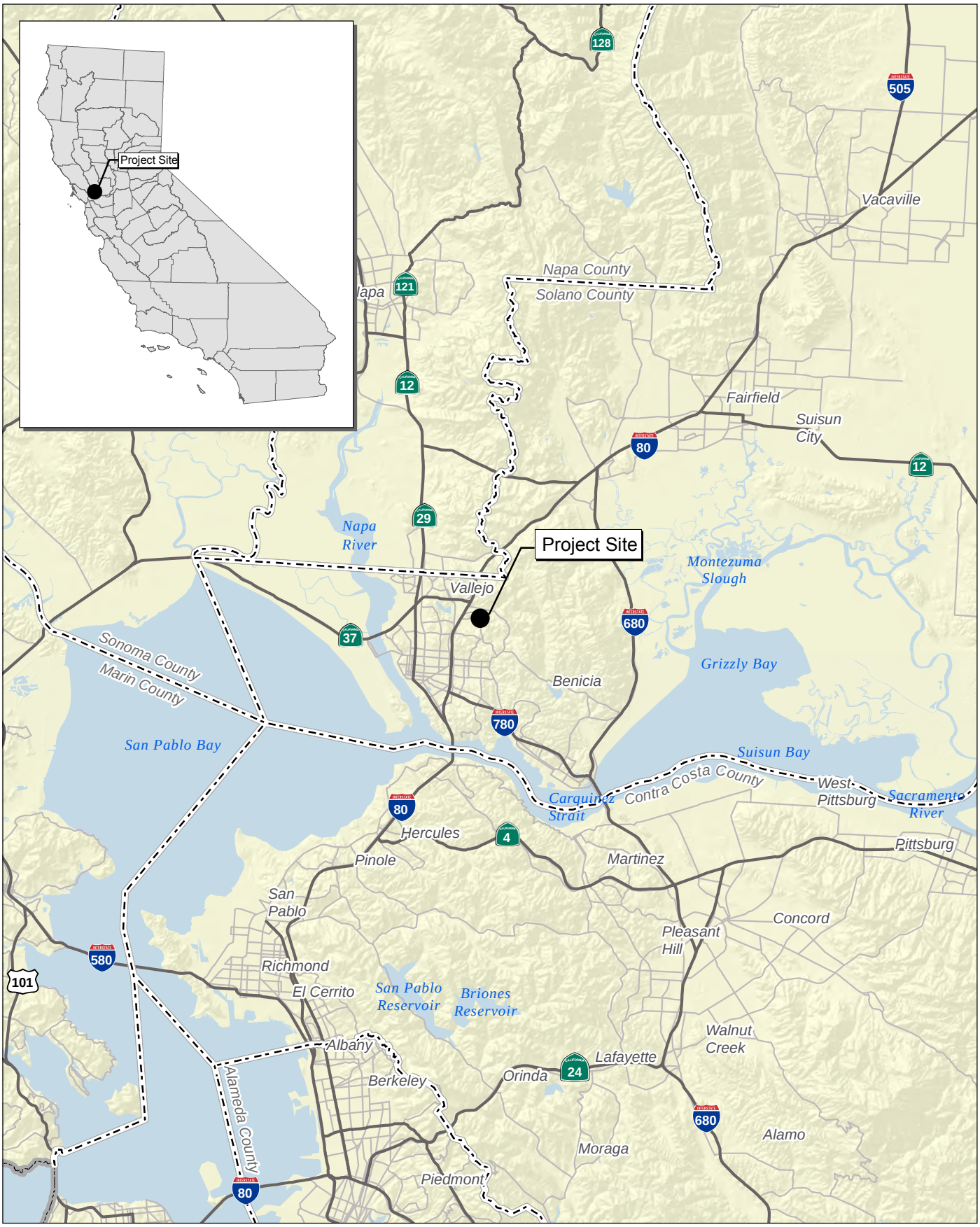
The project site, located 0.5 mile south of the existing Vallejo Center campus, was originally entitled for a commercial development known as "Northgate Marketplace." The project site was graded in 2003 and site improvements consisting of four building pads, drive aisles, parking, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage were installed 2005 and 2006.

Between 2006 and 2013, temporary modular buildings were present on-site and ultimately removed. No permanent buildings were ever constructed on the project site. The site was acquired by the Solano Community College District in 2014.

### 2.3.2 - Project Overview

The proposed project consists of the development of an approximately 29,750-square-foot Autotechnology Building on the project site. The development of this building would represent the expansion of the Vallejo Center Campus and serve as the new base for the Solano Community College's automotive technician program, which is currently located at 1301 Georgia Street in Vallejo. (The College District intends to terminate the lease at 1301 Georgia Street once the proposed project is completed). In addition, the building would accommodate student support services. The site plan is shown in Exhibit 4.

The Autotechnology Building would provide two classrooms, seven offices, 16 workshop bays, support facilities, and storage areas within the interior of the facility. A lobby, tutoring center, and student support area would be provided near the building entrance.




Source: Census 2000 Data, The CaSIL, FCS GIS 2014.

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5 2.5 0 5 Miles

# Exhibit 1
# Regional Location Map

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SOLANO COMMUNITY COLLEGE DISTRICT
AUTOTECHNOLOGY BUILDING PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

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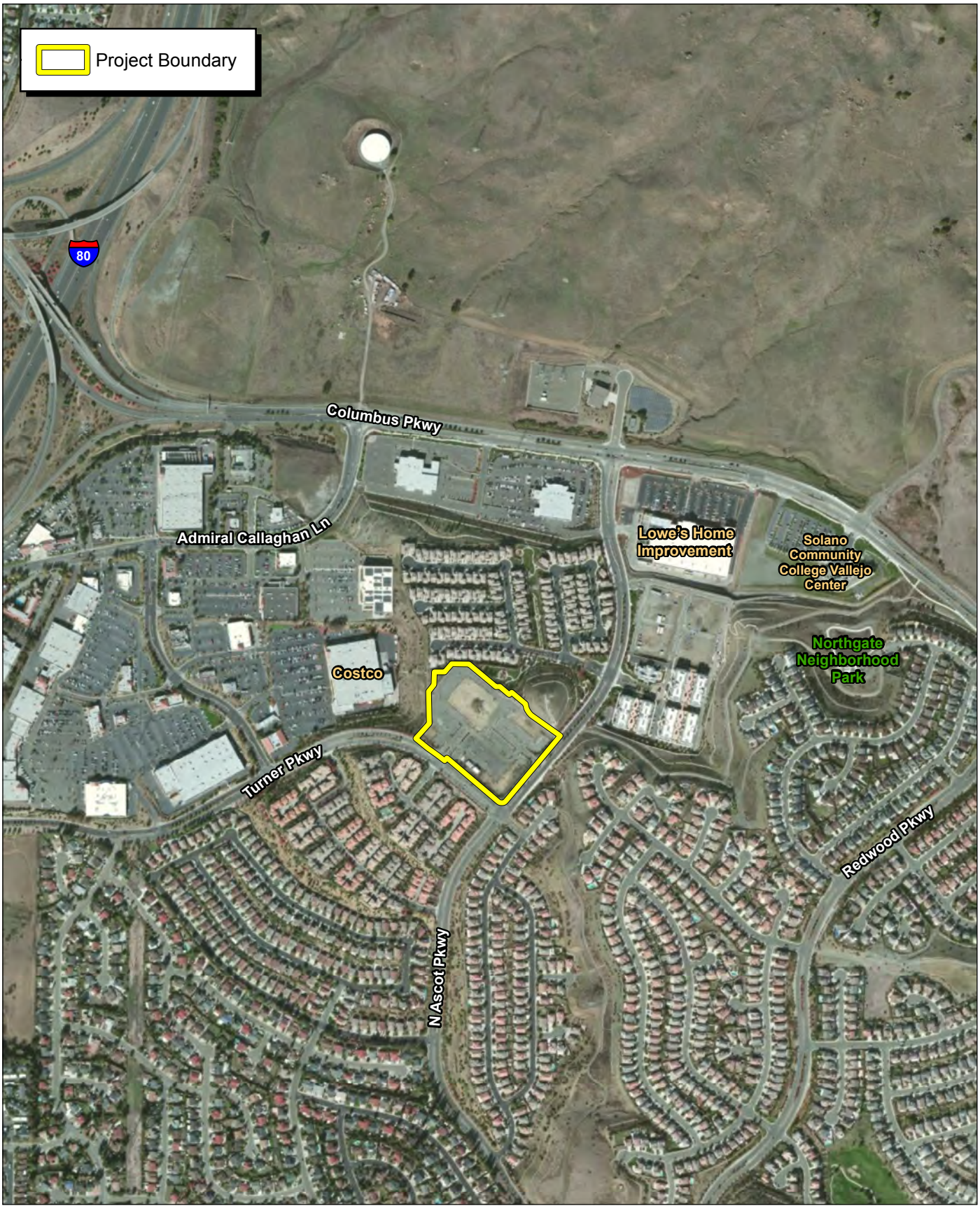


Source: Google Earth

FirstCarbon SOLUTIONS

900 450 0 900 Feet

# Exhibit 2
# Local Vicinity Map
# Aerial Base

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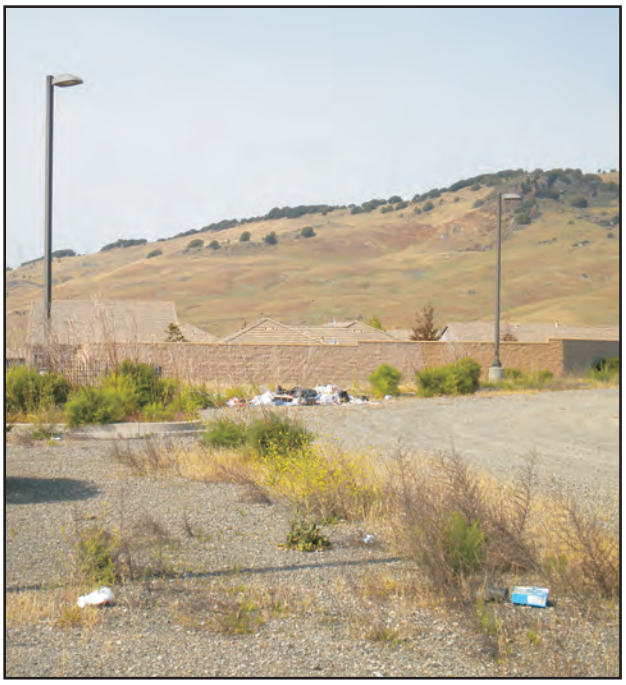
View of the main entrance on Turner Parkway.



View of footprint of the proposed Autotechnology Building.

View of site improvements within central portion of the project site.

View of eastern portion of the project site.

Source: FirstCarbon Solutions, 2015

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# Exhibit 3
# Site Photographs

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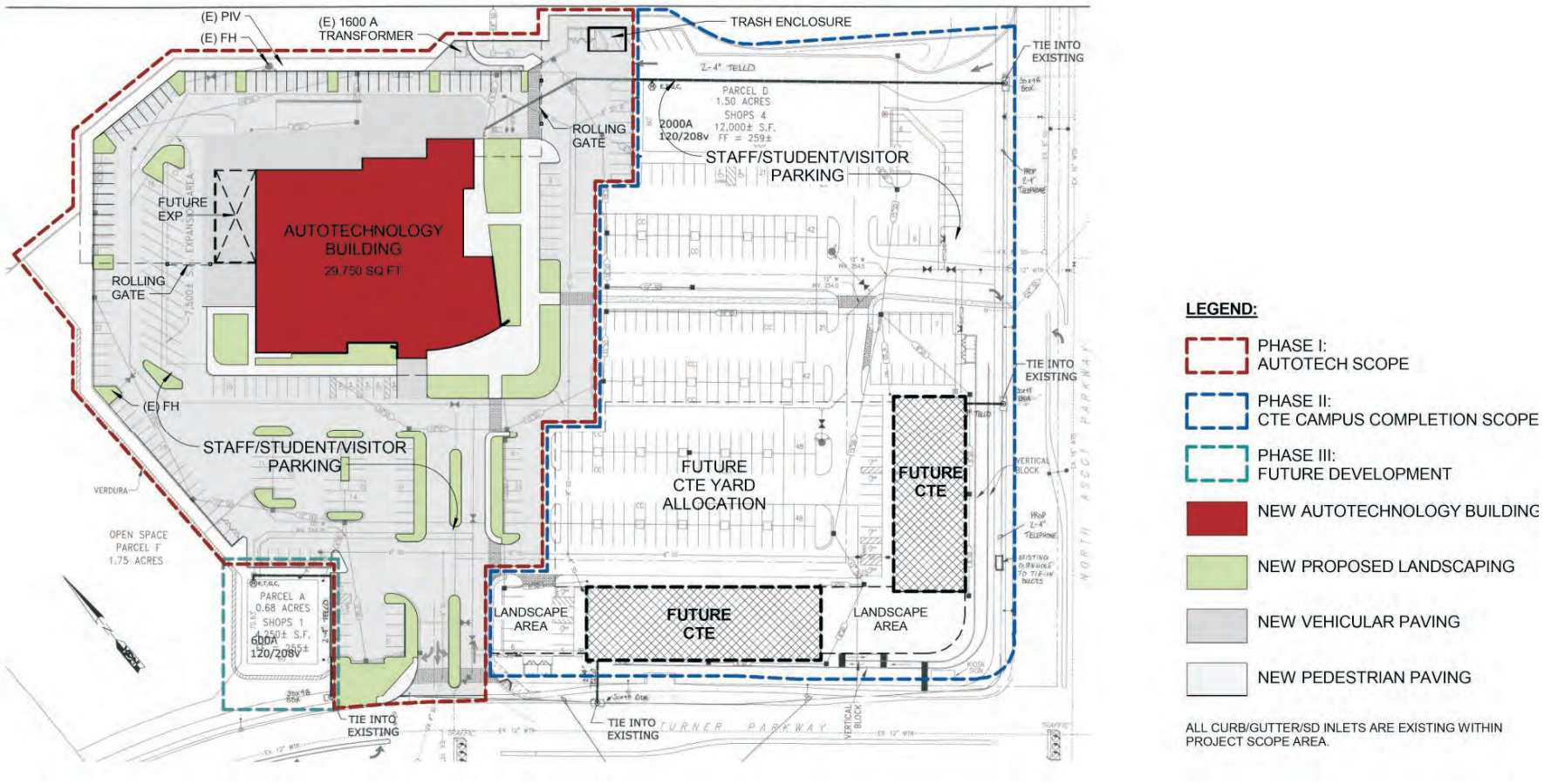


Source: Lionakis, 2015

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# Exhibit 4
# Site Plan

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## 2.3.3 - Operational Characteristics

The building would be used for academic activities Monday through Saturday during the Academic Year (spring, summer, and fall semesters). Classes would meet between 8:00 a.m. and 9:50 p.m. Monday through Thursday and between 8:00 a.m. and 3:05 p.m. on Friday. Classes would meet between 8:00 a.m. and 11:50 a.m. on Saturday, with the possibility of an afternoon class session as well (1:00 p.m. to 5:00 p.m.). No classes would be scheduled for Sundays or holidays. The Autotechnology Building would be sized to accommodate approximately 208 students per semester.

## 2.3.4 - Architecture and Visual Appearance

The Autotechnology Building would consist of a single-story structure that would employ a modern appearance. The building would employ architectural features including a standing seam metal roof, vision glazing panels, spandrel glass, insulated glazed panel systems, cement plaster systems, prefinished aluminum parapet caps, vertical sunshades, skylights, sectional doors, and roll-up doors. Exhibit 5 provides a perspective of the proposed building.

## 2.3.5 - Vehicular Access and Parking

Vehicular access to the proposed project would be provided via the existing signalized full access point on Turner Parkway, the existing right-in, right-out, left-in point on North Ascot Parkway, and the existing right-in, right-out service driveway on North Ascot Parkway.

The existing parking areas and drive aisles would be repaved to meet the requirements of the Autotechnology Building.

## 2.3.6 - Utilities

### Storm Drainage

The project site contains existing storm drainage infrastructure consisting of catch basins and underground piping (6- to 18-inch-diameter storm drain lines). The existing storm drainage infrastructure discharges runoff to connections with the Vallejo Sanitation and Flood Control District municipal storm drainage system in the northern portion of the site. This existing infrastructure would be repurposed to serve the proposed Autotechnology Building.

### Potable Water

The proposed project would be served with potable water service provided by the City of Vallejo. Several 6- to 12-inch-diameter service laterals that were installed as part of the previous Northgate Marketplace Project exist within the project site. These laterals would be repurposed to serve the proposed Autotechnology Building.

### Wastewater

The proposed project would be served with wastewater collection and treatment service provided by Vallejo Sanitation and Flood Control District. Several 6- to 12-inch-diameter service laterals that

were installed as part of the previous Northgate Marketplace Project exist within the project site. These laterals would be repurposed to serve the proposed Autotechnology Building.

### Electricity and Natural Gas

The proposed project would be served with electricity and natural gas provided by the Pacific Gas and Electric Company (PG&E). Electricity and natural gas lines currently exist within Turner Parkway and North Ascot Parkway. All electricity and natural gas service laterals would be located underground.

## 2.3.7 - Public Transit, Bicycles, and Pedestrians

An existing Solano County Transit bus stop is located on the project site's frontage with Turner Parkway.

Class II bicycle lanes are located on Turner Parkway and North Ascot Parkway adjacent to the project site. The proposed project would install bike racks near the Autotechnology Building.

Sidewalks exist along the Turner Parkway and North Ascot Parkway frontages. Additionally, a trail connection exists between the northern portion of the project site and the residential neighborhood to the north.

## 2.3.8 - Schedule

The proposed project would be constructed in a single 12-month phase. For the purposes of providing a conservative "worst-case" analysis, it will be assumed that construction begins in January 2016 and is completed by January 2017. The Autotechnology Building would be used for instruction as early as the spring 2017 semester. Actual project implementation may occur at a later date or over a longer schedule depending on the economic climate, the availability of funding, and the readiness of the Solano Community College District to move forward with the project.

## 2.3.9 - Discretionary Approvals

The Solano Community College District, as Lead Agency for the project, has discretionary authority over the project. In order to implement this project, the following approvals would be necessary:

- Adoption of the Initial Study/Mitigated Negative Declaration
- Approval of the Autotechnology Building Project


Source: Lionakis, 2015

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# Exhibit 5
# Perspective

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| Environmental Factors Potentially Affected | | | | | |
|---|---|---|---|---|---|
| The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages. | | | | | |
| ☐ | Aesthetics, Light, and Glare | ☐ | Agriculture and Forestry Resources | ☒ | Air Quality |
| ☒ | Biological Resources | ☐ | Cultural Resources | ☒ | Geology/Soils |
| ☐ | Greenhouse Gas Emissions | ☐ | Hazards/Hazardous Materials | ☒ | Hydrology/Water Quality |
| ☐ | Land Use/Planning | ☐ | Mineral Resources | ☒ | Noise |
| ☐ | Population/Housing | ☐ | Public Services | ☐ | Recreation |
| ☐ | Transportation/Traffic | ☐ | Utilities/Services Systems | ☒ | Mandatory Findings of Significance |

**Lead Agency Determination**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 3, Environmental Analysis, have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

| | |
|---|---|
| Signed | Solano Community College District<br>Agency |
| Ines, Zildzic, Program Manager<br>Signer's Name, Title | June 10, 2015<br>Date |

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# SECTION 3: ENVIRONMENTAL ANALYSIS

Sections 1 through 18 analyze the potential environmental impacts associated with the project. The environmental issue areas that are evaluated are:

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

The environmental analysis in the following sections is patterned after the Initial Study Checklist recommended by the CEQA Guidelines, as amended, and used by the District in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No impact.** The development will not have any measurable environmental impact on the environment.
- **Less than significant impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less than significant impact with mitigation incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially significant impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

The following is a discussion of potential project impacts as identified in the Initial Study/ Environmental Checklist. Explanations are provided for each item.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **1. Aesthetics, Light, and Glare** *Would the project:* | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☒ | ☐ | ☐ |

## Environmental Evaluation

Would the project:

**a) Have a substantial adverse effect on a scenic vista?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. There are no features on the project site commonly associated with scenic vistas (peaks, overlooks, ridgelines, etc.). Moreover, views of the hills to the north and east are largely obstructed by the knoll that contains the high-voltage transmission line tower immediately north of the project site. This condition precludes the possibility of adverse impacts on a scenic vista. No impact would occur.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?**

**No impact.** There are no state highways within view of the project site. The nearest eligible state scenic highway segment to the project site is State Route 37 (west of State Route 29) located 2.5 miles to the west. This condition precludes the possibility of adverse impacts to state scenic highways. No impact would occur.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less than significant impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. The proposed project consists of the development of a 29,750-square-foot Autotechnology Building on the 9.25-acre project site. The building would have a floor area ratio of 0.07, which indicates that building coverage would represent a very small percentage of the project site (7 percent). The building would employ modern architectural features and exhibit a contemporary appearance; refer to Exhibit 5. Site improvement consisting of landscaping, parking facilities, and pedestrian facilities would be installed. The building would be used for classes, student support, and similar activities Monday through Saturday during daytime and early evening hours.

Surrounding land uses include a Costco store (west) and residential uses (north, east, and south), as well as a knoll containing a high-voltage transmission line tower (north). The development of the Autotechnology Building would be visually compatible with these uses in terms of building height, floor area ratio, massing, and placement. Additionally, the building would be occupied at times when other nearby non-residential uses are open for business (e.g., Costco) and, thus, would not have unusual operational characteristics that may be potentially visually incompatible with neighboring uses. For these reasons, the proposed project would not degrade the visual character of the project vicinity. Impacts would be less than significant.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less than significant impact with mitigation incorporated.** The project site contains parking lot lights that were installed as part of the Northgate Marketplace project. These parking lot light fixtures employ full cut-off fixtures. At the time of this writing, it is uncertain to what extent these existing light fixtures would be retained by the proposed project.

The proposed Autotechnology Building would be used for evening classes and, thus, would provide exterior lighting for safety and security purposes (i.e., new light fixtures, reuse of the existing parking lot light fixtures, or some combination thereof). Because of the proximity of residential uses to the north, east, and south, Mitigation Measure AES-1 is proposed requiring the College District to verify that that all exterior lighting are either fully shielded or employ full cut-off fixtures to prevent unwanted light trespass onto adjoining properties. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

**MM AES-1** Prior to occupancy of the Autotechnology Building, the Solano Community College District shall verify that all exterior lighting fixtures (including freestanding and building-mounted lights) are either fully shielded or employ full cut-off fixtures to prevent unwanted light trespass onto adjoining properties.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **2. Agriculture and Forestry Resources** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:* | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project;

and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. The project site does not support agricultural uses. The project site is mapped as "Urban and Built-Up Land" by the California Department of Conservation Farmland Mapping and Monitoring Program, a non-agricultural land use designation. Thus, project implementation would not result in the conversion of farmland to non-agricultural use. No impacts would occur.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No impact.** The project site is zoned Mixed Use Planned Development by the City of Vallejo Zoning Code, a non-agricultural zoning designation. Additionally, the project site does not support agricultural land use activities and, thus, would not be eligible for a Williamson Act contract. These conditions preclude the possibility of conflicts. No impact would occur.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No impact.** The project site is zoned Mixed Use Planned Development by the City of Vallejo Zoning Code, a non-forest zoning designation. This condition precludes the possibility of conflicts with forest or timberland zoning. No impact would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. The project site does not contain forest land. This condition precludes the possibility of conversion of forest land to non-forest use. No impact would occur.

**e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. Neither the project site nor surrounding sites contain agricultural uses or forest uses. These conditions preclude the possibility of impacts. No impact would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **3. Air Quality**<br>*Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.*<br>*Would the project:* | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☒ | ☐ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

The analysis in this section is supported by the Air Quality Modeling Data prepared by FirstCarbon Solutions, which is provided in Appendix A.

Would the project:

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**Less than significant impact.** The San Francisco Bay Area Air Basin is currently non-attainment for ozone (state and federal ambient standards) and particulate matter ($PM_{2.5}$ and $PM_{10}$) (state ambient standard). While an air quality plan exists for ozone, none currently exists for particulate matter. A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would result in substantial new regional emissions not foreseen in the air quality planning process. Regional emissions forecasts in the air quality plan are based on population and employment forecasts based on city and county General Plans.

The BAAQMD's current CAP is the 2010 Clean Air Plan (2010 CAP). The 2010 CAP accounts for projections of population growth provided by Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation Commission, and it identifies strategies

to bring regional emissions into compliance with federal and state air quality standards. The BAAQMD's Guidance provides two criteria for determining if a plan-level project is consistent with the current Air Quality Plan (AQP) control measures. However, the BAAQMD does not provide a threshold of significance for project-level consistency analysis. Therefore, the following criteria will be used for determining a project's consistency with the AQP:

- Criterion 1: Does the project support the primary goals of the AQP?
- Criterion 2: Does the project include applicable control measures from the AQP?
- Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

### Criterion 1: Support Primary Goals of AQP

The primary goals of the 2010 CAP, the current AQP to date, are to:

- Attain air quality standards;
- Reduce population exposure to unhealthy air and protecting public health in the Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

The proposed project would be consistent with land use designations and applicable goals and policies of the City of Vallejo General Plan and site zoning. The General Plan designates the project site "Northgate Mixed Use" ~~"Employment"~~ and the Northgate Specific Plan ~~Vallejo Zoning Ordinance~~ zones the project site "Neighborhood Shopping and Services." ~~"Mixed Use Planned Development."~~ As an independent special district, the Solano Community College District is exempt from compliance with local General Plan and zoning regulations. ~~Moreover, public facilities such as the proposed autotechnology building are considered allowable uses in all General Plan land use designations and zoning districts.~~

As discussed in Section 3, Impacts b) through e), the project would not create a localized violation of state or federal air quality standards, significantly contribute to cumulative nonattainment pollutant violations, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people after incorporation of Mitigation Measure AIR-1. This mitigation would help to minimize potential toxic air contaminant (TAC) emissions during construction by implementing Construction Emissions Minimization Practices. Therefore, the project would not conflict with the 2010 Clean Air Plan and is consistent with Criterion 1 after incorporation of Mitigation Measure AIR-1.

### Criterion 2: Applicable Control Measures of AQP

The 2010 CAP contains 55 control measures aimed at reducing air pollution in the Bay Area. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2010 CAP contains a number of new control measures designed to protect the climate and promote mixed-use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources.

None of the 18 stationary source control measures are applicable to the project. In addition, none of the 10 mobile source measures or six land use and local impact measures applies to the project. Of the transportation control measures, TCM D (Support Focused Growth), measures D-1 through D-3, apply to the project. Class II bicycle lanes and sidewalks exist along the project frontage with North Ascot Parkway and Turner Parkway and the proposed project would provide internal pedestrian facilities and bicycle storage facilities. As such, the proposed project would be readily accessible to pedestrians and bicyclists.

Relative to the Energy and Climate measures contained in the 2010 Plan, the project would be consistent with all applicable measures:

- **Energy Efficiency:** The project applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. Specifically, the project must implement the requirements of the most recent Building Energy Efficiency Standards, which is the current version of Title 24. The 2013 Building Efficiency Standards were adopted, in part, to meet an Executive order in the Green Building Initiative to improve the energy efficiency of buildings through aggressive standards.
- **Renewable Energy.** Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the City. PG&E facilities include nuclear, natural gas, and hydroelectric facilities. PG&E's 2012 power mix consisted of nuclear generation (21.0 percent), large hydroelectric facilities (11.0 percent) and renewable resources (19.0 percent) such as wind, geothermal, biomass, and small hydroelectric. The remaining portion came from natural gas (27.0 percent), and unspecified sources (21.0 percent).
- **Urban Heat Island Mitigation and Shade Tree Planting.** The project would implement landscaping including trees on-site.

In summary, the project would meet all of the applicable Land Use Measures and Energy and Climate Measures contained in the 2010 Clean Air Plan. The project would be consistent with Criterion 2.

### Criterion 3: Hinder or Disrupt AQP Control Measures

The project will not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. Indeed, as shown above, the project incorporates several AQP control measures as project design features. The project would be consistent with Criterion 3.

#### *Summary*

The project would be consistent with the criteria set forth in the CAP; impacts would be less than significant.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less than significant impact.** This impact relates to localized criteria pollutant impacts. Potential localized impacts would consist of exceedances of state or federal standards for $PM_{2.5}$, $PM_{10,}$ or carbon monoxide (CO). Particulate matter emissions (both $PM_{10}$ and $PM_{2.5}$) are of concern during project construction because of the potential to emit fugitive dust during earth-disturbing activities. CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion.

### *Short-Term Construction Impacts*

*Construction Fugitive Dust*

The project site was graded in 2003; therefore, no substantial grading/earthwork activities would be undertaken during construction. During construction, the most substantial work done would be during the building phase. Because the project site has been graded previously and already contains a paved parking lot, fugitive dust emissions during construction are not considered significant.

### *Long-Term Operational Impacts*

*Operational CO Hotspot*

CO emissions from project-related traffic would be the greatest pollutant of concern at the local level, since congested intersections with a large volume of traffic have the greatest potential to cause high, localized concentrations of CO. BAAQMD recommends a screening analysis to determine whether a project has the potential to contribute to a CO hotspot. The screening criteria identify when subsequent site-specific CO dispersion modeling is necessary.

BAAQMD considers a project's local CO emissions to be less than significant if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The project is within the jurisdiction of the Solano Transportation Authority (STA). The STA was most concerned with projects that require a General Plan Amendment or developments generating 2,000 or more average daily trips; neither of these conditions would be created by the project.

The traffic impact study by KD Anderson and Associates indicated that the anticipated vehicle volume at the highest volume intersection would be less than the BAAQMD's second and third screening criteria. Furthermore, the adjacent roadways are not located in an area where vertical and/or horizontal mixing, or the free movement of the air mass, is substantially limited by physical barriers such as bridge overpasses or urban or natural canyon walls. Therefore, the project would not result in any impact related to these criteria and would result in a less than significant impact for CO hotspot.

**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?**

**Less than significant impact.** Non-attainment pollutants of concern include ozone, $PM_{10}$ and $PM_{2.5}$. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified thresholds of significance, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The analysis considers construction and operation period impacts separately, as described below.

### *Short-Term Construction Impacts*

A preliminary screening method is provided in BAAQMD's 2010 Guidelines for construction-related impacts associated with criteria air pollutants and precursors. The preliminary screening is used to indicate whether a project's construction-related air pollutants or precursors could potentially exceed BAAQMD's thresholds of significance. The construction of the project would result in a less than significant impact to air quality if the following screening criteria are met:

1. The project is below the applicable screening level size (Table 1).
2. All construction-period Standard Project Conditions would be included in the project design and implemented during construction.
3. Construction-related activities would not include any of the following:
    a) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation, and Manufacturing;
    b) Simultaneous occurrence of more than two construction phases;
    c) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site), (not applicable to high density infill development);
    d) Extensive site preparation (i.e., greater than default assumptions used by the California Emissions Estimator Model [CalEEMod] for grading, cut/fill, or earth movement); or
    e) Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

As shown in Table 1, project does not exceed the screening size for construction-related criteria air pollutants and precursors. Therefore, the project would not trigger the need for additional analysis to determine the project's potential significance and would have a less than significant impact in regards to construction related criteria pollutants and precursors.

**Table 1: Construction Criteria Air Pollutants and Precursors Screening Level Sizes**

| Land Use Type | BAAQMD Construction-Related Screening Size | Project Size | Project Percent of Screening Size |
|---|---|---|---|
| Junior College | 277,000 square feet | 29,750 square feet | 10.74% |
| Source: Bay Area Air Quality Management District, 2011. | | | |

### *Long-Term Operational Impacts*

Long-term operational emissions would result primarily from project-related traffic. BAAQMD's 2010 Guidelines provide guidance and screening criteria for determining if a project could potentially result in significant air quality impacts. As shown in Table 2, the project is well below BAAQMD's screening threshold, indicating that ongoing project operations would not be considered to have the potential to generate a significant quantity of air pollutants. Therefore, long-term operation impacts associated with criteria pollutant emissions would be less than significant.

**Table 2: Operational Criteria Air Pollutants and Precursors Screening Level Sizes**

| Land Use Type | BAAQMD Operational Criteria Pollutant Screening Size | Project Size | Project Percent of Screening Size |
|---|---|---|---|
| Junior College | 152,000 square feet | 29,750 square feet | 19.57% |
| Source: Bay Area Air Quality Management District, 2011. | | | |

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than significant impact.** This impact addresses whether the project would expose sensitive receptors to asbestos, construction-generated fugitive dust ($PM_{10}$ and $PM_{2.5}$), construction-generated diesel particulate matter (DPM), operational-related TACs, or operational CO hotspots.

A sensitive receptor is defined as the following (from BAAQMD 2010): "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals and residential areas."

Two scenarios have the potential for exposing sensitive receptors to TACs. The first is when a project includes a new or modified source of TACs and would be located near an existing or proposed sensitive receptor. The second scenario involves a residential or other sensitive receptor

development locating near an existing or planned source of TACs. As an extension of the Solano Community College District, the project itself is a sensitive receptor.

The BAAQMD guidance identifies the area within 1,000 feet of the project site as the zone of influence for TACs. The project's zone of influence was reviewed to identify locations of sensitive receptors. The nearest sensitive receptors are existing residences located which border the project site to the north, east, and south. Therefore, this analysis examines potential exposure of off-site receptors from development and operation of the project site as well as potential exposure of on-site receptors from surrounding uses.

### *Operation – Project as a Source*

The project, as an educational development, would not be considered a significant source of operational TACs. Operational TAC impacts are less than significant.

### *Construction-Period – Project as a Source*

Construction-period TAC emissions could contribute to increased health risks to nearby residents from TACs. Construction activities would occur over a brief duration within the estimated 12-month construction timeline. Residents located adjacent to the project site and within the vicinity would be exposed to construction contaminants only for the duration of construction. This brief exposure period would substantially limit exposure to hazardous emissions. This brief exposure period is less than the 2-year exposure period typically assumed for health risk analysis for small construction projects. Additionally, the project would minimize potential TAC emissions through implementation of Mitigation Measure AIR-1. Construction TAC impacts are less than significant with implementation of mitigation.

### *Project as a Receptor*

The project is locating new sensitive receptors that could be subject to existing sources of TACs.

BAAQMD's recommended procedure involves first consulting with screening tools to identify whether there are any substantial TAC sources within 1,000 feet of the project.

- BAAQMD's county specific Google Earth Highway Screening Analysis Tool indicates there are no highways within 1,000 feet of the project site.
- As recommended by BAAQMD, the California Environmental Health Tracking Program indicates there are no high-volume roadways within 1,000 feet of the project site.
- BAAQMD's county-specific Google Earth Stationary Source Screening Analysis Tool indicates there are no stationary sources within 1,000 feet of the project site.

There are no substantial sources of TACs within 1,000 feet of the project, so it can be assumed future students and faculty would not be subject to levels of TACs above screening levels. Therefore, impacts from TAC sources are less than significant.

*Asbestos*

The Department of Conservation, Division of Mines and Geology (DMG) published a guide for generally identifying areas that are likely to contain naturally occurring asbestos (NOA). The associated DMG map indicates that there are locations within Solano County that are likely to contain NOA; however, none of these sites are located in the project vicinity.

*Fugitive Dust*

Fugitive dust emissions from grading, trenching, or land clearing activities can create nuisances and localized health impacts. As addressed in Impact 3b), the project has been previously graded; therefore, the project would not generate a substantial amount of fugitive dust emissions that could affect nearby residents.

*Carbon Monoxide Emission Impacts*

As noted in the discussion of Impact 3b), the project is not expected to generate a CO hotspot; therefore, the project would not expose receptors to substantial CO concentrations from operational activities.

Based on the above, the project would not be exposed to substantial pollutant concentrations; therefore, long-term operation impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant with mitigation incorporated.

**MM AIR-1** The Solano Community College District shall require its construction contractor to demonstrate compliance with the following Construction Emissions Minimization Practices prior to commencement of constriction activities:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
   a. Where access to alternative source of power is available, portable diesel engines shall be prohibited;
   b. All off-road equipment shall have:
      i. Engines that meet or exceed either U.S. Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and
      ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS)
   c. Exceptions:
      iii. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the State Center that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply.
      iv. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the College District ~~State Center~~ that a particular piece of off-road equipment with an ARB

Level 3 VDECS: (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the College District ~~City~~ that the requirements of this exception provision apply.

**e) Create objectionable odors affecting a substantial number of people?**

**No impact.** The proposed Autotechnology Building's workshop bays would be located within an enclosed facility. To the extent that objectionable odors would be emitted by automotive servicing activities, they would be localized to the interior of the facility and expelled via the heating, ventilation, and air condition system. Moreover, the nearest residential uses are located more than 75 feet away—a sufficient distance to allow expelled odors to dissipate. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **4. Biological Resources** *Would the project:* | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

Would the project:

**a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less than significant impact with mitigation incorporated.** The project site contains ornamental landscaping including mature trees that may provide suitable habitat for nesting birds protected by the Migratory Bird Treaty Act. Additionally, the project site contains areas with exposed soil that provide suitable habitat for the burrowing owl. Accordingly, Mitigation Measures BIO-1 and BIO-2 are proposed requiring pre-construction surveys for nesting birds and the burrowing owl, and if necessary, implementation of avoidance measures if such species are found to be present. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

**MM BIO-1** No more than 14 days prior to initial ground disturbance and vegetation removal during the nesting season (February 1 to August 31), the Solano Community College District shall retain a qualified biologist to perform pre-construction breeding bird surveys. If any nests are found, they shall be flagged and protected with a suitable buffer. Buffer distance will vary by species and conditions at the site, but it is usually at least 50 feet, and up to 250 feet for raptors. Note that this mitigation measure does not apply to ground disturbance and vegetation removal activities that occur outside of the nesting season (September 1 to January 31).

**MM BIO-2** Prior to the first ground-disturbing activities, the Solano Community College District shall retain a qualified biologist to conduct two pre-construction surveys for the burrowing owl. The first survey shall be conducted no more than 14 days prior to ground-disturbing activities, and the second survey shall be conducted within 48 hours of initial ground disturbance. The surveys shall be conducted in accordance with the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation. If owls are determined to be present, an appropriate no-disturbance buffer shall be placed around active burrows until young have fledged the nest. If burrowing owl is detected during the non-nesting season and the burrow cannot be avoided, consultation with CDFW shall be required to passively exclude burrowing owls from the site.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. The project site does not contain riparian habitat or other sensitive natural communities. This condition precludes the possibility of impacts, and no impact would occur.

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental

landscaping, fencing, and signage. The project site does not contain any waterways or isolated wetlands that would be classified as jurisdictional features. This condition precludes the possibility of impacts, and no impact would occur.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. The project site does not contain any features commonly associated with wildlife or fish movement (waterways, arroyos, ridgelines, etc.). This condition precludes the possibility of impacts, and no impact would occur.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No impact.** The project site contains ornamental landscaping including mature trees. As an independent special district, the Solano Community College District is exempt from compliance with the City of Vallejo Municipal Code. However, the College District intends to replace any landscaping removed as part of the proposed project with new landscaping (including trees) consistent with the spirit of the City's tree ordinance. This condition precludes the possibility of impacts, and no impact would occur.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No impact.** The project site is not within the jurisdiction of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, project implementation would not conflict with the provisions of an approved local, regional, or state habitat conservation plan.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **5. Cultural Resources** *Would the project:* | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | ☐ | ☐ | ☒ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☒ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ |

## Environmental Evaluation

Would the project:

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**Less than significant impact.** The project site was previously graded contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. There are no known historic resources within the project site boundaries. Additionally, construction activities would be limited to the upper soil layers that have been previously disturbed by grading, a condition that precludes the possibility of inadvertently encountering undiscovered historic resources. Impacts would be less than significant.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Less than significant impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. There are no known archaeological resources within the project site boundaries. Additionally, construction activities would be limited to the upper soil layers that have been previously disturbed by grading, a condition that precludes the possibility of inadvertently encountering undiscovered archaeological resources. Impacts would be less than significant.

**c) Directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature?**

**Less than significant impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. There are no known paleontological resources within the project site boundaries. Additionally, construction activities would be limited to the upper soil layers that have been previously disturbed by grading, a condition that precludes the possibility of inadvertently encountering undiscovered paleontological resources. Impacts would be less than significant.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than significant impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. There are no known burial sites within the project site boundaries. Additionally, construction activities would be limited to the upper soil layers that have been previously disturbed by grading, a condition that precludes the possibility of inadvertently encountering undiscovered human remains. Impacts would be less than significant.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **6. Geology and Soils** *Would the project:* | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☒ | ☐ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☒ | ☐ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☒ | ☐ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

The analysis in this section is supported by the Geological Hazards Assessment prepared by Ninyo & Moore Geotechnical and Environmental Sciences Consultants, which is provided in Appendix B.

Would the project:

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No impact.** The Geological Hazards Assessment indicated that there were no mapped faults within the project site. The nearest fault to the project site is the West Napa Fault, located 2.7 miles to the west. This condition precludes the possibility of the proposed project being exposed to fault rupture. No impact would occur.

**ii) Strong seismic ground shaking?**

**Less than significant impact with mitigation incorporated.** The Geological Hazards Assessment indicated that the project site is located in a seismically active region and may be exposed to strong ground shaking during a seismic event. As such, Mitigation Measure GEO-1 is proposed requiring the College District to retain a qualified geotechnical consulting firm to prepare a design-level geotechnical report for the Autotechnology Building that complies with the latest adopted edition of the California Building Standards Code and incorporate all applicable recommendations into the project plans. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

**MM GEO-1** Prior to grading activities, the Solano Community College District shall retain a qualified geotechnical consulting firm to prepare a design-level geotechnical report for the Autotechnology Building. The design-level report shall be prepared in accordance with the latest adopted edition of the California Building Code Standards and address the potential for seismic hazards to occur on-site and identify abatement measures to reduce the potential for such an event to acceptable levels. The recommendations of the approved design-level geotechnical report shall be incorporated into the project plans.

**iii) Seismic-related ground failure, including liquefaction?**

**Less than significant impact.** The Geological Hazards Assessment indicated that the project site is underlain by mudstone and very stiff to hard clay, which are unlikely to be susceptible to seismic-related ground failure or liquefaction during a seismic event. Impacts would be less than significant.

**iv) Landslides?**

**No impact.** The project site was previously graded and site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage are present on-site. The Geological Hazards Assessment indicated that the

project site and adjoining properties have relatively low gradients, which preclude the possibility of the proposed project being exposed to landslides during a seismic event. No impact would occur.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less than significant impact with mitigation incorporated.** Development of the proposed project would include construction activities that would expose soils and could potentially result in substantial erosion. As discussed in Section 9, Hydrology and Water Quality, the State Water Resources Control Board adopted a National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). To obtain coverage under the Construction General Permit, a project applicant must submit various documents, including a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP). Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grubbing or excavation.

The purpose of the SWPPP is to identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges and to describe and ensure the implementation of Best Management Practices (BMPs) to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges resulting from construction activity. Implementation of Mitigation Measure HYD-1 would reduce this impact to a level of less than significant.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less than significant impact.** The Geological Hazards Assessment indicated that the project site is underlain by mudstone and very stiff to hard clay, which are not considered unstable geologic units or soils. Impacts would be less than significant.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less than significant impact.** The Geological Hazards Assessment indicated that the project site was graded and soil engineered in 2003. Laboratory testing of the soils on the project site indicated that they possess moderately expansive properties. The Geological Hazards Assessment indicated that implementation of standard soil engineering practices would serve to abate these conditions. The design-level geotechnical report required by Mitigation Measure GEO-1 would provide these recommendations. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No impact.** The proposed project would be served with sanitary sewer service provided by Vallejo Sanitation and Flood Control District; no septic or alternative wastewater disposal systems would be used. No impact would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **7. Greenhouse Gas Emissions** *Would the project:* | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

## Environmental Evaluation

The analysis in this section is supported by the Greenhouse Gas Emissions Modeling Data prepared by FirstCarbon Solutions, which is provided in Appendix A.

Would the project:

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less than significant impact.** The project may also emit greenhouse gases that are not defined by Assembly Bill (AB) 32. For example, the project may generate aerosols. Aerosols are short-lived particles, as they remain in the atmosphere for about 1 week. Black carbon is a component of aerosol. Studies have indicated that black carbon has a high global warming potential; however, the Intergovernmental Panel on Climate Change states that it has a low level of scientific certainty. Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities. The project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain greenhouse gases defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include but are not limited to emissions from the manufacture of

cement, emissions from the manufacture of steel, or emissions from the transportation of building materials to the seller. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative. Additionally, the California Air Pollution Control Officers Association White Paper on CEQA and Climate Change supports this conclusion by stating, "The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for . . . and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level" (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream/life cycle emissions are speculative and no further discussion is necessary.

*Construction*

The project would emit greenhouse gas emissions during construction from the off-road equipment, worker vehicles, and any hauling that may occur. As stated previously, the BAAQMD does not have a greenhouse gas threshold for construction emissions. Emissions would occur prior to the year 2020, which is the year by which the State of California is required to reduce its emissions to 1990 levels. The emissions would not occur in the year 2020 and emissions would be negligible. Therefore, construction emissions would be less than significant. Greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 3. The emissions are from all phases of construction.

**Table 3: Construction Greenhouse Gas Emissions**

| Construction Phase | $MTCO_2e$ |
|---|---|
| Building Construction | 304.68 |
| Paving | 22.69 |
| Architectural Coating | 2.81 |
| Total | 330.18 |
| Source: FCS and CalEEMod 2013.2.2, Appendix A. | |

*Operation*

The BAAQMD's Air Quality Guidelines provide screening criteria developed for greenhouse gases emissions assessment. As shown in Table 4, the project's proposed land use is more than the BAAQMD's applicable screening size for operational greenhouse gas emissions. Therefore, the greenhouse gas emissions for the project were estimated.

**Table 4: Operational Greenhouse Gas Screening**

| Land Use Type | BAAQMD Operation-Related Screening Size | Project Size | Project Percent of Screening Size |
|---|---|---|---|
| Junior College | 28,000 | 29,750 | 106.25% |
| Note:<br>ksf = thousand square feet<br>Source: Bay Area Air Quality Management District 2011. | | | |

The BAAQMD provides multiple threshold options for project-level greenhouse gas impact analysis. A significant impact would occur if the project would exceed all of the significance thresholds. Accordingly, the impact would be less than significant if the project was below any of the thresholds. The BAAQMD's 2010 thresholds for operational greenhouse gas emissions are:

- Compliance with Qualified GHG Reduction Strategy, or
- 1,100 $MTCO_2e$ annually, or
- 4.6 $MTCO_2e$/Service Population/Year

The operational emissions are shown in Table 5. As shown, the project's annual emissions are estimated to be 436.81 $MTCO_2e$, less than the BAAQMD's threshold of 1,100 $MTCO_2e$. Therefore, impacts associated with operational greenhouse gas emissions would be less than significant.

**Table 5: Greenhouse Gas Operational Emissions**

| Source | Annual Emissions ($MTCO_2e$) |
|---|---|
| Area Sources | 0.00 |
| Energy | 118.04 |
| Mobile | 299.53 |
| Waste | 17.27 |
| Water | 1.97 |
| **Total Emissions** | **436.81** |
| **Significance Threshold** | **1,100** |
| **Does project exceed threshold?** | **No** |
| Note:<br>$MTCO_2e$ = metric tons of carbon dioxide equivalent<br>Source: FCS and CalEEMod 2013.2.2, Appendix A. | |

**b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less than significant impact.** At the time of this writing, the Solano Community College District does not have an adopted Climate Action Plan. As such, the City of Vallejo's Climate Action Plan will be used for the purposes of this analysis.

The City of Vallejo adopted its Climate Action Plan in March 2012. The City's Climate Action Plan identifies policies that will achieve the state-recommended greenhouse gas reduction target of 15 percent below 2008 levels by the year 2020. As shown in Table 6, operation of the project would generate approximately 292.86 $MTCO_2e$ per year, after full build out in 2020. This represents a 40.68 percent reduction from 2005 emissions and meets the required reduction established by the CAP. Therefore, the project would not conflict with the City's Climate Action Plan; impacts would be less than significant.

## Table 6: Project Operational Greenhouse Gases

| Source | Emissions ($MTCO_2e$ per year) | |
|---|---|---|
| | Business as Usual* | 2020 (with Regulation and Design Features) |
| Area | 0.00 | 0.00 |
| Energy | 118.04 | 82.73 |
| Mobile | 356.40 | 199.89 |
| Waste | 17.27 | 8.63 |
| Water | 1.97 | 1.60 |
| Total | 493.68 | 292.86 |
| Reduction | | 40.68% |
| Significance Threshold | | 15.0% |
| Are emissions significant? | | No |

Notes:
* CalEEMod does not have a 2008 operational year; however, emission factors for 2005 reflect the Business as Usual Emissions for 2008 established by the City Vallejo as its baseline emissions threshold and reflects emission factors prior to the adoption of new regulations beginning in 2010.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.
Source: FCS and CalEEMod 2013.2.2, Appendix A.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **8. Hazards and Hazardous Materials** *Would the project:* | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

Would the project:

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than significant impact.** The proposed project would include the construction of a 29,750-square-foot Autotechnology Building and associated site improvements on the project site. The project would involve the transport and use of small quantities of commonly used hazardous materials associated with automotive and building maintenance (gasoline, diesel, oils, greases, degreasers, solvents, mechanical fluids, etc.). The handling and transport of all hazardous materials on-site would be performed in accordance with applicable federal, state, and local laws and regulations. Furthermore, the types and quantities of hazardous materials to be used and stored on-site would not be acutely hazardous such that would create a significant hazard to the public from routine use. Less than significant impacts would occur.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less than significant impact.** The proposed project would include the construction of a 29,750-square-foot Autotechnology Building and associated site improvements on the project site. The project would involve the transport and use of small quantities of commonly used hazardous materials associated with automotive and building maintenance (gasoline, diesel, oils, greases, degreasers, solvents, mechanical fluids, etc.). The handling and transport of all hazardous materials on-site would be performed in accordance with applicable federal, state, and local laws and regulations. Furthermore, the types and quantities of hazardous materials to be used and stored on-site would not be acutely hazardous such that they would not create a reasonably foreseeable upset or accident. Less than significant impacts would occur.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No impact.** The nearest school to the project site is Jesse Bethel High School, located 0.7 mile to the southeast. This condition precludes the possibility of the proposed project handling hazardous materials within 0.25 mile of a school. No impacts would occur.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Less than significant impact.** The State Water Resources Control Board Geotracker Database indicates that the project site is not listed on any hazardous materials database compiled pursuant to Government Code Section 65962.5. Additionally, the Geological Hazards Assessment found no evidence of illegal dumping or soil contamination on the project site. Impacts would be less than significant.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No impact.** The project site is located approximately 6.5 miles southeast of the Napa County Airport, a distance that precludes the possibility of creating aviation safety hazards for people residing or working in the project area. No impact would occur.

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No impact.** There are no private airstrips located in the project vicinity, a condition that precludes the possibility of creating aviation safety hazards for people residing or working in the project area. No impact would occur.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No impact.** The project site has existing vehicular access points located on Turner Parkway and North Ascot Parkway. The proposed project would maintain the locations of these access points. Furthermore, the proposed project does not propose any alterations to either of the adjoining roadways that would have the potential to impair emergency response or evacuation. No impact would occur.

**h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. Additionally, the project site is surrounded on four sides by urban development and infrastructure. This condition precludes the possibility of exposure to wildland fires. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9. Hydrology and Water Quality** *Would the project:* | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☒ | ☐ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☒ | ☐ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

Would the project:

**a) Violate any water quality standards or waste discharge requirements?**

**Less than significant impact with mitigation incorporated.** Development activities associated with the proposed project could result in the discharge of pollutants and could impact the quality of receiving waters during construction activities and during the operational phase. Each phase is discussed separately on the pages that follow.

### Construction Period

Development activities would involve demolition, grading, construction, and paving. During these activities, there would be the potential for surface water runoff from construction sites to carry sediment and pollutants into stormwater drainage systems and local waterways.

Grading and the exposure of shallow soils related to grading could result in erosion and sedimentation. The accumulation of sediment could result in the blockage of flows, potentially causing increased localized ponding or flooding. Construction activities would require the use of gasoline and diesel-powered heavy equipment, such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances could be used during construction. An accidental release of any of these substances could degrade the quality of the surface water runoff and adversely affect receiving waters. As such, Mitigation Measure HYD-1 is proposed requiring the implementation of stormwater quality control measures during construction activities to prevent pollutants from entering downstream waterways. Impacts would be less than significant.

**MM HYD-1** Prior to grading activities, the Solano Community College District shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and (4) stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.

The SWPPP shall be prepared by a qualified SWPPP preparer. The SWPPP shall include the minimum BMPs required for the identified risk level. BMP implementation shall be consistent with the BMP requirements in the most recent

version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction or the Caltrans Stormwater Quality Handbook Construction Site Best Management Practices (BMPs) Manual.

The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate, depending on the project risk level, sampling of site effluent and receiving waters. A qualified SWPPP practitioner shall be responsible for implementing the BMPs at the project site. The practitioner shall also be responsible for performing all required monitoring, BMP inspection, and maintenance and repair activities.

## Operation-Period

The development of new impervious surfaces on the project site could result in the discharge of associated pollutants. Leaks of fuel or lubricants, tire wear, brake dust, and fallout from exhaust contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. Runoff from new landscaped areas may contain residual pesticides and nutrients. The development of residential units and public open spaces could increase the amount of trash and debris entering the stormwater drainage system. As such, Mitigation Measure HYD-2 is proposed requiring the implementation of stormwater quality control measures during operational activities to prevent pollutants from entering downstream waterways. Impacts would be less than significant.

**MM HYD-2** Prior to occupancy of the Autotechnology Building, the Solano Community College District shall verify that operational stormwater quality control measures that comply with the requirements of the current Municipal Regional Permit have been implemented. Responsibilities include but are not limited to designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff (i.e., hydromodification) associated with operation of the project. These features shall be included in the design-level drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation and hydromodification of runoff from all portions of completed developments.

The proposed project shall incorporate site design and BMPs described in the current version of the local C.3 Stormwater Technical Guidance manual. Low Impact Development features, including minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source, shall be used at each development covered by the Municipal Regional Permit. Funding for long-term maintenance of all BMPs shall be specified. The College District shall establish a self-perpetuating Operation and Maintenance of Stormwater Treatment Systems Plan (Municipal Regional Permit provision C.3.h). This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the Municipal Regional Permit.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?**

**No impact.** The proposed project would be served with potable water service provided by the City of Vallejo. The City's 2010 Urban Water Management Plan indicates that it obtains all of its water supply from imported or surface water sources; no groundwater sources are used. This condition precludes the possibility of the proposed project contributing to groundwater overdraft. Additionally, the project site is not used for groundwater recharge, a condition that precludes the possibility of interference with this activity. No impacts would occur.

**c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?**

**Less than significant impact with mitigation incorporated.** Development of the proposed project would include construction activities that would expose soils and could potentially result in substantial erosion. As discussed previously, the State Water Resources Control Board adopted a National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). To obtain coverage under the Construction General Permit, a project applicant must submit various documents, including a Notice of Intent and a SWPPP. Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grubbing or excavation.

The purpose of the SWPPP is to identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges and to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges resulting from construction activity. Implementation of Mitigation Measure HYD-1 would reduce this impact to a level of less than significant.

**d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?**

**Less than significant impact.** The project site contains existing storm drainage infrastructure consisting of catch basins and underground piping consisting of 6- to 18-inch-diameter storm drain lines. The existing storm drainage infrastructure discharges runoff to connections with the Vallejo Sanitation and Flood Control District municipal storm drainage system in the northern portion of the site. This existing infrastructure would be repurposed to serve the Autotechnology Building. As such, the proposed project would not result in downstream flooding. Impacts would be less than significant.

**e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less than significant impact.** The project site contains existing storm drainage infrastructure consisting of catch basins and underground piping consisting of 6- to 18-inch-diameter storm drain lines. The existing storm drainage infrastructure discharges runoff to connections with the Vallejo Sanitation and Flood Control District municipal storm drainage system in the northern portion of the site. This existing infrastructure would be repurposed to serve the Autotechnology Building. As such, the proposed project would not result in downstream flooding. Impacts would be less than significant.

**f) Otherwise substantially degrade water quality?**

**Less than significant impact with mitigation incorporated.** The proposed project's construction and operational activities have the potential to result in pollutants entering downstream waterways. Implementation of Mitigation Measure HYD-1 and Mitigation Measure HYD-2 would reduce impacts to a level of less than significant.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No impact.** The proposed project consists of the development of a 29,750-square-foot Autotechnology Building, a non-residential facility. This condition precludes the possibility of placement of housing within a 100-year flood hazard area. No impacts would occur.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No impact.** The project site is located at an elevation of 260 to 270 feet above mean sea level and is outside of a 100-year flood hazard area. This condition preludes the possibility of placing structures within a 100-year flood hazard are that may impede flood flows. No impacts would occur.

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No impact.** The project site is located at an elevation of 260 to 270 feet above mean sea level and, thus, is not located within an area protected by a levee. Additionally, the project site is downstream of any dams. These conditions preclude the possibility of inundation of flooding as a result of levee or dam failure. No impacts would occur.

**j) Inundation by seiche, tsunami, or mudflow?**

**No impact.** The project site is not located near any large inland bodies of water, a condition that precludes inundation by seiche. The project site is more than 3 miles from San Pablo Bay and is at an elevation of 260 to 270 feet above mean sea level, a condition that precludes the possibility of tsunami inundation. There are no active volcanic features or steep slopes in the project vicinity, a condition that precludes inundation by mudflow. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **10. Land Use and Planning** *Would the project:* | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

Would the project:

**a) Physically divide an established community?**

**No impact.** The project site does not contain any dwelling units. Moreover, the project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. As such, it does not support any established communities or serve as a linkage between any established communities. This condition precludes the possibility of impacts, and no impacts would occur.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than significant impact.** The City of Vallejo General Plan designates the project site "Northgate Mixed Use" ~~"Employment"~~ and the Northgate Specific Plan ~~Vallejo Zoning Ordinance~~ zones the project site "Neighborhood Shopping and Services." ~~"Mixed Use Planned Development."~~ As an independent special district, the Solano Community College District is exempt from compliance with local General Plan and zoning regulations. ~~Moreover, public facilities such as the proposed Autotechnology Building are considered allowable uses in all General Plan land use designations and zoning districts.~~ Therefore, no conflicts with the City of Vallejo General Plan or Vallejo Zoning Ordinance would occur. Impacts would be less than significant.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No impact.** The project site is not within the jurisdiction of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, project implementation would not conflict with the provisions of an approved local, regional, or state habitat conservation plan. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **11. Mineral Resources** *Would the project:* | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

Would the project:

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. No mineral resource extraction activities have occurred on the project site in the recent past and the project is not located within a State-Designated Mineral Resource Zone. This condition precludes the possibility of a loss of availability of a statewide or regionally important mineral resource. No impacts would occur.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No impact.** The project site was previously graded and contains site improvements consisting of building pads, drive aisles, parking areas, underground utilities, parking lot lighting, ornamental landscaping, fencing, and signage. No mineral resource extraction activities have occurred on the project site in the recent past and the City of Vallejo General Plan does not identify the project site as a mineral resource zone. This condition precludes the possibility of a loss of availability of a locally important mineral resource. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **12. Noise** *Would the project result in:* | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☒ | ☐ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

The analysis in this section is supported by the Noise Modeling Data prepared by FirstCarbon Solutions, which is provided in Appendix C.

Would the project:

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than significant impact with mitigation incorporated.** The City of Vallejo addresses noise policies in the Noise Element of the General Plan and in the Municipal Code. The City's land use compatibility standards for community noise environments are shown in Noise Element Table IV.F-5. The noise policies of the General Plan limit noise generating activities such as construction, maintenance, and unloading and loading activities to the hours of 7:00 a.m. and 9:00 p.m. In

addition, the City's noise policy limits project-related noise increases to no more than 10 dB in non-residential areas and 5 dB in residential areas where with-project noise level is less than the maximum "normally acceptable" level. For residential uses, the "normally acceptable" level is 60 dB.

In addition, all project-related increases in all areas are limited to no more than 3 dB where the with-project noise level exceeds the "normally acceptable" level for a receiving land use. For residential uses, the "normally acceptable" level is 60 dB.

The Noise Performance Standards Ordinance, of the City of Vallejo's Municipal Code identifies maximum sound pressure levels by zoning district. For residential uses, the maximum sound pressure level is 60 dB. A correction factor of plus 5 dBA is applied to the maximum sound pressure level for noise levels that occur only between the hours of 7:00 a.m. and 10:00 p.m. The City's ordinance allows noise from temporary construction or demolition work, or sounds from transportation equipment used for the movement of goods or people to and from a given premises to exceed the maximum sound pressure levels listed in this table. However, according to section 12.40.070, all grading, excavating, and filling and noise therefrom, including but not limited to warming of equipment motors, in residential zones or within 1,000 feet of any residential occupancy, hotel, motel or hospital shall be limited to between the hours of 7:00 a.m. and 6:00 p.m. Section 7.84.020 of the City's Municipal Code prohibits the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or other similar objects between the hours of 9:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance across a residential real-property boundary.

### *Short-Term Construction Impacts*

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical construction equipment noise levels would range from 75 to 85 dB, based on a distance of 50 feet between the equipment and a noise receptor.

The Federal Highway Administration's Roadway Construction Noise Model was used to calculate construction noise levels at nearby sensitive receptors surrounding the project site during each phase of construction. The modeled receptor locations represent the closest residential units to the west, south, east, and north of the project site. The modeled receptor locations are shown in Exhibit 6.


Source: Google Earth

FirstCarbon SOLUTIONS

300 150 0 300 Feet

# Exhibit 6
# Noise Measurement and Receptor Locations

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The modeled construction phases included the building construction phase, and the paving of the parking lots. Construction equipment assumptions are based on the default construction equipment list from the air quality impact analysis for this project. A worst-case scenario was modeled assuming each piece of modeled equipment would operate simultaneously at the nearest reasonable locations to each modeled receptor. Overall average daily project construction noise levels would be much lower than this worst-case scenario as all equipment would not always operate simultaneously and would also be lower as the equipment operates toward the center of the project site further from off-site receptors. A summary of the modeling results are shown in Table 7. The construction noise modeling assumptions and outputs are provided in Appendix C of this report.

**Table 7: Construction Noise Model Results Summary (dBA)**

| Receptor Location | Building Construction Phase | | Paving Phase | |
|---|---|---|---|---|
| | $L_{eq}$ | $L_{max}$ | $L_{eq}$ | $L_{max}$ |
| R-1: Closest residence to northern border | 71.6 | 72.6 | 76.7 | 78.1 |
| R-2: Closest commercial building to western border | 62.5 | 62.9 | 62.1 | 61.6 |
| R-3: Closest residence to southern border | 61.3 | 61.5 | 62.5 | 61.7 |
| R-4: Closest residence to eastern border | 58.3 | 58.5 | 55.4 | 54.5 |

Note:
$L_{max}$ is the loudest value of any single piece of equipment as measured at the modeled receptor location.
Source: FirstCarbon Solutions, 2015.

According to the noise policies of the General Plan, noise generating activities such as construction, and unloading and loading activities are limited to the hours between 7:00 a.m. and 9:00 p.m. daily. In addition, according to the noise ordinances, all grading, excavating, and filling and noise therefrom, including, but not limited to, warming of equipment motors, in residential zones or within 1,000 feet of any residential occupancy, hotel, motel or hospital shall be limited to the hours between 7:00 a.m. and 6:00 p.m. Therefore, restricting permissible hours of construction activities would reduce construction noise impacts to off-site sensitive receptors. In addition, implementation of best management noise reduction techniques and practices outlined in Mitigation Measure NOI-1, would further reduce potential short-term construction noise levels, and would ensure that construction noise would be reduced to a less than significant impact on sensitive receptors in the project vicinity.

**MM NOI-1:** The Solano Community College District shall require that its construction contractor implement the following noise attenuation measures during construction activities:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to the hours between 7:00 a.m. and 9:00 p.m. daily. All on-site grading, excavating, and filling and noise therefrom, including but not limited to warming of equipment motors shall be limited to the hours between 7:00 a.m. and 6:00 p.m. daily.

- The Solano Community College District can permit exceptions to these limits for compelling circumstances (e.g., weather conditions necessary to pour concrete).
- All internal combustion powered construction equipment shall employ noise reduction devices (e.g., mufflers and engine shrouds) no less effective than those originally installed by the manufacturer.
- Unnecessary idling of internal combustion engines (i.e., more than 5 minutes) shall be prohibited.
- "Quiet" models of air compressors and other stationary noise sources shall be used if readily available.
- At all times during project grading and construction, stationary noise-generating equipment shall be located at least 150 feet from the nearest residential receptor(s). If it is not possible to provide this distance, a temporary sound barrier or enclosure shall be placed around the equipment to shield the residential receptor(s).
- Construction staging and maintenance areas shall be located a minimum of 150 feet from the nearest residential receptor.

### *Long-Term Operational Impacts*

*Mobile-Source Noise Impacts*

The existing ambient noise environment was documented through the short-term ambient noise measurement effort. Existing ambient noise conditions were then compared for compliance with the City's land use compatibility standards for new residential land use development. Measured average ambient noise levels at the project site ranged from 45.9 dBA to 53.1 dBA $L_{eq}$, with maximum levels of approximately 63.3 dBA to 67.5 dBA $L_{max}$. There are no major noise sources in the project vicinity that would substantially affect the nighttime noise levels above those measured during the daytime peak noise hours. Therefore, the measured existing noise levels are within the City's normally acceptable standard of 70 dBA $L_{dn}$ for new school land use development.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions in the vicinity of the project site. Traffic data used in the model was obtained from the traffic impact analysis report for the project prepared by KD Anderson & Associates. The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. The traffic noise modeling input and output files are included in Appendix C. Table 8 shows a summary of the traffic noise levels for existing year 2015, year 2018, and year 2030 traffic conditions without and with the project as measured at 50 feet from the centerline of the outermost travel lane.

The modeling results show that traffic noise levels along the modeled segments of Ascot Parkway adjacent to the project site would range from 59.7 dBA to 60.0 dBA CNEL at 50 feet from the centerline of the nearest travel lane under opening year 2018 plus project conditions. Under future year 2030 conditions, traffic noise levels along these segments of Turner Parkway would range from 61.0 dBA to 62.1 dBA CNEL with the project. Traffic noise levels along the segment of Turner Parkway adjacent to the project site would range up to 62.7 dBA CNEL at 50 feet from the centerline

of the nearest travel lane under opening year 2018 plus project conditions. Under future year 2030 conditions, traffic noise levels along these segments of Turner Parkway would range up to 62.9 dBA CNEL with the project. These traffic noise levels are below the City's normally acceptable threshold of 70 dBA CNEL for new school land use development. Therefore, projected traffic noise impacts on on-site land uses would be less than significant.

**Table 8**: Traffic Noise Model Results Summary

| Roadway Segment | Existing No Project CNEL (dBA) | 2018 No Project CNEL (dBA) | 2018 Plus Project CNEL (dBA) | Increase over 2018 No Project (dBA) | 2030 No Project CNEL (dBA) | 2030 Plus Project CNEL (dBA) | Increase over 2030 No Project (dBA) |
|---|---|---|---|---|---|---|---|
| Ascot Parkway - Redwood Parkway to Turner Parkway | 61.7 | 62.2 | 62.3 | 0.1 | 63.8 | 63.8 | 0.0 |
| Ascot Parkway - Turner Parkway to Project Entrance | 58.6 | 59.4 | 59.7 | 0.3 | 61.9 | 61.9 | 0.0 |
| Ascot Parkway - Project Entrance to Berkshire Lane | 58.6 | 59.4 | 60.0 | 0.6 | 61.9 | 62.1 | 0.2 |
| Ascot Parkway - Berkshire Lane to Columbus Parkway | 58.7 | 59.5 | 60.1 | 0.6 | 61.7 | 62.1 | 0.4 |
| Turner Parkway - Ascot Parkway to Project Entrance | 62.4 | 62.4 | 62.7 | 0.3 | 62.6 | 62.9 | 0.3 |
| Turner Parkway - Project Entrance to Plaza Drive | 62.4 | 62.5 | 62.6 | 0.1 | 62.5 | 62.7 | 0.2 |
| Turner Parkway - Plaza Drive to Admiral Callaghan Lane | 62.0 | 62.1 | 62.2 | 0.1 | 62.6 | 62.6 | 0.0 |

Note:
CNEL (dBA) is stated as measured at 50 feet from the centerline of the outermost travel lane.
Source: FirstCarbon Solutions, 2015.

*Stationary-Source Noise Impacts*

The proposed project would include new stationary noise sources, such as typical parking lot activities. Typical parking lot activities such as people conversing, doors slamming or vehicles idling generate noise levels of approximately 60 dBA to 70 dBA $L_{max}$ at 50 feet. The proposed parking areas would be located approximately 50 feet from the nearest off-site existing sensitive receptor. These noise levels would occur periodically throughout the day as people arrive and leave the project site. In addition, existing soundwalls and terrain features block the line of sight from the parking areas to the ground floors of nearby residential land uses providing an additional 5 dBA to 10 dBA reduction in these noise levels. Resulting worst-case noise levels from parking lot activities as measured at the nearest off-site sensitive land uses would range up to approximately 55 dBA $L_{max}$. Existing background maximum noise levels are documented to range from 63.3 dBA to 67.5 dBA $L_{max}$ throughout the project site. Therefore, noise generated by project-related parking lot activities, when averaged over an hour, would not exceed existing ambient noise levels and, thus, would not expose persons to noise levels in excess of established standards.

The proposed project would also include new mechanical system noise sources. These systems would include rooftop mechanical ventilation units. At the time of preparation of this analysis, specific equipment details were not available for the proposed rooftop and wall unit ventilation systems. Therefore, a reference noise level for typical rooftop mechanical ventilation systems was used, and a worst-case scenario of locating the equipment at the closest point possible to off-site receptors was assumed. Noise levels from typical rooftop mechanical ventilation equipment range up to approximately 60 dBA $L_{eq}$ at a distance of 25 feet. The closest that rooftop mechanical ventilation systems could be located to off-site sensitive receptors is approximately 110 feet. At this distance, noise generated by rooftop mechanical ventilation equipment would attenuate to less than 48 dBA $L_{eq}$, as measured at the nearest off-site sensitive receptors. Existing background ambient noise levels are documented to range from 45.9 dBA to 53.1 dBA $L_{eq}$ throughout the project site. In addition, existing soundwalls and terrain features and proposed rooftop parapet structures would block the line of sight to the ground floors of nearby residential land uses and would provide an additional 5 dBA to 10 dBA reduction in these noise levels, resulting in worst-case noise levels from operation of rooftop mechanical equipment of 43 dBA $L_{eq}$ as measured at the closest off-site sensitive receptor. Therefore, noise generated by rooftop mechanical ventilation equipment would not exceed existing hourly ambient noise levels by 3 dBA or greater, and operation of the project's mechanical ventilation systems would not expose persons to noise levels above established standards.

**b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

**Less than significant impact.** Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings.

The nearest off-site sensitive receptor are the single family residential structures on Berkshire Lane, the closest of which is located approximately 50 feet from the nearest construction footprint where heavy construction equipment would potentially operate. At this distance groundborne vibration levels could range up to 0.074 PPV from operation of a large vibratory roller. This is below the industry standard vibration damage criteria of 0.2 PPV for these types of structures (i.e., residential buildings of engineered non engineered timber and masonry construction). Therefore, construction-related groundborne vibration impacts would be considered less than significant.

Upon completion of construction, the project would not include any permanent sources of groundborne vibrations. Implementation of the proposed project would not expose persons within the project vicinity to excessive groundborne vibration levels. Therefore, project-related groundborne vibration impacts would be considered less than significant.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Primary new permanent noise sources associated with implementation of the project would be project-related traffic and new stationary noise sources such as parking lot activity and new

mechanical equipment such as rooftop ventilation systems. As shown in Table 8, the greatest increase in traffic noise levels along modeled roadway segments in the project vicinity would be 0.6 dBA CNEL, with implementation of the project. This is well below a 3-dBA increase that is considered to be perceptible in outdoor environments. Therefore, project-related traffic would not result in a perceptible permanent increase in existing ambient noise levels along any roadway segment in the project vicinity, and project-related traffic noise impacts on off-site sensitive land uses would be less than significant.

As shown in the stationary-source noise impact discussion under 12a), noise levels from project-related stationary noise sources such as parking lot activities and operation of new mechanical ventilation equipment would not result in a substantial permanent increase in ambient noise levels in the project vicinity compared to conditions existing without the project. Therefore, implementation of the project would result in a less than significant permanent increase in noise levels existing without the project.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than significant impact with mitigation incorporated.** As addressed in Impact 12a), project-related construction activities could result in high intermittent noise levels at the closest noise sensitive land uses surrounding the project site. The modeled construction noise levels for each phase of construction are shown in Table 7. These noise levels represent a worst-case scenario by assuming each piece of modeled equipment would operate simultaneously at the nearest reasonable locations to each modeled receptor. Overall average daily project construction noise levels would be much lower than this worst-case scenario, as all equipment would not always operate simultaneously and would also be lower as the equipment operates toward the center of the project site further from off-site receptors. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer term (hourly or daily) ambient noise levels would be small. In addition, compliance with the City's permissible hours of construction and site preparation, as well as implementation of best management noise reduction techniques and practices outlined in Mitigation Measure NOI-1, would reduce these construction noise levels, and would ensure that construction noise would be reduced to a less than significant impact on sensitive receptors in the project vicinity.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No impact.** The project site is located approximately 6.5 miles southeast of the Napa County Airport, a distance that precludes the possibility of exposing people residing or working in the project area to excessive aviation noise levels. No impacts would occur.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No impact.** There are no private airstrips in the project vicinity, a condition that precludes the possibility of exposing people residing or working in the project area to excessive aviation noise levels. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **13. Population and Housing** *Would the project:* | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

Would the project:

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less than significant impact.** The proposed project consists of the development of a 29,750-square-foot Autotechnology Building on an infill site located with the City of Vallejo. The Autotechnology Building would primarily serve as a replacement facility for the Solano Community College District's existing automotive facility located at 1301 Georgia Street in Vallejo, with some additional space for student support services. To the extent that the Autotechnology Building would accommodate additional enrollment growth relative to the capacity of the College District's existing facilities, this would be considered "growth accommodating" in that it would serve persons who already reside in Solano County. Moreover, any new jobs created by the Autotechnology Building would be expected to be limited to a small number of new employment positions, as most of the College District faculty and staff assigned to the new building would be expected to be existing employees who are currently assigned elsewhere (i.e., 1301 Georgia Street). Regardless, the creation of a small number of new employment positions would not trigger substantial growth inducement into Vallejo or Solano County. Finally, the development of the Autotechnology Building would not remove a physical barrier to growth, as the site is located within an urban area served with infrastructure and utilities. Impacts would be less than significant.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No impact.** The project site does not contain any existing dwelling units. This condition precludes the displacement of dwelling units. No impacts would occur.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No impact.** The project site does not contain any existing dwelling units. This condition precludes the displacement of persons. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **14. Public Services** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:* | | | | |
| a) Fire protection? | ☐ | ☐ | ☒ | ☐ |
| b) Police protection? | ☐ | ☐ | ☒ | ☐ |
| c) Schools? | ☐ | ☐ | ☐ | ☒ |
| d) Parks? | ☐ | ☐ | ☐ | ☒ |
| e) Other public facilities? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

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

**a) Fire protection?**

**Less than significant impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The Vallejo Fire Department is the primary fire protection /emergency medical response agency for the Vallejo Center. The project site is 0.5 mile from Vallejo Fire Station No. 27 (1585 Ascot Court) and, therefore, would be located within an area where adequate emergency response times can be achieved. Additionally, the proposed project would be required to comply with the applicable provisions of the latest adopted edition of the California Fire Code, including those that pertain to emergency access, fire suppression systems, and fire detection/warning systems. For these reasons, the proposed project would not be expected to generate substantial calls for service such that new or expanded fire protection facilities would be required. Impacts would be less than significant.

**b) Police protection?**

**Less than significant impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The Solano Community College District Police Department provides primary law enforcement at the Vallejo Center (and the other College District campuses and centers) between the hours of 8:00 a.m. and 10:30 p.m., Monday through Friday. The Vallejo Police Department acts as the primary law enforcement agency outside of these hours.

Additionally, both the Vallejo Police Department and Solano County Sheriff's Office are available to support the Solano Community College District Police Department pursuant to standard mutual aid agreements. The proposed Autotechnology Building would provide standard security measures such as alarm and monitoring systems, exterior lighting, and fencing to deter criminal activity. For these reasons, the proposed project would not be expected to generate substantial calls for service such that new or expanded police protection facilities would be required. Impacts would be less than significant.

**c) Schools?**

**No impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The proposed project would not directly induce population growth into Vallejo or Solano County and, therefore, would not have the potential to increase enrollment in K-12 schools. This would preclude the need for new or expanded school facilities. No impacts would occur.

**d) Parks?**

**No impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The proposed project would not directly induce population growth into Vallejo or Solano County and, therefore, would not have the potential to increase demand for parks. This would preclude the need for new or expanded parks. No impacts would occur.

**e) Other public facilities?**

**No impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The proposed project would not directly induce population growth into Vallejo or Solano County and, therefore, would not have the potential to increase demand for public facilities such as libraries or community centers. This would preclude the need for new or expanded public facilities. No impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **15. Recreation** | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

**a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The proposed project would not directly induce population growth into Vallejo or Solano County and, therefore, would not have the potential to increase demand for existing neighborhood or regional parks. This would preclude the possibility of physical deterioration of park facilities. No impacts would occur.

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**No impact.** The proposed project would develop a 29,750-square-foot Autotechnology Building on the project site. The proposed project does not include any recreational facilities, which precludes the possibility of impacts, and no impacts would occur.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **16. Transportation/Traffic** *Would the project:* | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☒ | ☐ | ☐ |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☒ | ☐ |

## Environmental Evaluation

The analysis in this section is supported by the Traffic Study prepared by KD Anderson and Associates, which is provided in Appendix D.

Would the project:

**a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Less than significant impact with mitigation incorporated.** KD Anderson and Associates assessed intersection and queuing impacts at six locations in the project vicinity. The findings are summarized as follows and the complete report is provided in Appendix D.

### *Trip Generation*

The proposed Autotechnology Building would generate 358 daily trips (weekday), 88 AM peak-hour trips (weekday), 114 PM peak-hour trips (weekday), and 48 Saturday peak-hour trips.

### *Study Intersections*

KD Anderson and Associates studied intersection operations and queuing at the following six locations:

- Admiral Callaghan Lane/Columbus Parkway
- Admiral Callaghan Lane/Plaza Drive
- North Ascot Parkway/Columbus Parkway
- North Ascot Parkway/Turner Parkway
- Turner Parkway/Plaza Drive
- Turner Parkway/Tiara Drive

### *Existing Conditions*

All six study intersections operate at acceptable levels of service under existing conditions. Three turning movements would experience excessive queuing; however, because this is an existing condition, it is considered a less than significant impact.

### *Near-Term No Project Conditions*

All six study intersections would operate at acceptable levels of service and are within the acceptable volume-to-capacity (v/c) ratios thresholds. The queues at the four locations listed below exceed the left-turn storage by 25 feet or greater.

- Westbound left-turn lane – Admiral Callaghan Lane/Columbus Parkway
- Southbound left-turn lane – Admiral Callaghan Lane/Plaza Drive

- Westbound left-turn lane – Admiral Callaghan Lane/Plaza Drive
- Northbound left-turn lane – North Ascot Parkway/Turner Parkway

Because this occurs under the "No Project" scenario, it is not considered a significant project impact.

### *Near-Term Plus Project Conditions*

All six study intersections would operate at acceptable levels of service and are within the acceptable v/c ratios thresholds. The queues at the four locations listed previously exceed the left-turn storage by 25 feet or greater; however, because the project does not significant exacerbate this condition, it is not considered a significant project impact.

### *Cumulative No Project Conditions*

All six study intersections would operate at acceptable levels of service and are within the acceptable v/c ratios thresholds. The queues at the five locations listed below exceed the left-turn storage by 25 feet or greater.

- Westbound left-turn lane – Admiral Callaghan Lane/Columbus Parkway
- Northbound left-turn lane – Admiral Callaghan Lane/Columbus Parkway
- Southbound left-turn lane – Admiral Callaghan Lane/Plaza Drive
- Westbound left-turn lane – Admiral Callaghan Lane/Plaza Drive
- Northbound left-turn lane – North Ascot Parkway/Turner Parkway

Because this occurs under the "No Project" scenario, it is not considered a significant project impact.

### *Cumulative Plus Project Conditions*

All six study intersections would operate at acceptable levels of service and are within the acceptable v/c ratios thresholds. The queues at the five locations listed previously exceed the left-turn storage by 25 feet or greater. The queue in the northbound left-turn lane at the North Ascot Parkway/Turner Parkway intersection exceeds the turn lane and the projected queue under the No Project condition by 25 feet or more and is considered a significant impact; in all other cases, the project does not significantly exacerbate the condition.

For North Ascot Parkway/Turner Parkway, the optimizing the signal timing to provide additional green time to the northbound left-turn phase during the PM peak hour will reduce the queue in the turn lane to 373 feet and, thus, would be contained within the available left-turn storage. This will reduce the impact to less than significant. However, extending the northbound left-turn storage to Chantilly Drive via restriping would also achieve acceptable queuing. Accordingly, Mitigation Measure TRANS-1 sets forth both options and would reduce impacts to a level of less than significant.

**MM TRANS-1:** Prior to occupancy of the Autotechnology Building, the Solano Community College District shall work with the City of Vallejo to implement one or both options for the intersection of North Ascot Parkway/Turner Parkway:

- Optimize the signal timing to ensure that northbound left turns on North Ascot Parkway have adequate green time such that peak-hour queues do not exceed available storage (380 feet).
- Extend the northbound left-turn storage on North Ascot Parkway to Chantilly Drive via restriping.

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less than significant impact.** As discussed 15a), the proposed project would only result in a queuing impact that can be mitigated to a level of less than significant at the intersection of North Ascot Parkway/Turner Parkway. No significant impacts would occur on any other facilities, including Congestion Management Plan-designated facilities (e.g., Columbus Parkway). Impacts would be less than significant.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No impact.** The project site is located approximately 6.5 miles southeast of the Napa County Airport, a distance that precludes the possibility of changes to air traffic patterns that may create substantial safety risks. No impact would occur.

**d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No impact.** The project site has existing access points located on Turner Parkway and North Ascot Parkway. The proposed project would maintain the locations of these access points and, furthermore, does not propose any alterations to either of the adjoining roadways that would have the potential to create roadway safety hazards. No impact would occur.

**e) Result in inadequate emergency access?**

**No impact.** The project site has existing vehicular access points located on Turner Parkway and North Ascot Parkway that were constructed in accordance with the then-latest adopted edition of the California Fire Code in 2005 and 2006. The proposed project would maintain the locations of these access points, which are suitable for large emergency vehicles such fire engines. As such, adequate emergency access would be provided. No impact would occur.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than significant impact.** An existing Solano County Transit bus stop is located on the project site's frontage with Turner Parkway, which would be maintained by the proposed project.

Additionally, pedestrian facilities would be installed within the project site to connect the Autotechnology Building to the bus stop.

Class II bicycle lanes exist on North Ascot Parkway and Turner Parkway, which would be maintained by the proposed project. Additionally, bike racks would be installed near the Autotechnology Building to facilitate use of this mode of transportation.

Finally, sidewalks exist along the project frontages with North Ascot Parkway and Turner Parkway and a trail connection exists from the northern portion of the project site to the residential neighborhood to the north. These existing pedestrian facilities would be maintained by the proposed project and new internal pedestrian facilities would be installed with the project site.

In summary, the proposed project would be accessible to public transit, bicycles, and pedestrians and no conflicts would occur with these modes of transportation. Impacts would be less than significant.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **17. Utilities and Service Systems** *Would the project:* | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐ |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | ☐ | ☐ | ☒ | ☐ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

## Environmental Evaluation

Would the project:

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less than significant impact.** Vallejo Sanitation and Flood Control District would provide wastewater treatment to the proposed project. The proposed project is estimated to generate 2,200 gallons of effluent per day (0.002 million gallons per day). Vallejo Sanitation and Flood Control District's Wastewater Treatment Plant has a dry weather capacity of 15.5 million gallons per day and treats an

average of 10.0 gallons per day of effluent under dry weather conditions. The proposed project's effluent would represent less than 0.01 percent of average dry weather flow. As such, it would not exceed the wastewater treatment requirements of the plant. Impacts would be less than significant.

**b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than significant impact.** As discussed in a) and d), the City of Vallejo and Vallejo Sanitation would be able to serve the proposed project with water and wastewater service, respectively, using existing facilities. Accordingly, no new or expanded facilities would be required. Impacts would be less than significant.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than significant impact.** The project site contains existing storm drainage infrastructure consisting of catch basins and underground piping consisting of 6- to 18-inch-diameter storm drain lines. The existing storm drainage infrastructure discharges runoff to connections with the Vallejo Sanitation and Flood Control District municipal storm drainage system in the northern portion of the site. This existing infrastructure would be repurposed to serve the Autotechnology Building. As such, the proposed project would not result in downstream flooding. Impacts would be less than significant.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less than significant impact.** The City of Vallejo would serve the proposed project with potable water service. The City's Urban Water Management Plan sets forth a non-residential water consumption rate of 102 gallons per employee per day. Because the Autotechnology Building would be an institutional use occupied by College District faculty, staff, and students (the latter of whom are not employees), the water consumption rate for employees will be applied to all occupants of the building, not just those employed by the College District. Using an occupancy rate of 1 person per 500 square feet, 60 persons (or equivalents thereof) would be expected to use the building on a daily basis. Using the 102 gallons per occupant rate, the proposed project's 29,750 square feet of institutional uses would demand 6,120 gallons per day and 2.23 million gallons per year (6.9 acre-feet per year). This latter figure represents less than 0.01 percent of the City of Vallejo's total annual water supply of 47,150 acre-feet. As such, adequate water supplies would be available to serve the proposed project. Impacts would be less than significant.

**e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less than significant impact.** Vallejo Sanitation and Flood Control District would provide wastewater treatment to the proposed project. The proposed project is estimated to generate 2,200 gallons of

effluent per day. Vallejo Sanitation and Flood Control District's Wastewater Treatment Plant has a dry weather capacity of 15.5 million gallons per day and treats an average of 10.0 gallons per day of effluent under dry weather conditions. The proposed project's effluent would represent less than 0.01 percent of average dry weather flow. As such, it would not exceed the wastewater treatment requirements of the plant. Impacts would be less than significant.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less than significant impact.** Vallejo is served by the Potrero Hills Landfill near Suisun City and the Recology Hay Road Landfill near Vacaville, which have a combined remaining capacity of 44.2 million cubic yards.

The proposed project would develop 29,750 square feet of non-residential uses. Using a non-residential construction solid waste generation rates provided by the United States Environmental Protection Agency (3.29 pounds/square foot), the proposed project is estimated to generate 68 cubic yards of solid waste. This would represent less than 0.01 percent of the available landfill capacity.

Using the statewide per capita solid waste disposal rate of 4.4 pounds per person per day, the proposed project is estimated to generate 67 cubic yards of solid waste annually. This would represent less than 0.01 percent of the available landfill capacity.

Impacts would be less than significant.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less than significant impact.** The proposed project would be required to comply with state waste reduction and recycling requirements that pertain to construction/demolition and operations. These include minimum waste diversion requirements for construction waste and the provision of recycling and green waste facilities for the project uses. Impacts would be less than significant.

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **18. Mandatory Findings of Significance** | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☒ | ☐ | ☐ |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

## Environmental Evaluation

Would the project:

**a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Less than significant impact with mitigation incorporated.** The proposed project may result in several impacts associated with biological resources that would be significant if left unmitigated. Mitigation Measures BIO-1 and BIO-2 would fully mitigate all potential impacts to levels of less than significant. With the implementation of these mitigation measures, the proposed project would have less than significant impacts.

**b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less than significant impact with mitigation incorporated.** All cumulative impacts related to air quality, noise, and traffic are either less than significant after mitigation or less than significant and do not require mitigation. Given the size of the project and its impacts and mitigation measures, the incremental effects of this project are not considerable relative to the effects of past, current, and probably future projects. As discussed previously, the project does not have a significant cumulative traffic impact. Therefore, the proposed project would not result in cumulatively considerable impacts on these areas. Impacts would be less than significant

**c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than significant impact.** All impacts identified in this IS/MND are either less than significant after mitigation or less than significant and do not require mitigation. Therefore, the proposed project would not result in environmental effects that cause substantial adverse effects on human beings either directly or indirectly. Impacts would be less than significant.

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# SECTION 4: REFERENCES

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