

## RESOLUTION NO. 2013-014

### RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BRIGHTON LANDING SPECIFIC PLAN AND DEVELOPMENT PROJECT, ADOPTING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND APPROVING THE MITIGATION MONITORING AND REPORTING PLAN

**WHEREAS**, the City of Vacaville has received an application to consider a development project in the vicinity of the southeast corner of Leisure Town Road and Elmira Road, including requests to amend the General Plan Land Use Diagram and policies within in the Land Use, Transportation, Parks and Recreation, Safety, and Public Facilities Elements of the General Plan, to rezone property, to adopt a Specific Plan, to approve a Tentative Subdivision Map and to approve a Development Agreement in relation to the following property described as Brighton Landing:

Southeast corner of Leisure Town Road and Elmira Road  
APNs: 135-080-010, 135-080-020, 135-080-030, 135-080-070, and portions of 135-090-070 and 090

**WHEREAS**, the Planning Commission of the City of Vacaville has conducted a public hearing on December 18, 2012, regarding the proposed Environmental Impact Report (EIR), General Plan Amendments, Zone Change, Specific Plan, Tentative Map, and Development Agreement pertaining to the Brighton Landing Specific Plan and Development Project, and voted 6-0 to recommend that the City Council approve said actions; and

**WHEREAS**, the City Council conducted a Study Session on January 22, 2013 and a public hearing on the EIR and project on February 26, 2013 and received testimony from staff, applicants and all interested persons, and reviewed the information contained in the Final EIR and project record and finds that:

#### **EIR Findings:**

1. Changes or alterations have been incorporated into the project which mitigate or avoid the significant effects on the environment, including as incorporated into the Mitigation Monitoring and Reporting Plan to be adopted for the project (Exhibit B, attached);
2. Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency;
3. That specific economic, legal, social, technological, or other considerations identified in detail in the attached Exhibit A, Findings of Fact and Statement of Overriding Considerations, make infeasible certain mitigation measures or the alternatives identified in the final EIR.
4. The benefits of the proposed project outweigh the unavoidable adverse environmental effects thus the adverse effects of the project are found to be acceptable as detailed in the attached Exhibit A, Findings of Fact and Statement of Overriding Considerations.
5. That the reasons why the significant effects which cannot be mitigated are found to be acceptable to support approval of the project are based upon information provided in the

EIR and information in the project record as described in Exhibit A, Findings of Fact and Statement of Overriding Considerations.

**NOW, THEREFORE BE IT RESOLVED** that;

The City Council of the City of Vacaville does hereby certify that the Final EIR has been completed in compliance with CEQA, and;

The City Council has reviewed and considered the information contained in the EIR prior to approving the Brighton Landing Specific Plan and Development Project, and;

The Final EIR for the Brighton Landing Specific Plan and Development Project reflects the independent judgment of the City acting as lead agency for the project.

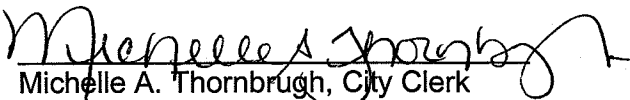
**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the City Council of the City of Vacaville, held on the 26<sup>th</sup> day of February, 2013, by the following vote:

AYES: Council members Hunt, Mashburn, Rowlett and Mayor Hardy

NOES: None

ABSENT: Vice Mayor Harris

ATTEST: ,

By:   
Michelle A. Thornbrugh, City Clerk

## MITIGATION MONITORING AND REPORTING PROGRAM- FEBRUARY 2013

This Mitigation Monitoring and Reporting Program (MMRP) is for the Brighton Landing Specific Plan (Specific Plan) and development project (project or proposed project). The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the project. The MMRP includes the following information:

- ◆ A list of mitigation measures;
- ◆ The party responsible for implementing the mitigation measures;
- ◆ The timing for implementation of the mitigation measure;
- ◆ The agency responsible for monitoring the implementation; and
- ◆ The monitoring action and frequency.

The implementation of the mitigation measure would be accomplished during each phase of the project's implementation (such as, during the proposed Specific Plan phases and the phases identified in the infrastructure phasing plan) as determined by the City in reviewing the effects of each phase. This would include determining whether mitigation measures will be implemented with "small lot final maps" for impacts that occur with each phase of development (such as Mitigation Measure AGRI-1, agricultural land mitigation) or, whether an impact occurs with implementation of the large lot final map to divide the entire development area. The timing for implementation of the mitigation measure is described in the following phases:

- ◆ Pre-Construction
- ◆ Construction
- ◆ Operation

The parties responsible for implementing the mitigation measures and agencies responsible for monitoring the implementation of the mitigation measures are identified as follows:

- ◆ CDD = Community Development Department
- ◆ PWD = Public Works Department
- ◆ CDFG = California Department of Fish and Game
- ◆ Corps = United States Army Corps of Engineers
- ◆ USFWS = United States Fish and Wildlife Services
- ◆ RWQCB = Regional Water Quality Board

The City of Vacaville must adopt this MMRP, or an equally effective program, if it approves the Specific Plan with the mitigation measures that were adopted or made conditions of project approval.

CITY OF VACAVILLE  
 BRIGHTON LANDING SPECIFIC PLAN  
 MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

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<b>AESTHETICS</b>					
AES-4: The Specific Plan shall incorporate design standards to ensure that the:	Pre-Construction	Developer	CDD & PWD	Measures to be added to Specific Plan following approval.	
a. Exterior lighting (for example on parking lots, schools, or commercial buildings) is angled downwards to preclude or minimize to the maximum extent practicable the glare observed by viewers on the ground;					
b. Reflectivity of materials used is not greater than the reflectivity of standard materials used in residential and commercial developments.		CDD			Prior to final project design approval and prior to issuance of first building permit.
c. A lighting plan shall be prepared that meets requirements of GP and Muni Code to minimize impacts to the extent feasible and includes operational plans for non-residential uses that restrict late night lighting.					
d. Compliance with this mitigation measure shall be determined by the City of Vacaville during the design review process. Applications for Design Review shall include design of light fixtures to demonstrate compliance with this standard.					
<b>AGRICULTURE AND FORESTRY RESOURCES</b>					
AGRI-1: A total of 254.54 acres of agricultural land that is viable for farming operations would be purchased and preserved. The area represents the sum of the area of the agricultural buffer outside of the Specific Plan area (12.69 + 7.04 acres), the detention basin (17.6 acres), and the entire Specific Plan area (217.21 acres, including residential parcels). This land would be near the Urban Growth Boundary and in Solano County. This would satisfy the 1990 General Plan policy 2.10-G2 that the City shall require development in the Specific Plan area "to mitigate its impact on agricultural and open space lands by preserving, to the extent consistent with applicable law, for each acre of land developed, at least one acre of land outside the Growth Boundary but within Pleasants Valley, Upper Lagoon Valley, or Vaca Valley, or any other location that is within 1 mile of the Growth Boundary.	Pre-Construction	Developer	CDD		Prior to recording of Final Map.

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<p>If for any reason adequate land to meet the conservation goals described in the Vacaville General Plan, and in particular this Section 2.10, cannot be identified or acquired, the City and the Solano Land Trust, or, if the Solano Land Trust declines to participate, the City and another land conservation entity, shall meet and confer to identify other areas where conservation acquisitions can occur at a reasonable cost and to satisfy the conservation goals described in this Section 2.10. The City shall meet and confer with the Solano Irrigation District (SID) regarding the proposed acquisition of agricultural mitigation lands or conservation easements prior to City approval of such acquisition.</p>					
<p>AGRI-2a: See Mitigation Measure AGRI-1.</p>					

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<p><u>AGRI-2b:</u></p> <ul style="list-style-type: none"> <li>◆ At the time of final map for a housing unit within 80 feet of the southern border of the Specific Plan area, if a development application has not been submitted for the land adjacent to the southern border of the Specific Plan area, then the applicant shall record a disclosure against such housing unit disclosing that agricultural operations occur to the south of the home and that agricultural operations may involve activities involving, among other things, noise, dust, and odors, that a resident may consider to be offensive. The disclosure shall also identify a point of contact such as a Brighton Landing homeowners' association for any complaints related to agricultural operations.</li> <li>◆ Fencing along the southern edge of the Specific Plan Area shall be designed to prevent people and pets from trespassing onto the farmland to the south.</li> <li>◆ Landscaped areas include trees with large spreading canopies shall be included in project design.</li> <li>◆ Playgrounds or other facilities within the linear park along the southern edge that would place people in the linear park for long periods of time, shall be prohibited.</li> </ul>	Pre-Construction/ Construction/ Operation	Developer	CDD & PWD	Prior to recording a Final Map for housing units within 80 feet of the southern border of the Specific Plan area the disclosure shall be recorded, and prior to final project design approval the design features are shown on construction plans.	
<u>AGRI-CUM-1:</u> See Mitigation Measure AGRI-1.					
<u>AGRI-CUM-2:</u> See Mitigation Measure AGRI-1.					
<b>AIR QUALITY</b>					
<p><u>AQ-1:</u> The applicant shall submit a construction plan for the project which includes the following conditions:</p> <ul style="list-style-type: none"> <li>◆ Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.</li> </ul>	Pre-Construction/ Construction	CDD/PWD	PWD	Construction Plan shall be submitted prior to final project improvement plans and design approval and conditions	

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<ul style="list-style-type: none"> <li>◆ Haul trucks shall maintain at least 2 feet of freeboard,</li> <li>◆ Cover all trucks hauling dirt, sand, or loose materials.</li> <li>◆ Apply non-toxic binders (e.g. latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.</li> <li>◆ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</li> <li>◆ Plant vegetative ground cover in disturbed areas as soon as possible.</li> <li>◆ Cover inactive storage piles.</li> <li>◆ Sweep streets if visible soil material is carried out from the construction site.</li> </ul>				<p>of Construction Plan shall be implemented during each construction phase.</p>	
<p><u>AQ-2:</u> The Brighton Landing Specific Plan shall incorporate the following measures to reduce emissions associated with vehicle trip generation and area source emissions from the project:</p> <ul style="list-style-type: none"> <li>◆ Provide transit facilities (e.g. bus bulbs/turnouts, benches, shelters).</li> <li>◆ Provide bicycle lanes and/or paths, connected to community-wide network.</li> <li>◆ Where feasible, provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and the existing community-wide trail network.</li> <li>◆ The Specific Plan shall be modified to include bicycle parking standards as follows:             <ul style="list-style-type: none"> <li>• For residential development, one, sheltered, secure bicycle parking space per dwelling unit shall be required. Garages, storage sheds, utility rooms, or similar areas that can be secured from unauthorized access and are sheltered from sun and rain would satisfy this requirement without the addition of special improvements or racks. Additional convenience bicycle parking may be provided with exterior racks but does not</li> </ul> </li> </ul>	Pre-Construction	Developer	CDD & PWD	<p>Add to Specific Plan documents upon approval.</p> <p>Prior to approval of subdivision improvement plans.</p> <p>Prior to issuance of building permits, incorporate features in to project construction plans.</p>	

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<p>count toward the sheltered bicycle parking requirement.</p> <ul style="list-style-type: none"> <li>• New parking areas created to serve nonresidential uses should provide one bicycle parking space for every 20 vehicle parking spaces, with a minimum of four bicycle spaces.</li> <li>• For all school developments, secured bicycle parking shall be provided at a minimum rate of 10 percent of the student capacity plus 3 percent of the maximum number of employees.</li> </ul> <p>◆ All wood burning devices shall be prohibited in residential units.</p>					
<p>AQ-3: See Mitigation Measure AQ-2.</p>					
<p>AQ-CUM-1: See Mitigation Measure AQ-2.</p>					
<p><b>BIOLOGICAL RESOURCES</b></p>					
<p>BIO-1a: The applicant shall survey Old Alamo Creek, including the Frost Drain outfall, for elderberry bushes and shall replace all impacted Valley elderberry longhorn beetle habitat by employing the following measures, adapted from the Biological Opinion for the Jepson Parkway project:</p> <ul style="list-style-type: none"> <li>◆ Transplant all elderberry shrubs within the affected reach of Old Alamo Creek to other suitable areas, including along Old Alamo Creek; within the 100-foot buffer beside the Riparian Area as mentioned in Mitigation Measures BIO-2b, 10b and 10c; or at other locations approved by the USFWS. Transplanting shall occur between June 15 and March 15 (November through February is the optimal period for transplanting). Elderberry may not be transplanted between March 16 and June 14, except where isolated bushes are located more than 0.5 miles from other suitable Valley elderberry longhorn beetle habitat and only if no signs of use by beetles (exit holes) have been identified.</li> <li>◆ Plant a minimum of five elderberry seedlings or rooted cuttings, and five associated native, woody riparian plants for each elderberry bush removed/transplanted as a result of Specific Plan implementation.</li> </ul>	Pre-Construction	Developer	CDD & PWD & USFWS	Prior to recording of Final Map and/or issuance of first building permit for properties associated with this measure.	



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<ul style="list-style-type: none"> <li>◆ Trimming/removal of stems one-inch or greater shall be mitigated in the following manner: for every ten elderberry stems one-inch or greater in diameter trimmed/removed, plant two elderberry seedlings and two native, associated woody riparian plant seedlings.</li> <li>◆ A permanent buffer of 100 feet shall be established between the riparian canopy of Old Alamo Creek and the development proposed at Brighton Landing.</li> </ul>					
<p>If specific traffic improvements or other construction activities for the Brighton Landing Specific Plan require work along Old Alamo Creek within 100 feet of any additional elderberry plants, the following additional avoidance and minimization measures shall be implemented:</p>					
<ol style="list-style-type: none"> <li>1. A minimum setback of 20 feet from the dripline of the elderberry plant shall be established between the development and all elderberry plants containing stems measuring one inch or greater in diameter at ground level. The setback shall be fenced and flagged in order to prevent encroachment of equipment and materials. If ground-disturbing work must encroach within this 20-foot setback to place critical infrastructure that cannot be located elsewhere, four additional elderberry trees for each affected elderberry shall be planted within the channel restoration area or at a nearby location on Old Alamo Creek.</li> <li>2. All contractors shall be briefed on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements. Work crews shall be instructed on the status of the beetle and the need to protect its elderberry host plant.</li> <li>3. Signs shall be placed every 50 feet along the edge of the 20-foot setback with the following information: "This area is habitat of the Valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act. Violators are subject to prosecution, fines, and imprisonment." The signs shall be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction.</li> </ol>					

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<p>4. Following completion of construction work affecting the 100-foot buffer zone, any damage done to the buffer zone shall be restored with native erosion control seed mixes and native riparian plant species, as appropriate.</p> <p>5. The 100-foot buffer zones must continue to be protected after construction from adverse effects of the development project. Protection measures such as fencing and signage shall be included in the project plans and subject to the approval of the City of Vacaville.</p> <p>6. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used within 100 feet of any elderberry plant with one or more stems measuring one inch or greater in diameter at ground level.</p> <p>7. A qualified Biologist shall be retained to monitor implementation and compliance of all the above measures.</p>	Pre-Construction	CDD	PWD/ USFWS and/or CDFG	Prior to issuance of first grading permit.	
<p><u>BIO-2a:</u> If the Brighton Landing project is constructed prior to the Jepson Parkway project, exclusion fencing shall be installed and maintained between Specific Plan work areas and the riparian area during all work activities to prevent western pond turtles and other animals from entering the construction area. Exclusion fencing shall consist of silt fabric, plywood, aluminum or another material approved by USFWS and/or CDFG; shall be at least 3 feet in height; and shall extend a minimum of 200 feet beyond the creek on either side of work areas. The base of the fence shall be buried in the ground to prevent animals from crawling under. The remainder of the fence shall be left above ground to serve as a barrier for animals moving on the ground surface. The fence shall be pulled taut at each support to prevent folds or snags. Construction personnel shall also install an orange plastic-mesh construction fence 1 foot on the development side of the exclusion fence to increase visibility, unless the exclusion fence is composed on highly visible materials. Exclusion fencing shall be inspected and repaired on a weekly basis during construction work. If the Jepson Parkway project is constructed prior to the Brighton Landing Project and the Old Alamo Creek Channel is not relocated within Subarea O, Mitigation Measure BIO-2a is not applicable.</p>					

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<u>BIO-2b</u> : See Mitigation BIO-10a.					
<u>BIO-2c</u> : If the Brighton Landing project is constructed prior to the Jepson Parkway project, maintain a 100-foot buffer between the canopy of riparian vegetation and the edge of proposed residential or commercial development. This buffer area shall be available as breeding habitat for western pond turtles.	Pre-Construction	Developer	CDD & PWD	Prior to issuance of first building permit.	
Note: If the Jepson Parkway is constructed prior to the Brighton Landing Project and the Old Alamo Creek Channel is not relocated within Subarea O, Mitigation Measure BIO-2c is not applicable.					
<u>BIO-3a</u> : See Mitigation Measures BIO-2c and BIO-10a through 10c.					
<u>BIO-3b</u> : Construction activities within 50 feet of the riparian area should be avoided during the nesting season (March 1 to August 31) or alternatively, for any construction activities conducted during the nesting season, a qualified biologist (i.e., experienced in searching for passerine nests) shall conduct a preconstruction nest survey of all trees or other suitable nesting habitat in and within 50 feet of the limits of work. The survey shall be conducted no more than 15 days prior to the start of work. If the survey indicates the presence of nesting birds, the biologist shall determine an appropriately sized buffer around the nest in which no work shall be allowed until the young have successfully fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFG and shall be based on its sensitivity to disturbance. In general, buffer sizes of up to 50 feet for song sparrows and warblers should suffice to prevent substantial disturbance to nesting birds, but these buffers may be increased or decreased, as appropriate, depending on the level of disturbance anticipated near the nest and the sensitivity of the birds to construction activity.	Pre-Construction	Developer	CDD /PWD/CDFG	Prior to issuance of first grading permit.	
<u>BIO-4a</u> : A CDFG-Approved Biologist shall conduct pre-construction nest surveys between March 1 and August 31 to identify any nesting Swainson's hawks. Surveys shall follow protocols developed by the Swainson's Hawk Technical Advisory Committee (Recommend Timing and Methodology for Swainson's Hawk Nesting Surveys in California's	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first grading permit.	

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<p>Central Valley May 31, 2000; available at <a href="http://www.dfg.ca.gov/wildlife/nongame/docs/swain_proto.pdf">http://www.dfg.ca.gov/wildlife/nongame/docs/swain_proto.pdf</a>). At least one survey shall be conducted within 15 days prior to the anticipated start of construction for any phase or Specific Plan component, and shall be designed and of sufficient intensity to document nesting within 0.25 mile (1,320 ft) of planned work activities. If a lapse in Specific Plan-related construction work of 15 days or longer occurs, additional preconstruction surveys shall be required before Specific Plan work may be reinitiated.</p>					
<p><u>BIO-4b</u>: If a nest is encountered during a pre-construction survey, construction work (including grading, earthmoving, and any operation of construction equipment) shall not occur within a 0.25 mile buffer zone around an active Swainson's hawk nest, except as provided below. Construction work may commence within the buffer zone when an Approved Biologist has confirmed that nesting activity is complete (i.e. Swainson's hawk young have fledged and are capable of flight, or the adults have abandoned the nest for a minimum of seven days). Nest trees may be removed between September 1 and February 1, when nests are unoccupied. Removal of a previously active, but currently unoccupied nest may require a 2081 Take Permit from the CDFG.</p>	Pre-Construction	Developer	CDD & CDFG	Prior to issuance of first grading permit.	
<p>The size of nest site buffer zones may be reduced only under the following conditions:</p>					
<ol style="list-style-type: none"> <li>1. A site-specific analysis prepared by a CDFG Approved Biologist indicates that the nesting pair under consideration would not be adversely affected by construction activities. CDFG shall be provided the option of approving this analysis before construction may begin within 0.25 mile of a nest.</li> <li>2. Monitoring by a CDFG Approved Biologist is conducted for a sufficient time (minimum of 10 consecutive days following the initiation of construction) and the nesting pair does not exhibit adverse reaction to construction activities (i.e., changes in behavioral patterns, reactions to construction noise).</li> <li>3. Monitoring is continued at least once a week through the nesting cycle at that nest.</li> <li>4. Monitoring reports are submitted to the City of Vacaville and</li> </ol>					

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<p>CDFG (or the Solano County Water Agency if the Solano Habitat Conservation Plan [HCP] is approved by the time of construction).</p> <p>5. If adverse effects are identified (e.g. the adults or juvenile birds react to construction activities), construction activities shall cease immediately and construction shall not be resumed until the Approved Biologist, in consultation with CDFG, has determined that nesting activity is complete or that construction may continue under modified restrictions.</p>				<p>Prior to issuance of first building permit provide evidence of Approved Biologist under contract to monitor.</p> <p>During construction secure area as required prior to allowing work to continue.</p>	
<p><u>BIO-4c</u>: If a nest tree becomes occupied by Swainson's hawks during ongoing construction activities, construction activities shall not occur within 500 feet of the nest, except where monitoring consistent with the criteria in Mitigation Measure BIO-4b documents that adverse effects will not occur.</p>	Pre-Construction	Developer & CDD	CDD	<p>Prior to issuance of first building permit provide evidence of Approved Biologist under contract to monitor.</p> <p>During construction secure area as required prior to allowing work to continue.</p>	
<p><u>BIO-4d</u>: The Specific Plan proponent shall preserve a minimum of 229 acres of suitable Swainson's hawk agricultural foraging habitat. The preservation of the mitigation area shall be accomplished through purchase of credits from a CDFG approved mitigation bank or through preservation of suitable foraging habitat protected in perpetuity by a conservation easement. Such an easement will need to include provisions that would provide for uses that are compatible with Swainson's hawk foraging needs. The mitigation area shall not include land uses incompatible with Swainson's hawk foraging. The following additional restrictions and prohibited uses, at a minimum, shall also be noted as forbidden within the conservation easement:</p> <ul style="list-style-type: none"> <li>◆ Commercial feedlots, which are defined as any open or enclosed area where domestic livestock are grouped together for intensive feeding purposes.</li> <li>◆ Horticultural specialties, including sod, nursery stock, ornamental shrubs, ornamental trees, Christmas trees, or flowers.</li> </ul>	Pre-Construction	Developer	CDD/CDFG	<p>Prior to recording of first Final Map.</p>	

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<ul style="list-style-type: none"> <li>◆ Commercial greenhouses or plant nurseries.</li> <li>◆ Commercial aquaculture of aquatic plants, animals, and their by-products.</li> <li>◆ Planting orchards or vineyards for the production of fruits, nuts, or berries except in designated farmstead areas.</li> <li>◆ Cultivation of perennial vegetable crops such as artichokes and asparagus, as well as annual crops such as cotton or rice.</li> <li>◆ Construction, reconstruction, or placement of any building, billboard or sign, antennas, towers, and facilities for generation of electrical power, or any other structure or improvement of any kind, except as may be specifically permitted in site-specific management plan. Acreage occupied by any such existing facilities may not be counted toward mitigation requirements.</li> </ul>					
<p>The City, in consultation with CDFG, shall approve the site, conservation easement, and conservation easement holder. The agricultural buffer area along the eastern portion of the site does not provide appropriate mitigation habitat because: it is too close to urban development; it would allow uses such as alternative energy facilities that are not compatible with hawk foraging; and because the PG&amp;E easement would preclude or complicate a conservation easement over the same property.</p>					
<p><u>BIO-4e</u>: Specific Plan activities resulting in the destruction or removal of a known or active Swainson's hawk nest site shall preserve an active nest site, in the removed nest's stead. Preservation of an active nest site may be achieved through purchase of occupied nest credits from an approved mitigation bank or through a Specific Plan-specific reserve approved by CDFG. If preserved active nest sites are unavailable, Specific Plan proponents shall provide funding to the Solano HCP's <i>Interim Nest Protection Program</i>.</p>	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first building permit.	
<p>Take of a known or active nest tree would occur if:</p> <ol style="list-style-type: none"> <li>1. The activity directly removes the nest tree or involves soil compaction or grading (excavation or fill) on soils covering more than 25 percent of the root zone of the nest tree. The root zone may be</li> </ol>					

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<p>determined by a qualified arborist, but shall (at a minimum) include all areas within a distance from the trunk that is equal to the tree's height or within the outer edge of the tree's canopy.</p> <p>2. The Specific Plan activity indirectly affects the nest such that when active, Swainson's hawks are disturbed to a degree that causes, or is likely to cause: injury to the nesting birds; a decrease in productivity by substantially interfering with normal breeding, feeding, or sheltering behavior; or nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. Activities within 250 feet of an active nest are presumed to have a long-term indirect effect the nest.</p> <p>If the Approved Biologist determines that the Specific Plan potentially indirectly affects a nest, the Specific Plan proponent shall obtain any necessary authorizations, such as a 2081 Incidental take Permit from CDFG, and implement any required additional mitigation as required by CDFG. Such measures may include protection of other known nest sites or potential nesting habitat; planting and protection of trees to create suitable future nesting habitat; or otherwise increasing the amount of preserved foraging habitat.</p>	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first building permit or grading permit.	
<p><b>BIO-5a:</b> Between February 1 and August 31, an Approved Biologist shall conduct preconstruction surveys within known or suitable habitat areas to identify and subsequently avoid nesting areas for burrowing owls. Survey protocols shall follow the methodology described in Appendix D: Breeding and Non-breeding Season Surveys of the 2012 DFG Staff Report on Burrowing Owl Mitigation (available at <a href="http://www.dfg.ca.gov/wildlife/nongame/docs/swain_proto.pdf">http://www.dfg.ca.gov/wildlife/nongame/docs/swain_proto.pdf</a>). These protocols require a minimum of four survey visits during the breeding season. At least one of the preconstruction surveys shall be conducted within 14 days prior to the anticipated start of construction. If a lapse in Specific Plan related construction work of 14 days or longer occurs during the nesting season, additional preconstruction surveys shall be required before Specific Plan work may be reinitiated.</p>					

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<p><b>BIO-5b:</b> If burrowing owls are identified on the site during preconstruction surveys, the following measures shall be implemented for new construction activities.</p>	Pre-Construction	Developer	CDD / PWD/CDFG	Prior to issuance of first building permit or grading permit.	
<p>1. During the non-breeding season (September 1–January 31), a circular exclusion zone with a radius of 160 feet shall be established around occupied burrows unless a reduced buffer width is approved per the requirements of Condition 3, below. If a buffer cannot be practicably established (except as provided below) and upon approval from CDFG, burrowing owls shall be evicted from the entire construction area using passive relocation techniques. Before any exclusion or closure of burrows occurs, the Applicant shall prepare and submit a Burrowing Owl Exclusion Plan to CDFG and the City of Vacaville Community Development Director for review and approval. In accordance with the guidance found in Appendix E of the CDFG Staff Report of Burrowing Owl Mitigation (CDFG 2012), the Burrowing Owl Exclusion Plan, at minimum, shall require one-way doors shall be installed in all suitable burrows, left in place for a minimum of 48 hours, and monitored twice daily to evaluate owl exclusion and to ensure doors are functioning properly. Burrows and burrow surrogates shall then be excavated, using hand tools whenever possible, and refilled to prevent reoccupation. Sections of flexible plastic pipe shall be inserted into burrows during excavation to maintain an escape route for any animals inside the burrow. Photographs of the excavation and closure of the burrow shall be taken to demonstrate success and sufficiency.</p>					
<p>2. During the breeding season (February 1–August 31), a qualified burrowing owl biologist shall establish a circular exclusion zone with a radius of 250 feet around each occupied burrow. No construction-related activity (e.g., site grading, staking, surveying, or any use of construction equipment) shall occur within the exclusion zone during the breeding season. Once the breeding season is over, passive relocation may proceed as described in No. 1 above.</p>					
<p>3. Construction buffers may be reduced from 250 feet for breeding</p>					



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<p>season buffers and 160 feet for non-breeding season buffers in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>a. A site-specific analysis prepared by an Approved Biologist indicates that the nesting pair(s) or wintering owl(s) would not be adversely affected by construction activities. The City of Vacaville and the CDFG shall approve this analysis in writing before construction can proceed;</li> <li>b. Monitoring by an Approved Biologist is conducted for a sufficient time (minimum of 10 consecutive days following the initiation of construction) and the nesting pair does not exhibit adverse reaction to construction activities (e.g., changes in behavioral patterns, reactions to noise) and the burrows are not in danger of collapse due to equipment traffic;</li> <li>c. Monitoring is continued at least once a week through the nesting/wintering cycle at that site and no change in behavior by the owls is observed; and</li> <li>d. Monitoring reports are submitted to the City of Vacaville and CDFG.</li> </ul>					
<p>If adverse effects are identified, construction activities shall cease immediately and construction shall not be resumed until the Approved Biologist, in consultation with the City of Vacaville and CDFG, has determined that nesting activity is complete or that construction may continue under modified restrictions.</p>					
<p>BIO-5.c: Mitigation for the permanent loss of 228.59 acres of burrowing owl habitat for urban development or other permanent facilities shall be provided at a 1:1 land/area ratio. This measure may be accomplished in conjunction with Swainson's hawk Mitigation BIO-4d, above, provided the following additional measure are implemented.</p> <ul style="list-style-type: none"> <li>- At least 5 acres of mitigation area shall be permanently taken out of agricultural production to provide suitable nesting habitat and cover for burrowing owls.</li> <li>- At least four artificial burrow complexes (three multi-entrance burrows per complex) shall be installed within the habitat set</li> </ul>	Pre-construction	Developer	City/CDFG	Prior to issuance of grading permit.	

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<p>aside for burrowing owls.</p> <ul style="list-style-type: none"> <li>- Vegetation within the owl habitat shall maintain an average effective vegetation height less than or equal to 6 inches from February 1 to April 15, when owls typically select mates and nest burrows. In addition, tree and shrub canopy cover shall be limited to the edges of the set aside area and shall not be within 200 feet of the artificial burrows.</li> <li>- Adequate funding shall be provided to manage the owl mitigation area, including maintenance of the artificial burrows and grass height, in perpetuity.</li> </ul>	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first grading permit.	
<p><u>BIO-6a:</u> An Approved Biologist shall conduct preconstruction nest surveys between March 1 and August 31 to identify any nesting tricolored blackbirds and loggerhead shrikes. Surveys shall be conducted within 15 days prior to the anticipated start of construction. If a lapse in Specific Plan related construction work of 15 days or longer occurs, additional preconstruction surveys shall be required before Specific Plan work may be reinitiated.</p>	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first grading permit.	
<p><u>BIO-6b:</u> If nests are encountered during a preconstruction survey, construction work (including grading, earthmoving, and any operation of construction equipment) shall not occur within a 150-foot buffer zone around an active tricolored blackbird colony and a 50-foot buffer around a loggerhead shrike nest, except as provided below. Construction work may resume within the buffer zone when an Approved Biologist has confirmed that nesting activity is complete (i.e. the young have fledged and are capable of flight, or the adults have abandoned the nest for a minimum of seven days).</p>	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first grading permit.	
<p>The size of nest site buffer zones may be reduced only under the following conditions:</p>					
<p>1. A site-specific analysis prepared by an Approved Biologist indicates that the nesting pair under consideration would not be adversely affected by construction activities. Construction within a nest buffer zone shall be subject to approval from the City of Vacaville and CDFG before any construction activity within 50 feet of a nest.</p>					

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<p>2. Monitoring by an Approved Biologist is conducted for a sufficient time (minimum of five consecutive days following the initiation of construction) and the nesting pair does not exhibit adverse reaction to construction activities (i.e. changes in behavioral patterns, reactions to construction noise).</p> <p>3. Monitoring is continued at least once a week through the nesting cycle at that nest.</p> <p>4. Monitoring reports are submitted to the City of Vacaville and CDFG.</p> <p>If adverse effects are identified, construction activities shall cease immediately and construction shall not be resumed until the Approved Biologist, in consultation with CDFG, has determined that nesting activity is complete or that construction may continue under modified restrictions.</p>					
<p><u>BIO-6c:</u> Mitigation Measures BIO-4d for Swainson's hawk and Mitigation Measure BIO-5c for burrowing owl, in conjunction with the following, shall mitigate loss of nesting habitat for loggerhead shrikes. Twenty-five native shrubs shall be established on the Swainson's hawk and/or burrowing owl foraging habitat to provide nesting substrate for loggerhead shrikes.</p>	Pre-Construction	Developer	CDD/CDFG	Prior to issuance of first grading or building permit.	
<p><u>BIO-6d:</u> In the unlikely event that an occupied tricolored blackbird colony is impacted, the Specific Plan proponent shall preserve a known colony (one that has been active within the last five years) within Solano County, through purchase of a conservation easement. If the Specific Plan proponent cannot practicably obtain a conservation easement for a known colony, the Specific Plan proponent shall evaluate the potential to establish tricolored blackbird nesting habitat in the detention basin and, if practicable, shall develop and implement a plan approved by both the City and CDFG.</p>	Pre-Construction	Developer	CDD / PWD/CDFG	Prior to issuance of first grading or building permit.	
<p><u>BIO-7:</u> Mitigation Measures BIO-4d for Swainson's hawk and Mitigation Measure BIO-5c for burrowing owl serve to mitigate loss of nesting habitat of yellow-headed blackbird, short-eared owl, and northern harrier.</p>	Pre-Construction	Developer	CDD/PWD/CDFG	Prior to issuance of first grading or building permit.	

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<u>BIO-8a:</u> An Approved Biologist shall conduct preconstruction roost surveys between March 1 and August 31 to identify any roosting bats. Surveys shall be conducted within 30 days prior to the anticipated removal of habitat.	Pre-Construction	Developer	CDD/PWD/CDFG	Prior to issuance of first grading or building permit.	
<u>BIO-8b:</u> If a maternity roost is encountered during a preconstruction survey, demolition of the roost shall wait until September 15, when the young can live independently of the adults. Prior to demolition, the bats shall be excluded by an experienced expert. If the roost is not a maternity roost, then the bats shall be excluded from the roost by the certified expert prior to demolition.	Pre-Construction	Developer	CDD/PWD/CDFG	Prior to issuance of first grading or building permit.	
<u>BIO-8c:</u> If a bat roost is demolished by the project, a bat roost shall be created within 5 miles of the Specific Plan area. A conservation easement shall be placed on the mitigation bat roost to ensure that it is not destroyed. The bat roost shall be monitored until it can be demonstrated that bats have used the mitigation roost for 3 years in a row. An endowment of sufficient value shall be established to provide for ongoing maintenance of the bat roost. The City of Vacaville shall approve the size of the endowment.	Pre-Construction	Developer	CDD/PWD/CDFG	Prior to issuance of first grading or building permit.	
<u>BIO-9a:</u> The species listed in the Table 4.4-5 are particularly invasive ornamental plants and shall be prohibited from being planted in open space areas, parks, public landscaping in street rights-of-way, or on the future private school site, within the Specific Plan area. These restrictions shall be incorporated into the Specific Plan development standards. Prior to approval of final landscape plans, the plant palette for any Developer-implemented landscaping shall be reviewed by a biologist to ensure that the species in Table 4.4-5 and species listed in the California Invasive Plant Council's Invasive Plant Inventory are not included in the landscaping for the site.	Pre-Construction	Developer & CDD	CDD /PWD/	Add requirement to approved Specific Plan document. Include conditions during project Design Review. Prior to issuance of first building permit.	
<u>BIO-9b:</u> The detention basin shall be designed to minimize the breeding and expansion of non-native species, such as bullfrog and warm-water fish, which require year-round water. The basin shall be managed such that a permanent pool is not created, and the basin dries out each year.	Pre-Construction/ Operation	PWD	CDD/PWD/CDFG	Prior to issuance of first grading or building permit and seasonally in perpetuity.	
<u>BIO-10a:</u> The Applicant shall develop plans to enhance remaining portions of Old Alamo Creek or other approved offsite location to mitigate both the loss of riparian habitat from the widening of Elmira Road and any additional impacts associated with the storm drain outfall	Pre-Construction	Developer	CDD/PWD/CDFG	Prior to issuance of first grading or building permit that will impact Old Alamo Creek.	

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<p>to the creek east of the Specific Plan Area. At a minimum, 0.18 acres of riparian habitat (a 4:1 ratio relative to the loss of 0.045 acres of riparian habitat) shall be enhanced through planting of desirable native species and removal of exotic vegetation. All affected riparian tree and shrub species shall also be re-established at a 4:1 ratio and a minimum 10:1 ratio for significantly impacted mature oaks; that is at the end of a minimum 5-year monitoring period and after 2 years of no significant intervention (e.g., additional planting or irrigation), four times the affected number of trees and shrubs shall be established in good condition within the restoration area. This may require initial plantings at a higher than 4:1 ratio or 10:1 ratio for significantly impacted mature oaks. The location of and plan for riparian restoration and enhancement shall be reviewed and approved by the City and CDFG prior to implementation.</p>					
<p><b>BIO-10b:</b> Implementation of Mitigation Measure BIO-2c, which establishes building setbacks along Old Alamo Creek in Subarea O mitigates impacts associated with urban encroachment and will help promote continued biological connectivity. The following additional measures shall be implemented to minimize construction impacts to the avoided riparian trees:</p> <ol style="list-style-type: none"> <li>1. Where trees and/or riparian shrubs are present and will be preserved, ground disturbance shall avoid the dripline of the riparian trees and shrubs. Temporary construction fencing shall be placed at the edge of the work outside the edge of the tree driplines. No construction work, storage of equipment or materials, or other disturbance shall be allowed in the protected areas.</li> <li>2. Excavation work within a distance of 1.5 times the radius of the drip line or within a 25-foot radius of the driplines, whichever is greater, of native riparian trees shall be done with hand tools or with light mechanized equipment (e.g., mini or light excavator or backhoe) in order to minimize disturbance or damage to roots.</li> <li>3. An air spade or the equivalent shall be used to aerate and loosen the soil in the structural root zone of native riparian trees to minimize physical injury to the tree roots.</li> </ol>	Pre-Construction/ Construction	Developer	CDD/PWD/CDFG	Prior to issuance of building permits for development adjacent to Old Alamo Creek.	

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<p>4. Branch or root pruning of native riparian trees, if required, shall be conducted under the supervision of a Certified Arborist.</p> <p>5. Equipment staging areas/storage areas shall not be located within a distance of 1.5 times the radius of the drip line or within a 25-ft radius of the dripline, whichever is greater, of native riparian trees.</p> <p>6. Fill, gravel, or other construction materials shall not be stockpiled in the driplines of native riparian trees.</p>					
<u>BIO-10c:</u> See Mitigation Measures HYDRO-1, HYDRO-2, and HYDRO-6.					
<p><u>BIO-11a:</u> The Specific Plan proponent shall create an estimated 0.26 acres of seasonal wetland habitat (2:1 ratio). Actual mitigation acreage requirements shall be adjusted and determined based on a revised and Corps-verified wetland delineation, and shall be based on the verified wetland acreage and not just areas subject to Section 404 regulation. Mitigation may be accomplished by (1) on- or off-site creation of new seasonal wetlands at an appropriate mitigation site or (2) purchase of the appropriate number of credits at an agency-approved off-site mitigation bank. A credit purchase agreement or receipt shall be provided prior to approval of the grading plan.</p> <p>If the mitigation is to be accomplished by creating new wetlands on-site (or at an off-site location owned or otherwise controlled by the applicant), the applicant shall prepare and implement a wetland mitigation and monitoring plan (MMP) for approval by regulatory agencies and the City, and which details the mitigation design, the wetland planting design, maintenance and monitoring requirements, reporting requirements, long-term funding for management, and success criteria. Mitigation wetlands shall be monitored for a minimum of five years to verify that the success criteria have been achieved. The MMP shall be approved by the Corps, RWQCB and the City of Vacaville prior to approval of the Final Map.</p>	Pre-Construction	Developer	CDD/PWD/Corps	Prior to issuance of first grading permit.	
<p><u>BIO-12:</u> The Specific Plan proponent shall provide copies of required permits, or verifiable statement that permits are not required, prior to receiving grading permits or other approvals that would permit land disturbing activities/conversion of habitats or impacts to protected species associated with Specific Plan implementation. Such agencies</p>	Pre-Construction	Developer	CDD/RWQCB/ Corps	Prior to issuance of first grading or building permit.	

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<p>and permits include: U.S. Army Corps of Engineers (404 permit), Regional Water Quality Control Board (401 certification or WDR), California Department of Fish and Game (1602 Streambed Alteration Agreement, 2081 Individual Take Permit), and U.S. Fish and Wildlife Service (Section 7 Take Authorization).</p>					
<p><b>BIO-13:</b> To the extent feasible, vegetation removal activities shall occur during the non-nesting season (September 1 to January 31). For any construction activities conducted during the nesting season, Project Applicants are responsible for compliance with the federal Migratory Bird Treaty Act and the California Fish and Game Code. Project applicants shall submit affidavits to the City of Vacaville describing both their obligations and the measures undertaken to comply with these regulations.</p>					
<p><b>BIO-14:</b> See Mitigation Measures BIO-2c, 10-b, and 10-c.</p>					
<p><b>BIO-15a:</b> The removal of protected trees shall be avoided by design where possible (see Mitigation Measures BIO-2c and BIO-10a). For each protected tree removed, three native trees such as valley oak, blue elderberry, or other suitable tree species, shall be established within common areas, such as landscaping areas and the park site. ("Established" shall mean growing for a minimum of three years without supplemental irrigation or other significant support, except for normal maintenance.) The mitigation trees shall be derived from local stock.</p>	Pre-Construction/ First five years of operation	Developer	CDD/PWD	Prior to issuance of grading permit on sites containing trees.	
<p>A mitigation plan shall be developed by a biologist or professional arborist in order to ensure the long-term survival of the native plantings and this plan shall be reviewed and approved by Planning Director of the City of Vacaville prior to implementation. The mitigation plan shall include details on the location of planting, planting techniques, the need for irrigation, monitoring, maintenance, performance standards, and annual reporting requirements. Monitoring shall be done for at least 5 years after planting or until establishment criteria are achieved.</p>					
<p><b>BIO-15b:</b> To mitigate potential damage to native trees on the site during construction, a tree protection zone (TPZ) shall be established on the site adjacent to the work area. Usually, a tree protection zone en-</p>	Pre-Construction / Construction/	Developer	CDD/PWD	Prior to issuance of first grading or building permit on any site containing	

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<p>compasses all areas within the edge of the tree canopy. A professional arborist shall be consulted prior to construction regarding the specifications of the TPZ and the appropriate care for trees before, during, and after construction. Trees whose roots are damaged by implementation of the Specific Plan shall be monitored for 5 years after the end of construction. Those trees that die within the 5-year monitoring period shall be replaced with three native trees. These new replacement trees shall be covered by the mitigation plan described in Mitigation Measure BIO-12a.</p>	<p>First five years of operation</p>			<p>existing trees.</p>	
<p><b>BIO-CUM-1:</b> Prior to a development application being submitted for development in Subarea O, the applicant shall prepare a site plan for Subarea O. The City shall ensure that this site plan allows for an adequate area to the east of the current Old Alamo Creek channel for the possible relocation (by the Jepson Parkway project) of the portions of Old Alamo Creek that would be impacted by the Jepson Parkway project. This area shall allow for the width of a potentially relocated channel of Old Alamo Creek to remain at least the width of the existing channel, and for the slope of the bank to be less than the current slope, in order to increase bank stability. A Subarea O site plan must also allow for a 100-foot buffer between the riparian vegetation and any development, according to the provisions of the Solano HCP.</p> <p>After completion of the Jepson Parkway project adjacent to the Specific Plan Area, any portion of Subarea O that is not required to maintain a 100-foot buffer from riparian habitat would no longer be restricted by this mitigation measure. Also, in the event that Jepson Parkway is constructed prior to the submittal of a development application for Subarea O, a Subarea O applicant shall only be required to submit a land use plan that includes a 100-foot buffer from riparian habitat.</p> <p>Implementation of this measure will not prevent the Jepson Parkway project from maintaining a movement corridor for western pond turtles, Valley elderberry longhorn beetle, and other species along Old Alamo Creek. In combination with the other mitigation measures in this chapter, this measure would mitigate for the Brighton Landing Specific Plan project's 43-foot contribution to the cumulative impact, since this distance does not in itself represent a significant impediment to wildlife movement.</p>	<p>Pre-Construction for development in Subarea O</p>	<p>Developer</p>	<p>CDD/PWD</p>	<p>Prior to issuance of grading permits for development in Subarea O.</p>	



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<b>CULTURAL RESOURCES</b>					
<p><u>CULT-1:</u> If deposits of prehistoric or historical archaeological materials are encountered during Specific Plan activities, all work within 25 feet of the discovery shall be redirected until an archaeologist is contracted to assess the finds, consult with agencies and descendant communities (as appropriate), and make recommendations for the treatment of the discovery. If preservation in place is not feasible, the archaeologist shall evaluate the deposit for its eligibility for listing in the California Register of Historical Resources. If the deposit is not eligible, mitigation is not necessary. If the deposit is eligible, impacts to the deposit shall be mitigated. Mitigation shall include excavation of the archaeological deposit in accordance with a data recovery plan (see <i>CEQA Guidelines</i> Section 15126.4(b)(3)(C)). The City of Vacaville shall ensure that descendant communities are consulted for their input and concerns during the development and implementation of any mitigation plan.</p> <p>Upon completion of the evaluation and/or mitigation, the report shall be submitted to the City of Vacaville, the applicant, the Northwest Information Center at Sonoma State University, and descendant communities.</p>	Construction	Developer	CDD/PWD	As or if deposits of prehistoric or historical archaeological materials are encountered during construction.	
<u>CULT-2:</u> See Mitigation Measure CULT-1.					
<p><u>CULT-3:</u> If paleontological resources are encountered during Specific Plan activities, all ground-disturbing activities within 25 feet shall be stopped and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery (including, as appropriate, data recovery).</p>	Construction	Developer	CDD/PWD	As or if paleontological resources are encountered during construction.	
<p><u>CULT-4:</u> If human remains are encountered during Specific Plan activities, all ground-disturbing activities within 25 feet should be redirected. The remains shall be treated in accordance with the provisions of California Health and Safety Code Section 7050.5.</p>	Construction	Developer	CDD/PWD	As or if human remains are encountered during construction.	

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<b>GREENHOUSE GAS EMISSIONS</b>					
<u>GHG-1a:</u> The applicant shall implement the following BAAQMD mitigation measures: 1. The applicant shall require through contractual obligations with the contractor(s) that all heating, air conditioning, and ventilation (HVAC) ducts be sealed. 2. The applicant shall require through contractual obligation with the local utility district and contractors that smart meters and programmable thermostats be installed in the schools and all residences.	Design Approval and Construction	Developer /CDD	CDD/PWD	Prior to approval of design plans, require as construction conditions.  Verify at time of building inspection.	
<u>GHG-1b:</u> Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of these electrical outlets shall be specified on building plans.	Design approval and Construction	Developer	CDD/PWD	At time of Design Approval, prior to issuance of building permits, and building inspection.	
<u>GHG-1c:</u> Installation of Energy Star appliances (dishwashers, refrigerators, clothes-washers, and dryers) shall be specified in project-level residential development and in the private school plans. Installation of Energy-Star appliances shall be verified by the City during plan check.	Design Approval and Construction	Developer	CDD/PWD	At time of Design Approval, prior to issuance of building permits, and during building inspection.	
<u>GHG-1d:</u> See Mitigation Measure AQ-2.					
<u>GHG-1e:</u> LED fixtures shall be used for outdoor lighting in the public right-of-way.	Design Approval and Construction	Developer /CDD & PWD	CDD/PWD	At time of Design Approval and post-construction site inspection.	
<u>GHG-1f:</u> See Mitigation Measures GHG-1a through 1e.					
<u>GHG-1g:</u> Additional mitigation as listed in the Metropolitan Transportation Commission toolbox shall be provided where feasible. This could include such features as: shuttle services to train stations, electric car-charging stations at public places such as schools or shopping centers, and improved bicycle access through the site.	Design Approval/ Pre-construction	Developer /CDD	CDD/PWD	Prior to project approval.	

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<b>HAZARDS AND HAZARDOUS MATERIALS</b>					
<u>HAZ-1:</u> Additional samples shall be taken from the area of the soil samples SS19 analyzed in the Phase II soil sampling, and tested for organochlorine pesticides. If analyses indicate aldrin or other pesticides are present over regulatory limits, the area shall be excavated until all contaminated soil is removed and the contaminated soil removed to the nearest appropriate landfill, or a risk assessment shall be carried out to show that the levels that remain would not be harmful to human health.	Pre-Construction	Developer / /CDD / PWD	CDD/Fire	Prior to issuance of first grading or building permit.	
<u>HAZ-2:</u> Development under the Specific Plan shall at all times conform to the development standards laid down in Section 14.20.290 of the Vacaville Municipal Code, Development Standards for New Construction Adjacent to Open Space Lands Where Wildfire Is a Threat. Fire breaks at the boundary with undeveloped lands must be provided at all stages during Plan buildout, subject to the approval of the Vacaville Fire Department.	Pre-construction /Construction/ Operation	Developer / CDD	CDD/PWD	Prior to issuance of first Final Map and prior to first building permit.	
<u>HAZ-3:</u> See Mitigation Measure TRAF-4a and TRAF-4b.					
<b>HYDROLOGY AND WATER QUALITY</b>					
<u>HYDRO-1:</u> The applicant shall comply with the NPDES General Permit for Discharges of Storm Water Discharge Associated with Construction Activities issued by the SWRCB. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm-water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants, to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.	Pre-construction/ Construction	Developer	CDD/PWD/RWQCB	Prior to project approval verify the SWPPP is prepared and approved.  During project construction verify BMPs are applied.	

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Impact	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Mon- itoring	Standards for Compliance	Verification of Compliance
<p>BMPs to prevent or reduce potential erosion control could include mulch covering, temporary seeding, soil stabilizers, binders, fiber rolls, temporary vegetation, and permanent seeding. BMPs to control sediment that may be introduced into runoff could include silt fences, straw wattles, and sediment basins. BMPs for controlling run-on and runoff could include control berms and swales that direct runoff away from sensitive areas. Source control BMPs that prevent pollutants from entering runoff could include establishment of vehicle fueling and maintenance areas and material storage areas that are either covered or are designed to control runoff.</p>	<p>Pre-construction/ Construction/ Operation</p>	<p>Developer</p>	<p>CDD/PWD</p>	<p>Prior to project approval verify the BMPs are included in the Specific Plan development standards. Verify prior to Grading Permit. During project construction verify BMPs are applied.</p>	
<p><u>HYDRO-2:</u> The applicant shall incorporate the City's Design Standards and Best Management Practices into the Specific Plan development standards and project design to reduce urban pollutants in runoff in accordance with the requirements of the City's Storm Drain Design Standards, the City's Stormwater Management Plan, and the City's latest NPDES stormwater permit. Design of projects under the Specific Plan shall incorporate design features such as minimizing to the extent feasible impervious surfaces and maximizing to the extent feasible areas that are landscaped. The applicant may use the proposed detention basin as a BMP to provide stormwater quality treatment by modifying the design of the basin to meet the requirements of an extended detention basin or other accepted water quality treatment design in accordance with the requirements of the latest City design standards and NPDES requirements when the project is implemented.</p>					
<p>Extended detention basins reduce pollutants in runoff by allowing particles and associated pollutants to settle. Other viable BMPs include infiltration techniques such as infiltration trenches and infiltration basins. Infiltration type BMPs allow runoff to infiltrate into the underlying soil, which filters out pollutants. Infiltration techniques are not appropriate in areas with highly pervious soils (Hydrologic Soils Types A and B), so the suitability of infiltration techniques for the Specific Plan area will depend on specific soil conditions. Biofiltration BMPs include vegetated swales and buffer strips and bioretention. These types of BMPs reduce pollutants in runoff by filtering the vegetation</p>					

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<p>and subsoil and infiltration into the underlying soils. Source control BMPs, which prevent pollutants from entering runoff, include directing roof spouts to pervious areas, use of porous pavements, enclosing trash storage areas, and providing signs at storm drain inlets to educate the public. Design criteria for these types of BMPs can be found in the California Storm Water Best Management Practices Handbook, New Development and Redevelopment, California Stormwater Quality Association, January 2003.</p>					
<p><u>HYDRO-3:</u> See Mitigation Measure HYDRO-2.</p>					
<p><u>HYDRO-4:</u> The applicant shall have a Storm Drain Master Plan (SDMP) prepared by a registered civil engineer that identifies the specific improvements that would mitigate the increased runoff from the Specific Plan area. The SDMP shall provide the necessary calculations to adequately demonstrate that the proposed drainage facilities adequately convey the design runoff from the Specific Plan area and adequately mitigate the impacts of increased runoff. In accordance with the City's Storm Drain Design Standards, the SDMP shall be prepared and incorporated into the tentative map design and shall include, but is not limited to, the following items:</p> <ul style="list-style-type: none"> <li>◆ A topographic map of the drainage shed and adjacent areas as necessary to define the study boundary. The map shall show existing and proposed ground elevations (including preliminary building pads), with drainage sub-shed areas in acres, and the layout of the proposed drainage improvements.</li> <li>◆ A map showing analysis points, proposed street grades, storm drainage facilities, and overland release paths with required easement locations for overland flow across private property.</li> <li>◆ Preliminary pipe sizes with hydraulic grade lines, design flows, inverts, and proposed ground elevations at analysis points. This information is to be provided on the map showing the layout of the proposed drainage facilities.</li> <li>◆ Information on the proposed detention basin and pump station including:</li> </ul>	<p>Pre-construction/ Construction</p>	<p>Developer</p>	<p>CDD/PWD</p>	<p>Prior to Final Map verify the SDMP is prepared and approved.</p> <p>During project construction verify compliance with approved SDMP.</p>	

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<ul style="list-style-type: none"> <li>• Preliminary Grading Plan showing the layout, configuration, and elevations.</li> <li>• Preliminary Stage, storage, and discharge information for selected design storms.</li> <li>• Description of storage requirements, operation, and pumping operation to provide water quality benefits, route storm runoff, and depict dry weather operation.</li> <li>• Preliminary site plan for the detention facilities, and sizing and layout for the pump station.</li> </ul>					
<u>HYDRO-5:</u> See Mitigation Measure HYDRO-4.					
<u>HYDRO-6:</u> See Mitigation Measure HYDRO-2.					
<u>HYDRO-7:</u> See Mitigation Measure HYDRO-4.					
<u>HYDRO-CUM-1:</u> See Mitigation Measure HYDRO-5.					
<b>NOISE</b>					
<p><u>NOISE-1:</u> A minimum 8-foot-high sound barrier wall or wall/berm shall be constructed along the property lines of the proposed residential properties that adjoin Leisure Town Road and a minimum 6-foot-high sound barrier wall or wall/berm shall be constructed along the property lines of the proposed residential properties that adjoin Elmira Road. The sound walls should be located along the residential property line of all residences that adjoin Leisure Town Road or Elmira Road. The sound barrier height shall be determined as measured from either the adjoining edge of roadway elevation or the receiving property elevation, whichever is higher. If the existing residential properties located in the northwest corner of the Specific Plan area remain after buildout of the Specific Plan, these mitigating sound barrier walls shall also be required along the edges of these property lines adjoining Leisure Town Road and Elmira Road, with wrap-around portions extending along any necessary access driveways to these properties, so that line of sight from outdoor active use areas of these properties to the</p>	Pre-construction / Construction	Developer	CDD/PWD	Prior to issuance of first subdivision improvement plans for properties associated with this measure.	At time of post-construction site inspection.

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roadways is blocked.					
<b>NOISE-2a:</b> Prior to the issuance of building permits, the project applicant shall submit documentation to the City planning department demonstrating how proposed mechanical equipment will comply with the applicable standards. This can take the form of installation of quieter rated equipment (such as HVAC units with a noise bel (B) rating of 7.6 B or lower), or through strategic placement of units, or the use of sound-attenuating shielding or sound walls.	Pre-construction	Developer	CDD/	Prior to issuance of first building permit.	
<b>NOISE-2b:</b> The project applicant shall submit documentation to the City planning department demonstrating how noise from any commercial delivery loading/unloading activities and how noise from proposed school uses, such as student and spectator talking and shouting in playground and outdoor sport facilities areas, will be mitigated to comply with the City's non-transportation noise standards. This mitigation can take the form of strategic placement of these uses (locating them as far as feasible from sensitive receptors), or through the use of sound walls to provide shielding for receiving outdoor active use areas of residential land uses.	Pre-construction/ Operation	Developer	CDD/	Prior to issuance of first building permit.  During operation of school verify hours of operation are compliant.	
Commercial and school delivery loading/unloading activities shall be restricted to the hours of 6:00 a.m. to 10:00 p.m. in order to reduce sleep disturbance to adjacent on-site residential receptors.					
<b>NOISE-3:</b> In accordance with City standards, the construction contractor shall ensure the following: <ul style="list-style-type: none"> <li>◆ All internal combustion engine-driven construction equipment operated on the site are fitted with intake and exhaust mufflers that are in good condition and appropriate for the equipment and are used at all times such equipment is in operation.</li> <li>◆ All stationary construction equipment is placed so that emitted noise is directed away from sensitive receptors nearest the site.</li> <li>◆ To the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the site</li> </ul>	Pre-construction/ Construction	Developer	CDD/PWD	During routine construction site inspection.	

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<p>during all construction.</p> <ul style="list-style-type: none"> <li>◆ All noise-producing general construction related activities (including, but not limited to, the operation of construction or grading equipment) are restricted to the hours between dusk (one-half hour after sunset) and 7:00 a.m. Monday through Saturday. No construction or grading activities shall be allowed on Sundays or holidays except as provided in Section 8.10.030 of the Municipal Code.</li> </ul>					
<u>NOISE-CUM-1:</u> See Mitigation Measure NOISE-1.					
<u>NOISE-CUM-2:</u> See Mitigation Measure NOISE-1.					
<b>POPULATION AND HOUSING</b>					
<u>PS-CUM-1:</u> The City shall use the development agreement process to ensure that the funding sources and mechanisms, notably impact service fees and community facilities district called for in the Draft Specific Plan, are adequate to provide for additional fire service personnel, other public safety staff, and associated equipment.	Pre-construction	CDD	CDD/PWD	Prior to recording of first Final Map.	
<u>PS-CUM-2:</u> It is not known at this point when such facilities would be required or what the exact nature of these facilities would be. As a result, it cannot be determined what project-specific environmental impacts would occur from their construction and operation and how exactly to mitigate those impacts. The potential impacts would be identified during the facility planning process. However, by paying the County's Public Impact Fees, the project would satisfy the County's financial requirements, which would be considered adequate mitigation for its contribution to the cumulative impact.	Pre-construction	Developer	CDD	Prior to issuance of first building permit.	
<u>PS-CUM-3:</u> It is not known at this point when such new or expanded parks and facilities would be required or what the exact nature of these facilities would be. As a result, it cannot be determined what project-specific environmental impacts would occur from their construction and operation. Potential impacts would be identified during the facility planning process. However, the City shall use the development agreement process to ensure that the funding sources and mechanisms, notably impact service fees and community facilities district called for	Pre-construction	Developer/CDD	CDD	Prior to recording DA.	



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in the Draft Specific Plan, are adequate to provide for new or expanded additional parks and facilities.					
<b>TRAFFIC AND TRANSPORTATION</b>					
<p><u>TRAF-1:</u> At the Leisure Town Road/Elmira Road intersection (#6), the project shall install the following improvements and/or shall provide right-of-way along the frontage of the project site and pay in-lieu fee to the City for the acquisition of necessary right-of-way and installation of the improvements: widen the south leg to provide one left-turn lane, two through lanes and one right-turn lane on the northbound approach; widen the west leg to provide one shared left-through lane, one through lane and one right-turn lane on the eastbound approach; and widen the east leg to provide one left-turn lane, one through lane and one shared through-right lane on the westbound approach.</p> <p>The City shall implement these improvements or shall apply the in-lieu fee towards installation of the Jepson Parkway improvement project, which is currently being designed by the City in this area. At this intersection, the Jepson Parkway improvement project would provide two left-turn lanes, two through lanes, a third future through lane and one right-turn lane on the northbound approach; two left-turn lanes, two through lanes and one future right-turn lane on the eastbound approach; two left-turn lanes, one through lane and one right-turn lane on the westbound approach; and two left turn lanes, two through lanes and one right-turn lane on the southbound approach.</p> <p>Upon implementation of the above improvements, the intersection would operate at LOS C or better in both peak hours. However, because the ability for the project and/or the City to acquire the necessary right-of-way to install the improvement is uncertain, the project impact would remain significant.</p>	Pre-construction	Developer	CDD/PWD	Prior to issuance of first Final Map.	
<p><u>TRAF-2:</u> At the Leisure Town Road/Alamo Drive intersection (#8), the project shall pay in-lieu fees to the City for the installation of the following improvements: convert the eastbound through lane to a</p>	Pre-construction	Developer	CDD/PWD	Prior to issuance of first Final Map or building permit.	

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<p>left-turn lane and the exclusive right-turn lane to a shared through-right lane to provide two left-turn lanes and one shared through-right lane on the eastbound approach; and widen the north leg of the intersection to provide two corresponding receiving lanes on Leisure Town Road.</p> <p>The City shall implement these improvements or shall apply the in-lieu fee towards installation of the Jepson Parkway improvement project, which is currently being designed by the City at this location. At this intersection, the Jepson Parkway improvement project would provide one left-turn lane and two through lanes on the northbound approach; two left-turn lanes and two through lanes on the eastbound approach; two left-turn lanes and two through lanes on the westbound approach; and one left turn lane, two through lanes and one right-turn lane on the southbound approach.</p>					
<p>Upon implementation of the above improvements, the intersection would operate at LOS C or better during both peak hours.</p>					
<p><u>TRAF-3:</u> The project shall provide an additional northbound lane on J Street between Elmira Road and the private high school driveway, which would increase capacity and improve the segment to LOS C or better. Because the utilization of the northbound lanes would likely be uneven since most of the traffic would turn left at the Elmira Road intersection and would therefore use the leftmost lane, the project shall convert the proposed northbound right-turn lane at the S Street/Elmira Road intersection to a shared left-right lane to provide one exclusively left-turn lane and one shared left-right lane; and provide two corresponding receiving lanes on Elmira Road by widening the segment between Leisure Town Road and S Street to two travel lanes in the westbound direction when the high school is installed.</p> <p>Upon implementation of the above improvements, the northbound segment would operate at LOS C or better during the AM peak hour. However, because the ability for the project and/or the City to acquire the necessary right-of-way on Elmira Road to install the two receiving lanes is uncertain, the project impact would remain significant.</p>	Construction	Developer	CDD/PWD	Add to Specific Plan standards. Verify on construction plans for J Street. During construction site inspection.	
<p><u>TRAF-4a:</u> The Specific Plan shall incorporate an emergency access and evacuation plan for ensuring adequate access to all phases of the project from Elmira Road and Leisure Town Road. For each phase of</p>					

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Impact	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring	Standards for Compliance	Verification of Compliance
the project development, the project-level site plan shall be reviewed and approved by the City, including the Vacaville Fire Department, to ensure adequate accommodation of emergency access. The emergency access and evacuation plan shall provide secondary access, such as public streets, trails or temporary roadways, designed to accommodate emergency vehicles.					
<u>TRAF-4b</u> : Traffic circles shall be designed to accommodate fire trucks and other large vehicles to travel through the intersection at an appropriate speed for emergency response purposes. On-street parking shall be prohibited near the circle to ensure clear passage. All traffic calming devices shall be designed in accordance to the City's standards and be approved by the City.	Pre-construction/ Construction	CDD/PWD/Fire	CDD/PWD/Fire	Verify design prior to issuance of first construction permit. Verify traffic circles during construction site inspection.	
<u>TRAF-5</u> : For each phase of the project development, the project-level site plan shall be submitted for review and approval by the City to ensure safe and direct facilities for pedestrians, bicyclists and transit riders are provided to Elmira Road and Leisure Town Road and the design does not conflict with adopted plans, policies and programs related to such facilities.	Pre-construction	Developer	CDD/PWD/Fire	Prior to issuance of building permits per each phase of development.	
<u>TRAF-CUM-1</u> : At the Leisure Town Road/Sequoia Drive intersection (#4), implementation of the following improvements would improve the intersection to LOS C or better in both peak hours: add an exclusive southbound through lane on Leisure Town Road to provide one left-turn lane, one through lane and one shared through-right lane on the southbound approach; and widen the south leg to provide a corresponding receiving lane. While the improvements are part of the planned Jepson Parkway Improvement Project, the timing of their implementation is not established at this time.  The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project.	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.	
<u>TRAF-CUM-2</u> : At the Leisure Town Road/Elmira Road intersection (#6), implementing Mitigation Measure TRAF-1 as well as converting the southbound right-turn lane to a shared through-right lane and pro-	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee	

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<p>viding the corresponding receiving lane on the south leg would improve the intersection to LOS C or better in both peak hours.</p> <p>As discussed in Mitigation Measure TRAF-1, this intersection is being designed by the City of Vacaville as a part of the planned Jepson Parkway Improvement Project to provide two left-turn lanes, two through lanes, a third future through lane and one right-turn lane on the northbound approach; two left-turn lanes, two through lanes and one future right-turn lane on the eastbound approach; two left-turn lanes, one through lane and one right-turn lane on the westbound approach; and two left turn lanes, two through lanes and one right-turn lane on the southbound approach. Implementation of the Jepson Parkway Improvement Project would also improve the intersection to LOS C or better in both peak hours.</p> <p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project.</p>				<p>Program Update, confirm payment prior to issuance of building permits.</p>	
<p><u>TRAF-CUM-3:</u> At the Leisure Town Road/Marshall Road intersection (#7), implementation of either of the following improvements would improve the intersection to LOS C or better: install a traffic signal, or construct a median to prohibit eastbound left turns from Marshall Road. Signalization is currently allowed by the Jepson Parkway Concept Plan; however, there are concerns that installing a traffic signal at this intersection would significantly increase traffic volume along Marshall Road. Prohibition of left-turn movements from Marshall Road would divert traffic onto Elmira Road and could potentially affect its intersection with Leisure Town Road. Analysis has shown that implementation of the mitigation measures identified under Mitigation Measure TRAF-CUM-2 would be sufficient to accommodate the diverted traffic from Marshall Road.</p>	<p>Pre-construction</p>	<p>Developer</p>	<p>CDD/PWD</p>	<p>If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.</p>	
<p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement one of</p>					

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<p>these improvements at an appropriate time in order to maintain acceptable level of service.</p> <p><u>TRAF-CUM-4:</u> At the Leisure Town Road/Alamo Drive intersection (#8), implementation of the following improvements would improve the intersection to LOS B in the AM peak hour and LOS C in the PM peak hour: convert the eastbound through lane to a left-turn lane and the exclusive right-turn lane to a shared through-right lane to provide two left-turn lanes and one shared through-right lane on the eastbound approach; add a southbound through lane to provide one left-turn lane, one through lane and one through-right lane on the southbound approach; and widen the north leg and south leg on Leisure Town Road to provide two corresponding receiving lanes on each leg. Widening of Leisure Town Road to provide two travel lanes in each direction is a part of the Jepson Parkway Improvement Project. Further, this segment of Jepson Parkway is currently in design by the City of Vacaville so that these improvements may be included in the design. Nonetheless, the timing for completion of the Jepson Parkway implementation is not established at this time.</p> <p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project.</p>	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.	
<p><u>TRAF-CUM-5:</u> Widening Leisure Town Road to provide two travel lanes on each direction would improve the segment operations to LOS C or better. While this improvement is a part of the planned Jepson Parkway Improvements Project, the timing of its implementation is not established at this time.</p> <p>The City may include funding for this improvement in the next update of the Development Impact Fee Program and implement the improvement at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project.</p>					

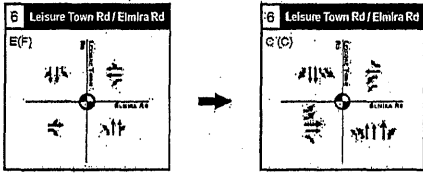
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<p><u>TRAF-CUM-6:</u> Widening Leisure Town Road to provide two travel lanes per direction would improve the operation to LOS C or better. While this improvement is a part of the planned Jepson Parkway Improvements Project, the timing of its implementation is not established at this time.</p> <p>The City may include funding for this improvement in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service if necessary prior to the installation of the Jepson Parkway Improvement Project.</p>	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.	
<u>TRAF-CUM-7:</u> See Mitigation Measure TRAF-3.					
<p><u>TRAF-CUM-8:</u> At the Leisure Town Road/ I-80 westbound off-ramp intersection (#2), implementation of the following improvements would improve the operation to LOS B in the AM peak hour and LOS C in the PM peak hour: Improving the intersection to provide an additional northbound through lane to provide three northbound through lanes at the intersection.</p> <p>The City may include funding for the improvements in the next update to the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service.</p>	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.	
<p><u>TRAF-CUM-9:</u> As mentioned in Mitigation Measure TRAF-1 and TRAF-CUM-2, the Leisure Town Road/Elmira Road intersection (#6) is being designed by the City of Vacaville to provide two left-turn lanes, two through lanes, a third future through lane and one right-turn lane on the northbound approach; two left-turn lanes, two through lanes and one future right-turn lane on the eastbound approach; two left-turn lanes, one through lane and one right-turn lane on the westbound approach; and two left turn lanes, two through lanes and one right-turn lane on the southbound approach. The resulting lane geometry is shown below. Implementing these improvements, including the future lanes, would improve the intersection to LOS C with v/c of 0.75 and 0.79 during the AM and PM peak hours, respectively.</p>	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.	

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	Pre-construction	Developer	CDD/PWD	If the improvement is included in the City's Development Impact Fee Program Update, confirm payment prior to issuance of building permits.	
<p>The City may include funding for these improvements in the next update of the Development Impact Fee Program and implement the improvements at an appropriate time in order to maintain acceptable level of service. The project shall be required to provide right-of-way along the project frontage to accommodate this improvement.</p>	<p><b>TRAF-CUM-10:</b> At the Leisure Town Road/Alamo Drive intersection (#8), implementation of the following improvements would improve the intersection to LOS C or better in both peak hours: convert one of the eastbound through lane to a left-turn lane and convert the right-turn lane into a shared through-right lane to provide two left-turn lanes and one shared through-right lane on the eastbound approach; and add an exclusive southbound right-turn lane to provide one left-turn lane, two through lanes and one right-turn lane on the southbound approach.</p>	<p>This intersection is being designed by the City of Vacaville as a part of the Jepson Parkway project to provide one left-turn lane and two through lanes on the northbound approach; two left-turn lanes and two through lanes on the eastbound approach two left-turn lanes and two through lanes on the westbound approach; and one left turn lane, two through lanes and one right-turn lane on the southbound approach. Implementing this measure would also improve the intersection to LOS C or better in both peak hours.</p>	<p>The City is planning to begin construction of this portion of the Jepson Parkway improvements in 2014, with all of the improvements completed in 2016. This portion of the Jepson Parkway improvements is in design and is fully funded through an STA grant.</p>		

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Impact	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring	Standards for Compliance	Verification of Compliance
<p><b>TRAF-CUM-11:</b> At the Leisure Town Road/Vanden Road intersection (#9), widening the west leg of the intersection to provide an additional eastbound right-turn lane would improve the level of service to LOS C in both peak hours.</p> <p>This intersection is being designed by the City of Vacaville as a part of the Jepson Parkway Improvement Project. The design would incorporate elements that would fully mitigate the Brighton Landing project's cumulative impact. Construction of this portion of the Jepson Parkway improvements, including improvements at this intersection, would begin in 2014 with all of the improvements completed in 2016. The Jepson Parkway improvements are fully funded through an STA grant. However, the acquisition of the necessary right-of-way for construction has not been completed; hence its implementation cannot be assured. Therefore, the project impact remains significant.</p>	While this improvement would reduce project impacts the project applicant has no control over its implementation and no monitoring is required.	Not applicable.	Not applicable.	Not applicable.	
<p><b>TRAF-CUM-12:</b> See Mitigation Measure TRAF-3.</p>					
<p><b>TRAF-CUM-13:</b> Provision of a divided four-lane arterial by adding a center median along Peabody Road would improve the operation to LOS C or better on this segment in Solano County. While the project's cumulative contribution is small, the City shall work with Solano County and other jurisdictions to develop strategies and improvements to ensure efficient operations along this key corridor. However, implementation of such strategies and improvements are not under the City's control, the project's cumulative impact would remain significant.</p>	While this improvement would reduce project impacts the project applicant has no control over its implementation and no monitoring is required.	Not applicable.	Not applicable.	Not applicable.	
<b>UTILITIES AND SERVICE SYSTEMS</b>					
<p><b>UTIL-1:</b> The City allows a reduction in minimum fire flow from 3,000 gpm to 1,500 gpm in residential land use areas where a minimum eave to eave separation of 6 feet is specified. The Specific Plan and subsequent development approvals shall incorporate the <i>Nolte Associates Water Modeling Study Technical Memorandum</i> recommendation as follows:</p> <ul style="list-style-type: none"> <li>◆ Confirming the minimum eave to eave separation is 6 feet for the proposed Specific Plan area, or</li> <li>◆ Upsizing the 8-inch water mains in the cul-de-sacs to 12-inch.</li> </ul>	Pre-construction/ Construction	CDD/PWD	CDD/PWD	Verify design prior to issuance of first building permit.	Verify improvements during construction site inspection.



CITY OF VACAVILLE  
 BRIGHTON LANDING SPECIFIC PLAN  
 MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Impact	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Monitoring	Standards for Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>◆ The Technical Memorandum also recommends additional water mains not originally included in the Specific Plan. These recommendations shall be followed.</li> <li>◆ Additional modeling shall be required if changes are made to water main sizes or alignment other than those analyzed for this EIR, and/or to accommodate any proposed project phasing.</li> </ul>					
<u>UTIL-2:</u> Fees paid by the applicant to the City shall cover the fair share of the cost of construction of the additional reservoir storage required by the City.	Pre-construction	Developer	CDD	Prior to issuance of first building permit.	
<u>UTIL-3a:</u> At the time the design of any portion of the proposed regional trunk sewer is initiated, the City shall require the design engineer to identify and consider controlling elevations at all points of future connections and crossings that could affect the vertical alignment of the portion currently being designed.	Pre-construction/ Construction	Developer	CDD/PWD	Verify design prior to issuance of first construction permit.  Verify improvements during construction site inspection.	
<u>UTIL-3b:</u> Prior to any temporary connection being allowed to connect to the Elmira Road trunk sewer, the applicant shall provide a financial guarantee that adequate funding will be available to construct the proposed regional sewer at such time as the City deems necessary to accommodate flow from the upstream Elmira Road trunk sewer service area.	Pre-construction/ Construction	Developer	CDD/PWD	Verify funding prior to issuance of first building permit.  Verify improvements during construction site inspection.	
<u>UTIL-3c:</u> The City shall prepare a Sewer Master Plan, after completion of the General Plan Update that provides detailed specifications for the conceptual design and alignment of the installation of a new regional trunk sewer, and expansion of the EWWTP. The Sewer Master Plan shall be subject to CEQA review to identify and mitigate environmental impacts resulting from improvements to the sewer system.	Pre-construction/ Construction/ Operation	CDD/PWD	CDD/PWD	Verify preparation of Sewer Master Plan.  Verify project compliance with Sewer Master Plan during construction.	
<u>UTIL-4:</u> The applicant shall ensure all construction follows the Floodplain Management Ordinance guidelines for construction to ensure a reduction in flood hazards. Additionally, the applicant shall construct the detention basin to adhere to Vacaville's <i>Standard Specifications and</i>	Pre-construction/ Construction	Developer	CDD/PWD	Verify design prior to issuance of first subdivision improvement plans or building permits for	

CITY OF VACAVILLE  
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 MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Impact	Implementation Timing	Party Responsible for Implementation	Agency Responsible for Mon- itoring	Standards for Compliance	Verification of Compliance
<p><i>Standard Drawings.</i> Further, development under the Specific Plan would be required to comply with the NPDES General Permit for Discharges of Storm Water Discharge Associated with Construction Activities issued by the State Water Resources Control Board. This permit requires implementation of measures to prevent impacts to water quality during construction. Also, development under the Specific Plan would need to comply with the City's NPDES stormwater permit and their Stormwater Management Plan which prevent impacts to water quality after construction of a project. Maintenance of the detention basin and pump facility shall be incorporated into the Specific Plan Lighting and Landscaping District.</p>				<p>any infrastructure.  Verify improvements during construction site inspection.</p>	
<p><u>UTIL-CUM-1a:</u> See Mitigation Measure UTIL-3a.</p>					