

**INITIAL STUDY AND MITIGATED  
NEGATIVE DECLARATION**

**FOR**

**THE DIGITAL FREEWAY  
BILLBOARDS ZONING TEXT  
AMENDMENTS  
AND  
CLEAR CHANNEL OUTDOOR  
DIGITAL BILLBOARD  
CONVERSION**

Zoning Text Amendment, Development Agreement,  
Conditional Use Permit, and Major Design Review

(File No. 23-079)  
(File No. 23-027)

April 18, 2024

PREPARED BY:

City of Vacaville  
Community Development Department  
650 Merchant Street  
Vacaville, CA 95688

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## PROJECT INFORMATION

### PROJECT TITLE

Digital Freeway Billboards Zoning Text Amendments (File No. 23-079)  
Clear Channel Outdoor Digital Billboard Conversion (File No. 23-027)

### LEAD AGENCY NAME AND ADDRESS

City of Vacaville  
Community Development Department  
650 Merchant Street  
Vacaville, California 95688

### CONTACT PERSON AND PHONE NUMBER

Noah Rumbaoa (*he/him*)  
Assistant Planner  
Main (707) 449-5140  
Direct (707) 449-5430  
[noah.rumbaoa@cityofvacaville.com](mailto:noah.rumbaoa@cityofvacaville.com)

### PROJECT LOCATION

The proposed Zoning Text Amendments include various potential locations along approximately 2.75 miles of the Interstate 80 corridor between Vaca Valley Parkway and Midway Road, and along approximately 1.65 miles of the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, in the City of Vacaville, Solano County. In addition, the project would include the conversion of an existing sign on a vacant parcel of land (Assessor's Parcel Number 0133-060-060), located south of Interstate 80 and approximately 450 feet north of Kilkenny Road, in Vacaville, CA 95688.

### PROJECT SPONSOR'S NAME AND ADDRESS

#### Zoning Text Amendments

City of Vacaville  
Community Development Department  
650 Merchant Street  
Vacaville, CA 95688

#### Clear Channel Outdoor Digital Billboard Conversion

Sarah Fishleder  
Clear Channel Outdoor  
555 12<sup>th</sup> Street #950  
Oakland, California 94607  
(510) 446-7215  
[sarahfishleder@clearchannel.com](mailto:sarahfishleder@clearchannel.com)

Thomas A. Phillippi, Authorized Agent  
Phillippi Engineering  
425 Merchant Street, #200  
Vacaville, California 95688  
(707) 451-6556  
[tphillippi@phillippieng.com](mailto:tphillippi@phillippieng.com)

# PROJECT DESCRIPTION

## PROJECT LOCATION

The Digital Freeway Billboards Zoning Text Amendments and Clear Channel Outdoor Digital Billboard Conversion Project (“Project”) site is located in the City of Vacaville within the County of Solano (Figure 1 – Regional Location Map). The City of Vacaville is located in the northeast portion of Solano County and is bordered to the north and east by agricultural land and the Vaca-Dixon Greenbelt, west by the English Hill and Vaca Mountains, and to the south by the Fairfield-Vacaville Greenbelt consisting of open space land and the Lagoon Valley Hills. The Project site includes approximately 2.75 miles along the Interstate 80 corridor between Vaca Valley Parkway and Midway Road, and approximately 1.65 miles along the Interstate 505 corridor between Vaca Valley Parkway and Midway Road. In addition, the project would include the conversion of an existing sign on a vacant parcel of land located south of Interstate 80 and approximately 450 feet north of Kilkenny Road, on the Solano County Assessor’s Parcel Number 0133-060-060. Refer to Figure 2 (Local Location Map) and Figure 3 (Proximity Map).

FIGURE 1. REGIONAL LOCATION MAP

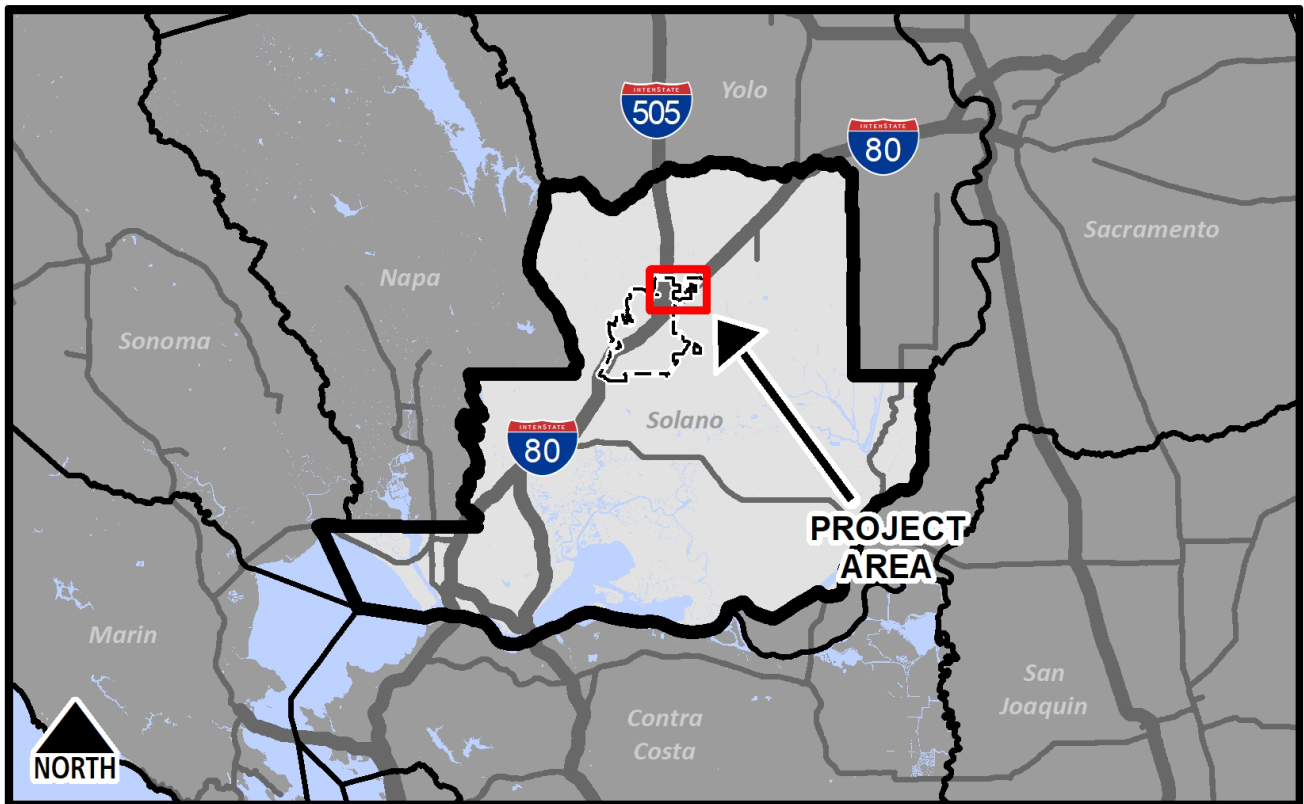
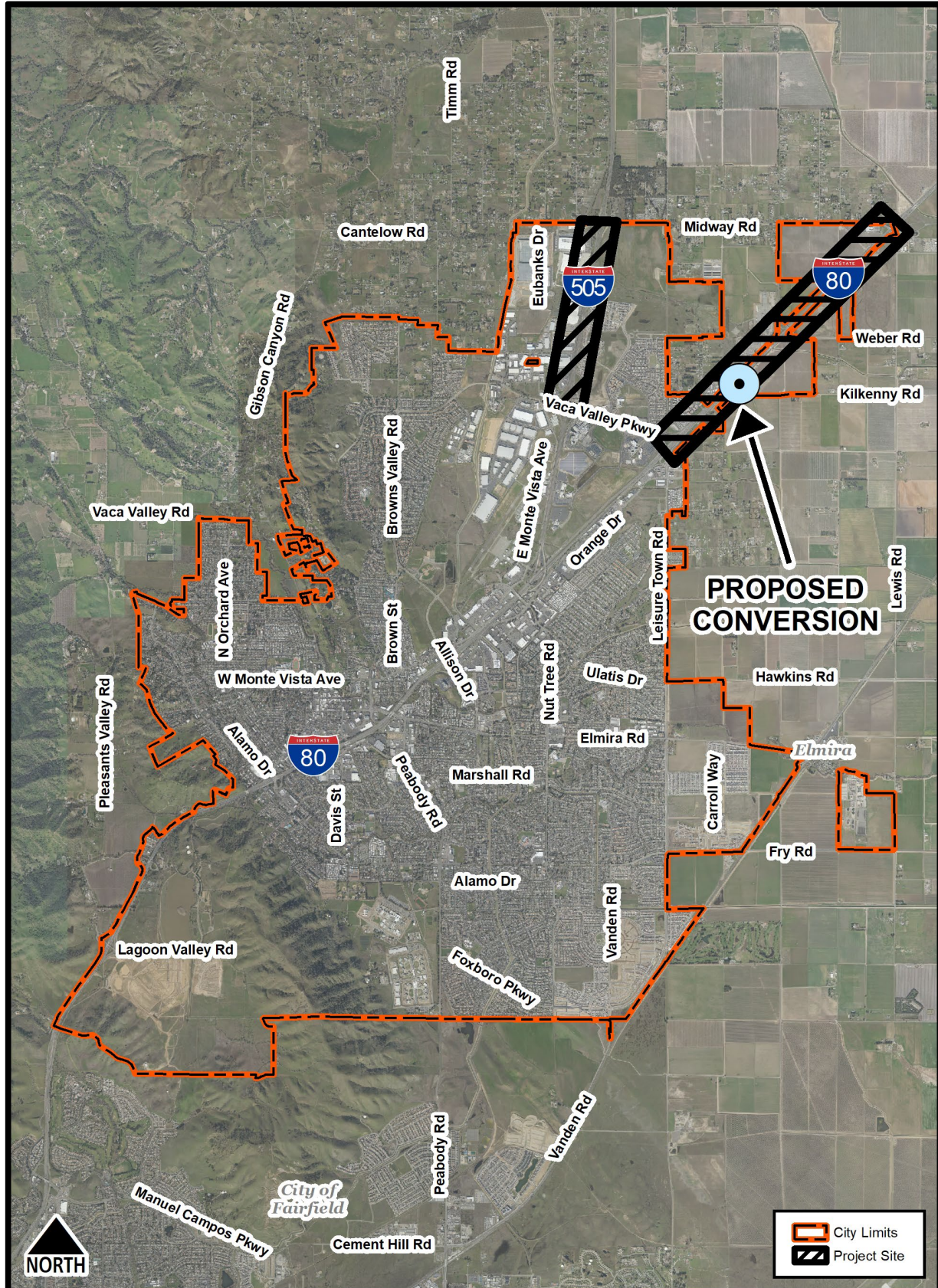




FIGURE 2. PROJECT LOCATION MAP



## EXISTING CONDITIONS AND SURROUNDING LAND USES

### Background Information

Two interstate freeways (80 and 505) bisect the City of Vacaville and provide vehicular access for residents and commuters in the region. In Vacaville, there are 16 existing static (standard) billboards along Interstate 80 and no billboards along Interstate 505. These billboards are static and require maintenance and replacement to display new messages or advertisements. Over the years, the City approved two digital freeway billboards along Interstate 80: the Auto Mall billboard (2001, reinstalled in 2015) and the Nut Tree Village billboard (2011). However, in August 2015, the City Council adopted Ordinance No. 1888, which prohibits the conversion of billboards into digital message center signs.

In September 1998, the City Council adopted Ordinance No. 1603, which revised the City's Sign Ordinance to allow billboard operators to enter into Relocation Agreements. A Relocation Agreement is a tool that allows billboard operators to relocate their billboards to other areas of the city. Through a Relocation Agreement, the City may require a billboard operator to remove additional billboards as part of the relocation (e.g. remove three billboards to relocate one billboard). Subsequently, in October 1999, the City Council adopted the City Gateways Design Master Plan to improve the perception of Vacaville from the freeway. The Plan was later amended in 2002 to include design sheets showing landscaping improvements along the Interstate 80 and Interstate 505 corridors. As part of their action, the City Council concluded that billboards were unattractive features that detract from the City's overall visual quality. Therefore, the City Council created a policy to continue pursuing the removal of billboards from the Interstate 80 corridor through Relocation Agreements and to preclude the erection of new billboards. To date, the City has entered into two Relocation Agreements, which have removed nine billboard structures that were located between Alamo Drive and Leisure Town Road.

On March 13, 2023, the City received an application from Clear Channel Outdoor to convert an existing standard freeway billboard located on Interstate 80 to a digital freeway billboard. The Land Use and Development Code (LUDC), last updated in 2022, does not allow digital freeway billboards. On August 22, 2023, the City Council held a study session to discuss the topic and subsequently directed staff to explore options for allowing the proposed conversion. On December 12, 2023, staff presented the City Council with three options to proceed with allowing digital freeway billboards. Following the presentation, the City Council approved Resolution No. 2023-145 initiating a Zoning Text Amendment to create procedures and standards for regulating digital freeway billboard signs and amend the City Gateways Design Master Plan ("Gateways Plan") to revise policies related to billboards.

### Existing Conditions

The Project includes both vacant and developed land along a portion of the Interstate 80 and 505 corridors. These corridors provide vehicular access for residents and commuters in the region. On average, approximately 136,000 vehicles travel along Interstate 80 between Leisure Town Road and Midway Road (Caltrans Traffic Census Program, 2022). Another 30,500 travel along Interstate 505 between Vaca Valley Parkway and Midway Road on an average day. In Vacaville, there are 16 existing static (standard) billboards along Interstate 80 and no billboards along Interstate 505. These billboards are static and require maintenance and replacement to display new messages or advertisements. The Interstate 80 corridor between Leisure Town Road and Midway Road, is bordered by the following:



- North: To the north, the freeway abuts existing commercial uses, vacant land, the Vaca-Dixon Substation, existing static billboards, and agricultural land.
- South: To the south, the freeway abuts vacant land, existing rural residential uses, existing static billboards, and agricultural land.

The Interstate 505 corridor between Vaca Valley Parkway and Midway Road, is bordered by the following:

- West: To the west, the freeway abuts existing commercial uses, existing industrial uses, Gibson Canyon Creek, and vacant land.
- East: To the east, the freeway abuts existing residential uses in the North Village subdivision, Gibson Canyon Creek, and vacant land.

In addition, the Project site includes a conversion of an existing static (standard) billboard structure on a vacant agricultural property located southeast of Interstate 80 and approximately 400 feet north of Kilkenny Road. The site is generally flat. A dirt access road, irrigation ditch, and an approximately 4 ft. tall wire fence run the length of the western border parallel to Interstate 80. The site is primarily used for agricultural uses. Two other existing static billboards are also located on-site. The proposed digital billboard conversion component of the project is bordered by the following:

- North: The northern boundary adjoins eastbound Interstate 80.
- South: The southern boundary adjoins agricultural land.
- West: The western boundary adjoins eastbound Interstate 80.
- East: The eastern boundary adjoins agricultural land.

**GENERAL PLAN**

*Interstate 80 Corridor*

This section of the I-80 corridor includes approximately 2.75 miles between Vaca Valley Parkway and Midway Road, that is located within the Northeast Growth Area as shown by Figure LU-8 of the Vacaville General Plan (2023. Vacaville General Plan), which consists of approximately 1,400-acres that are designated primarily for future economic development. Figure 7 from the Vacaville General Plan identifies several land use designations along this portion of the I-80 corridor:

Residential High Density – This designation provides for high-density residential uses, including attached townhomes, condominiums, and apartments. The base density is 20.1 units per gross acre, and the maximum potential density is 30 units per gross acre.

General Commercial – This designation provides for a full range of commercial uses, including retail stores, food and drug stores, auto sales, and businesses selling home furnishings, apparel, durable goods, and specialty items. Support facilities, such as entertainment and eating-and-drinking establishments, are also permitted.

Highway Commercial – This designation adjoins Interstate highways and includes specialty retail, restaurants, hotels/motels, and commercial recreation and entertainment, designed to attract primarily visitor business and shopping.

Business Park – This designation is intended for office centers, research-and-development facilities, and commercial uses and services.

Technology Park – This designation applies to sites that are at least 100 acres in size. Development in this designation includes office centers, research-and-development facilities, technology facilities, and medical and institutional uses. Secondary uses may include limited industrial activities, small-scale warehousing and distribution operations, and limited retail sales. Commercial uses and services for employees and businesses are encouraged as a means of reducing trips and vehicle miles traveled.

Public/Institutional – This designation includes the Vaca-Dixon Substation and other public facilities, large institutions, and utilities.

Public Park – This designation includes existing and proposed public park sites.

### Interstate 505 Corridor

This section of I-505 corridor includes approximately 1.65 miles between Vaca Valley Parkway and Midway Road, located directly west of the North Village Specific Plan and east of the Interchange Business Park. North Village is a master planned community consisting of 882 acres with residential, commercial, business park, and public open space. The Interchange Business Park consist of vacant and developed land with a broad range of industrial type land uses. The Vacaville General Plan (Figure LU-7 – General Plan Land Use Designations) identifies several land use designations along this corridor:

Residential Low Density – This designation provides opportunities for single-family residential uses in neighborhoods on lot sizes ranging from 5,000 to 10,000 square feet. The base density is 3.1 units per gross acre, and the maximum potential density is 5 units per gross acre.

Residential Low Medium Density – This designation provides opportunities for single-family, duplex, and clustered housing in neighborhoods on lot sizes ranging from 3,600 square feet to 4,500 square feet. The base density is 5.1 units per gross acre, and the maximum potential density is 8 units per gross acre.

Highway Commercial – This designation adjoins Interstate highways and includes specialty retail, restaurants, hotels/motels, and commercial recreation and entertainment, designed to attract primarily visitor business and shopping.

Commercial Office – This designation provides sites for office development. Supporting retail and business services are permitted. This designation is intended for transition areas between commercial and residential areas.

Business Park – This designation is intended for office centers, research-and-development facilities, and commercial uses and services.

Industrial Park – This designation provides sites for industrial uses that require access to major transportation lines and large areas for structures, truck loading and parking, and storage of products, equipment, and materials. This designation also accommodates light manufacturing and heavy industrial uses. Commercial uses and services are allowed as ancillary uses.

Public Open Space – This designation consists of lands that are owned or controlled by the City, a public entity, or a nonprofit entity. This designation is also used to identify lands that

are designated for future acquisition by the City, and lands that are to be preserved as permanent open space. This category includes creekways and transmission line corridors. Public open space lands may be used for recreational purposes, such as hiking; to preserve a permanent inventory of open space lands; or for agricultural grazing.

### Clear Channel Outdoor Digital Billboard Conversion

The site of the proposed conversion is designated Business Park by the Vacaville General Plan (Figure LU-7 – General Plan Land Use Designations). The Business Park designation is intended for office centers, research-and-development facilities, and commercial uses and services. The project site is also located within the Northeast Growth Area (Figure LU-8), which consists of approximately 1,400-acres that are designated primarily for future economic development.

## **ZONING**

### Interstate 80 Corridor

The approximately 2.75-mile portion of the Interstate 80 corridor is located within the Northeast Growth Area (NE) Overlay District, which allows for temporary development that preserves existing land for the future development of the Northeast Growth Area. The Vacaville Zoning Map identifies several zoning districts along this corridor:

Agriculture (AG) – The AG district is intended to provide for agricultural uses such as raising crops or livestock, commercial and industrial services related to agriculture, single-unit residential development, and other compatible uses.

Residential High Density (RH) – The RH district is intended to provide for a variety of high-density residential development, including townhouses, condominiums, apartments, and other compatible uses. This district provides for residential density between 20.1 to 30.0 dwelling units per acre.

General Commercial (CG) – The CG district is intended to provide for a full range of commercial and supportive uses to meet local and regional demand.

Highway Commercial (CH) – The CH district is intended to provide areas for retail, commercial, service, and recreational uses adjacent or proximate to the highway and dependent upon highway travel.

Business Park (BP) – The BP district is intended to provide areas for large-scale, campus-like office and technology development that includes office, research and development, manufacturing, and other large-scale professional uses, along with supportive services and the potential for residential uses.

Technology Park (TP) – The TP district is intended to implement the Technology Park General Plan land use designation. However, the City has not yet adopted standards for the TP district.

### Interstate 505 Corridor

The approximately 1.65-mile portion of the Interstate 505 corridor is located directly west of the North Village Specific Plan and east of the Interchange Business Park. The Vacaville Zoning Map identifies several zoning districts along this corridor:

Highway Commercial (CH) – The CH district is intended to provide areas for retail, commercial, service, and recreational uses adjacent or proximate to the highway and dependent upon highway travel.

Industrial Park (IP) – The IP district is intended to provide for a variety of industrial, manufacturing and warehousing uses with compatible uses to support vibrant employment areas.

North Village Specific Plan, One Family Detached and Attached Residential 3600 sq. ft. min. lot size (NVSP-R1-3.6) – The NVSP-R1-3.6 district is intended to provide for detached and attached single-family homes on lots with a minimum size of 3,600 square feet. Residential products in this district may include duplexes and/or lot configurations grouped around common paved courts, private drives, and alleys.

North Village Specific Plan, One Family Detached 4500 sq. ft. min. lot size (NVSP-R1-4.5) – The NVSP-R1-4.5 district is intended to provide for detached single-family homes on lots with a minimum size of 4,500 square feet. Residential products in this district may include detached single-family homes, zero lot lines, traded easements, and wide/shallow lot configurations.

North Village Specific Plan, One Family Detached 5500 sq. ft. min. lot size (NVSP-R1-5.5) – The NVSP-R1-5.5 district is intended to provide for detached single-family homes on lots with a minimum size of 5,500 square feet.

North Village Specific Plan, Business Park (NVSP-BP) – The NVSP-BP district is intended to provide for business offices, manufacturing uses, and incidental commercial uses and services.

North Village Specific Plan, Open Space (NVSP-OS) – The NVSP-OS district is intended to provide for recreational open space and the preservation of wetlands and riparian habitats located within the North Village Specific Plan planning area.

### Clear Channel Outdoor Digital Billboard Conversion

The site of the proposed conversion is primarily zoned BP (Business Park), which allows large-scale, campus-like office and technology development that includes office, research and development, manufacturing, and other large-scale professional uses ([Chapter 14.09.070 – Employment Zoning Districts](#)). The site is also subject to the NE Overlay District, which allows for temporary development that preserves existing land for the future development of the Northeast Growth Area ([Chapter 14.09.191 – Northeast Growth Area Overlay District](#)).

## **AIRPORT LAND USE COMPATIBILITY**

### Nut Tree Airport

Interstate 80 Corridor – The southern area of the corridor is located within Zone F (Other Airport Environs) of the Nut Tree Airport Land Use Compatibility Plan (NTALUCP). According to the Compatibility Criteria Table of the NTALUCP, Zone F is subject to overflight activity, with limited



risk under flight paths. The only compatibility factor within this zone is the dedication of overflight easements.

Interstate 505 Corridor – This corridor is located in Zones B through F of the NTALUCP, which are described below:

Zone B (Inner Approach/Departure Zone) – Zone B is subject to substantial risk, with low overflights along the extended runway centerline. This area is also subject to high noise. Compatibility factors in this zone include positioning structures as far as possible from the extended runway centerline, incorporating noise level reduction measures inside buildings, and dedicating an aviation easement. This zone includes density limits for people inside and outside buildings. Uses hazardous to flight are prohibited.

Zone C (Outer Approach/Departure Zone or Adjacent to Runway) – Zone C is subject to moderate risk, with either: (1) routine overflight on instrument approach or below 400 ft. above ground level; or (2) few overflights, but close to the runway edge. This area is also subject to substantial noise. Compatibility factors in this zone include incorporating noise level reduction levels, clustering development, and dedicating an aviation easement. This zone includes density limits for people inside and outside buildings. Uses hazardous to flight are prohibited.

Zone D (Extended Approach/Departure Zone) – Zone D is subject to moderate risk, with common traffic pattern overflights below 800 ft. above ground level. This area is also subject to frequent noise intrusion. Compatibility factors in this zone include incorporating noise level reduction levels, clustering development, and dedicating an overflight easement. This zone includes density limits for people inside and outside buildings. Uses hazardous to flight are prohibited.

Zone E (Adjacent to Runway or Final Approach) – Zone E is subject to limited risk, with minor to significant sideline noise. Compatibility factors in this zone include orienting residential outdoor living areas away from noise sources, clustering development, and dedicating an overflight easement. Uses hazardous to flight are prohibited.

Zone F (Other Airport Environs) – Zone F is subject to overflight activity, with limited risk under flight paths. The only compatibility factor within this zone is the dedication of overflight easements.

Clear Channel Outdoor Digital Billboard Conversion – This component of the project is located outside the NTALUCP.

### Travis Air Force Base

Interstate 80 Corridor – This portion of the corridor is in Zone D (Other Airport Environs) of the Travis Air Force Base Land Use Compatibility Plan (TAFB LUCP). According to Section 4.6 (Compatibility Zone D) of the TAFB LUCP, Zone D includes all other locations beneath any of the Travis AFB airspace protection surfaces and areas subject to frequent aircraft overflight. Limitations on the height of structures and notice of aircraft overflights are the only compatibility factors within this zone. Structures are limited to a maximum height of 200 feet.

Interstate 505 Corridor – This portion of the corridor is in Zone D (Other Airport Environs) of the TAFB LUCP. See the “Interstate 80” section above for information on airport limitations.

Clear Channel Outdoor Digital Billboard Conversion – This component of the project is located within Zone D (Other Airport Environs). See the “Interstate 80” section above for information on airport limitations.

## **EXISTING VEGETATION/SOIL/WILDLIFE CONDITIONS**

### Soil

Interstate 80 Corridor – This area consists primarily of three soil types: Clear Lake clay, with zero to two percent slopes; San Ysidro sandy loam, with zero to two percent slopes; and thick surface San Ysidro sandy loam, with zero to two percent slopes. A portion of Interstate 80 also contains Yolo loam, clay substratum.

Interstate 505 Corridor – This area consists of various soil types: San Ysidro sandy loam, with zero to two percent slopes; Altamont clay, with two to nine percent slopes; Corning gravelly loam, with zero to 12 percent slopes; Clear Lake clay, with zero to two percent slopes; Capay silty clay loam, with zero percent slopes; and thick slope San Ysidro sandy loam with zero to two percent slopes.

Clear Channel Outdoor Digital Billboard Conversion – The site consists of a near-surface, stiff, sandy clay layer of about 3 feet thick, which is underlain by a medium dense clayey sand layer of about five feet thick. Thereunder, stiff, grading hard, clays and sandy clays were encountered from below the clayey sand layer to the maximum depths drilled, 26.5 feet below existing grade. Groundwater was encountered at depths of 8.5 and 12 feet respectively. Reading taken approximately nine days after the completion of drilling indicated that the more stabilized groundwater level was at about 5 feet below existing site grade. It should be noted, however, that groundwater conditions at this site may vary in the future as a result of rainfall, runoff, crop irrigation, or other factors.

### Hydrology

Interstate 80 Corridor – Between Leisure Town Road and Midway Road, Interstate 80 abuts several facilities operated by the Solano Irrigation District (SID): the Warren Lateral, the above-ground Lateral 4-C Canal, the Lenberg Drain, the 3 Canal Spill, and the 3-4 Spill. In addition, Interstate 80 crosses Gibson Canyon Creek, a riparian habitat. According to Figure SAF-5 (FEMA Flood Zones) of the 2023-2031 Safety Element, areas near Gibson Canyon Creek are located within FEMA 100-year or 500-year floodplains. Furthermore, the California Department of Water Resources (DWR) identifies the area north of Interstate 80 as being located within a 100-Year Flood Awareness Zone. The portion of Interstate 80 north of Gibson Canyon Creek is also subject to inundation if the event that the Monticello Dam fails.

Interstate 505 Corridor – Between Vaca Valley Parkway and Midway Road, Interstate 505 crosses two SID facilities: the #3 Pipeline and the #4 Pipeline. Interstate 505 also crosses Gibson Canyon Creek, a riparian habitat. There are no FEMA flood zones located near Interstate 505; the closest flood zone is located along Gibson Canyon Creek towards the east.

Clear Channel Outdoor Digital Billboard Conversion – The project site abuts a 12-inch water main, and an uncovered irrigation canal operated by the Solano Irrigation District (SID). A 20-foot-wide dirt access road parallels the SID canal on both sides and provides access to the three existing static billboards located on the project site. The site is generally flat, although there is a relatively steep descent into the SID canal. The site does not contain any wetlands or vernal pools.

## Vegetation

Interstate 80 Corridor – Between Leisure Town Road and Midway Road, Interstate 80 is located primarily within an agricultural setting. While not identified as a natural community in the draft Solano County Habitat Conservation Plan (HCP), agriculture is an important resource for some special-status species. Some areas located south of the freeway, specifically those near Leisure Town Road and between Weber Road and Midway Road, are located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands. According to the California Department of Conservation’s Important Farmland Finder Map, areas surrounding Interstate 80 include land designated Urban and Built-Up Land, Grazing Land, Unique Farmland, Farmland of Statewide Importance, and Prime Farmland.

Interstate 505 Corridor – Between Vaca Valley Parkway and Midway Road, Interstate 505 is located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands, including the areas around Interstate 505. According to the California Department of Conservation’s Important Farmland Finder Map, areas surrounding Interstate 505 are designated as Urban and Built-Up Land, Grazing Land, and Other Land.

Clear Channel Outdoor Digital Billboard Conversion – The project site is primarily used for agricultural uses. According to the California Department of Conservation’s Important Farmland Finder Map, the project site has two farmland designations: the eastern portion of the site is designated Unique Farmland; the western portion of the site is designated Farmland of Statewide Importance.

## Special-Status Plants and Wildlife

Interstate 80 Corridor – Between Leisure Town Road and Midway Road, Interstate 80 is located primarily within an agricultural setting. While not identified as a natural community in the draft Solano County Habitat Conservation Plan (HCP), agriculture is an important resource for some special-status species. Some areas located south of the freeway, specifically those near Leisure Town Road and between Weber Road and Midway Road, are located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands. Between these two natural communities, Table COS-2 (Special Status Species in the Vacaville Area) of the General Plan identifies 22 special-status plant species and 24 special-status animal species, including the Swainson’s Hawk, Burrowing Owls, and the California Tiger Salamander.

Interstate 505 Corridor – Between Vaca Valley Parkway and Midway Road, Interstate 505 is located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands, including the areas around Interstate 505. The General Plan identifies 22 special-status plant species and 24 special-status animal species, including the Swainson’s Hawk, Burrowing Owls, and the California Tiger Salamander.

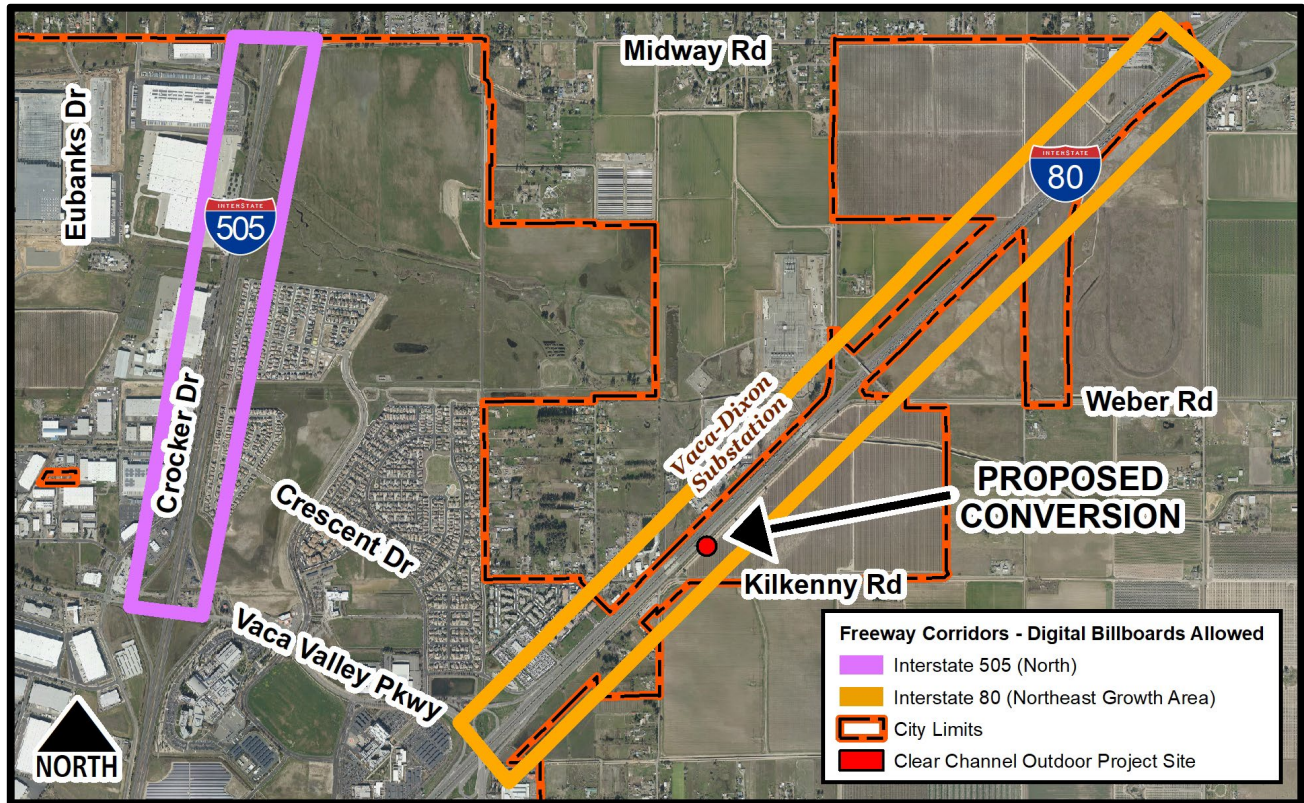
Clear Channel Outdoor Digital Billboard Conversion – The site of the proposed digital billboard conversion is primarily used for agricultural uses. There are no wetlands or vernal pools at the site.

### PROJECT CHARACTERISTICS

The Project proposal is to amend the City’s Land Use and Development Code to create standards and procedures for regulating digital freeway billboard signs and an amendment to the City Gateways Design Master Plan to revise policies related to billboard development. The proposed amendments would: (1) identify digital freeway billboards as a conditionally permitted use within the City’s commercial and employment zoning districts on parcels abutting Interstate 80 in the Northeast Growth Area Overlay District and on parcels abutting Interstate 505 north of Vaca Valley Parkway; (2) require the removal of at least three billboard structures or four billboard sign faces, whichever is greater, or provide in-lieu benefits; (3) establish design requirements and objective development standards; (4) establish performance standards; and (5) authorize the City Council to enter into a Development Agreement and approve Conditional Use Permit and Major Design Review entitlements for digital freeway billboard applications.

In addition, the Project proposal includes a request from Clear Channel Outdoor (“Applicant”) to convert an existing 672 sq. ft. static (standard) freeway billboard into a 672 sq. ft. digital freeway billboard. The existing static billboard is part of a trio of static billboards located along eastbound Interstate 80 and north of Kilkenny Road in the Northeast Growth Area. The project would uninstall two (2) existing sign faces and replace them with two (2) digital sign faces. The sign faces would have a height of 14 ft. and a width of 48 ft. As proposed, the sign would operate 24 hours a day, seven days a week, and would have a maximum brightness level of 0.3 footcandles. As currently proposed by the Applicant, one existing static freeway billboard sign face would be removed.

FIGURE 3. PROJECT PROXIMITY MAP



Zoning Text Amendments

Digital billboards are currently not allowed under the Vacaville Land Use and Development Code; therefore, a Zoning Text Amendment is required prior to the approval of any proposed digital billboard. The Project will create new policies and regulations under Vacaville Municipal Code Section 14.09.260.100 that would allow for the conversion, removal, and installation of digital billboards that would change the physical environment along the Interstate 80 and Interstate 505 corridor. The proposed standards and minimum separation between signs are listed under Table 1. Development Standards. Under these proposed development standards, the City of Vacaville would allow for the installation of up to 10 new billboards along the Interstate 80 corridor and up to 6 new billboards along the Interstate 505 corridor (Table 2. Maximum Number of Potential Billboards), subject to discretionary review and approval for each specific proposed location.

**TABLE 1. DEVELOPMENT STANDARDS**

Category	Maximum Standard
Sign Face Width	60 ft.*
Sign Face Height	25 ft.*
Sign Area	1,200 sq. ft.*
Structure Height	65 ft.
Minimum Separation Between Signs	1,500 ft.
Minimum Distance Away from Sensitive Receptors	300 ft.

\*Maximum allowed under California Business and Professions Code Section 5408(a)

**TABLE 2. MAXIMUM NUMBER OF POTENTIAL BILLBOARDS**

Interstate 80	Interstate 505
10	6

The Zoning Text Amendments include performance standards designed to minimize potential impacts to aesthetics, surrounding land uses, and travelers on the freeway to a less-than-significant level. These performance standards include the following:

- Orientation – Billboard sign faces would be required to be oriented in a way that avoids or minimizes the direct exposure of the display from nearby residential or hotel uses.
- Theming – The design of the billboard structure would be required to incorporate Vacaville-specific theming and placemaking features. All areas not used for maintenance access at the base of the billboard structure would be required to have landscaping.
- Static Messaging – All messaging will be static, meaning that messaging shall not have movement, or the appearance or optical illusion of movement, of any part of the sign structure, design, or pictorial segment of the sign, including the movement or appearance of movement of any illumination or flashing or scintillating light.

- Lighting and Glare – Lighting will be designed to direct light and glare away from adjoining lots, residential areas, and public streets. A photometric plan shall be submitted with each digital billboard proposal identifying the anticipated light pollution from the billboard, which shall be measured 250 ft. away from the face of the billboard.
- Lighting Intensity – The intensity of each lighting element or lamp in the message center portion of the off-site advertising structure shall not impair the vision of travelers on any adjacent freeway. Illumination shall be considered vision impairing when its brilliance exceeds the values set forth in section 21466 of the California Vehicle Code, or any successor statute or California Department of Transportation regulations.
- Recessed Illumination – The actual lamps/light sources shall be recessed back into the cabinet or enclosure so that no part of the lamp/light source protrudes out past the face of the display so that the angle of the light towards the display might be altered.
- Illumination Orientation – The off-site advertising display shall aim, focus, and shield any illumination sufficiently to prevent glare or overcast of illumination into adjacent residential development or hotel vantage points.
- Brightness Level – Digital freeway billboards shall not operate at a brightness level of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance consistent with acceptable practices.
- Malfunction – Digital freeway billboards shall be operated with systems and monitoring in place to either turn the display off or show a “full black” image on the display in the event of a malfunction. Examples of a malfunction include, but are not limited to: (1) defective pixels that cover more than 5% of the screen area; (2) error messages; and/or (3) images or messaging other than the one intended by the billboard operator.

In addition to the above standards, any digital freeway billboard would be required to comply with Federal and State requirements that provide for control of outdoor advertising, including the removal of certain types of signs, along the interstate highway system. These regulations include those imposed by the Federal Highway Beautification Act of 1965 (23 U.S.C. 131), the California Outdoor Advertising Act (Business and Professions Code, section 5200 et. seq.), and those enforced by the California Department of Transportation (Caltrans). Future signs would be allowed only on private property adjacent to the freeway and not within Caltrans right-of-way. Table 3 and Figure 4. Interstate 80 Corridor Sign Map identify 30 properties that could accommodate 10 new signs along the I-80 corridor, while Table 4 and Figure 5 identify 10 parcels of land that could accommodate 6 new signs along the I-505 corridor. This represents a maximum development scenario, as each individual digital billboard would be subject to a discretionary review process. Additionally, each individual project could result in the demolition of existing static billboards.

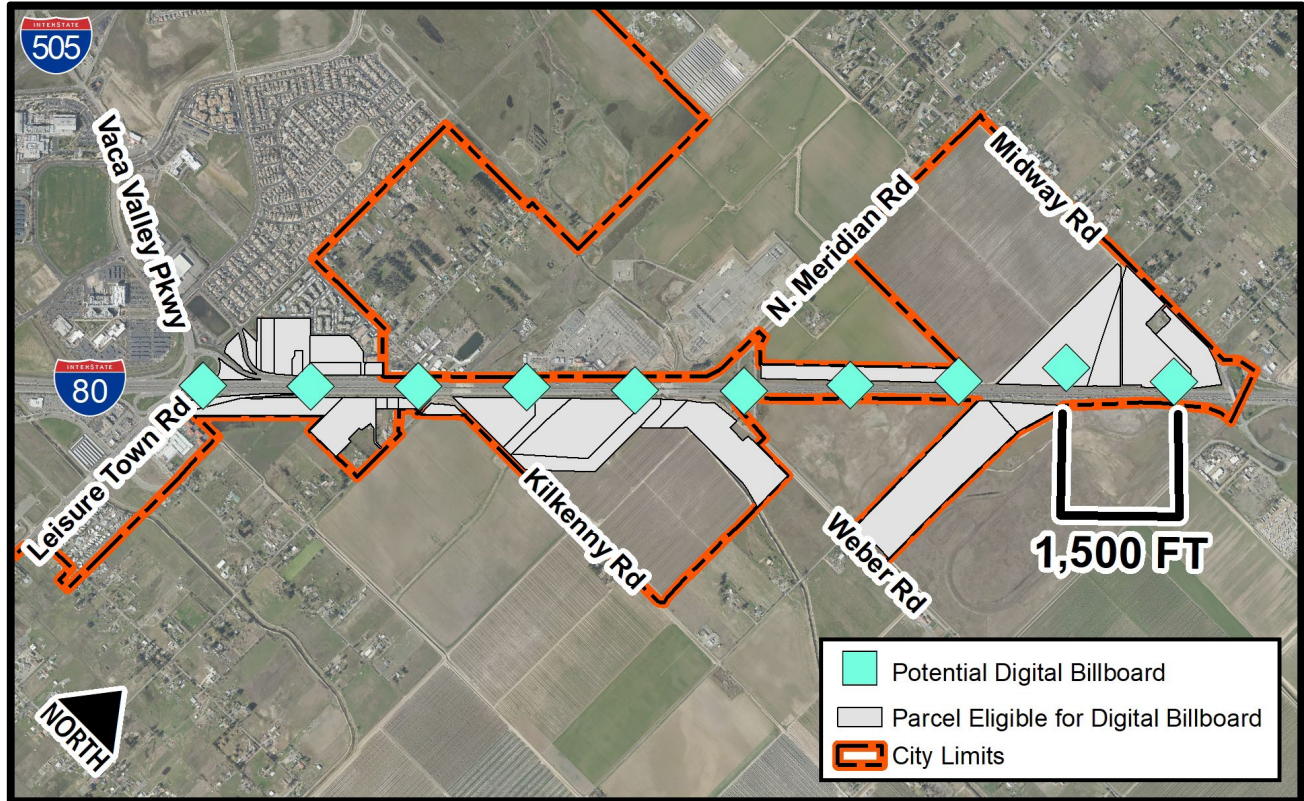
**TABLE 3. INTERSTATE 80 CORRIDOR SITES**

Item	Description
Number of Potential Parcels	30 parcels
Number of Billboard Structures	10 billboard structures
Number of Sign Faces	2 sign faces per structure

\*Maximum allowed under California Business and Professions Code Section 5408(a)



FIGURE 4. INTERSTATE 80 CORRIDOR SIGN MAP

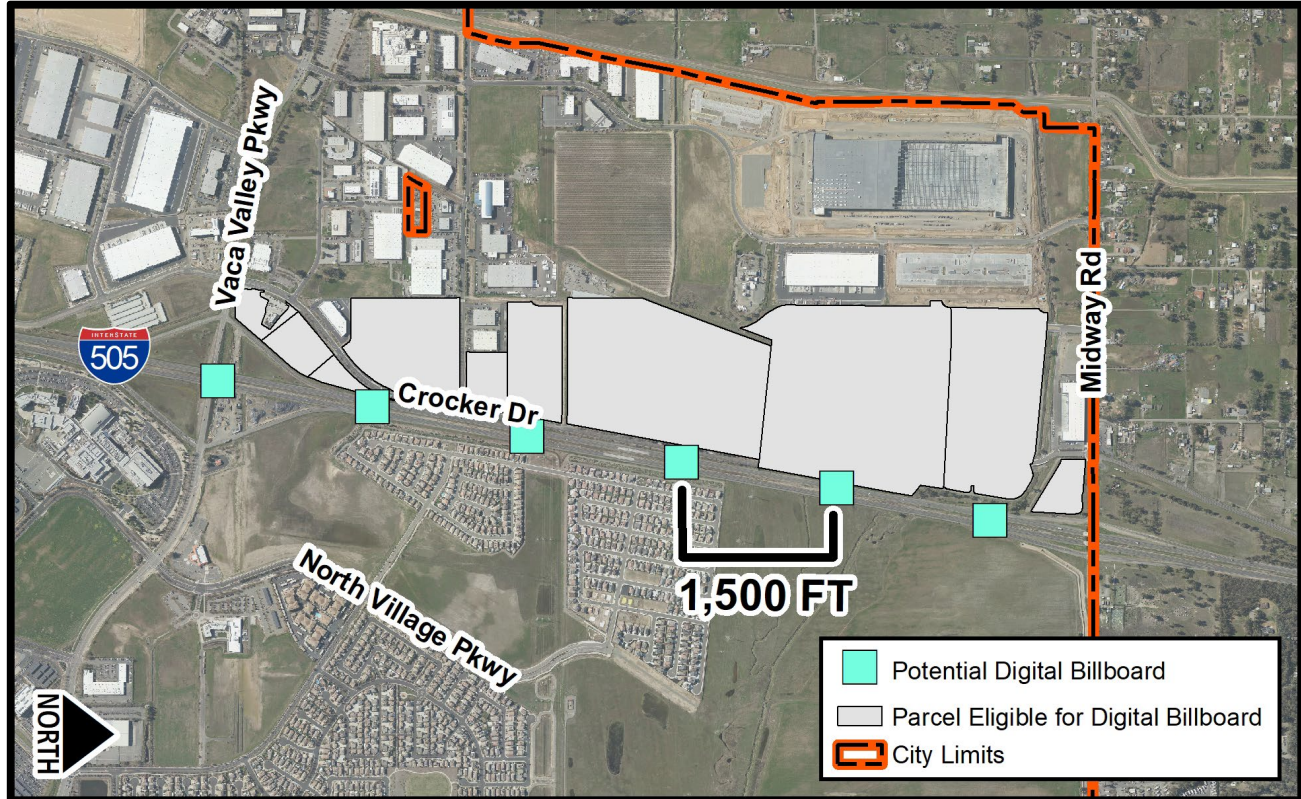


**TABLE 4. INTERSTATE 505 CORRIDOR SITES**

Item	Description
Number of Potential Parcels	10 parcels
Number of Billboard Structures	6 billboard structures
Number of Sign Faces	2 sign faces per structure

\*Maximum allowed under California Business and Professions Code Section 5408(a)

**FIGURE 5. INTERSTATE 505 CORRIDOR SIGN MAP**





**TABLE 5. CLEAR CHANNEL OUTDOOR DIGITAL BILLBOARD CONVERSION SITE**

Item	Description
Assessor Parcel Numbers	0133-060-060
Gross Site Area	3,490.08 sq. ft.
Developable Site Area	3,490.08 sq. ft.
Number of Structures	1 billboard structure
Number of Sign Faces	2 sign faces
Sign Face Width	48 ft.
Sign Face Height	14 ft.
Sign Area	672 sq. ft.
Total Structure Height	45 ft.

**FIGURE 6. PROPOSED CLEAR CHANNEL OUTDOOR DIGITAL BILLBOARD CONVERSION SITE MAP**



## Construction Activities

New Billboards – The installation of new digital billboards along the Interstate 80 and Interstate 505 corridors would require ground-disturbing activities that would result in permanent changes to each potential location. These improvements would include permanent foundations for sign pylons, trenching for underground utilities, and roadway improvements to provide access to each location. Construction activities will also involve minimal landscaping improvements that would be complimentary to the surrounding area; these improvements would require a permanent water source. In addition, each future location would require construction equipment consisting of mobile cranes, service trucks between ½ ton and 1.5 ton, a semi-truck with trailer, and aerial lifting equipment to perform temporary construction for the installation of new billboards. Construction activities may require approximately 1-2 months for completion.

Removal of Existing Billboards – The removal of existing billboards would be limited to 16 existing billboards located along the Interstate 80 corridor between Alamo Drive and Midway Road; there are no existing billboards along the Interstate 505 corridor in Vacaville city limits. Removal activities may involve ground-disturbing activities to remove the existing permanent foundations for the billboard structure and existing roadway improvements for access. Construction equipment would consist of mobile cranes, service trucks between ½ ton and 1.5 ton, a semi-truck with trailer, and aerial lifting equipment. Construction activities may require approximately 1-2 months for completion.

Conversion of Existing Billboards – The conversion of existing billboards would be limited to 12 existing billboards located along the Interstate 80 corridor between Vaca Valley Parkway and Midway Road; existing billboards between Alamo Drive and Vaca Valley Parkway would not be eligible for conversion. The conversion process would not require any large-scale ground-disturbing activities because each site has existing infrastructure and roadway access to serve each billboard. The conversion could involve minimal landscaping improvements that would be complimentary to the surrounding area; these improvements would require a permanent water source. The conversion of existing billboards would require temporary construction activities involving mobile cranes, service trucks between ½ ton and 1.5 ton, a semi-truck with trailer, and aerial lifting. Construction activities may require approximately 2-3 weeks for completion.

Avoidance and Minimization Measures – On August 8, 2015, the Vacaville City Council certified the General Plan Final Environmental Impact Report and adopted a comprehensive update to the General Plan, which included “Avoidance and Minimization Measures” and policies to minimize impacts to biological resources and air quality. The proposed General Plan includes Policy COS-P12.4, which requires that development projects implement BMPs to reduce air pollutant emissions associated with the construction and operation of the project, which is consistent with the policies and recommendations of YSAQMD. Additionally, Policy COS-P12.5 requires dust control measures as a condition of approval for subdivision maps, site plans, and all grading permits. Compliance with these existing policies is expected to reduce temporary construction-related air quality impacts associated to a less-than-significant level.

## **OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

This IS/MND would be used by the City, as the Lead Agency, in evaluating the potential environmental impacts of the Project. In order for the Project to be implemented, a series of actions and approvals would be required from several agencies. Anticipated project approvals/actions would include, but are not limited to, the following:

- Adoption of Environmental Determination (MND): City of Vacaville
- Adoption of Zoning Text Amendments: City of Vacaville
- Execution of Development Agreement: City of Vacaville
- Approval of Conditional Use Permit (CUP): City of Vacaville
- Approval of Major Design Review: City of Vacaville
- Building Permits: City of Vacaville
- Determination of Airport Compatibility: Solano County Airport Land Use Commission

## **CALTRANS OUTDOOR ADVERTISING (ODA) DISPLAY PERMIT**

Pursuant to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), the Caltrans Division of Traffic Operations is responsible for regulating the placement of outdoor advertising displays visible from California Highways and performing regular reviews of outdoor advertising displays located adjacent to freeways and highways identified on the National Highway System. The Project would introduce new dual-faced billboards adjacent to the Interstate 80 and Interstate 505; therefore, each new sign would be subject to approval of an Outdoor Advertising (ODA) Display Permit by Caltrans. The ODA Display Permit would assure that certain location and design features of the Project would be met, including, but not limited to, the following:

- The billboard must be located outside the right-of-way of any highway;
- There must be an existing business activity within 1,000 feet of the proposed billboard;
- The digital billboard must be 1,000 feet from any other digital billboard;
- The digital billboard must be 500 feet from any other static billboard; and
- The maximum display area is set at 25 feet in height by 60 feet in length.

## **TRIBAL CONSULTATION**

In 2022, the City of Vacaville initiated consultation with the Yocha Dehe Wintun Nation (YDWN) to evaluate potential impacts created by the Downtown Specific Plan. In collaboration with Environmental Science Associates (ESA), the City conducted geographic mapping throughout the City of Vacaville to identify potentially sensitive areas that may have cultural or tribal cultural resources. The City worked with YDWN to develop protocols for any project that may be located within areas of high, moderate, or low cultural resources sensitivity; the document became known as the Vacaville Cultural Resources Protocol. The purpose of this document is to provide guidance for the identification and subsequent treatment of cultural resources for projects within the City's sphere of influence. The protocols provide actions to follow in areas of high, moderate, and low cultural resources sensitivity.

On December 16, 2022, the YDWN concluded review and provided a formal response on the Vacaville Cultural Resources Protocol document, indicating concurrence with all recommended protocols for addressing project development within high, moderate, and low sensitivity areas. The Project has the potential to impact tribal cultural resources because future signs would be within areas designated as moderate, moderately high, and high sensitivity. As a mitigation measure, the Project will be required to comply with all protocols listed in the Vacaville Cultural Resources Protocol Document. More information on Tribal Cultural Resources can be read under Section XVIII.

## **ACRONYMS**

CDFW – California Department of Fish and Wildlife  
CEQA – California Environmental Quality Act  
CNDDDB – California Natural Diversity Database  
CRHR – California Register of Historical Resources  
FEMA – Federal Emergency Management Agency  
LUDC – Vacaville Land Use and Development Code  
MND – Mitigated Negative Declaration  
NAHC – Native American Heritage Commission  
NWIC – Northwest Information Center  
SID – Solano Irrigation District  
USFWS – U.S. Fish and Wildlife Service  
YDWN – Yocha Dehe Wintun Nation

## PURPOSE OF THIS DOCUMENT

The City of Vacaville has prepared this Initial Study per the requirements of the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code [PRC] Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. This Initial Study is a public document that assesses the environmental effects of the project. The document has been prepared as required by CEQA and in compliance with the State CEQA Guidelines (14 California Administrative Code 1400 et seq.).

The City is soliciting the views of interested persons and agencies on the content of the information, analyses, and conclusions presented in this environmental document. Due to the time limits mandated by state law, comments must be sent at the earliest possible date, but no later than 5:00 p.m. at the end of the 30-day review period identified on the notice of negative declaration.

## MITIGATED NEGATIVE DECLARATION CIRCULATION PERIOD

April 18, 2024 through May 20, 2024 (5:00 p.m.)

**Please send written comments to:**

Noah Rumbaoa (*he/him*)  
Assistant Planner  
City of Vacaville  
Planning Division,  
650 Merchant Street  
Vacaville, California 95688  
Main (707) 449-5140  
Direct (707) 449-5430  
Email: [noah.rumbaoa@cityofvacaville.com](mailto:noah.rumbaoa@cityofvacaville.com)

## MITIGATION MONITORING AND REPORTING PROGRAM

CEQA allows a lead agency to adopt a mitigated negative declaration when all the impacts identified in the Initial Study are reduced by adopted mitigation measures to a less-than-significant level. The project proponent must agree, before release of the Initial Study, to implement all the mitigation measures identified in the Initial Study to qualify for the mitigated negative declaration. As the project proponents and lead agency, the City and Project Sponsor have reviewed all the mitigation measures identified in this Initial Study and agreed to incorporate all of the measures into the project.

When approving a mitigated negative declaration, Section 21081.6 of the Public Resources Code requires the lead agency to adopt a monitoring program that includes each mitigation measure in the Initial Study that would avoid or mitigate significant environmental effects. A mitigation monitoring program has been prepared and is available upon request. Mitigation measures identified in Table 6 will be adopted to ensure that the project has a less-than-significant impact on the environment.

**TABLE 6. MITIGATION MONITORING AND REPORTING PROGRAM**

MITIGATION MEASURE	IMPLEMENTING PARTY	TIMING	MONITORING PARTY AND ACTION	MONITORING FREQUENCY	VERIFICATION OF IMPLEMENTATION	
					ACTION	SIGNATURE AND DATE
<b>I. AESTHETICS</b>						
<p><b>AES-1: FIELD TESTING.</b>                      At initial startup, after six months of operation, and at the request of the City for the life of the digital billboard, the Applicant shall demonstrate through field testing that the digital billboard display does not exceed a 0.3 footcandle increase over ambient light at 250 feet during nighttime conditions. The Applicant shall fund field testing by an independent contractor to demonstrate compliance. The City shall consider complaints from the public consisting of direct personal impacts as a legitimate cause for requesting field testing.</p> <p>If it is found that the ambient light increase exceeds 0.3 footcandles, the Applicant shall adjust the dimming level until compliance is achieved. This must be completed and demonstrated through follow-up field testing within 24 hours. The digital billboard display shall not be operated until the lighting level can be brought into compliance.</p> <p>If no above-threshold levels have been measured in the prior three tests, field testing shall be requested no more than twice yearly. Otherwise, field tests can be requested up to once monthly.</p>	<ul style="list-style-type: none"> <li>Digital billboard operator</li> </ul>	<ul style="list-style-type: none"> <li>At initial startup</li> <li>Six months after issuance of certificate of occupancy</li> <li>As requested</li> </ul>	<p><b>MONITORING PARTY:</b></p> <ul style="list-style-type: none"> <li>City of Vacaville Community Development Department</li> </ul> <p><b>MONITORING ACTION:</b></p> <ul style="list-style-type: none"> <li>Confirm that display does not exceed a 0.3 footcandle increase over ambient nighttime conditions at 250 feet.</li> </ul>	<ul style="list-style-type: none"> <li>Once at initial startup</li> <li>Once at six months of operation</li> <li>Throughout operation as needed</li> </ul>		

VII. GEOLOGY & SOILS						
<p><b>GEO-1: IMPLEMENT GEOTECHNICAL DESIGN RECOMMENDATIONS.</b></p> <p>Prior to issuance of Grading Permits, Applicants shall prepare site-specific geotechnical exploration reports for new digital billboard structures and shall incorporate all recommendations contained within the site-specific geotechnical exploration report into relevant project plans and specifications. These specifications pertain to but are not limited to grading, pavement areas, surface drainage, stormwater swales and basins, and underground utility and excavations. The project site plans will be submitted to the City and reviewed as part of the construction permit review process.</p>	<ul style="list-style-type: none"> <li>• Digital billboard operator or Applicant</li> </ul>	<ul style="list-style-type: none"> <li>• Prior to issuance of Grading Permits</li> </ul>	<p><b>MONITORING PARTY:</b></p> <ul style="list-style-type: none"> <li>• City of Vacaville Community Development Department</li> </ul> <p><b>MONITORING ACTION:</b></p> <ul style="list-style-type: none"> <li>• Confirm that all recommendations from Geotechnical Exploration Report is incorporated into project plans.</li> </ul>	<ul style="list-style-type: none"> <li>• Prior to issuance of Grading Permits</li> </ul>		
XVII. TRANSPORTATION						
<p><b>TRA-1: ANNUAL REPORT.</b></p> <p>The operator of the digital billboard shall submit to the Community Development Department, within 30 days following June 30th of each year, a written report regarding operation of each digital billboard during the preceding period of July 1st to June 30th. The report shall identify incidents or facts that relate to specific digital billboards, including information relating to the following:</p> <ul style="list-style-type: none"> <li>• Status of the operator’s license, as required by California Business and Professions Code Section 5300 et seq.;</li> <li>• Status of the required permit for individual digital billboards, as required by California Business and Professions Code Section 5300 et seq.;</li> <li>• Compliance with the California Outdoor Advertising Act, California Business and Professions Code Section 5200, and all regulations adopted pursuant to such Act;</li> <li>• Compliance with California Vehicle Code Section 21466.5 and 21467;</li> </ul>	<ul style="list-style-type: none"> <li>• Digital billboard operator</li> </ul>	<ul style="list-style-type: none"> <li>• Annually prior to July 31<sup>st</sup> of each year</li> </ul>	<p><b>MONITORING PARTY:</b></p> <ul style="list-style-type: none"> <li>• City of Vacaville Community Development Department</li> </ul> <p><b>MONITORING ACTION:</b></p> <ul style="list-style-type: none"> <li>• Confirm that all required information is provided.</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>		

<ul style="list-style-type: none"> <li>• Compliance with the provisions of written agreements between the U.S. Department of Transportation and Caltrans pursuant to the Federal Highway Beautification Act (23 U.S.C. 131);</li> <li>• Compliance with mitigation measures identified in the Mitigation Monitoring and Reporting Program adopted as part of the project approval;</li> <li>• Each written or oral complaint received by the operator, or conveyed to the operator by any government agency or any other person, regarding operation of each digital billboard included in the report;</li> <li>• Each malfunction or failure of each digital billboard included in the report, including those defined under Vacaville Municipal Code Section 14.09.260.100.B.3.d, and the reason for the malfunction, duration, and confirmation of repair;</li> <li>• Operating status of each digital billboard included in the report, including estimated date of repair and return to normal operation of any digital billboard identified in the report as not operating in normal mode.</li> </ul>						
<p><b>TRA-2: STATIC MESSAGING.</b></p> <p>The operator of the digital billboard shall not utilize any special visual effects, such as moving or flashing lights or transitions between two successive messages, and shall not install or implement any technology that would allow interaction with drivers, vehicles, or any device located in vehicles, including a radio frequency identification device, geographic positioning systems, or other device without prior approval from the City of Vacaville and consideration of technical studies prepared by Caltrans and the U.S. Department of Transportation.</p>	<ul style="list-style-type: none"> <li>• Digital billboard operator</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>	<p><b>MONITORING PARTY:</b></p> <ul style="list-style-type: none"> <li>• City of Vacaville Community Development Department</li> </ul> <p><b>MONITORING ACTION:</b></p> <ul style="list-style-type: none"> <li>• Confirm that all messaging is static.</li> </ul>	<ul style="list-style-type: none"> <li>• Throughout operation as needed</li> </ul>		



<b>XVIII. TRIBAL CULTURAL RESOURCES</b>						
<p><b>TRC-1: TRIBAL CULTURAL RESOURCES PROTOCOL.</b>            During the Development Review Process for new digital billboards, Projects involving new structures or conversion activities that require ground-disturbing activities shall obtain screening to determine proximity to areas with high, moderate, and low cultural resources sensitivity, and Applicants shall implement all treatment protocols as required by the City of Vacaville Cultural Resources and Tribal Cultural Resources Protocol.</p>	<ul style="list-style-type: none"> <li>• Digital billboard operator</li> </ul>	<ul style="list-style-type: none"> <li>• Prior to formal submittal of Development Application</li> <li>• Prior to grading activities</li> </ul>	<p><b>MONITORING PARTY:</b></p> <ul style="list-style-type: none"> <li>• City of Vacaville Community Development Department</li> <li>• Yocha Dehe Wintun Nation</li> </ul> <p><b>MONITORING ACTION:</b>            Confirm compliance with protocol treatments</p>	<ul style="list-style-type: none"> <li>• Prior to issuance of Grading Permits</li> <li>• During grading activities</li> </ul>		

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics     | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality                          |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources             | <input type="checkbox"/> Energy                               |
| <input checked="" type="checkbox"/> Geology/Soils  | <input type="checkbox"/> Greenhouse Gas Emissions       | <input type="checkbox"/> Hazards/Hazardous Material           |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning              | <input type="checkbox"/> Mineral Resources                    |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing             | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Recreation                | <input checked="" type="checkbox"/> Transportation      | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                       |   |

Mandatory Findings of Significance

**ENVIRONMENTAL DETERMINATION** – On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Noah Rumbaoa, Assistant Planner

April 18, 2024

Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

### Scope of the Environmental Assessment

This environmental assessment analyzes the project-specific impacts of the proposed Zoning Text Amendments and the one specific digital billboard conversion requested by Clear Channel Outdoor in accordance with the requirements of the California Environmental Quality Act (CEQA). The scope of review includes only those improvements associated with the project plans, and as described in the project description. The method of environmental analysis includes a review to determine whether the impact related to the City's evaluation criteria would be: potentially significant; less than significant unless mitigation is incorporated; less than significant; or none. The analysis includes a summary of the affected environment and a review of the threshold for determining significance. The evaluation of potential impacts applies the threshold, determines significance and, if necessary, includes recommended mitigation measures to reduce identified impacts to a level of less-than-significant.

For this evaluation, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. An ISMND cannot be used in the case of a project for which this conclusion is reached in any impact category.

**Less-Than Significant with Mitigation Incorporated:** This designation applies where applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the General Plan EIR have reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact", and pursuant to Section 21155.2 of the Public Resources Code (PRC), those measures are incorporated into the ISMND.

This designation also applies where the incorporation of new project-specific mitigation measures not previously identified in prior applicable EIRs or in the General Plan EIR has reduced an effect from "Potentially Significant Impact" to a "Less-Than Significant Impact".

**Less-Than Significant Impact:** Any impact that would not be considered significant under CEQA, relative to existing standards.

**No Impact:** The project would not have any impact.

**I. AESTHETICS**

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from public accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Affected Environment**

The Interstate 80 corridor contains 12 existing static billboards signs that are illuminated by fixed lighting that shines on the billboard signs. The Interstate 505 corridor does not have any billboards within city limits. Public views of the Project site are available primarily from motorists traveling along the freeway corridors, and motorist and pedestrians traveling along frontage roads including Crocker Drive, East Monte Vista Avenue, Midway Road, Vaca Valley Parkway, Quinn Road, and public open space in the North Village Development. The location of the conversion includes three other existing static billboards; images 1 and 2 show the existing static billboard.

**IMAGE 1. EASTBOUND INTERSTATE 80**



Source: City of Vacaville (2023)

**IMAGE 2. WESTBOUND INTERSTATE 80**



Source: City of Vacaville (2023)



## **Discussion of Impacts**

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

While the Vacaville General Plan does not designate any official scenic vistas in the City, the Conservation and Open Space Element (pg. COS-24) identifies most of Vacaville's scenic resources as those associated with the open space, natural resources, and agricultural uses of the Planning Area. Such areas include: (1) riparian corridors, which are habitat and vegetation zones associated with the banks and floodplains of a river, stream, or lake that run throughout the city; (2) views of the rural and undeveloped lands surrounding the city; and (3) Vacaville's hillside areas. Many of the scenic resources that are valued by Vacaville residents, such as the ridgelines of the Vaca Mountains and English Hills, are located outside the city limits or even beyond the Planning Area boundary.

With mandatory compliance with the proposed zoning text amendments, Project-related development would not adversely affect views of the Vaca Mountains and English Hills from nearby public viewing areas on clear days when the mountains are visible because the height of the billboard would be limited to 65 feet above the ground and would not result in obstruction of, or substantially detract from, public views of the mountains and hills along the corridors. Therefore, the Project will have a **less-than-significant** impact.

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

According to [Caltrans' California State Scenic Highway System Map](#), the portion of Interstate 80 and Interstate 505 that run through Vacaville are not a state scenic highway. There are no rock outcroppings or historic buildings located along the Interstate 80 and Interstate 505 corridor where digital billboards would be allowed, including Clear Channel Outdoor's proposed digital billboard conversion. The corridors do contain several native and non-native trees with ruderal weeds. Existing agricultural uses are considered a scenic resource as defined by the Conservation and Open Space Element of the General Plan (pg. COS-24). Any digital billboards proposed under the proposed Zoning Text Amendments that are located in agricultural areas or other scenic resources would be subject to site-specific analysis at the time of application submittal to evaluate potential impacts to those scenic resources. The proposed digital billboard conversion will avoid impacts to the existing agricultural area because: (1) the project will utilize an existing billboard structure; and (2) no improvements or changes are proposed within the existing orchard. Therefore, the Project will have a **less-than-significant** impact.

### **c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from public accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

The existing visual character consists of an orchard with trees used for agricultural production, which is identified as a scenic resource in the Vacaville General Plan. The Project, including the Interstate 80 corridor, the Interstate 505 corridor, and Clear Channel Outdoor's proposed digital billboard conversion, is located in an urbanized area as defined by CEQA Guidelines Section 15387. Future implementation of an individual digital billboard within the Project area, including the proposed conversion, would be required to comply with the following performance standards:

- Static Messaging – All messaging shall be static; movement or the appearance of movement is prohibited.
- Lighting and Glare – All lighting shall be designed to direct light and glare away from adjoining lots, residential areas, and public streets. A photometric plan shall be submitted with each digital billboard proposal identifying the anticipated light pollution from the billboard, which shall be measured 250 ft. away from the face of the billboard.
- Lighting Intensity – The intensity of each lighting element or lamp in the message center portion of the off-site advertising structure shall not impair the vision of travelers on any adjacent freeway. Illumination shall be considered vision impairing when its brilliance exceeds the values set forth in section 21466 of the California Vehicle Code, or any successor statute or California Department of Transportation regulations.
- Recessed Illumination – The actual lamps/light sources shall be recessed back into the cabinet or enclosure so that no part of the lamp/light source protrudes out past the face of the display so that the angle of the light towards the display might be altered.
- Illumination Orientation – The off-site advertising display shall aim, focus, and shield any illumination sufficiently to prevent glare or overcast of illumination into adjacent residential development or hotel vantage points.
- Brightness Level – Digital freeway billboards shall not operate at a brightness level of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance consistent with acceptable practices.
- Malfunction – Digital freeway billboards shall be operated with systems and monitoring in place to either turn the display off or show a “full black” image on the display in the event of a malfunction. Examples of a malfunction include, but are not limited to: (1) defective pixels that cover more than 5% of the screen area; (2) error messages; and/or (3) images or messaging other than the one intended by the billboard operator.

In addition to the above standards, any digital freeway billboard would be required to comply with State requirements, including those imposed by the Outdoor Advertising Act and those enforced by the California Department of Transportation (Caltrans). Compliance with the above performance standards would reduce impacts to Vacaville’ scenic quality and protect the visual character along the I-80 and I-505 corridors. Based on this assessment, the project will have a **less-than-significant impact** on the site’s existing visual character or quality.

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

Implementation of the Project would increase nighttime lighting in the Project area. Currently, the City of Vacaville does not have quantitative exterior light standards for billboards. Typically, lighting is quantified using a foot-candle, which is the unit of measure expressing the quantity of light received on a surface. One foot-candle is the illuminance produced by a candle on a surface one-foot square from a distance of one foot. Potential billboards would be built using custom LED modules and would have a maximum brightness level of 0.3 footcandles. Light pollution or obtrusive light is highly subjective.

The California Department of Transportation (Caltrans) regulates lighting associated with outdoor advertising displays, such as billboards. California Vehicle Code Section 21466.5 states that the maximum measured brightness of the light source within 10 degrees from the driver’s normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver’s field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-

lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source.<sup>6</sup>

To address concerns with lighting, the proposed Ordinance would include the following performance standards:

- Lamps and light sources of the LED sign shall be recessed back into the cabinet or enclosure so that no part of the light source protrudes out past the face of the display.
- Future billboard operators shall prepare a photometric plan showing that all illumination would be directed away from sensitive receptors (residential or hotels).
- LED displays must also not exceed 0.3 footcandles above the ambient lighting level.
- Billboards shall incorporate dimming circuitry that would automatically dim the LED display to reduce halo effects and glare as ambient light conditions change.
- New billboards shall comply with Caltrans standards.

However, even with the above-mentioned performance standards, the Project could have a potentially significant effect on aesthetics by introducing new lighting and glare. Therefore, the Lead Agency has assigned Mitigation Measure AES-1 to ensure each billboard is verified through the Community Development Department. **Less-than-significant with mitigation measures incorporated.**

### **Impact Conclusion**

The project will have a less-than-significant impact on aesthetics with the following mitigation measures incorporated.

### **Mitigation Measures**

AES-1: **Field Testing.** At initial startup, after six months of operation, and at the request of the City for the life of the digital billboard, the Applicant shall demonstrate through field testing that the digital billboard display does not exceed a 0.3 footcandle increase over ambient light at 250 feet during nighttime conditions. The Applicant shall fund field testing by an independent contractor to demonstrate compliance. The City shall consider complaints from the public consisting of direct personal impacts as a legitimate cause for requesting field testing.

If it is found that the ambient light increase exceeds 0.3 footcandles, the Applicant shall adjust the dimming level until compliance is achieved. This must be completed and demonstrated through follow-up field testing within 24 hours. The digital billboard display shall not be operated until the lighting level can be brought into compliance.

If no above-threshold levels have been measured in the prior three tests, field testing shall be requested no more than twice yearly. Otherwise, field tests can be requested up to once monthly.



**II. AGRICULTURAL AND FORESTRY RESOURCES**

<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>	<p><b>Potentially Significant Impact</b></p>	<p><b>Less Than Significant With Mitigation Incorporation</b></p>	<p><b>Less Than Significant Impact</b></p>	<p><b>No Impact</b></p>
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Affected Environment**

A significant amount of agricultural land exists immediately outside of the Vacaville city limit and within the Planning Area. The California Department of Conservation (DOC) maps and categorizes farmland within the State. Surrounding Vacaville city limits, the DOC identifies prime farmland, farmland of statewide importance, unique farmland, and grazing land; these classifications are described as follows:

- Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the four years prior to the mapping date.
- Farmland of Statewide Importance is similar to prime farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland consists of lesser quality soils used for the production of the State’s leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date.
- Grazing Land is the land on which the existing vegetation is suited to the grazing of livestock.

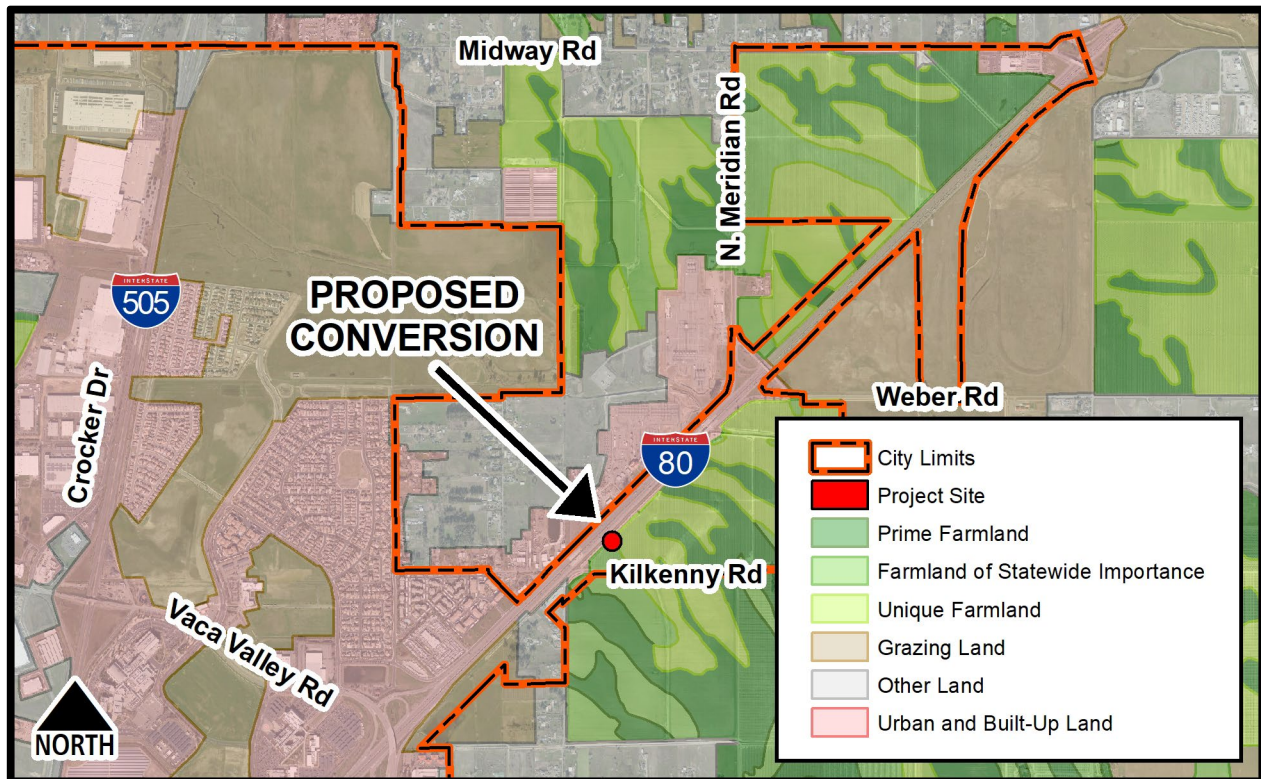
The majority of agricultural land around Vacaville is classified as prime farmland, which is located on the eastern side of the City. Throughout the western and southern limits of Vacaville, the agricultural land is predominantly grazing land, except for prime farmland along Vaca Valley Road, west of the city limit and between Cherry Glen Road and Interstate 80. In addition, lands surrounding Vacaville includes lands protected under Williamson Act contracts, a state incentive to retain prime agricultural land and open space in agricultural use. These contracts preserve land in agricultural use for ten years and are adopted by landowners on a voluntary basis in exchange for tax benefits. The Vacaville General Plan contains the following goals and policies related to farmland:

- Policy LU-P2.4 – Require that development on any prime farmland, farmland of statewide importance, or unique farmland (as classified by the California Department of Conservation) purchase conservation easements to permanently protect agricultural land of equal or greater value at a ratio of 1 acre of conserved agricultural land per 1 acre of developed agricultural land.
- Policy LU-P2.4 – Require that development on any prime farmland, farmland of statewide importance, or unique farmland (as classified by the California Department of Conservation) purchase conservation easements to permanently protect agricultural land of equal or greater value at a ratio of 1 acre of conserved agricultural land per 1 acre of developed agricultural land.

Along the Interstate 80 corridor, potential sites that could accommodate new digital billboard signs include existing commercial properties, vacant land, the Vaca-Dixon Substation, agricultural land, and existing rural residential properties. Within the Interstate 505 corridor, potential sites that could accommodate new digital billboards include developed commercial and industrial properties in the Interchange Business Park; no signs would be permitted along the eastern side of Interstate 505 because of proximity to existing and future residential uses. According to the [California Department of Conservation's Important Farmland Finder Map](#), areas along the I-80 and I-505 corridors are designated Urban and Built-Up Land, Grazing Land, Unique Farmland, Farmland of Statewide Importance, Prime Farmland, and Other Land (see Figure 7 below). According to the [California Department of Conservation's Williamson Act Enrollment Finder](#), none of the potential sites within the Project area have an active Williamson Act Contract.

The proposed static billboard conversion site has two farmland designations: the eastern portion of the site is designated Unique Farmland; the western portion of the site is designated Farmland of Statewide Importance. According to the [California Department of Conservation's Williamson Act Enrollment Finder](#), the site does not have an active Williamson Act Contract.

**FIGURE 7. IMPORTANT FARMLAND**



Source: California Department of Conservation

## Discussion of Impacts

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

Interstate 80 Corridor – The Project has the potential to create impacts on land designated as Unique Farmland, Farmland of Statewide Importance, and Prime Farmland within the I-80 corridor. However, each billboard would produce a small, disturbed footprint that would create negligible impact on adjoining agricultural activities and would not require the cancellation of a Williamson Act contract. **Less-than significant impact.**

Interstate 505 Corridor – The Project would have no impact on Farmland within the I-505 corridor because there are no properties designated as farmland. **No impact.**

Clear Channel Outdoor Digital Billboard Conversion – This portion of the Project area is located on land designated Unique Farmland and Farmland of Statewide Importance. As noted above, the sign is existing and would not result in any noticeable impact to the adjoining agricultural farmland. **Less-than significant impact.**

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

The Project would not conflict with existing zoning for agricultural uses and would not require the cancellation of a Williamson Act contract. **No impact.**

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

There is no forest land or timberland within the Project area. **No impact.**

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

There is no forest land within the Project area. **No impact.**

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

See Section a) above, the Project will have a less-than significant impact on existing farmland and agricultural activities because the installation or conversion of billboards would create a small, disturbed footprint that will have negligible impact on surrounding agricultural properties/activities. **Less-than significant impact.**

## Impact Conclusion

The project will have a less-than significant impact to agricultural resources.

## Mitigation Measures

No mitigation is required.

### III. AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Affected Environment**

The Project area is located in the Sacramento Valley Air Basin (SVAB) (Vacaville General Plan, pg. COS-30). The prevailing winds in Vacaville are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north. The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. Surface concentrations of pollutants are highest when stagnant conditions are combined with temperature inversions that trap pollutants near the ground. Air pollutants of concern in Vacaville include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen oxides (NO<sub>2</sub> and NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM). These pollutants originate from sources both within and outside of Vacaville.

The site is under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD), which is tasked with achieving and maintaining healthful air quality in the project vicinity in accordance with State and Federal standards. YSAQMD has developed an attainment plan for the purpose of bringing the district into compliance with the federal and state ambient air quality standards.<sup>5</sup> The plan includes strategies for progressive reduction of air pollutants by promoting active public involvement, by encouraging compliance through positive influence and behavior, and through public education in both the public and private sectors. YSAQMD also provides a handbook of guidelines for determining air quality thresholds of significance and mitigation measures for proposed development projects that generate emissions from motor vehicles.

YSAQMD has identified four pollutants of concern with recommended thresholds of significance for determining whether projects have significant adverse impacts to air quality.<sup>6</sup>

**TABLE 7. YSAQMD POLLUTANTS OF CONCERN**

Pollutant	Threshold of Significance
Reactive Organic Gases (ROG)	10 tons/year
Nitrogen Dioxide (NO <sub>x</sub> )	10 tons/year
Coarse Particulate Matter (PM <sub>10</sub> )	80 lbs/day
Carbon Monoxide (CO)	Refer to State Standard <sup>1</sup>

Source: YSAQMD 2007.

Notes: <sup>1</sup>The state ambient air quality standards for CO are 9.0 parts per million (8-hour standard) and 20 parts per million (1-hour standard).

Yolo-Solano Air Quality Management Districts (YSAQMD) is responsible for addressing emissions from stationary sources through permits and local rules. After proceedings held in accordance with the provisions of Chapter 6 commencing with Section 40702 of the California Health and Safety Code, the Air Quality Management Board of the Yolo-Solano Air Quality Management District adopted rules and regulations. The following rules and regulations would be applicable to the Project:

- Rule 2.32 – Stationary Internal Combustion Engines
  - Billboard operators are required to obtain a permit from the YSAQMD prior to operation of any portable diesel fueled equipment greater than 50 horsepower.
  - All stationary equipment, other than internal combustion engines less than 50 horsepower, emitting air pollutants requires an Authority to Construct (ATC) and Permit to Operate (PTO) from the YSAQMD.

The Vacaville General Plan includes the following goals and policies to reduce exposure to air pollutants and improve air quality in Vacaville and Solano County:

- Goal COS-12 Maintain and improve air quality.
- Policy COS-P12.6 Require dust control measures as a condition of approval for subdivision maps, site plans, and all grading permits.
- Policy COS-P12.11 Encourage the use of roadway materials that minimize particulate emissions.
- Action COS-A12.2 Cooperate with the Yolo-Solano Air Quality Management District to implement a community air monitoring program and to identify air monitoring locations in Vacaville.

**Discussion of Impacts**

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

Zoning Text Amendments – The Project has the potential to convert or install 16 new digital billboards along the Interstate 80 and Interstate 505 corridors and will involve the conversion of one existing static billboard. New digital billboards would require temporary ground-disturbing



activities for construction. These emissions are expected to be short-term in nature. Operation of the billboard is not expected to generate additional employment or population growth or transportation impacts from increased vehicle trips. The ongoing operation of the billboards would require electricity and is not expected to generate any direct emissions of criteria pollutants or ozone precursors at the site, aside from minimal emissions from occasional site visits for maintenance or repairs. Mandatory compliance with existing policies within the Vacaville General Plan and Yolo-Solano Air Quality Management District will ensure construction-related emissions result in a less-than significant impact on Air Quality.

Clear Channel Outdoor Digital Billboard Conversion – The project will also include the conversion of an existing billboard that will not require any ground-disturbing activities. The billboard conversion project would generate temporary emissions that would occur during the conversion process. These emissions would be short-term in nature (approximately 4 days of construction for the billboard installation) over a two-week period. The billboard operations would not generate additional employment or population growth or transportation impacts from increased vehicle trips. Ongoing operation of the billboards would require power in the form of purchased electricity and would not generate any direct emissions of criteria pollutants or ozone precursors at the project site, aside from minimal emissions from occasional site visits for maintenance or repairs. The project would not generate air pollutant emissions during operations and is not required to assess consistency with the YSAQMD plan. Furthermore, as discussed above, the billboard operations would not generate additional employment or population growth or transportation impacts from increased vehicle trips. Therefore, the project would have no impact with respect to conflicts with or obstruction of implementation of the applicable air quality plan.

Based on the assessment above, the Project will have a **less-than-significant impact**.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

Criteria pollutants include CO, ROG, NO<sub>x</sub>, and PM<sub>10</sub>. These pollutants would be generated from construction activities (off-road equipment exhaust, on-road vehicle exhaust and entrained road dust) and from operational activities (resident vehicle traffic, landscaping equipment, and energy sources). Table 4 identifies the current YSAQMD attainment status for each criteria pollutant.

**TABLE 8. YSAQMD ATTAINMENT STATUS**

YSAQMD Attainment Designation Status		
Pollutant	State Standards	Federal Standards
Ozone (O <sub>3</sub> )	Non-attainment	Non-attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment
Respirable Particulate Matter (PM <sub>10</sub> )	Non-attainment	Unclassified
Fine Particulate Matter (PM <sub>2.5</sub> )	Unclassified	Attainment
Lead	Attainment	Attainment

Sulfates	Attainment	N/A
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified	N/A
Vinyl Chloride	Unclassified	N/A
<p>Notes: N/A – not applicable, state or federal standard does not exist for the combination of pollutant and averaging time. Unclassified areas are those for which air monitoring has not been conducted but which are assumed to be in attainment.</p> <p>Sources:</p> <p>California Air Resources Board. (2022). "Maps of State and Federal Area Designations" (<a href="http://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations">ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations</a>)</p> <p>Yolo-Solano Air Quality Management. District (2022). "Attainment Status". (<a href="http://ysaqmd.org/plans-data/attainment/">ysaqmd.org/plans-data/attainment/</a>)</p>		

YSAQMD is currently not in attainment for two criteria pollutants: Ozone (O<sub>3</sub>) and Respirable Particulate Matter (PM<sub>10</sub>). The nonattainment status of these pollutants is a result of past and present development, therefore, cumulative impacts related to these pollutants could be considered cumulatively significant. Future attainment of standards is a function of successful implementation of YSAQMD attainment plans. Consequently, YSAQMD's approach to cumulative thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable contribution to the existing regional cumulative impacts related to air quality conditions. According to the YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts, the YSAQMD has developed control measures for stationary, area, and transportation sources of air pollution. Emissions above individual thresholds as defined in the handbook would have a significant cumulative impact on regional air quality unless offset.

The Project has the potential to convert or install 16 new digital billboards along the Interstate 80 and Interstate 505 corridors and will involve the conversion of one existing static billboard. New digital billboards would require temporary ground-disturbing activities for construction. These emissions are expected to be short-term in nature. Operation of the billboard is not expected to generate additional employment or population growth or transportation impacts from increased vehicle trips. The ongoing operation of the billboards would require electricity and is not expected to generate any direct emissions of criteria pollutants or ozone precursors at the site, aside from minimal emissions from occasional site visits for maintenance or repairs. Mandatory compliance with the YSAQMD Handbook will ensure the Project does result in a cumulative considerable net increase within the air quality district.

In addition, the Project includes the conversion of an existing billboard. This would require limited construction equipment to complete the conversion over a two-week period. The limited construction activity is not expected to create any cumulative considerable impacts to the region. General Plan Policy COS-P12.6 requires implementation of BMPs to reduce emissions related to construction and operation of the project, consistent with recommendations of the YSAQMD. The YSAQMD recommends implementation of BMPs even for projects that do not exceed the PM<sub>10</sub> threshold. Implementation of required BMPs would ensure that emissions of fugitive dust would be minimized as recommended by the YSAQMD and that the impact would be **less than significant**.

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

The California Air Resources Board's (CARB) Air Quality and Land Use Handbook identifies residences, school, playgrounds, and medical facilities as examples of sensitive receptors.<sup>7</sup>

Interstate 80 – The Project would involve the conversion or construction of up to 10 new digital billboards along this corridor that would be near some sensitive receptors, including the Quinn Crossing Apartments along Quinn Road and rural residential uses along Willow Road. As noted above, short-term construction related activities are not expected to generate substantial pollutant concentrations. Potential impacts to these sensitive receptors are expected to be less-than-significant.

Interstate 505 – The Project would involve the construction of up to six new digital billboards along this corridor. Because the Ordinance would restrict billboards to the western side of this corridor, this portion of the Project would not be in close proximity to any sensitive receptors. As noted above, short-term construction related activities are not expected to generate substantial pollutant concentrations. Potential impacts to these sensitive receptors are expected to be less-than-significant.

Clear Channel Outdoor Digital Billboard Conversion – The project proposal also includes a request to convert an existing 672 sq. ft. static billboard into a 672 sq. ft. digital billboard. The project is surrounded by Interstate 80 to the north and to the west and an existing orchard to the south and to the east. The project is not surrounded by any sensitive receptors and is not itself a sensitive receptor. The nearest existing sensitive receptor would be a single-family residence that is located approximately 1,485 feet to the southwest on Willow Road.

Based on the above assessment, the project would have a **less-than-significant impact** on sensitive receptors.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

The Project would involve temporary construction-related activities for the conversion or installation of new billboards along the I-80 and I-505 corridors. Construction activities associated with the project could result in short-term odorous emissions from diesel exhaust associated with construction equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present during initial construction activities. Operational activities would not create objectionable odors. Based on the above assessment, the project would have a **less-than-significant impact**.

**Impact Conclusion**

The project will have a less-than-significant impact on air quality.

**Mitigation Measures**

No mitigation is required.

#### IV. BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **Affected Environment**

Interstate 80 Corridor – This area of the Project is located primarily within an agricultural setting. While not identified as a natural community in the draft Solano County Habitat Conservation Plan (HCP), intensive agriculture offers critical contributions to the natural environment, including important foraging and nesting habitat for many species. Some areas located south of the freeway, specifically those near Leisure Town Road and between Weber Road and Midway Road, are located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands. According to Table COS-2 (Special Status Species in the Vacaville Area) of the Vacaville General Plan, these two natural communities have the potential to support the following:

- Avian Species – Twelve special-status avian species, including the Swainson’s Hawk, Tricolored Blackbird, and Burrowing Owl.
- Mammals – Four special-status mammal species, including the Pallid Bat, Townsend’s Big-Eared Bat, the Greater Western Mastiff Bat, and the Western Red Bat.
- Invertebrates – Six special-status invertebrates, including the Valley Elderberry Longhorn Beetle and the Vernal Pool Fairy Shrimp.
- Amphibians/Reptiles – Two special-status amphibian/reptile species, such as the California Tiger Salamander and the Western Pond Turtle.
- Plants – 22 special-status plant species, such as Carquinez Goldenbrush, Contra Costa Goldfields, and Bearded Popcorn-Flower.

Interstate 505 Corridor – This area of the Project is located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands, including the areas around Interstate 505. According to the General Plan, this community has the potential to support the following:

- Avian Species – Twelve special-status avian species, including the Swainson’s Hawk, Tricolored Blackbird, and Burrowing Owl.
- Mammals – Four special-status mammal species, including the Pallid Bat, Townsend’s Big-Eared Bat, the Greater Western Mastiff Bat, and the Western Red Bat.
- Invertebrates – Six special-status invertebrates, including the Valley Elderberry Longhorn Beetle and the Vernal Pool Fairy Shrimp.
- Amphibians/Reptiles – Two special-status amphibian/reptile species, such as the California Tiger Salamander and the Western Pond Turtle.
- Plants – 22 special-status plant species, such as Carquinez Goldenbrush, Contra Costa Goldfields, and Bearded Popcorn-Flower.

Clear Channel Outdoor Digital Billboard Conversion – The General Plan identifies this portion of the Project to be located in an intensive agricultural community. However, the project would utilize the existing billboard structure; no additional structures or encroachment into the existing agricultural operations are proposed.

## **Vacaville Zoning Ordinance Regulations**

The City of Vacaville has adopted various standards and regulations for protecting various natural resources including wildlife and biological habitat, creeks and riparian habitat, oak woodland and

savannah habitat, tree preservation, agricultural land, and avian foraging habitat. These existing regulations can be found under [Vacaville Municipal Code Chapter 14.09.250](#).

### **Discussion of Impacts**

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

The Project has the potential to impact various biological species as noted above. However, the Vacaville General Plan was adopted with various Avoidance and Minimization Measures (Appendix A) to reduce impacts to habitat, resources, and species located within the Vacaville Planning Area. The following are a few examples of the categories that would be subject to these measures:

- General Construction Best Management Practices
  - Vehicular/Equipment Operation and Maintenance
  - Work Area Maintenance/Hazardous Materials
  - Erosion Control and Water Quality Management.
  - Diversion and Dewatering.
  - Worker Training.
  - Vegetation Management Measures.
  - Exclusion Fencing.
- Natural Community and Associated Species Measures
  - Valley Floor Grassland and Vernal Pool.
  - Habitat Avoidance.
  - Site Design Standards.
  - Buffer Criteria for Development Activities.
  - Biological Monitor.
  - Habitat Protection During Work Activities.
- Project implementation and Construction
  - Tricolored Blackbird.
  - Swainson's Hawk.
  - Burrowing Owl.

Through mandatory compliance of the Avoidance and Minimization Measures in Appendix A of the General Plan, the Project is expected to have a less-than-significant impact on potential resources. Lastly, each new construction project would be required to prepare a Biological Resources Evaluation to verify the project will avoid potential impacts to species or habitat in the Project area. Based on the above assessment, the project will have a **less-than-significant impact** on special-status species.

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

The City of Vacaville contains three broad natural community types: (1) Valley Floor Grassland/Vernal Pool; (2) Inner Coast Range; and (3) Riparian, Stream and Freshwater Marsh. All other areas not included within these categories are defined as urban or agriculture.



Interstate 80 – According to Figure COS-1 (Natural Community Boundaries) of the Vacaville General Plan, Interstate 80 is located primarily within an agricultural setting. Some areas located south of the freeway, specifically those near Leisure Town Road and between Weber Road and Midway Road, are located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands. Additionally, a portion of Gibson Canyon Creek crosses Interstate 80. New digital billboards allowed under the proposed Zoning Text Amendments may have impacts to these natural communities and habitats; at the time of project application, a site-specific analysis will be prepared.

Interstate 505 – According to the General Plan, the Interstate 505 corridor is located within the Valley Floor Grassland/Vernal Pool natural community. This community includes areas that currently support, or have historically supported, vernal pool habitats surrounding grasslands and known wetlands. Additionally, a portion of Gibson Canyon Creek crosses Interstate 505. New digital billboards allowed under the proposed Zoning Text Amendments may have impacts to these natural communities and habitats; at the time of project application, a site-specific analysis will be prepared.

Clear Channel Outdoor Digital Billboard Conversion – According to the General Plan, the majority of the site is defined as agriculture, which is consistent with the existing use of the property as an orchard. No other sensitive natural community (i.e. wetlands or vernal pools) exist at the site.

Compliance with mandatory Avoidance and Minimization Measures in Appendix A of the Vacaville General Plan will ensure Project-related impacts are reduced to a **less-than-significant impact** on riparian habitats or other sensitive natural communities.

**c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Interstate 80 – A portion of the Interstate 80 corridor crosses Gibson Canyon Creek. The proposed Zoning Text Amendments would allow the potential construction of a digital billboard on or near existing wetlands, including Gibson Canyon Creek. At the time of project application, a site-specific analysis will be prepared to evaluate the impacts of any proposed digital billboards at or near an existing wetland.

Interstate 505 – A portion of the Interstate 505 corridor crosses Gibson Canyon Creek. The proposed Zoning Text Amendments would allow the potential construction of a digital billboard on or near existing wetlands, including Gibson Canyon Creek. At the time of project application, a site-specific analysis will be prepared to evaluate the impacts of any proposed digital billboards at or near an existing wetland.

Clear Channel Outdoor Digital Billboard Conversion – No wetlands occur on the site.

Compliance with mandatory Avoidance and Minimization Measures in Appendix A of the Vacaville General Plan will ensure Project-related impacts are reduced to a **less-than-significant impact** on wetlands.

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

Figure 4-2 (Key Corridors within the Plan Area) of the Solano HCP identifies six key corridor areas throughout Solano County.<sup>8</sup> The project site, including the Interstate 80 corridor, the Interstate 505 corridor, and Clear Channel Outdoor's proposed digital billboard conversion, is not located within a native resident or migratory wildlife corridor. **No impact.**

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

Tree preservation in Vacaville is regulated under [Section 14.09.250.060 \(Resource Protection – Tree Preservation\)](#) of the Vacaville Land Use and Development Code. Under this section, a protected tree is identified as one that has a diameter at breast height (dbh) of at least six inches.

Zoning Text Amendments – The proposed Zoning Text Amendments would allow for the construction of new digital freeway billboards along two corridors: Interstate 80 between Leisure Town Road and Midway Road; and Interstate 505 between Vaca Valley Parkway and Midway Road. Any new digital billboard proposed under this section that includes the removal of a protected tree would be subject to a site-specific analysis.

Clear Channel Outdoor Digital Billboard Conversion – The project proposal is to convert an existing 672 sq. ft. static billboard into a 672 sq. ft. digital billboard. The project would utilize the existing billboard structure and would not involve the construction of additional structures that would result in the removal of existing trees.

Based on the above assessment, the project will have **no impact.**

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

The Solano County Habitat Conservation Plan, of which the City of Vacaville is a participant, has not yet been adopted. Nevertheless, the Project site is within an area identified for development within the City of Vacaville's urban zone (Zone 1). Implementation of the project would not conflict with the long-term goals and objectives of the Draft HCP because the project involves text amendments to the City's Land Use and Development Code. Any future digital billboard would be required to provide a site-specific analysis to ensure consistency with the Draft HCP and the conversion of an existing static billboard into a digital billboard. Clear Channel Outdoor's conversion project would utilize the existing billboard structure and would not involve the construction of additional structures. Based on this evaluation, the project will not conflict with the provisions of the Solano HCP. **Less-than-significant impact.**

**Impact Conclusion**

The proposed project will have a less-than-significant impact on biological resources.

**Mitigation Measures**

No mitigation is required.

## V. CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Affected Environment**

Originally certified with the adoption of the 2015 Vacaville General Plan, the General Plan Final Environmental Impact Report (FEIR) analysis included a records search with the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University, Rohnert Park, California. The main source of information about historic resources in the City of Vacaville was the California Historic Property Directory (HPD) for Solano County. Historic resources in the City of Vacaville consist of historic districts and individual properties, which lists contributing properties, and individual resources that are not contributors to historic districts. Some of these non-contributors are individually listed in the National Register, California Register, or California State Historic Landmarks registry.

### **Historic Resources**

The Vacaville area contains over 200 identified historic resources, including the Peña Adobe, Will H. Buck House, Vacaville Town Hall, the site of the First Vacaville Buddhist Church, Pleasants/Hoskins Ranch district, and Vaca Adobe, which are all listed in the National Register ([See Table 4.5-1 from the Vacaville General Plan and ECAS Final EIR](#)). In addition to the Pleasants/Hoskins Ranch district, the City has identified the following five other historic districts, each as an aggregation of resources related by a common historical theme:

- Buck Avenue District, which includes 15 contributing buildings on the 100, 200, and 300 blocks of Buck Avenue.
- Monte Vista Avenue District, which includes nine contributing buildings on Bush Street and East Monte Vista Avenue.
- 100/200 Block of Kendal Street, which includes 14 contributing buildings.
- 300/400 Block of Kentucky Street, which includes seven contributing buildings.

- Parker Addition, which includes 56 contributing buildings on Boyd Street, Catherine Street, Davis Street, Elizabeth Street, Stevenson Street, and William Street.

The City has also designated the Downtown and a parcel containing a building that served as St. Mary's Catholic Church from 1930 to 1956 as historical preservation zones with design standards to enhance the historical characters of these areas.

### Archaeological Resources

Solano County is known for having had a relatively high population density in prehistoric times. The Patwin peoples controlled the area west of the Sacramento River to the crest of the Coast Ranges. The Patwin lived by hunting, fishing, and gathering, and inhabited semipermanent villages, the remnants of which have been found in the hills around Vacaville. The California Historical Resources Information System identifies dozens of recorded prehistoric archaeological resources in the Vacaville area. These resources consist of the following: habitation sites, containing evidence of resource procurement and social organization; burial sites; bedrock mortars, representing use of technology in food processing; and isolated stone tools, found in contexts other than typical archaeological sites.

### Native American Tribal Cultural Resources

Native American tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe. While some tribal cultural resources include physical archaeological resources, described above, cultural resources are not limited to physical resources that have scientific significance. Tribal cultural resources also include cultural landscapes and non-unique archeological resources. Non-unique resources are resources that are deemed culturally significant to a tribe, but do not contain information needed for scientific purposes, and may not be the best specimen in terms of quality, uniqueness, or age. The Yocha Dehe Wintun Nation is the regionally affiliated tribe that has requested notification about new projects in the City of Vacaville.

In 2022, the City of Vacaville initiated consultation with the Yocha Dehe Wintun Nation (YDWN) to evaluate potential impacts created by the Downtown Specific Plan. In collaboration with Environmental Science Associates (ESA), the City conducted geographic mapping throughout the City of Vacaville to identify potentially sensitive areas that may have cultural or tribal cultural resources. The City worked with YDWN to develop protocols for any project that may be located within areas of high, moderate, or low cultural resources sensitivity; the document became known as the Vacaville Cultural Resources Protocol. The purpose of this document is to provide guidance for the identification and subsequent treatment of cultural resources for projects within the City's sphere of influence. The protocols provide actions to follow in areas of high, moderate, and low cultural resources sensitivity. On December 16, 2022, the YDWN concluded review and provided a formal response on the Vacaville Cultural Resources Protocol document, indicating concurrence with all recommended protocols for addressing project development within high, moderate, and low sensitivity areas.

### General Plan Policies

Adopted in 2015, the Vacaville General Plan contains the following goals, policies, and actions to reduce impacts to historic, archaeological and tribal cultural resources:

- Goal COS-6 – Protect and enhance cultural resources for their aesthetic, scientific, educational, and cultural values.

- Policy COS-P6.1 – Consult with those Native American Tribes with ancestral ties to the Vacaville city limits regarding proposed new development projects and land use policy changes.
- Policy COS-P6.3 – Require that areas found to contain significant historic or prehistoric artifacts be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation.
- Policy COS-P6.5 – Require that any archaeological or paleontological resources on a development project site be either preserved in their sites or adequately documented as a condition of removal. When a development project has sufficient flexibility, avoidance and preservation of the resource shall be the primary mitigation measure, unless the City identifies superior mitigation. If resources are documented, coordinate with descendants and/or stakeholder groups, as warranted.
- Policy COS-P6.6 – Treat human remains discovered during implementation of public and private projects within the city with respect and dignity.
- Action COS-A6.1 – Consult with Native American Tribes with ancestral ties to Vacaville to discuss tribal cultural resources and to create agreed upon parameters defining what type of projects will be routinely referred to the Tribes (e.g. project types, projects located in specific geographic locations).

**Standard Conditions of Approval**

In addition, the City uses the following standard condition of approval for any project within Vacaville: “Should archaeological remains or cultural artifacts be encountered during any phase of construction, all construction activity in the general vicinity of the find shall be halted and a qualified archaeologist and the Community Development Director shall be notified immediately. Work on the project shall not be resumed until a mitigation plan with adequate measures for site protection is reviewed and approved by the Community Development Director.”

**Discussion of Impacts**

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

Interstate 80 – According to Table 4.5-1 (Cultural Resources in the EIR Study Area) of the Vacaville General Plan Final Environmental Impact Report, there are five properties along Quinn Road abutting Interstate 80 that have been identified as individual architectural resources.

- Quinn Road Vacaville Dixon Substation Vacaville (1921)
- 5051 Quinn Road Fank’s Mobile Home Repair Vacaville (1945)
- 5065 Quinn Road Railroad Ties Sales Office Vacaville (1930)
- 5085 Quinn Road Concilla Farm Vacaville (1935)
- 5115 Quinn Road Consolidated Rock Shop

Mandatory compliance with the existing General Plan goals, policies, and actions will ensure the Project does not result in any impacts to these known historical resources. In addition, each new construction project on vacant undeveloped land would be required to prepare an Archaeological Resources Report to verify the project will avoid potential impacts to resources.  
**Less-than significant impact.**

Interstate 505 – The Vacaville General Plan FEIR does not identify any historical resources along the Interstate 505 corridor. The majority of properties that could accommodate a new digital billboard sign are developed with existing commercial or industrial land uses that were previously evaluated/mitigated for potential impacts to historic resources. Mandatory compliance with the above-noted General Plan goals, policies, and actions will ensure the Project does not result in any impacts to historical resources. In addition, each new construction project on vacant undeveloped land would be required to prepare an Archaeological Resources Report to verify the project will avoid potential impacts to resources. **Less-than significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – The project would convert an existing static billboard into a digital billboard and would utilize the existing billboard structure. This component of the project will not include any new structure and will not require any ground-disturbing activities. The existing billboard structure is not identified as a historical resource. Therefore, this component of the Project is expected to have **no impact** on historic resources.

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

Interstate 80 – Construction related activities within this corridor have the potential to impact unknown archaeological resources because excavation would be required to establish the foundation for each sign. Mandatory compliance with above-noted General Plan goals, policies and actions, and standard conditions of approval will ensure the Project avoids impacts to any unknown archaeological resources. Additionally, any digital billboard proposal will be required to comply with Local, State, and Federal policies and laws regarding archaeological resources. **Less-than significant impact.**

Interstate 505 – Construction related activities within this corridor have the potential to impact unknown archaeological resources because excavation would be required to establish the foundation for each sign. Mandatory compliance with above-noted General Plan goals, policies and actions, and standard conditions of approval will ensure the Project avoids impacts to any unknown archaeological resources. Additionally, any digital billboard proposal will be required to comply with Local, State, and Federal policies and laws regarding archaeological resources. **Less-than significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – Construction-related activities associated with this component of the Project would not result in any impacts to archaeological resources because there will be no ground-disturbing activities. **No Impact.**

**c) Disturb any human remains, including those interred outside of dedicated cemeteries?**

Interstate 80 – This portion of the Project area does not contain any known cemeteries. However, construction-related activities within this corridor could potentially impact unknown human remains resources because excavation would be required to establish the foundation for each sign. Mandatory compliance with above-noted General Plan goals, policies and actions, and standard conditions of approval will ensure the Project avoids impacts to any unknown archaeological resources. Additionally, any digital billboard proposal will be required to comply with Local, State, and Federal policies and laws regarding archaeological resources. **Less-than significant impact.**

Interstate 505 – This portion of the Project area does not contain any known cemeteries. However, construction-related activities within this corridor could potentially impact unknown



human remains resources because excavation would be required to establish the foundation for each sign. Mandatory compliance with above-noted General Plan goals, policies and actions, and standard conditions of approval will ensure the Project avoids impacts to any unknown archaeological resources. Additionally, any digital billboard proposal will be required to comply with Local, State, and Federal policies and laws regarding archaeological resources. **Less-than significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – Construction-related activities associated with this component of the Project would not result in any impacts to archaeological resources because there will be no ground-disturbing activities. **No Impact.**

### **Impact Conclusion**

The project will have a less-than-significant impact on cultural resources.

### **Mitigation Measures**

No mitigation is required.

## VI. ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Affected Environment**

Energy resources include electricity, natural gas and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

According to the Vacaville General Plan (pg. COS-28), the commercial sector's electricity demands constitute approximately 24 percent of Vacaville's energy demand. Typically, for electronic displays, the most important factors influencing energy consumption are the size of the display and the brightness.

### **Electricity**

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 watts, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100 watt bulbs were on for 1 hour, the energy required would be 1,000 watt-hours or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts, which is one million watts, while energy usage is measured in megawatt-hours or gigawatt-hours (GWh), which is one billion watt-hours.

## Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

## California Energy Consumption

According to the [California Energy Commission \(CEC\)](#), total system electric generation for California in 2022 was 287,220 gigawatt-hours (GWh). California's renewable and non-Greenhouse Gas (nuclear and large hydroelectric) resources accounted for 54.2 percent of total generation for 2022. California's in-state electric generation was 203,257 GWh and electricity imports were 83,962 GWh. According to the CEC, nearly 45 percent of the natural gas burned in California was used for electricity generation, with the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet.

## Vacaville General Plan

Future development of new digital billboards would be subject to mandatory compliance with existing goals and policies outlined in the Vacaville General Plan aimed at reducing energy consumption. The following policies from the General Plan are particularly applicable to the Project:

- Policy COS-P10.1 – Encourage the development of energy generated by renewable fuel sources within the city, provided that significant adverse environmental impacts associated with such development can be successfully mitigated.
- Policy COS-P11.1 – Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that exceed Title 24.
- Policy COS-P11.2 – Require that site and structure designs for new development promote energy efficiency.
- Policy TR-P12.2 – Prohibit idling of on-road and off-road diesel vehicles and equipment for more than 5 minutes.

## Proposed Performance Standards

The proposed Ordinance would include the following performance standards to regulate energy consumption by new digital billboards:

- Lighting Intensity – The intensity of each lighting element or lamp in the message center portion of the off-site advertising structure shall not impair the vision of travelers on any adjacent freeway. Illumination shall be considered vision impairing when its brilliance exceeds the values set forth in section 21466 of the California Vehicle Code, or any successor statute or California Department of Transportation regulations.

- Recessed Illumination – The actual lamps/light sources shall be recessed back into the cabinet or enclosure so that no part of the lamp/light source protrudes out past the face of the display so that the angle of the light towards the display might be altered.
- Brightness Level – Digital freeway billboards shall not operate at a brightness level of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance consistent with acceptable practices.
- Malfunction – Digital freeway billboards shall be operated with systems and monitoring in place to either turn the display off or show a “full black” image on the display in the event of a malfunction. Examples of a malfunction include, but are not limited to: (1) defective pixels that cover more than 5% of the screen area; (2) error messages; and/or (3) images or messaging other than the one intended by the billboard operator.

## **Discussion of Impacts**

### **a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?**

#### **Construction Activities**

Site preparation, grading, paving, and building construction would consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker traffic. Project-related construction equipment would be required to utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the California Air Resources Board (CARB) Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations, to reduce the use of petroleum-based transportation fuels. Consumption of such resources would be temporary and would cease upon the completion of construction. Excess vehicle idling during construction could result in wasteful inefficient consumption of energy. Mandatory compliance with above-noted General Plan policies will limit idling to no more than five minutes and reduce construction-related activities to a **less-than significant impact**.

#### **Operation**

Operations of the proposed electronic billboard would consume energy in the form of purchased electricity to power the digital screen. Electricity in the project area (Solano County) is provided by Pacific Gas & Electric (PG&E). PG&E is required to commit to the use of renewable energy sources for compliance with the Renewable Portfolio Standards (RPS). With the passage of SB 100 in September 2018, PG&E will be required to update its long-term plans to demonstrate compliance including providing 60 percent of its energy portfolio from renewable sources by December 31, 2030, and ultimately planning for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

Predicted energy use for the proposed electronic billboard is estimated to be between approximately 24,000 and 28,000 kWh per year. Additionally, each LED panel will have a light sensor that adjusts the brightness of the sign to adjust to ambient lighting conditions, optimizing energy usage. Based on PG&E’s 2020 Annual Report, PG&E’s total system sales for 2020 was 78,497 million kWh of electricity ([PG&E Joint Annual Report to Shareholders 2020](#)). As such, the project-related net increase in annual electricity consumption of between 24,000 and

28,000 kWh per year would represent less than 0.0001 percent of PG&E's total energy sales. In addition, each electronic billboard would utilize energy efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology (U.S. DOE, n.d.).

Although the Project would introduce new structures that would consume energy, the Project is not expected to result in wasteful, inefficient, or unnecessary consumption of energy resources and energy impacts because: (1) new billboards will utilize conventional LED technology, which is recognized as the most energy efficient lighting technology; and (2) mandatory compliance with proposed performance standards and existing General Plan policies will limit brightness and energy consumption. **Less-than significant impact.**

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

State Plan

In December 2007, the CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with the other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality. Any new digital billboards, including the digital billboard conversion proposed by Clear Channel Outdoor, would utilize energy efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology (U.S. DOE, n.d.). Mandatory compliance with above-noted General Plan policies and performance standards will reduce potential impacts to ensure the Project does not conflict or obstruct State plans for renewable energy or energy efficiency. **Less-than-significant impact.**

Local Plan

In 2022, the City of Vacaville adopted a comprehensive update to its Energy and Conservation Action Strategy (ECAS) to meet California's 2035 Greenhouse Gas (GHG) emissions reduction target. The ECAS includes reduction strategies related to the energy sector. The energy control measures in the ECAS aim to decarbonize electricity production. As described under Section VIII (Greenhouse Gas Emissions), the project would not conflict with local plans for renewable energy because new digital billboards, including the digital billboard conversion proposed by Clear Channel Outdoor, would need to incorporate measures to reduce energy consumption. Mandatory compliance with above-noted General Plan policies and performance standards will reduce potential impacts to ensure the Project does not conflict or obstruct Local plans for renewable energy or energy efficiency. **Less-than-significant impact.**

**Impact Conclusion**

Energy consumed by the project will have a less-than-significant impact on the environment.

**Mitigation Measures**

No mitigation is required.

## VII. GEOLOGY & SOILS

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



## **Affected Environment**

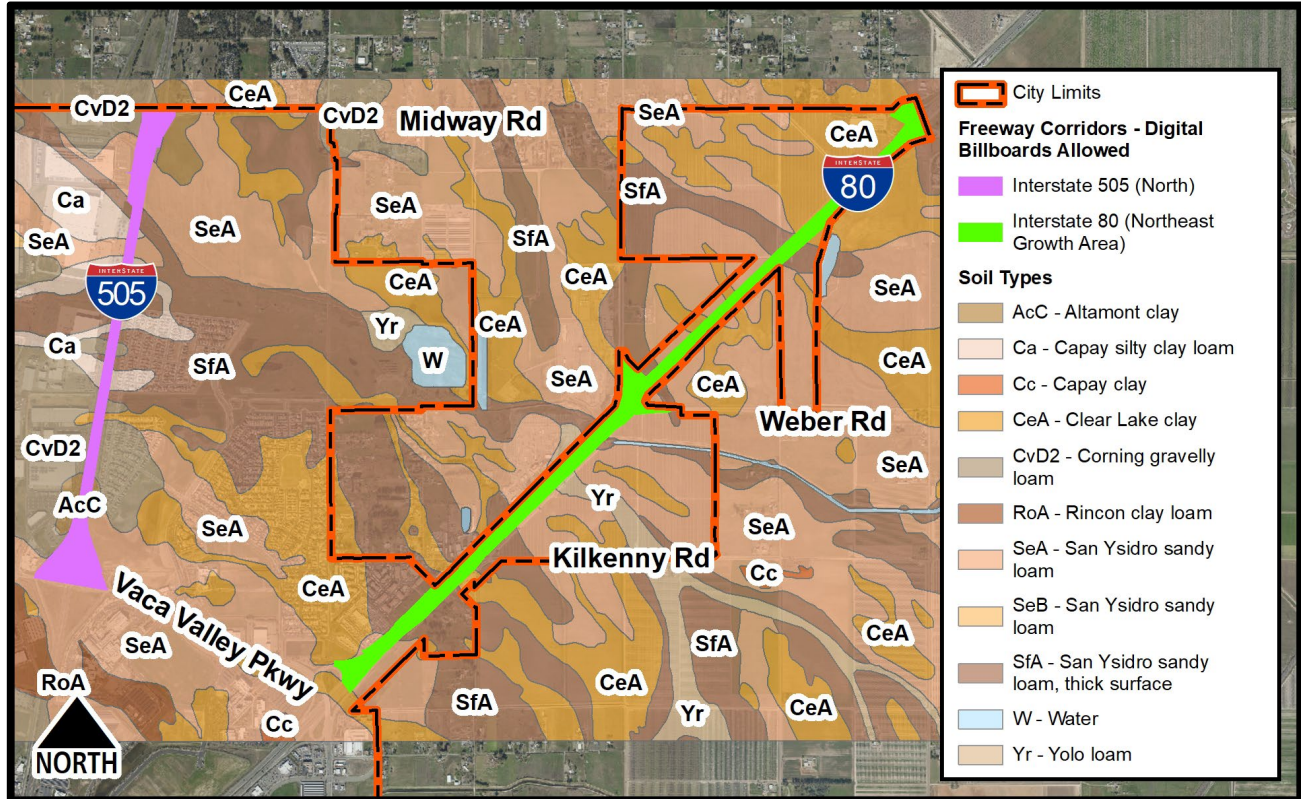
The City is located at the edge of two geographic provinces: the Sacramento portion of the Central Valley province and the Coast Ranges. Geologic conditions in this area are the result of activity occurring during the Mesozoic and Cenozoic eras. The physiography of the region is varied. Landforms common to the Vacaville area are the low hills and uplands to the west, and the low alluvial plains and flooded basins to the east.

The 1972 Alquist-Priolo Earthquake Fault Zoning Act requires the California Geological Survey to establish regulatory Earthquake Fault Zones around the surface ruptures of active faults to reduce the hazard of surface fault rupture to structures built for human occupancy. According to the Vacaville General Plan, there are no Alquist -Priolo Earthquake Fault Zones in the City. However, the City is located within a seismically active region, and earthquakes have the potential to cause ground shaking of substantial magnitude. The Vaca-Kirby Hills Fault system is the only fault system that passes through the City. The Vaca Fault has not experienced displacement within the past 11,700 years, and there is no evidence for displacement along the Kirby Hills Fault during the last 700,000 years. A fault is considered active if it has ruptured within the last 11,000 years. The Green Valley Fault system, which lies 12 miles to the southwest of the City, has been active within the past 200 years. The United States Geological Survey estimates there to be a 3 percent probability for a magnitude 6.7 or greater earthquake to occur along this fault prior to 2036. The Rogers Creek Fault, part of the Hayward Fault System, lies roughly 24 miles to the southwest of the City; this fault has an estimated 16 percent probability of producing a magnitude 6.7 or greater earthquake prior to 2036.

## **Project Setting**

The Project involves the conversion and construction of new digital billboards within the Interstate 80 and Interstate 505 corridors. According to the [United States Department of Agriculture's Soil Map](#), the Interstate 80 corridor consists primarily of three soil types: Clear Lake clay, with zero to two percent slopes; San Ysidro sandy loam, with zero to two percent slopes; and thick surface San Ysidro sandy loam, with zero to two percent slopes. A portion of Interstate 80 also contains Yolo loam, clay substratum. The Interstate 505 corridor consists of various soil types: San Ysidro sandy loam, with zero to two percent slopes; Altamont clay, with two to nine percent slopes; Corning gravelly loam, with zero to 12 percent slopes; Clear Lake clay, with zero to two percent slopes; Capay silty clay loam, with zero percent slopes; and thick slope San Ysidro sandy loam with zero to two percent slopes. Figure 8 below shows soil composition of the areas surrounding Interstate 80 and Interstate 505.

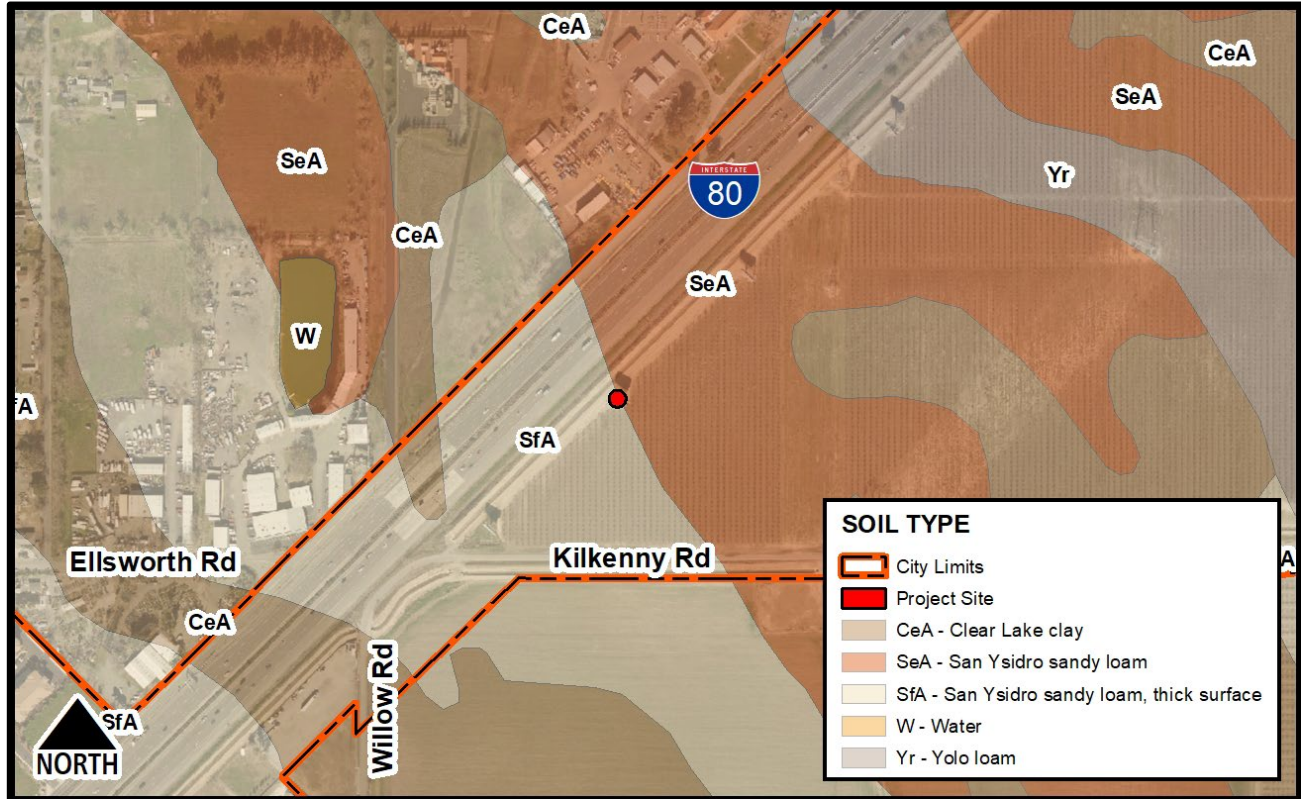
**FIGURE 8. SOIL INFORMATION – PROJECT SITE**



Source: U.S. Geological Survey

The Project also includes a request from Clear Channel Outdoor to convert an existing 672 sq. ft. static (standard) billboard located along eastbound Interstate 80 north of Kilkenney Road into a 672 sq. ft. digital billboard. According to the [United States Department of Agriculture's Soil Map](#), the project area is dominated by San Ysidro sandy loam (0 to 2 percent slopes) and San Ysidro sandy loam (thick surface, 0 to 2 percent slopes). In 1998, Kleinfelder, Inc. performed geotechnical investigation of the site to determine soil conditions (Attachment 3). Soil conditions consist of a near-surface, stiff, sandy clay layer of about 3 feet thick, which is underlain by a medium dense clayey sand layer of about five feet thick. Thereunder, stiff, grading hard, clays and sandy clays were encountered from below the clayey sand layer to the maximum depths drilled, 26.5 feet below existing grade. Groundwater was encountered at depths of 8.5 and 12 feet respectively. Reading taken approximately nine days after the completion of drilling indicated that the more stabilized groundwater level was at about 5 feet below existing site grade. It should be noted, however, that groundwater conditions at this site may vary in the future as a result of rainfall, runoff, crop irrigation, or other factors. Figure 9 below shows soil composition at this location of the Project, as depicted by the U.S. Geological Survey.

**FIGURE 9. SOIL INFORMATION – CLEAR CHANNEL OUTDOOR DIGITAL BILLBOARD CONVERSION**



Source: U.S. Geological Survey

**General Plan Policies**

Future development of new digital billboards would be subject to mandatory compliance with existing goals and policies outlined in the Vacaville General Plan aimed at minimizing exposure to geologic hazards. The following policies from the General Plan are particularly applicable to the Project:

- Goal SAF-1 – Minimize exposure to geologic hazards, including slope instability, subsidence, and expansive soils, and to seismic hazards, including ground shaking, fault rupture, liquefaction, and landslides.
- Policy SAF-P1.4 – Determine the geologic suitability of proposed development sites during the earliest stages of the planning process. Such analyses should consider the potential structural engineering needs of the project and the impacts development activities may have on adjacent lands.
- Policy SAF-P1.6 – Require preparation of a soils report prior to issuing a building permit, except where the Building Official determines that a report is not needed.

**Vacaville Zoning Ordinance**

The Vacaville Zoning Ordinance includes adopted standards for creek and riparian habitat protection under Vacaville Municipal Code Section 14.09.250.040. Specifically, these standards require a minimum 40 setback from the stable top of bank at all creeks, riparian areas, and streams, which must be determined by a soils engineer, registered in the State of California.



## Discussion of Impacts

### a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

#### i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

The Project area does not include any known faults. All digital billboards, including the proposed conversion by Clear Channel Outdoor, will be required to comply with all seismic-related Building Code requirements intended to protect structures from potential dangers of strong seismic shaking. Based on this assessment, the project does not contain the potential to rupture a known fault. **No impact.**

#### ii) **Strong seismic ground shaking?**

The Project would not construct any permanent habitable structures. The site would be visited by maintenance crews on a temporary basis and is not expected to expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. Mandatory compliance with seismic-related Building Code requirements will reduce potential impacts associated with structure failure. **Less-than-significant impact.**

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

Soil liquefaction is a phenomenon in which loose and saturated cohesionless soils are subject to a temporary, but essentially total loss of shear strength, due to pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes.

Interstate 80 and Interstate 505 Corridors – According to Figure SAF-3 (Liquefaction Potential) of the Vacaville General Plan, the Interstate 80 and Interstate 505 corridors are located in areas with low susceptibility to liquefaction. Only a small portion to the south of Interstate 80 near Leisure Town Road is subject to moderate liquefaction susceptibility. Each potential billboard would be required to comply with Building Code regulations, which will reduce potential impacts associated with structure failure from liquefaction to a **less-than-significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – According to the Safety Element, the proposed digital billboard conversion is located in an area with low susceptibility to liquefaction. Impacts created by seismic-related ground failure are expected to be less-than-significant because the project will be required to comply with all seismic-related Building Code requirements intended to protect structures from potential dangers of strong seismic shaking. **Less-than-significant impact.**

#### iv) **Landslides?**

Interstate 80 and Interstate 505 Corridors – According to the Figure SAF-4 (Landslide Hazard Zones) of the 2023 Vacaville Safety Element, the majority of the Interstate 80 and Interstate 505 corridor where digital billboards would be allowed is not susceptible to landslides. However, the portions of freeway located near Gibson Canyon Creek are identified as having a medium susceptibility to landslide hazards. Compliance with existing

Zoning Ordinance Standards will avoid potential impacts associated with developing near creeks or streams. **Less-than-significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – According to the 2023 Safety Element, the proposed digital billboard conversion is located in an area that is not susceptible to landslides. The proposed digital billboard conversion is located on flat substantially flat ground and there are no slopes present. **No impact.**

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

Interstate 80 and Interstate 505 Corridors – The Project involves the conversion and construction of new digital billboards. Construction-related activities may include boring to establish a pier foundation for the billboard structure. Potential properties along the I-505 corridor are developed and would not require the construction/installation of new roadways. Prospective properties along the I-80 corridor may require the installation of a maintenance road to serve new sites. Mandatory compliance with General Plan policies and city construction standards would reduce the potential soil erosion associated with new roadways by requiring best-management practices for post-construction activities. **Less-than significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – The project would utilize the existing billboard structure; no additional structures or ground-disturbing activities are proposed. Therefore, this component of the Project would have **no impact.**

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

Interstate 80 and Interstate 505 Corridors – New billboards within the Interstate 505 corridor are not expected to be located on any unstable soil or geologic unit because the potential sites for consideration are developed with existing uses. Portions along the Interstate 80 corridor have low to moderate susceptibility for liquefaction susceptibility. Mandatory compliance with existing General Plan policies, Zoning Ordinance standards, and Building Code regulations will ensure soil conditions are capable of supporting each new billboard. In addition, new digital billboard structures will be required to prepare a geotechnical exploration and implement the recommendations identified in the report as part of Mitigation Measure GEO-1. **Less-than significant impact with mitigation measures.**

Clear Channel Outdoor Digital Billboard Conversion – For the Project component involving the conversion of existing billboards, these conversions are not expected to result in collapse, subsidence, or liquefaction because existing structures will be used to support the new digital billboards. In addition, each conversion would be required to obtain a Building Permit to demonstrate compliance with the California Building Code to ensure the change does not create any potential for structure failure. **Less-than-significant impact.**

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

Certain types of soils have characteristics that make them more susceptible to geotechnical hazards, such as erosion and expansion. Soils subject to expansion increase when water is added and shrink when water dries out. Identifying local soil types and understanding their characteristics help cities to establish appropriate engineering and construction standards for new buildings and remodeling. The primary soil types in the Vacaville area are silty, sandy, and

clay loams, with a smaller portion being made up of purely clay soils. Though not all types of clay are expansive, soils with a clay component are more prone to expansion. Approximately 64 percent of Vacaville's soils contain at least some clay component. One large section of clay-containing soil moves diagonally from the western to the southern side of the city. Another large section of clay-containing soil occupies much of the eastern side of the city.

Interstate 80 Corridor – New billboards within the Interstate 80 corridor have the potential to install new structures on expansive soils. Implementation of mitigation measure GEO-1 would reduce impacts related to expansive soils to **less-than-significant**.

Interstate 505 Corridor – New billboards within the Interstate 505 corridor are not expected to be located on expansive soils because most prospective locations are developed have undergone soil excavation and treatment to support improvements such as parking lots and roadways. Mandatory compliance with existing Building Code regulations is expected to reduce any potential impacts to **less-than-significant**.

Clear Channel Outdoor Digital Billboard Conversion – The project involves the conversion of an existing static billboard into a digital billboard. The project would utilize the existing billboard structure; no additional structures or ground-disturbing activities are proposed. The project will be required to comply with all seismic-related Building Code requirements intended to protect structures from potential dangers of strong seismic shaking.

Based on the above assessment, the project will have **no impact**.

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

The Project is not proposing to install septic tanks. **No Impact**.

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

Interstate 80 – There are no known unique paleontological resources or geologic features within this corridor. However, construction related activities have the potential to impact unknown paleontological resources because excavation would be required to establish the foundation for each sign. Mandatory compliance with above-noted General Plan goals, policies and actions, and standard conditions of approval will ensure the Project avoids impacts to any unknown archaeological resources. Additionally, any digital billboard proposal will be required to comply with Local, State, and Federal policies and laws regarding archaeological resources. **Less-than significant impact.**

Interstate 505 – There are no known unique paleontological resources or geologic features within this corridor. However, construction related activities have the potential to impact unknown paleontological resources because excavation would be required to establish the foundation for each sign. Mandatory compliance with above-noted General Plan goals, policies and actions, and standard conditions of approval will ensure the Project avoids impacts to any unknown archaeological resources. Additionally, any digital billboard proposal will be required to comply with Local, State, and Federal policies and laws regarding paleontological resources. **Less-than significant impact.**

Clear Channel Outdoor Digital Billboard Conversion – Construction-related activities associated with this component of the Project would not result in any impacts to paleontological resources because there will be no ground-disturbing activities. **No Impact.**

### **Impact Conclusion**

The project will have a less-than-significant impact on geology and soils, with the following mitigation measure incorporated.

### **Mitigation Measures**

GEO-1: **Implement Geotechnical Design Recommendations.** Prior to issuance of Grading Permits, Applicants shall prepare site-specific geotechnical exploration reports for new digital billboard structures and shall incorporate all recommendations contained within the site-specific geotechnical exploration report into relevant project plans and specifications. These specifications pertain to but are not limited to grading, pavement areas, surface drainage, stormwater swales and basins, and underground utility and excavations. The project site plans will be submitted to the City and reviewed as part of the construction permit review process.



## VIII. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Affected Environment

The Project is located in the Yolo-Solano Air Quality Management District (YSAQMD). As described in the Conservation and Open Space Element of the Vacaville General Plan (pg. COS-24), a balance of naturally occurring gases in the atmosphere determines the earth's climate by trapping solar heat through a phenomenon known as the greenhouse effect. *Greenhouse gases (GHGs)*, including carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and water vapor, keep solar radiation from exiting our atmosphere. In a process very similar to the windows on a greenhouse, GHGs trap so much heat that the temperature within the earth's atmosphere is rising. Emissions from human activities, such as electricity production, motor vehicle use, and agriculture, are contributing to the concentration of GHGs in the atmosphere and have led to a trend of unnatural warming of the earth's climate, which is known as human-caused climate change.

### Regulatory Setting

The California State Legislature has proposed and the Governor has approved laws and policies to reduce the amount of Greenhouse Gas (GHG) generated each year. The California Global Warming Solutions Act of 2006 (AB 32), which was amended by Senate Bill 32 (SB 32) in 2016, requires statewide GHG emissions in California to be reduced to 40 percent below the 1990 level by 2030 and requires the California Air Resources Board (CARB) to adopt rules and regulations to achieve this goal. In 2017, CARB adopted the California 2017 Climate Change Scoping Plan (Scoping Plan), which is California's roadmap to reach the GHG reduction goals required by SB 32. The 2017 Scoping Plan recommends, but does not require, that local governments (cities and counties) adopt community-wide GHG emissions targets that are consistent with statewide objectives.

### Methodology

Although GHG emissions can be quantified for the Project, CARB, YSAQMD and the City of Vacaville have not adopted project-level significance thresholds for GHG emissions that would be applicable to the proposed Project. The Governor's Office of Planning and Research (OPR) released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a

project-by-project analysis, consistent with available guidance and current CEQA practice,” and that while “climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.”<sup>1</sup> Furthermore, the technical advisory states that “CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to less than significant as a means to avoid or substantially reduce the cumulative impact of a project.”

Per CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.

Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions.” Thus, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.

As noted above, YSAQMD has not established a threshold of significance for GHGs. According to the YSAQMD, if the lead agency has adopted a Climate Action Plan or General Plan goals and policies that relate to the reduction of GHG emissions, then the environmental review should consider consistency with such documents. If the lead agency has not adopted a Climate Action Plan or General Plan goals and policies related to GHGs, then YSAQMD recommends that lead agencies consider a project’s total emissions in relation to AB 32 Scoping Plan goals, or the thresholds of significance established by other jurisdictions (YSAQMD 2022).

On a local level, in September 2021, the City of Vacaville adopted the Energy and Conservation Action Strategy Update (ECAS), which is a long-range strategy to reduce GHG emissions and achieve greater conservation of resources as the City grows. The ECAS includes both communitywide and municipal GHG emissions reduction measures to decrease the City’s contribution to GHG emissions. The ECAS serves as the CEQA threshold of significance within the City for GHG emissions. Therefore, the proposed project significance is based on consistency with the City’s ECAS. Future implementation of an individual electronic billboards would be required to comply with the applicable goals, policies and actions in the Vacaville General Plan and Energy Conservation Action Strategy, as well as the standards identified within the proposed Ordinance. The applicable goals, polices and actions include the following:

### **Discussion of Impacts**

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Cause a substantial increase in cumulative greenhouse gas emissions?**

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<sup>1</sup> Governor’s Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).

Consistency with the City’s ECAS serves as the applicable threshold of significance for evaluating GHG emissions in Vacaville. The Project’s consistency with the GHG reduction measures included in the ECAS is evaluated in Table 10. Most of the measures included in the ECAS are not applicable to the proposed project. However, the proposed project would be consistent with ECAS Measure C-1 and would not conflict with the overall implementation of the ECAS. **Less-than-significant impact.**

**TABLE 9. PROJECT CONSISTENCY WITH CITY OF VACAVILLE ECAS**

MEASURE	CONSISTENCY DETERMINATION
<b>Transportation and Land Use</b>	
T/LU-1. Continue Telecommuting	<b>Not Applicable.</b> Given the proposed land use, telecommuting is not a feasible option for the proposed project.
T/LU-2. Improve Capacity for Electric Vehicles	<b>Not Applicable.</b> This measure specifically calls for implementation of electric vehicle charging stations in all new multi-family, retail, and office development as well as City-managed parking lots. The project does not include any of the foregoing land uses.
T/LU-3. Implement Transportation Demand Management for New Development	<b>Not Applicable.</b> The Project would result in a less than significant impact related to VMT because the project would generate fewer than 110 daily trips from maintenance workers. Given the limited number of anticipated employees and the less than significant VMT impact, implementation of a Transportation Demand Management Program to reduce employee VMT is not warranted, and the measure is not applicable to the project.
T/LU-4. Implement Transportation Demand Management for Existing Development	<b>Not Applicable.</b> This measure is intended for existing development in the City.
T/LU-5. Improve Bus Electrification	<b>Not Applicable.</b> This measure is intended for implementation at the City level.
T/LU-6. Improve City Fleet	<b>Not Applicable.</b> This measure is intended for implementation at the City level.
T/LU-7. Increase Land Use Diversification	<b>Not Applicable.</b> This measure focuses on created mixed neighborhoods where parks, schools, and grocery stores are located within 0.25-mile of residences. This is not applicable to the Project.
T/LU-8. Transit Oriented Development	<b>Not Applicable.</b> This measure focuses on providing neighborhoods within 0.25-mile of high-quality transit stops. This is not applicable to the proposed project.
<b>Energy</b>	
E-1. Become an MCE Member Community	<b>Not Applicable.</b> Marin Clean Energy is a local community choice energy provider that offers renewable energy options for customers while using PG&E infrastructure. The City will inquire with each potential Applicant about the prospects of using MCE as a service provided instead of PG&E.

E-2. Require Energy Audits for Sales of Existing Residential Units	<b>Not Applicable.</b> The proposed project does not involve existing residential units.
E-3. Adopt an All-Electric New Construction Preferred Ordinance	<b>Not Applicable.</b> The measure is intended for implementation at the City level. Furthermore, the proposed project would not include any permanent structure that would be eligible for all-electric building requirements. However, the site is not expected to require any natural gas during construction or operation.
E-4. Develop an Existing Building Electrification Plan.	<b>Not Applicable.</b> The proposed project does not include existing buildings that would be eligible for electrification. The small structures that exist on the Project site does not include natural gas hook-ups.
<b>Solid Waste</b>	
S-1. Implement Organic Waste Reduction Requirements	<b>Not Applicable.</b> The Project would not generate organic waste.
<b>Off-Road Equipment</b>	
O-1. Increase Renewable and Alternative Fuel for Construction	<b>Not Applicable.</b> This measure is focused on achieving a 20 percent reduction in conventional fuel use in construction fleets by the year 2035. Project construction would be complete prior to 2035, and implementation of the project would not impede the City's ability to achieve this goal.
<b>Carbon Sequestration</b>	
C-1. Plant Trees	<b>Consistent.</b> Future Applicants would be required to provide landscaping which may include ornamental trees. Future landscaping would comply with existing landscaping requirements for water efficiency.
C-2. Farm Carbon	<b>Not Applicable.</b> This measure calls for carbon farming and the application of compost on City-owned green spaces.

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

Consistency with the City's ECAS serves as the applicable threshold of significance for evaluating GHG emissions in Vacaville. The Project's consistency with the GHG reduction measures included in the ECAS is evaluated in Table 10. Most of the measures included in the ECAS are not applicable to the proposed project. However, the proposed project would be consistent with ECAS Measure C-1 and would not conflict with the overall implementation of the ECAS. **Less-than-significant impact.**

**Impact Conclusion**

Greenhouse Gas Emissions produced by the project will have a less-than-significant impact the environment.

**Mitigation Measures**

No mitigation is required.

## IX. HAZARDS & HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Affected Environment**

Interstate 80 – According to the State Water Resources Control Board GeoTracker database<sup>9</sup> and the Department of Toxic Substances Control EnviroStor database<sup>10</sup>, the Interstate 80 corridor between Leisure Town Road and Midway Road does not contain any active cases of leaking underground storage tank (LUST) sites or hazardous waste facilities. Two sites were identified as past LUST cleanup sites: one located at 5065 Quinn Road and another at 1416 Midway Road.

Interstate 505 – According to the State Water Resources Control Board GeoTracker database<sup>9</sup> and the Department of Toxic Substances Control EnviroStor database<sup>10</sup>, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road does not contain any active cases of leaking underground storage tank (LUST) sites or hazardous waste facilities. Two sites were identified as past LUST cleanup sites: one located at 500 Crocker Drive and another at 4819 Midway Road.

Clear Channel Outdoor Digital Billboard Conversion – According to the State Water Resources Control Board GeoTracker database<sup>9</sup> and the Department of Toxic Substances Control EnviroStor database<sup>10</sup>, the site does not contain any leaking underground storage tanks sites. Also, the site has not been used to store hazardous waste and substances. Neither database identified any existing or past clean-up efforts at the site.

## **Airport Hazards**

Interstate 80 – This corridor is located approximately 7.6 miles north of Travis Air Force Base and is located within Zone D (Other Airport Environs) of the Travis Air Force Base Land Use Compatibility Plan (TAFB LUCP). According to Section 4.6 (Compatibility Zone D) of the TAFB LUCP, Zone D includes all other locations beneath any of the Travis AFB airspace protection surfaces and areas subject to frequent aircraft overflight. Limitations on the height of structures and notice of aircraft overflights are the only compatibility factors within this zone. Interstate 80 is also located approximately 1.3 miles east of the Nut Tree Airport. The portion of Interstate 80 closest to Leisure Town Road is located within Zone F (Other Airport Environs) of the Nut Tree Airport Land Use Compatibility Plan (NTALUCP). According to the Compatibility Criteria Table of the NTALUCP, Zone F is subject to overflight activity, with limited risk under flight paths. The only compatibility factor within this zone is the dedication of overflight easements.

Interstate 505 – This corridor is located approximately 8.2 miles north of Travis Air Force Base and is located within Zone D (Other Airport Environs) of the Travis Air Force Base Land Use Compatibility Plan (TAFB LUCP). Interstate 505 is also located approximately 0.8 miles north of the Nut Tree Airport. Additionally, the NTALUCP identifies several land use compatibility zones that this corridor intersects:

- Zone B (Inner Approach/Departure Zone) – Zone B is subject to substantial risk, with low overflights along the extended runway centerline. This area is also subject to high noise. Compatibility factors in this zone include positioning structures as far as possible from the extended runway centerline, incorporating noise level reduction measures inside buildings, and dedicating an aviation easement. This zone includes density limits for people inside and outside buildings. Uses hazardous to flight are prohibited.
- Zone C (Outer Approach/Departure Zone or Adjacent to Runway) – Zone C is subject to moderate risk, with either: (1) routine overflight on instrument approach or below 400 ft. above ground level; or (2) few overflights, but close to the runway edge. This area is also subject to substantial noise. Compatibility factors in this zone include incorporating noise level reduction levels, clustering development, and dedicating an aviation easement. This



zone includes density limits for people inside and outside buildings. Uses hazardous to flight are prohibited.

- Zone D (Extended Approach/Departure Zone) – Zone D is subject to moderate risk, with common traffic pattern overflights below 800 ft. above ground level. This area is also subject to frequent noise intrusion. Compatibility factors in this zone include incorporating noise level reduction levels, clustering development, and dedicating an overflight easement. This zone includes density limits for people inside and outside buildings. Uses hazardous to flight are prohibited.
- Zone E (Adjacent to Runway or Final Approach) – Zone E is subject to limited risk, with minor to significant sideline noise. Compatibility factors in this zone include orienting residential outdoor living areas away from noise sources, clustering development, and dedicating an overflight easement. Uses hazardous to flight are prohibited.
- Zone F (Other Airport Environs) – Zone F is subject to overflight activity, with limited risk under flight paths. The only compatibility factor within this zone is the dedication of overflight easements.

Clear Channel Outdoor Digital Billboard Conversion – The Nut Tree Airport is located approximately 2 miles to the southwest of the proposed digital billboard conversion. According to Figure 14.09.110.A (City of Vacaville Land Use Zoning Compatibility Map 1) of the Vacaville Land Use and Development Code, the site is located outside the Nut Tree Airport Land Use Compatibility Plan. Travis Air Force Base is also located approximately 8.5 miles south of the site. According to the Travis Air Force Base Land Use Compatibility Plan, the site resides within Zone D which has building height restrictions. *Zone D* includes all other locations beneath any of the Travis Air Force Base airspace protection surfaces delineated in accordance with Federal Aviation Regulations Part 77. Limitations on the height of structures are the only compatibility factors within this zone. The project will not conflict with the restrictions imposed by Zone D, because the project will not exceed 200 feet above ground.

### Wildfire Hazards

According to Figure SAF-9 (CALFIRE Fire Hazard Severity Zones) of the Vacaville General Plan, the Interstate 80 corridor between Leisure Town Road and Midway Road, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road are not located in an area where wildfires are a threat. According to Figure PUB-1 (Fire Protection Service Providers) of the Vacaville General Plan, emergency services will be provided by the Vacaville Fire Department (VFD), which includes the following coverage: fires, emergency medical incidents, public assists, traffic and vehicle accidents, and other emergency situations. The closest fire station is Station 73 located at 650 Eubanks Court, which is located approximately 0.6 miles to the west of Interstate 505, approximately 1.7 miles to the west of Interstate 80, and approximately 3.3 miles to the west of Clear Channel Outdoor's proposed digital billboard conversion, as the vehicle drives.

### Discussion of Impacts

- a) Create a public health hazard through the transport, use, or disposal of hazardous materials?**

The construction of any new digital billboard, including the billboard conversion requested by Clear Channel Outdoor, would consist of site preparation and construction activities, which would result in the temporary presence of potentially hazardous materials. This may include, but not limited to, fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Although these potentially hazardous materials may be present onsite during construction, all digital billboards would be required to comply with all existing federal, state and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials. **Less-than-significant impact.**

**b) Create a public hazard through upset or accident involving the release of hazardous materials?**

The Project does not involve the routine transport or storage of hazardous materials. Therefore, the project will have **no impact.**

**c) Emit hazardous emissions or involve handling hazardous materials within one-quarter mile of an existing or proposed school?**

No existing or planned elementary, middle, or high school is located within 0.25 mile (1,320 feet) of the proposed digital billboard conversion or the freeway corridors where digital billboards would be allowed. Therefore, the project will have **no impact.**

**d) Be located on a site that is listed as hazardous by CAL-EPA?**

Please see "Affected Environment". The proposed digital billboard conversion and the freeway corridors where digital billboards would be allowed are not included on any list of active hazardous materials sites. Therefore, the project will have **no impact.**

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

Please see "Affected Environment". There are no additional restrictions that would prohibit development of the billboard conversion project. According to Chapter 14.09.110 (Airport Environs (AE) Overlay District) of the Vacaville Land Use and Development Code, most of the Interstate 80 corridor between Leisure Town Road and Midway Road, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road, are located in an area susceptible to limited risk associated with flight paths. Airport activities are not anticipated to create a safety hazard for those construction workers at the project site because the site is located more than 2 miles north of the closest airport (Nut Tree) and the site does not exceed the height restrictions for projects located within Zone D of the Travis Air Force Base Land Use Compatibility Plan. Any new digital billboard located closer than 2 miles of an airport or in a more restrictive airport land use compatibility zone would be required to comply with the airport land use restrictions of that zone. **Less-than-significant impact.**

**f) Impair implementation of an adopted emergency response or emergency evacuation plan?**

The construction of new digital billboards, including Clear Channel Outdoor's proposed digital billboard conversion, would not impact any emergency response or evacuation plans adopted

by the City or County. The proposed Project may improve communication of emergency evacuation plans by displaying messages for commuters along the corridors. As required by the Vacaville Fire and Police Departments, adequate emergency ingress and egress must be provided for the site and must be designed to comply with the access requirements of the Fire Department. **No impact.**

**g) Expose people or structures, either directly or indirectly, to risk, loss, injury, or death involving wildland fires?**

According to the 2023-2031 Safety Element of the Vacaville General Plan (pg. SAF-22), the California Department of Forestry and Fire Protection (CALFIRE) has developed a Fire Hazard Severity Scale that utilizes three criteria in order to evaluate and designate potential fire hazards in wildland areas. The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). Figure SAF-9 (CALFIRE Hazard Severity Zones) of the Safety Element shows the Fire Hazard Severity Zones for the City of Vacaville. According to Figure SAF-9, the Interstate 80 corridor between Leisure Town Road and Midway Road, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road are not located in an area considered to have moderate or high fire hazard severity. **No impact.**

**Impact Conclusion**

The project will have no impact on hazards and hazardous materials.

**Mitigation Measures**

No mitigation is required.

## X. HYDROLOGY & WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Affected Environment**

Vacaville is located within four watersheds (Gibson Canyon Creek, Horse Creek, Ulatis Creek, and Alamo Creek), all of which are part of the larger, 150-square mile Ulatis Creek watershed. The topography across most of the city is relatively flat. The western portion of the city is in the rugged, steep Vaca Mountain Range, which defines the western boundary of the Ulatis Creek watershed. The mountain range is dominated by Mount Vaca, with a peak elevation of 2,819 feet. Alamo, Ulatis, Encinosa, and Laguna Creeks all have their headwaters in the Vaca Mountains.

**Flooding**

The Interstate 80 corridor crosses Gibson Canyon Creek, a riparian habitat. According to Figure SAF-5 (FEMA Flood Zones) of the 2023-2031 Safety Element, areas near Gibson Canyon Creek are located within FEMA 100-year or 500-year floodplains. Furthermore, the California Department of Water Resources (DWR) identifies the area north of Interstate 80 as being located within a 100-Year Flood Awareness Zone. The Interstate 505 corridor does not cross any areas designated by FEMA as flood zones; the closest flood zone is located along Gibson Canyon Creek towards the east. Clear Channel Outdoor Digital Billboard Conversion – According to Figure SAF-5 (FEMA Flood Zones) of the Vacaville General Plan, the proposed digital billboard conversion does not reside within a 100-year or 500-year flood zone. According to Federal Emergency Management Agency (FEMA) Map 06095C0168E, the site is located in Zone X in an area of minimal flood hazard. Figure 10 depicts the Flood Plain Map for this area.

**FIGURE 10. FEMA FLOOD INSURANCE RATE MAP**



## Dams and Reservoirs

There are two existing reservoirs in Vacaville: (1) Lagoon Valley Lake; and (2) Basherini Reservoir. The Lagoon Valley Lake is a tributary to Laguna Creek, draining a portion of Lower Lagoon Valley, and is located 6.45 miles southwest. The Basherini Reservoir is located 4.0 miles southwest along Vine Street, which is owned and operated by the Solano Irrigation District. According to Figure SAF-7 (Dam Inundation Areas) of the 2023-2031 Safety Element, the northeastern portion of Vacaville is subject to potential dam inundation by the Monticello Dam. Under the proposed Zoning Text Amendments, new digital billboards built along Interstate 80 around Weber Road and in areas to the north would be subject to inundation caused by a failure of the Monticello Dam. The rest of the Interstate 80 corridor, including Clear Channel Outdoor's proposed digital billboard conversion, and the entirety of the Interstate 505 corridor are not located in this inundation area and will not be affected by these existing dams.

## Groundwater

The City owns and operates nine active municipal groundwater wells that withdraw water from the deep aquifer in the Tehama Formation, underlying the Solano Subbasin, and one active municipal groundwater well that withdraws from a shallower aquifer. Annual groundwater pumping has varied substantially from a low of 2,862 acre-feet per year (AFY) in 1968 to a high of 8,156 AFY in 1983. In 2020, the City withdrew approximately 4,984 AFY of groundwater.

## Discussion of Impacts

### **a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

Construction activities associated with the Program could result in short-term surface water quality impacts. These potential impacts could occur from construction-related activities such as drilling for the electronic sign pole foundation and pouring concrete. Runoff of loose soils and/or construction wastes and fuel during a rainstorm could flow into local storm drains as a result of individual electronic billboard construction. Such contaminated runoff could potentially threaten downstream water resources that receive runoff from the local drainage network.

Under the City Grading Ordinance (Division 14.19), the Project would be required to comply with the NPDES General Construction Permit, which requires the preparation of a SWPPP and the incorporation of Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials from contacting stormwater, with the intent of keeping all products of erosion from moving off-site into nearby drainage ditches. Additionally, the Project would comply the City's urban stormwater quality management and discharge control regulations (Chapter 14.26). The City's urban stormwater quality management and discharge control regulations implement the requirements of the Central Valley RWQCB Order 2013-0001-DWQ to reduce pollutants in stormwater discharges. Mandatory compliance with existing regulations will ensure construction related activities create a **less-than-significant impact**.

Operation activities associated with electronic billboards would involve the use of limited water for landscaping and would not generate wastewater. Therefore, no violation of any water quality standards or any waste discharge requirements would occur, and thus no water quality impacts due to operational activities would result.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

The proposed Project would result in construction activities to install electronic billboards. The proposed billboards would not require water to operate, except for the limited use for complementary landscaping. Construction activities associated with electronic billboards could encounter groundwater; however, no substantial extraction of groundwater is expected to occur. The Project would not cover large areas with impervious materials and would not consume groundwater for operational purposes. Based on the above analysis, the Project will have a **less-than-significant impact** to groundwater supplies and recharge.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i) Result in substantial erosion or siltation on-site or off-site?**

The Project area has relatively flat topography. The only water resource feature that extends under Interstate 80 is the Gibson Canyon Creek. Construction activities and permanent structures are not expected to substantially alter drainage patterns at the subject site of each new digital billboard along the corridors. Furthermore, the Project would not alter the course of a stream or river. The Project may install some impervious surface; however, this would not substantially increase potential runoff. Based on this assessment, the project will have a **less-than-significant impact** related to on-site or off-site erosion or siltation.

**ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?**

Portions along the Interstate 80 corridor are located within a flood zone. However, permanent improvements associated with new digital billboards would not introduce significant amounts of impervious materials. Based on this assessment, the project will have a **less-than-significant impact** on the rate or amount of surface runoff.

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

The Project does not involve the installation of impervious surface. On-site improvements associated with each new digital billboard would not significantly increase runoff. Based on this assessment, the project will have a **less-than-significant impact** on the amount of runoff water.

**iv) Impede or redirect flood flows?**

The implementation of the Project would include the placement of electronic billboards within the Project area. The placement electronic billboards would not impede or redirect existing surface drainage flows from the Project site. **No Impact.**



**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

Portions of Interstate 80 are located within the inundation area of the Monticello Dam; new digital billboard structures could be impacted by these flood waters. Along Interstate 505, there are no flood plains affecting the potential billboard locations. The Project area is not susceptible to tsunami or seiche zones. Permanent operational activities within the Project area will not require the storage of pollutants. Based on the above assessment, the project would have a **less-than-significant impact** on exposing people or structures to inundation by seiche, tsunami, or mudflow.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

The Project would not deplete existing groundwater within the area. Mandatory compliance with existing regulations under the City's Grading Ordinance (Division 14.19) will ensure the project does not obstruct implementation of the City's water quality control plan. **Less-than-significant impact.**

**Impact Conclusion**

The project will have a less-than-significant impact on hydrology and water quality.

**Mitigation Measures**

No mitigation is required.

## **XI. LAND USE & PLANNING**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding mitigation or environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Affected Environment**

The Project includes both vacant and develop land along a portion of the Interstate 80 and 505 corridors. These corridors provide vehicular access for residents and commuters in the region. On average, approximately 136,000 vehicles travel along Interstate 80 between Leisure Town Road and Midway Road. Another 30,500 travel along Interstate 505 between Vaca Valley Parkway and Midway Road on an average day. In Vacaville, there are 16 existing static (standard) billboards along Interstate 80 and no billboards along Interstate 505. These billboards are static and require maintenance and replacement to display new messages or advertisements. The project is subject to compliance with the following regulatory documents: (1) Vacaville General Plan; (2) Vacaville Land Use and Development Code; and (3) the Energy Conservation and Action Strategy.

### **Discussion of Impacts**

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

The implementation of electronic billboards under the proposed Project would include the placement of billboards along the Interstate 80 and 505 corridors. Each billboard would be required to be separated by 1,500 feet. The future placement of electronic billboards would not physically divide the surrounding community since the proposed signs would not obstruct or in any way change access to the existing community. The operation of electronic billboards would not physically impact any roadways or traffic circulation patterns within the existing community. Electronic billboards installed under the proposed Project would not create any barriers to access to a community or require removal of any housing. As such, the proposed Project would have **no impact**.

#### **b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding mitigation or environmental effect?**

The Project would result in an amendment to the existing City of Vacaville sign regulations within the Vacaville Municipal Code. The Project includes standards to comply with state law regarding electronic billboard brightness and display cycle to reduce potential traffic safety impacts for motorists along the I-80 and I-505 corridors; however, the Project could result in land use compatibility conflicts with applicable City plans and policies. As discussed in Section I

(Aesthetics), implementation of the Project would result in less than significant impacts to scenic vistas, scenic resources, scenic highways and less than significant visual alteration of the existing visual characteristics. However, the operation of electronic billboards could result in substantial lighting impacts on sensitive land use areas such as residences and on sensitive vegetation communities. Future implementation of an individual electronic billboard would be required to comply with State law, the applicable Vacaville General Plan goals and policies as well as the standards identified within the proposed Ordinance. The applicable Vacaville General Plan goals and policies include:

- Goal LU-1 – Preserve, promote, and protect the existing character and quality of life within Vacaville.
- Policy LU-P1.2 – Protect Vacaville’s natural environment. Integrate creeks, hills, utility corridors, and other significant natural features into major development plans.
- Policy LU-P1.4 – Protect established neighborhoods from incompatible uses.
- Policy LU-P1.8 – Design aesthetically pleasing roadways using trees or other appropriate landscaping.
- Policy LU-P1.10 – Promote and acknowledge outstanding community design.

Compliance with the above General Plan goals and policies as well as the standards identified in the proposed Ordinance would reduce potential land use compatibility impacts. Based on the above assessment, the project will have **less-than-significant impact**.

### **Impact Conclusion**

The project will have a less-than significant impact on land use and planning.

### **Mitigation Measures**

No mitigation is required.

## **XII. MINERAL RESOURCES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Affected Environment**

According to the U.S. Geological Survey, the Vacaville Planning Area contains limited mineral resources that are being extracted. Near the southern boundary of the Planning Area in the vicinity of Cement Hill, limestone deposits show evidence of some historic use. Stone quarries in the Vaca Mountains produced dimensioned and ornamental stone. Although the western hills contain sandstone and conglomerates which may be used for sands, gravel, and stone, none of these resources are currently being mined. Commercial extraction is not expected within the planning period; therefore, policies and land use designations for mineral resource areas are not included in the General Plan.

### **Discussion of Impacts**

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

The proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur. **No impact.**

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

The Project area has not been delineated as a locally important mineral resource recovery site by the General Plan, General Plan FEIR, or any specific plan or other land use plan. **No impact.**

### **Impact Conclusion**

The project will not result in impacts to mineral resources.

### **Mitigation Measures**

No mitigation is required.

### **XIII. NOISE**

<i>Would the project result in:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Affected Environment**

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed project.

#### **Sensitive Receptors**

As described in the Noise Element of the Vacaville General Plan (pg. NOI-1), noise is generally defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Noise is especially a concern in the vicinity of noise-sensitive uses, which are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of land. For the purpose of this project, sensitive receptors are defined as people(s) who will be exposed to noise created by the project during construction hours and during normal operating hours. The level of threshold for measures noise impacts is derived from Section 14.09.240.140 (Performance Standards – Noise) of the Vacaville Land Use and Development Code, which states that exterior noise levels shall not exceed 50 dB<sub>avg</sub> between 7:00 am and 10:00 pm, and 45 dB<sub>avg</sub> between 10:00 pm and 7:00 am for residences, hospitals, and nursing homes.

## General Plan Policies

The following policies from the Vacaville General Plan are applicable to the Project:

- Policy NOI-P1.2: Require that noise created by new transportation and non-transportation noise sources be mitigated, to the extent that is technically and economically feasible, to comply with the noise level standards of Table NOI-3.
- Policy NOI-P1.3: Allow minor exceptions to the noise level design standards in Table NOI-3 in circumstances where mitigation requirements are not technically or economically feasible and not consistent with other City goals, standards, and policies.
- Policy NOI-P2.1: Reduce outdoor noise levels in existing residential areas, where economically and aesthetically feasible.
- Policy NOI-P2.5: Encourage the use of open space, earthen berms, parking, accessory buildings, and landscaping to buffer new and existing development from noise. Use sound walls only when other methods are not practical or when recommended by an acoustical expert as part of a mitigation program.
- Policy NOI-P3.1: Limit truck traffic to designated truck routes.
- Policy NOI-P4.1: Preclude the generation of annoying or harmful noise through conditions of approval on stationary noise sources, such as construction and property maintenance activity and mechanical equipment.
- Policy NOI-P4.2: Require the following construction noise control measures:
  - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
  - Utilize “quiet” air compressors and other stationary noise sources where technology exists.
  - Limit hours of operation of outdoor noise sources through conditions of approval

## Vacaville Municipal Code

In addition, noise is regulated under Vacaville Municipal Code Chapter 14.09.240. This section of the code implements the Noise Element of the General Plan. It is applicable to the land use determinations approved through the General Plan amendment and the zone change process. This section also applies to any project approvals granted in accordance with the Zoning Code and the Subdivisions Ordinance. The standards identify the maximum noise levels to which sensitive land uses may be exposed and the maximum noise standards related to non-transportation sources. A sensitive land use is a use which is sensitive to noise impacts and for which this section establishes maximum noise exposure standards. In addition, Vacaville Municipal Code Section 8.10.060 “Abatement of Public Nuisance” adds further restrictions on construction activities within close proximity to sensitive uses:

Construction, repair work or grading within 500 feet from any occupied residence between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday. No such construction, repair work or grading activities shall be allowed on Sundays or holidays. These restrictions do not apply to:

- City projects;
- An exception granted by the department of public works for emergency work, to offset project delays due to inclement weather, for 24-hour projects, or other similar occurrences; or
- Interior work, construction, repair work or grading activities that are performed by or under the direction of the homeowner at his or her residence on a Sunday or holiday,

**Discussion of Impacts**

- a) **Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Construction Noise

According to the [Construction Noise Handbook from the U.S. Federal Highway Administration](#), the following noise levels are expected for common construction equipment:

**TABLE 10. NOISE LEVELS FROM COMMON CONSTRUCTION EQUIPMENT**

<b>Construction Equipment</b>	<b>Typical Sound Pressure Level at 50 ft. (dba)</b>
Scraper	85
Grader	85
Compactor	83
Crane	85
Front End Loader	80
Dump Truck	84
Excavator	85
Paver	85

Source: FHWA, Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

New billboards that are converted or constructed along the Interstate 80 and Interstate 505 corridors would generate temporary ground disturbing activities that could affect sensitive receptors, such as the Quinn Crossing Apartments and existing rural residents along the I-80 corridor, and existing residents in the North Village subdivision along the I-505 corridor. However, mandatory compliance with existing General Plan policies and City Ordinance will reduce potential construction-related activities to a less-than significant impact. **Less-than-significant impact.**

Long-Term Operational Noise

Operational noise levels would occur during periodic maintenance activities. These activities would be required to repair and maintain the proposed electronic billboard. These maintenance activities would include a nominal number of trucks traveling to the project site and result in less than significant truck traffic noise. In addition, the repair and maintenance activities that would periodically occur onsite would be considered exempt and result in nominal increases in noise levels to the surrounding uses. These periodic maintenance activities would only occur during the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday. Therefore, long-term operational activities associated with the proposed electronic billboard would result in less-than-significant noise impacts. **Less-than-significant impact.**

- b) **Generation of excessive ground-borne vibration or ground-borne noise levels?**

Please see the project description and Section a) above. The Project is not expected to generate excessive ground-borne vibration or noise through construction activities or long-term operation. **Less-than-significant impact.**



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

The Nut Tree Airport contains six compatibility zones (A – F) located around the airport that are referred to as Compatibility Areas, which represent areas affected by aircraft operations. The Project would not introduce any new people residing or working within the Project area. All new digital billboards would be operated without on-site staff and would only require occasional maintenance. **Less-than-significant impact.**

**Impact Conclusion**

Noise generated from the proposed project will have a less-than-significant impact.

**Mitigation Measures**

No mitigation is required.

## **XIV. POPULATION & HOUSING**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Affected Environment**

Over the past several decades, the City has grown from a small, rural town to a moderate-sized city, with its industry, ease of access, and proximity to the Bay Area. In July 2022, the City had a population of 101,918 (United States Census Bureau, 2022). The City's General Plan projected that its population would grow to a total of 112,000 by 2035, with 42,700 dwelling units, 9.6 million square feet of commercial space, 3.1 million square feet of office space, and 13.1 square feet of industrial space.

### **Discussion of Impacts**

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

The Project would not introduce any new population to the area. **No impact.**

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

The Project would not displace any existing people or housing or necessitate the construction of replacement housing elsewhere. **No impact.**

### **Impact Conclusion**

The project will result in no impact to population and housing.

### **Mitigation Measures**

No mitigation is required.

**XV. PUBLIC SERVICES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Affected Environment**

**Fire, Rescue, and Emergency Medical Services**

The Vacaville Fire Department (VFD) provides fire and emergency medical services to approximately 28 square miles within the City of Vacaville, as well as emergency medical services to approximately 160 square miles of unincorporated county land surrounding the city. VFD responds to calls to service for fires, hazardous materials emergencies, certain technical emergencies, vehicle accidents and extrication incidents, and first responder and transport services. VFD also organizes and conducts a fire prevention and public education program in Vacaville, including business and occupancy inspections.

VFD maintains several facilities and a variety of equipment. In addition to its administrative offices at City Hall, VFD has five existing fire stations in the city that serve Vacaville. Beyond ambulances and basic fire engines, VFD maintains and operates a variety of specialty and support equipment. Funding for VFD comes from the City’s General Fund, ambulance transport fees, Special

Paramedic tax, Inspections fees, impact fees from new development, and from public safety Community Facilities Districts (CFDs), which have been formed for new development areas to offset the costs of providing public safety services to such areas through the levy of special taxes. Fire service for the areas surrounding the city limits is provided by fire protection districts, including the Vacaville Fire Protection District, Dixon Fire Protection District, and Suisun Fire Protection District. In addition, VFD is actively involved in formal agreements with the City of Dixon, the City of Fairfield, and the Vacaville Fire Protection District to provide automatic aid responses in designated areas. VFD also participates in a Mutual Aid Plan with other fire departments in Solano County.

### Law Enforcement

The Vacaville Police Department (VPD) provides law enforcement service to the City of Vacaville. Responsibilities of VPD include a 24/7 communication center, crime suppression and prevention, investigations, traffic patrol, and emergency service. In addition, VPD oversees the Reserve Officer and Cadet Programs and administers specialty units. There is one main VPD police station, which is located at 660 Merchant Street, adjacent to Vacaville City Hall. VPD is currently meeting or exceeding its adopted standards for response times.

Funding for VPD mainly comes from the City's General Fund. A small percentage of other funding comes from grants and development impact fees. In addition, public safety CFDs have been formed for new development areas to offset the costs of providing public safety services to such areas through the levy of special taxes.

VPD participates in a regional Office of Emergency Services mutual aid agreement. By participating in this mutual aid agreement, VPD commits staff and other resources to assist with disasters throughout the state. In return, VPD receives assistance from outside entities should a significant emergency occur in Vacaville. Additionally, the Solano County Sheriff's Office provides law enforcement and emergency response in unincorporated parts of Solano County and provides a small degree of support for Vacaville police, assisting the City with police services approximately ten to 15 times per year.

### Schools

Schools play a central role in the daily life of the city. New families contemplating a home in Vacaville look at the quality of local schools as part of their evaluation of whether to settle in town, and existing residents are actively engaged in schools to help them maintain a high level of achievement. School children require an environment that excites and stimulates learning. Moreover, because children spend a significant part of their lives in school, school buildings constitute important landmarks in the image that the young residents of Vacaville form of their community. The City of Vacaville does not have jurisdiction over local schools. However, schools are an important part of the community, and the General Plan can support the mission of local school districts and the provision of high-quality education for Vacaville's children.

### Parks

The City's current inventory of parks is classified into three categories: Neighborhood Parks, Community Parks, and Regional Parks. The Vacaville General Plan outlines the service area standards for neighborhood and community parks. The service area is a radius drawn around a neighborhood or community park, rather than as travel time; although significant barriers to transportation, such as freeways and canals, should be taken into consideration. All residential areas of the city should be served by a neighborhood and a community park within the service

area standards provided below; although, a community park may serve the residents within ½ mile as their neighborhood park. There is no service area standard for regional parks because Lagoon Valley Regional Park serves the greater Vacaville region and it is expected that most users will need to travel a distance to access the park.

### Other Public Facilities

The City of Vacaville owns and/or operates numerous public buildings in the city, including City Hall, a public works corporation yard, remote City offices at the corner of Buck Avenue and Eldridge Street, and the Easterly Wastewater Treatment Plant. City Hall is located at 650 Merchant Street. The facility provides for governance and administrative functions, such as the City Council, City Manager, City Attorney, Finance Department, and the City Clerk, and also houses the administrative offices of multiple City departments, including Community Development, Police, Fire, and Public Works. The Public Works corporation yard is located at 1001 Allison Drive, just east of Downtown Vacaville. It provides facilities for municipal building, engineering, and maintenance, and public works functions. The remote City offices located at the corner of Buck Avenue and Eldridge Street house the City’s Community Services and Housing Services departments. The Easterly Waste Water Treatment Plant, which is discussed further in the wastewater section of this Element, is located at 6040 Vaca Station Road and treats wastewater collected in the city.

There are two libraries in Vacaville and both are maintained by Solano County Library in cooperation with the Vacaville Unified School District Library District. The Town Square branch of the Vacaville Public Library, located at 1 Town Square Place, opened in 2005 and features 25,000 square feet of space. The Cultural Center branch, located at 1020 Ulatis Drive, was remodeled in 2005 and features 24,000 square feet of space. Both libraries feature a meeting room, a study room, and a computer center, as well as additional equipment and technological amenities.

### Discussion of Impacts

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

**Fire protection:** The project involves text amendments to the City’s Municipal Code and the conversion of an existing static billboard into a digital billboard. The project will not add any additional residents to the area. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, would be served by existing joint services between the Vacaville Fire Department and Solano County. As such, the project would have a **less-than-significant impact** on fire protection services.

**Police protection:** The project involves text amendments to the City’s Municipal Code and the conversion of an existing static billboard into a digital billboard. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, will not add any additional residents to the area. As such, the project would have **no impact** on police services.

**Schools:** The project involves text amendments to the City’s Municipal Code and the conversion of an existing static billboard into a digital billboard. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, will

not add any additional residents to the area. As such, the project would have **no impact** on schools.

**Parks:** The project involves text amendments to the City’s Municipal Code and the conversion of an existing static billboard into a digital billboard. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, will not add any additional residents to the area. As such, the project would have **no impact** on parks.

**Other public facilities:** The project involves text amendments to the City’s Municipal Code and the conversion of an existing static billboard into a digital billboard. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, will not add any additional residents to the area. As such, the project would have **no impact** on other public facilities, including public libraries.

### **Impact Conclusion**

The project will have no impact on public services.

### **Mitigation Measures**

No mitigation is required.

## **XVI. RECREATION**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Affected Environment**

City residents have access to a variety of City-owned and operated parks and recreational facilities. The City owns and operates three categories of parks: neighborhood, community, and regional parks. In addition, the City owns and operates accessible open space, special purpose facilities, and trails. The City has over 2,700 acres of parks and open space, including eight community parks, 27 neighborhood parks, 22 accessible open spaces, and one regional park. The nearest park is a neighborhood park, Corderos Park, which is located approximately 2.4 miles (6 minutes driving) west of the project.

Under the parks standards outlined in the General Plan, the City aims to provide 1.8 acres of neighborhood parkland, 1.7 acres of community parkland, and one acre of regional parkland per 1,000 Vacaville residents, for a total of 4.5 acres of developed parkland per 1,000 Vacaville residents. Currently, the City is deficient in meeting the service standard for neighborhood parks and community parks but does exceed the standard for regional and total parkland categories.

Per Vacaville Municipal Code Section 11.01.020, residential projects are required to pay the City's Park and Recreation Facilities Impact Fee so that the City can fund additional parks and recreational facilities. The fee total is assessed based on the type and number of dwelling units that would be constructed.

### **Discussion of Impacts**

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

The project involves text amendments to the City's Municipal Code and the conversion of an existing static billboard into a digital billboard. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, will not add any

additional residents to the area. As such, the project would have **no impact** on the use of existing neighborhood and regional parks.

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

The project involves text amendments to the City's Municipal Code and the conversion of an existing static billboard into a digital billboard. The construction of new digital billboards, including the digital billboard conversion request from Clear Channel Outdoor, does not include recreational facilities or require the construction or expansion of recreational facilities. **No impact.**

**Impact Conclusion**

The project will have no impact to recreational services & facilities.

**Mitigation Measures**

No mitigation is required.



**XVII. TRANSPORTATION**

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Affected Environment**

The project proposal is to amend the City’s Land Use and Development Code and the City Gateways Design Master Plan to create policies, standards, and procedures for regulating digital freeway billboards. The proposed Zoning Text Amendments will allow for the construction of new digital freeway billboards along two corridors in Vacaville: Interstate 80 between Leisure Town Road and Midway Road; and Interstate 505 between Vaca Valley Parkway and Midway Road. The following roadways provide primary circulation within the City of Vacaville and vicinity of the proposed project:

- Interstate 80 is a major east-west freeway that traverses Vacaville between Lagoon Valley Road and Midway Road. Interstate 80 connects Vacaville to San Francisco to the west and Sacramento to the east. Within the study area, Interstate 80 has a posted speed limit of 65 MPH.
- Interstate 505 is a major north-south freeway that traverses Vacaville between Interstate 80 near Nut Tree Village and Midway Road. Interstate 505 begins in Vacaville and provides connections to Winters and Interstate 5 to the north.
- Leisure Town Road is a major north-south 6-lane arterial roadway that traverses eastern Vacaville between Vanden Road and Vaca Valley Parkway. Within the study area, Leisure Town Road has a posted speed limit of 40 MPH. Leisure Town Road currently has Class II bicycle lanes and six-foot-wide sidewalks. Within the study area, Leisure Town Road is served by Vacaville City Coach Route 4.
- Vaca Valley Parkway is a major east-west arterial roadway that traverses northern Vacaville between Wrentham Drive and Leisure Town Road. At the interchange with Interstate 80,

Vaca Valley Parkway has six lanes. Between Interstate 80 and Interstate 505, the road narrows to four lanes. West of Interstate 505, the road narrows to two lanes. Within the study area, Vaca Valley Parkway has a posted speed limit of 40 MPH. Vaca Valley Parkway currently has both Class II bicycle lanes and Class I shared-use paths for pedestrians and cyclists. Within the study area, Leisure Town Road is served by Vacaville City Coach Route 4.

- Weber Road is a major east-west 2-lane local roadway that traverses unincorporated Solano County between Interstate 80 and Pitt School Road. Pursuant to California Vehicle Code Section 22349, the maximum speed limit on Weber Road is 55 MPH. Weber Road is not currently designated as a bicycle route and does not have any sidewalks or pedestrian infrastructure. Weber Road is not currently utilized by any transit systems.
- North Meridian Road is a major north-south 2-lane arterial roadway that traverses northern Vacaville between Interstate 80 and Midway Road. Within the study area, North Meridian Road has a posted speed limit of 50 MPH. North Meridian Road is not currently designated as a bicycle route and does not have any sidewalks or pedestrian infrastructure. North Meridian Road is not currently utilized by any transit systems.
- Midway Road is a major east-west 2-lane arterial roadway that traverses northern Vacaville between Timm Road and Levee Road. Within the study area, Midway Road has a posted speed limit of 45 MPH. Midway Road is not currently designated as a bicycle route and does not have any sidewalks or pedestrian infrastructure. Midway Road is not currently utilized by any transit systems.
- Crocker Drive is a major north-south 3-lane collector roadway that traverses northern Vacaville between Vaca Valley Parkway before terminating north of Aldridge Road at 700 Crocker Drive. Within the study area, Crocker Drive has a posted speed limit of 40 MPH. Crocker Drive is not currently designated as a bicycle route but does have six-foot-wide sidewalks. Crocker Drive is not currently utilized by any transit systems.

Clear Channel Outdoor Digital Billboard Conversion – The project also includes a request from Clear Channel Outdoor to convert an existing static billboard into a digital billboard located in northeastern Vacaville. The site is adjacent to Interstate 80 to the north and west and existing agricultural uses to the south and east. The project will utilize an existing billboard structure; no additional structures are proposed. The following roadways provide primary circulation within the City of Vacaville and vicinity of the proposed project:

- Interstate 80 is a major east-west freeway that traverses Vacaville between Lagoon Valley Road and Midway Road. Interstate 80 connects Vacaville to San Francisco to the west and Sacramento to the east. Within the study area, Interstate 80 has a posted speed limit of 65 MPH.
- Kilkenny Road is a major east-west 2-lane local roadway that traverses incorporated and unincorporated Vacaville between Willow Road and Byrnes Road. Pursuant to California Vehicle Code Section 22349, the maximum speed limit on Kilkenny Road is 55 MPH. Kilkenny Road is not currently designated as a bicycle route and does not have any sidewalks or pedestrian infrastructure. Kilkenny Road is not currently utilized by any transit systems.
- Willow Road is a major north-south 2-lane local roadway that traverses unincorporated Solano County and portions of incorporated Vacaville between Kilkenny Road and Maple Road. Within the study area, Willow Road has a posted speed limit of 30 MPH. Willow Road is not currently designated as a bicycle route and does not have any sidewalks or pedestrian infrastructure. Willow Road is not currently utilized by any transit systems.
- Byrnes Road is a major north-south 2-lane local roadway that traverses unincorporated Solano County between California Pacific Road and Weber Road. Pursuant to California

Vehicle Code Section 22349, the maximum speed limit on Byrnes Road is 55 MPH. Byrnes Road is not currently designated as a bicycle route and does not have any sidewalks or pedestrian infrastructure. Byrnes Road is not currently utilized by any transit systems.

### **Discussion of Impacts**

**a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian system?**

The proposed Zoning Text Amendments would allow new digital billboards to be constructed along Interstate 80 between Leisure Town Road and Midway Road and Interstate 505 between Vaca Valley Parkway and Midway Road. Any new digital billboard, including the proposed digital billboard conversion by Clear Channel Outdoor, is expected to generate a small amount of traffic for construction and occasional traffic for maintenance and operations. However, the project is not expected to generate traffic that will affect the operating conditions experienced by roadway users (level of service). All digital billboards will be required to comply with all local, state, and federal regulations regarding outdoor advertising. The project will not create any conflicts with a program, plan, ordinance, or policy addressing the circulation system. **No impact.**

**b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

The proposed Zoning Text Amendments would allow new digital billboards to be constructed along Interstate 80 between Leisure Town Road and Midway Road and Interstate 505 between Vaca Valley Parkway and Midway Road. While the construction of any new digital billboard, including the proposed digital billboard conversion by Clear Channel Outdoor, is expected to produce a temporary increase in vehicle miles traveled (VMT) related to construction activities, the long-term operation and maintenance of the project is not expected to affect the amount and distance of vehicular travel. Therefore, the project will not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). **No impact.**

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

The project proposal is to amend the City's Sign Ordinance to conditionally permit digital billboards along certain segments of Interstate 80 and Interstate 505, subject to a Development Agreement and Conditional Use Permit. The project also includes a request to convert an existing 672 sq. ft. static billboard into a 672 sq. ft. digital billboard. The billboard would be visible from surrounding roadways and the freeways. Any new digital billboards, including the proposed digital billboard conversion proposed by Clear Channel Outdoor, would utilize an LED screen to display static messaging that changes after a certain period of time. The ability to present and change messages has the potential to distract drivers and affect traffic safety. Additionally, the use of digital technology may produce light or glare that may interfere with motorist vision.

The California Outdoor Advertising Act regulates the design and placement of outdoor advertisements (e.g. billboards) that are visible from the view of public highways. Section 5403 of the California Business and Professions Code prohibits advertising displays from: (1) imitating traffic control devices (i.e. signs); (2) using blinking, intermittent, or red lights that could be mistaken for a warning signal; (3) using flashing or moving lights; and (4) using illumination that would impair driver vision. California Vehicle Code Section 21466.5 states that

the maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source. Furthermore, Section 5405(d) of the California Business and Professions Code prohibits digital billboards from displaying messages for less than four seconds. These regulations ensure that digital billboards do not present a safety hazard for motorists traveling along public roads and highways.

As proposed, the proposed Zoning Text Amendments would require new digital freeway billboards, including Clear Channel Outdoor's proposed digital billboard conversion, to install automatic brightness dimmers that adjust the brightness of the LED display in response to ambient lighting conditions. Additionally, the ordinance would require that all messages be static (i.e. no movement) and be displayed for at least eight seconds. Furthermore, the proposed ordinance would restrict digital freeway billboards from being located any closer than 1,500 feet on both sides of the freeway.

Any new digital billboards would be required to comply with all applicable federal, state, and local requirements. Many of the requirements described above are imposed on digital billboards to ensure the safety of motorists and prevent driver distractions. However, significant effects on hazards could occur if a digital billboard did not comply with City, state, and federal requirements related to brightness, location, and other restrictions. Therefore, implementation of Mitigation Measure TRA-1 and TRA-2 would ensure that the City receives accurate information from the billboard operator regarding compliance on an ongoing basis. **Less-than-significant with mitigation measures incorporated.**

#### **d) Result in inadequate emergency access?**

Zoning Text Amendments – The proposed Zoning Text Amendments would allow digital billboards along two freeway corridors in Vacaville: Interstate 80 between Leisure Town Road and Midway Road; and Interstate 505 between Vaca Valley Parkway and Midway Road. Any new digital billboard would be required to comply with all City, State, and Federal requirements regarding emergency access, which would be evaluated at the time of application submittal.

Clear Channel Outdoor Digital Billboard Conversion – The project is located within an existing area designed consistent with local emergency access policy, standards, and requirements. Therefore, the project will not result in inadequate emergency access. **No impact.**

### **Impact Conclusion**

Transportation and traffic created by the project will have a less-than-significant impact on transportation with the following mitigation measures incorporated.

### **Mitigation Measures**

#### **TRA-1: Annual Report.**

The operator of the digital billboard shall submit to the Community Development Department, within 30 days following June 30<sup>th</sup> of each year, a written report regarding operation of each digital billboard during the preceding period of July 1<sup>st</sup> to June 30<sup>th</sup>. The report shall identify incidents or facts that relate to specific digital billboards, including information relating to the following:

- a. Status of the operator's license, as required by California Business and Professions Code Section 5300 et seq.;
- b. Status of the required permit for individual digital billboards, as required by California Business and Professions Code Section 5300 et seq.;
- c. Compliance with the California Outdoor Advertising Act, California Business and Professions Code Section 5200, and all regulations adopted pursuant to such Act;
- d. Compliance with California Vehicle Code Section 21466.5 and 21467;
- e. Compliance with the provisions of written agreements between the U.S. Department of Transportation and Caltrans pursuant to the Federal Highway Beautification Act (23 U.S.C. 131);
- f. Compliance with mitigation measures identified in the Mitigation Monitoring and Reporting Program adopted as part of the project approval;
- g. Each written or oral complaint received by the operator, or conveyed to the operator by any government agency or any other person, regarding operation of each digital billboard included in the report;
- h. Each malfunction or failure of each digital billboard included in the report, including those defined under Vacaville Municipal Code Section 14.09.260.100.B.3.d, and the reason for the malfunction, duration, and confirmation of repair;
- i. Operating status of each digital billboard included in the report, including estimated date of repair and return to normal operation of any digital billboard identified in the report as not operating in normal mode.

**TRA-2: Static Messaging.**

The operator of the digital billboard shall not utilize any special visual effects, such as moving or flashing lights or transitions between two successive messages, and shall not install or implement any technology that would allow interaction with drivers, vehicles, or any device located in vehicles, including a radio frequency identification device, geographic positioning systems, or other device without prior approval from the City of Vacaville and consideration of technical studies prepared by Caltrans and the U.S. Department of Transportation.

**XVIII. TRIBAL CULTURAL RESOURCES**

<p><i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i></p>	<p><b>Potentially Significant Impact</b></p>	<p><b>Less Than Significant With Mitigation Incorporation</b></p>	<p><b>Less Than Significant Impact</b></p>	<p><b>No Impact</b></p>
<p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Affected Environment**

The project proposal is to amend the City’s Land Use and Development Code and the City Gateways Design Master Plan to create policies, standards, and procedures for regulating digital freeway billboards. The proposed Zoning Text Amendments will allow for the construction of new digital freeway billboards along two corridors in Vacaville: Interstate 80 between Leisure Town Road and Midway Road; and Interstate 505 between Vaca Valley Parkway and Midway Road.

The project also includes a request to convert an existing static billboard into a digital billboard located in northeastern Vacaville. The site is adjacent to Interstate 80 to the north and west and existing agricultural uses to the south and east.

**Tribal Cultural Resources**

According to Public Resources Code (PRC) Section 21074, a resource is a tribal cultural resource if it is either:

- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or

- b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.
  - 3) A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
  - 4) A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a “non-unique archaeological resource” as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

In accordance with PRC Section 21084.2, lead agencies are required to consider Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register, or the Lead agency, at its discretion, chooses to treat resources as such. In accordance with PRC Section 21080.3.1(b)(1), to date, the Yocha Dehe Wintun Nation is the only Tribe to request in writing to be informed by the City through formal notification of proposed projects in Vacaville.

### Assembly Bill (AB) 52 Consultations

In 2022, the City of Vacaville initiated consultation with the Yocha Dehe Wintun Nation (YDWN) to evaluate potential impacts created by the Downtown Specific Plan. In collaboration with Environmental Science Associates (ESA), the City conducted geographic mapping throughout the City of Vacaville to identify potentially sensitive areas that may have cultural or tribal cultural resources. The City worked with YDWN to develop protocols for any project that may be located within areas of high, moderate, or low cultural resources sensitivity; the document became known as the Vacaville Cultural Resources Protocol. The purpose of this document is to provide guidance for the identification and subsequent treatment of cultural resources for projects within the City’s sphere of influence. The protocols provide actions to follow in areas of high, moderate, and low cultural resources sensitivity.

On December 16, 2022, the YDWN concluded review and provided a formal response on the Vacaville Cultural Resources Protocol document, indicating concurrence with all recommended protocols for addressing project development within high, moderate, and low sensitivity areas. The Vacaville Cultural Resources Protocol Document is included as Attachment 4.

### Discussion of Impacts

- a) **Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing on any state or local historic registry defined by Public Resource Code Section 5020.1(k)?**

According to the confidential screening map in the Vacaville Cultural Resources Protocol Document, the Interstate 80 and 505 corridors are located within areas that have moderate, moderately high, and high sensitivity for tribal cultural resources. Although the conversion of existing digital billboards would not impact unknown tribal cultural resources, the installation of new billboard structures would require ground disturbing activities that may impact unknown resources. Therefore, the Project will be required to implement Mitigation Measure TRC-1,

which requires mandatory compliance with the Vacaville Cultural Resources. **Less-than-significant impact with mitigation measures incorporated.**

- b) **Cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to Public Resources Code Section 5024.1(c)?**

As noted above, the Interstate 80 and 505 corridors are located within areas that have moderate, moderately high, and high sensitivity for tribal cultural resources. Although the conversion of existing digital billboards would not impact unknown tribal cultural resources, the installation of new billboard structures would require ground disturbing activities that may impact unknown resources. Compliance with mitigation measure TRC-1 will ensure site specific impacts are reduced to a less-than-significant impact. **Less-than-significant impact with mitigation measures incorporated.**

### **Impact Conclusion**

The project will have a less-than-significant impact on tribal cultural resources with the following mitigation measures incorporated.

### **Mitigation Measures**

- TRC-1: **Tribal Cultural Resources Protocol.** During the Development Review Process for new digital billboards, Projects involving new structures or conversion activities that require ground-disturbing activities shall obtain screening to determine proximity to areas with high, moderate, and low cultural resources sensitivity, and Applicants shall implement all treatment protocols as required by the City of Vacaville Cultural Resources and Tribal Cultural Resources Protocol.



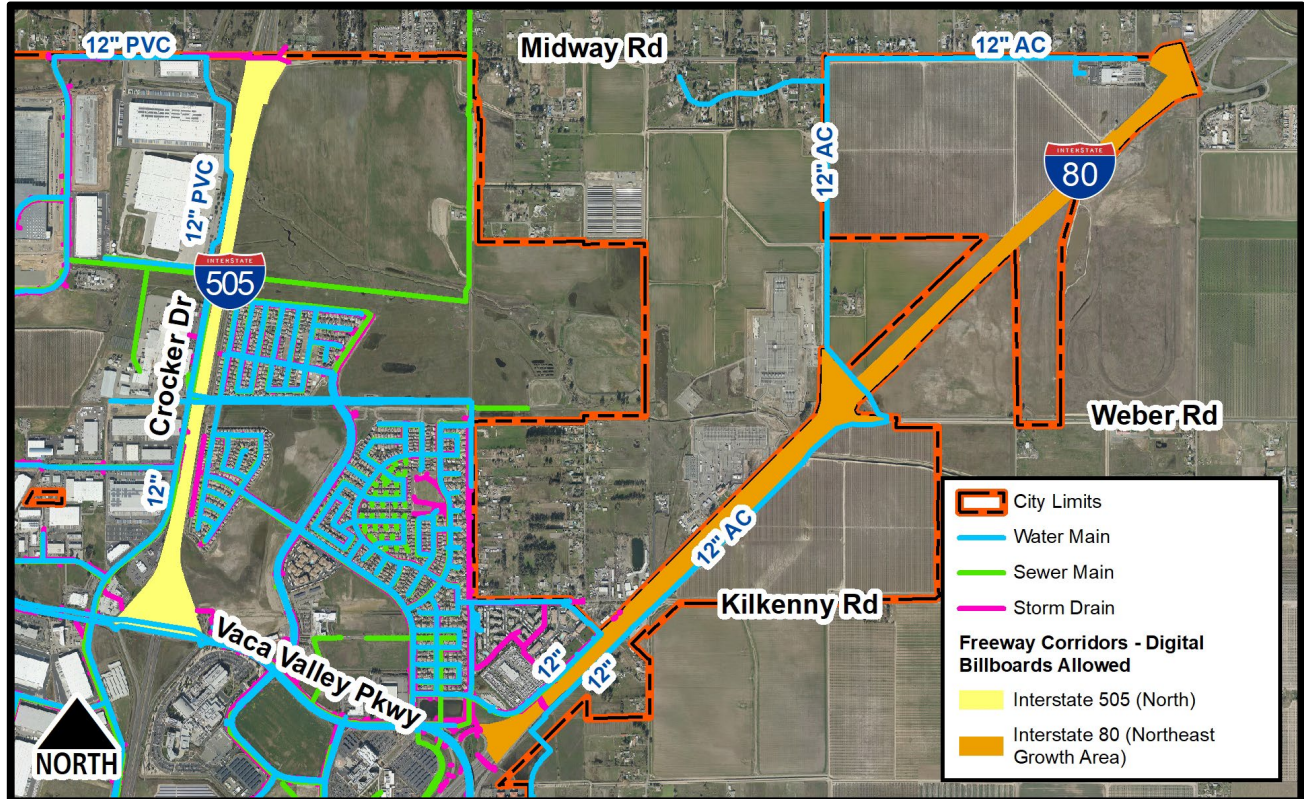
**XIX. UTILITIES & SERVICE SYSTEMS**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Affected Environment**

The Project would introduce up to 10 new digital billboards along the Interstate 80 corridor and up to 6 new billboards along the Interstate 505 corridor. The amendments would also require that, excluding areas used for maintenance, the base of any new billboard structures be landscaped. As shown in Figure 11 below, the following areas are served by existing water infrastructure: the south side of Interstate 80 between Leisure Town Road and Weber Road; the north side of Interstate 80 at the North Meridian Road interchange; the north side of Interstate 80 near Midway Road; and the entire western side of Interstate 505.

**FIGURE 11. EXISTING UTILITIES**



The project also includes a request to convert an existing static billboard into a digital billboard located in northeastern Vacaville. The site is adjacent to Interstate 80 to the north and west and existing agricultural uses to the south and east. The site is located in the incorporated boundaries of the City of Vacaville; the project will be served by an existing 12-inch water line, as depicted by Figure 12 below.



**FIGURE 12. EXISTING UTILITIES – CLEAR CHANNEL OUTDOOR DIGITAL BILLBOARD CONVERSION**



Water Service

As described in the Public Utilities and Services Element of the Vacaville General Plan (pg. PUB-19), the City’s distribution system consists of one main pressure zone, which primarily serves development with building pad elevations between 82 and 222 feet, and several upper pressure zones, which serve development above 222 feet. The system includes approximately 292 miles of distribution pipelines, including 18-inch, 24-inch, and 30-inch transmission mains, as well as 4-inch to 12-inch water distribution mains. In addition, water is stored by the City in various elevated storage reservoirs, including five reservoirs in the main zone and three reservoirs in the upper pressure zones. As described above, the project site, portions of the Interstate 80 corridor, the entire Interstate 505 corridor, and the proposed digital billboard conversion by Clear Channel Outdoor, are served by existing water infrastructure.

Wastewater

As described in the Public Utilities and Services Element of the Vacaville General Plan (pg. PUB-22), the City owns and operates the wastewater collection system in Vacaville, which consists of gravity and pressure sewers, lift stations, and associated facilities. The City performs routine wastewater collection system flow monitoring at various permanent metering locations throughout the city and at the Easterly Wastewater Treatment Plant (EWWTP). Additionally, the City maintains a collection system model for the purpose of simulating peak flow conditions in major sewers to determine existing and future needs for collection system improvements. Based on this model, the City uses Development Impact Fees to replace undersized facilities, giving priority to those facilities that are expected to reach capacity in the near future. Only a small segment of the Interstate 80 corridor along Quinn Road, along with the entirety of the Interstate 505 corridor, is served by existing wastewater infrastructure.

### Solid Waste and Recycling

As described in the Public Utilities and Services Element of the Vacaville General Plan (pg. PUB-16), the City of Vacaville contracts with a private waste collection company to provide weekly solid waste, organic waste, and recyclable material collection to Vacaville residents and commercial businesses. The California Department of Resources Recycling and Recovery (CalRecycle) has allocated the City of Vacaville with a disposal rate target of 6.5 pounds of waste per person per day. In 2022, the City of Vacaville's disposal rate was 6.0 pounds of waste per person per day, which is below the CalRecycle target.<sup>2</sup> The project will be served by existing providers under contract with the City.

### Storm Drain Services

As described in the 2023-2031 Safety Element of the Vacaville General Plan (pg. SAF-11), the City of Vacaville uses a variety of flood control facilities and measures to address flooding problems. As shown in Figure SAF-6 (Existing and Proposed Drainage Facilities) of the Safety Element, the City has built several regional detention basins that reduce the flow from the Vaca Mountains before they reach the city in order to reduce urban flooding. The City also maintains a network of storm drains, and works to keep channel flowlines free from debris and vegetation. As part of past flood control efforts, certain creekways have been engineered to handle larger volumes of stormwater than they would in their natural states. Only a small segment of the Interstate 80 corridor along Quinn Road, along with a portion of the Interstate 505 corridor along Crocker Drive, is served by existing wastewater infrastructure.

### Other Services

Pacific Gas and Electric (PG&E) will provide natural gas and electricity to the project site. Service is provided through underground pipelines and above ground transmission lines. According to the Federal Communications Commission's (FCC) National Broadband Map, AT&T, T-Mobile, and Verizon, all provide telecommunications services to Vacaville. These services are also provided via underground and aboveground transmission lines. The project site will be served by existing services.

### Discussion of Impacts

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?**

The operational activities associated with electronic billboards implemented in accordance with the proposed Project would not require the use of water, except for drought-tolerant landscaping. The Project would not require new or expanded water supply entitlements. **No impact.**

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<sup>2</sup> <https://www2.calrecycle.ca.gov/LGCentral/%20DiversionProgram/JurisdictionDiversionDetail/553/Year/2022>

**b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

The operational activities associated with electronic billboards implemented in accordance with the proposed Project would not require the use of water, except for drought-tolerant landscaping. **Less-than-significant impact.**

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

The proposed Project would not result in wastewater generation, and therefore would not result in a need for wastewater treatment. Therefore, the Project would not impact the capacity of the existing wastewater treatment facilities servicing the City of Vacaville. **No impact.**

**d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

The project involves text amendments to the City's Municipal Code and the conversion of an existing static billboard into a digital billboard. The proposed digital billboard conversion would dispose of existing static billboard sign faces and an elevated sign deck. Construction of any new digital billboards would generate a negligible amount of solid waste from construction activities. Operation of the new digital billboards, including the digital billboard conversion proposed by Clear Channel Outdoor, will not generate solid waste. **No impact.**

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

The project involves text amendments to the City's Municipal Code and the conversion of an existing static billboard into a digital billboard. Any new digital billboards, including the digital billboard conversion proposed by Clear Channel Outdoor, will be required to comply with all Federal, State and Local statutes and regulations for disposal of solid waste. **No impact.**

**Impact Conclusion**

The project will have a less-than-significant impact to utilities and service systems.

**Mitigation Measures**

No mitigation is required.

**XX. WILDFIRE**

<i>If located in or near state responsibility areas of lands classified as very high fire hazard severity zones, would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Affected Environment**

Highly flammable vegetation and warm, dry summers create the potential for wildland fires in Vacaville. The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels, and fuel moisture content. Of these four factors, wind is the most crucial. Steep slopes also contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Where there is easy public access to dry vegetation, fire hazards increase due to greater chance of human carelessness. As described in the Vacaville General Plan, high hazard areas include outlying residential parcels and open lands adjacent to residential areas.

To quantify this potential risk, the California Department of Forestry and Fire Protection (CAL FIRE) has developed a Fire Hazard Severity Scale that utilizes three criteria in order to evaluate and designate potential fire hazards in wildland areas. The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). Fire Hazard Severity Zones are designated Moderate, High, or Very High.

To reduce risks from wildland fires, the City of Vacaville adopted Chapter 15.20.273 of the Municipal Code (Standards for New Construction Adjacent to Open Space Lands Where Wildfire is a Threat). Chapter 15.20.273 provides development standards for new construction adjacent to permanent open or other open lands where no development is anticipated in the near future (as identified in the General Plan) and where wildfire is a threat. Some of the fire reduction strategies incorporated in the code include providing for fire access roads, maintaining a defensible space of non-combustible vegetation around structures, and installing indoor sprinkler systems.

### **Discussion of Impacts**

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

According to Figure SAF-9 (CALFIRE Fire Hazard Severity Zones) of the 2023-2031 Vacaville Safety Element, the Interstate 80 corridor between Leisure Town Road and Midway Road, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road are not located in an area where wildfires are a threat. According to Figure PUB-1 (Fire Protection Service Providers) of the Vacaville General Plan, emergency services will be provided by the Vacaville Fire Department (VFD), which includes the following coverage: fires, emergency medical incidents, public assists, traffic and vehicle accidents, and other emergency situations. The closest fire station is Station 73 located at 650 Eubanks Court, which is located approximately 0.6 miles to the west of Interstate 505, approximately 1.7 miles to the west of Interstate 80, and approximately 3.3 miles to the west of Clear Channel Outdoor's proposed digital billboard conversion, as the vehicle drives. **No impact.**

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

According to Figure SAF-9 (CALFIRE Fire Hazard Severity Zones) of the 2023-2031 Vacaville Safety Element, the Interstate 80 corridor between Leisure Town Road and Midway Road, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road are not located in an area where wildfires are a threat. **No impact.**

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

According to Figure SAF-9 (CALFIRE Fire Hazard Severity Zones) of the 2023-2031 Vacaville Safety Element, the Interstate 80 corridor between Leisure Town Road and Midway Road, the Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road are not located in an area where wildfires are a threat. **No impact.**

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

According to Figure SAF-9 (CALFIRE Fire Hazard Severity Zones) of the 2023-2031 Vacaville Safety Element, the Interstate 80 corridor between Leisure Town Road and Midway Road, the

Interstate 505 corridor between Vaca Valley Parkway and Midway Road, and the proposed digital billboard conversion at Kilkenny Road are not located in an area where wildfires are a threat. **No impact.**



**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

<i>Does the Project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Conclusion**

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

As evaluated in this document, the project would not substantially degrade the quality of the environment; substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory. Mandatory compliance with existing policies within the General Plan, Energy Conservation Action Strategy, and Vacaville Municipal Code will lessen the significance of potential impacts to hazards and energy consumption. **Less-than-significant impact.**

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

Based on the analysis contained in this Initial Study, the proposed Project would not have cumulatively considerable impacts with implementation of Project mitigation measures and mandatory compliance with the Vacaville General Plan, Energy Conservation and Action Strategy, and Vacaville Municipal Code. Implementation of standard conditions and mitigation measures at the Project-level would reduce the potential for the incremental effects of the proposed Project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. **Less-than-significant impact with mitigation incorporated.**

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

Previous sections of this Initial Study reviewed the proposed Project's potential impacts to human beings related to several environmental topical areas. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts that cannot be mitigated or reduced with implementation of mitigation measures and/or standard conditions imposed by the City. The Project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant **Less-than-significant impact with mitigation incorporated.**

## REFERENCES

- <sup>1</sup> City of Vacaville. 2023. Vacaville General Plan.  
Internet URL: [cityofvacaville.gov/government/community-development/general-plan/general-plan-documents](http://cityofvacaville.gov/government/community-development/general-plan/general-plan-documents).
- <sup>2</sup> City of Vacaville. 2024. Vacaville Municipal Code Title 14 – Land Use and Development Code.  
Internet URL: [codepublishing.com/CA/Vacaville/#!/Vacaville14/Vacaville14.html](http://codepublishing.com/CA/Vacaville/#!/Vacaville14/Vacaville14.html)
- <sup>3</sup> Solano County. 2015. Travis Air Force Base Land Use Compatibility Plan.  
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- <sup>4</sup> Solano County. 1988. Nut Tree Airport and Vacaville Gliderport Airport Land Use Compatibility Plan.  
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- <sup>5</sup> Yolo-Solano Air Quality Management District. 2022. Attainment Status.  
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- <sup>6</sup> Yolo-Solano Air Quality Management District. 2007. Handbook for Assessing and Mitigating Air Quality Impacts.  
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- <sup>7</sup> California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective.  
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- <sup>8</sup> Solano County Water Agency. 2012. Solano Multispecies Habitat Conservation Plan.  
Internet URL: [scwa2.com/solano-multispecies-habitat-conservation-plan](http://scwa2.com/solano-multispecies-habitat-conservation-plan).
- <sup>9</sup> State Water Resources Control Board. 2024. GeoTracker.  
Internet URL: <http://geotracker.waterboards.ca.gov/map/>
- <sup>10</sup> Department of Toxic Substances Control. 2024. EnviroStor.  
Internet URL: <https://www.envirostor.dtsc.ca.gov/public/>

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# **ATTACHMENT 1**

## **PROPOSED ZONING TEXT AMENDMENTS**

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## Chapter 14.09.260 Signs

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### Sections:

- 14.09.260.010 Purpose
- 14.09.260.020 Applicability
- 14.09.260.030 Exempt Signs
- 14.09.260.040 Prohibited Signs
- 14.09.260.050 Sign Procedures
- 14.09.260.060 Sign Measurement
- 14.09.260.070 General Provisions
- 14.09.260.080 Permanent Signs
- 14.09.260.090 Temporary Signs
- 14.09.260.100 Sign Standards for Specific Land Uses and Development Types
- 14.09.260.110 Nonconforming Signs
- 14.09.260.120 Illegal Signs
- 14.09.260.130 Enforcement
- 14.09.260.140 Severability

### 14.09.260.010 Purpose

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The purpose of this Chapter is to promote the public health, safety, and welfare through a comprehensive system of reasonable, effective, consistent, content-neutral, and nondiscriminatory sign standards and requirements. More specifically, this Chapter is intended to:

- A. Balance public and private objectives by allowing adequate avenues for both commercial and non-commercial messages;
- B. Allow signs to serve as an effective channel of communication while preventing visual clutter that will detract from the aesthetic character of the City;
- C. Protect and improve the local economy and quality of life by preserving and enhancing the City's visual appearance and character;
- D. Direct persons to various places, activities, and uses, and to provide for the public convenience;
- E. Maintain and enhance the City's appearance by regulating the location, number, type, quality of materials, size, illumination, and maintenance of signs;
- F. Restrict signs that may create a nuisance to nearby properties, violate privacy, or create hazards and distractions for pedestrians or drivers;

- G. Provide clear and unambiguous sign standards that enable fair and consistent enforcement; and
- H. Ensure that the constitutionally guaranteed right of free speech is protected.

#### 14.09.260.020 Applicability

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- A. **Applicable to All Zoning Districts.** The provisions of this Chapter apply to all signs in all zoning districts, constructed or altered on or after the Effective Date of this Title, unless otherwise specified. If any zoning district or Specific Plan imposes requirements which conflict with those set forth by this Chapter, the more restrictive provisions shall prevail.
  - 1. The provisions of this Chapter shall not be construed to prohibit a person from holding a sign while picketing or protesting on public property that has been determined to be a traditional or designated public forum, so long as the person holding the sign does not block ingress and egress from buildings, create a safety hazard by impeding travel on sidewalks, in bike or vehicle lanes, or on trails, or violate any other reasonable time, place, and manner restrictions adopted by the City.
  - 2. The provisions of this Chapter shall not require alteration of the display of any registered mark, trademark, service mark, trade name, or corporate name that may be associated with or incorporated into a registered mark, where such alteration would require the registered mark to be displayed in a manner differing from the mark as exhibited in the certificate of registration issued by the United States Patent and Trademark Office. It is the responsibility of the applicant to establish that a proposed sign includes a registered mark.
- B. **Regulatory Interpretations.** The provisions of this Chapter shall be applied in a content-neutral manner. Non-communicative aspects of all signs, not related to the content of the sign, shall comply with the provisions of this Chapter. "Non-communicative aspects" include the time, place, manner, location, size, height, illumination, spacing, and orientation of signs.
- C. **Message Substitution.** A non-commercial message of any type may be substituted, in whole or in part, for any permitted commercial message. Any non-commercial message may be substituted for any non-commercial message. Any on-site commercial message may be substituted for any on-site commercial message.
  - 1. **No Additional Approval Required.** Such substitution of message may be made without any additional approval, permitting, registration, or notice to the City. This provision prevents any inadvertent favoring of commercial speech over non-commercial speech or favoring any non-commercial message over any other non-commercial message.
  - 2. **Limitations.** This provision does not allow the following:
    - a. Create the right to increase the total amount of signage for a parcel, lot, or land use;
    - b. Affect the requirement that a sign structure or mounting device be properly permitted;
    - c. Allow a change in the physical structure of a sign or its mounting device;



- d. Allow a sign that could be confused with or interfere with any official traffic device, traffic signal, or directional sign;
- e. Authorize the substitution of an off-site commercial message in place of an on-site commercial message or in place of a non-commercial message.
- f. Nullify or eliminate any contractual obligation through a development agreement or similar agreement that specifies the allowable content of a sign; or
- g. Permit the conversion of an existing sign to a billboard.

### 14.09.260.030 Exempt Signs

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The following signs are exempt from the permit requirements of this Chapter, and do not count toward the maximum sign area limitation for a site, provided that they conform to the specified standards.

- A. **Architectural Features.** Architectural features, symbols embedded in architecture that are permanently integrated into the structure of a permanent building, including stained glass windows, carved or bas relief doors or walls, bells, and religious statuary.
- B. **Government Signs.** Any sign, posting, notice or similar signs placed, installed or required by law by a city, county, or a federal or state governmental agency in carrying out its responsibility to protect the public health, safety, and welfare, including, but not limited to, the following:
  - 1. Emergency and warning signs necessary for public safety or civil defense;
  - 2. Traffic signs erected and maintained by an authorized public agency;
  - 3. Numerals and letters identifying an address from the street to facilitate emergency response and compliant with City requirements
  - 4. Signs required to be displayed by law;
  - 5. Signs directing the public to points of interest, except for sign programs identifying a district or area or set of destinations, such as City wide wayfinding signage, or sign programs adopted as part of a Specific Plan; and
  - 6. Signs showing the location of public facilities.
- C. **Grave Markers.** Grave markers, gravestones, headstones, mausoleums, shrines, and other markers of the deceased.
- D. **Historic Plaques and Commemorative Signs.** Historic plaques, memorial signs or tablets, or commemorative signs indicating names of buildings and dates of building erection, either attached to or cut into the surface of a building, not to exceed four square feet in area.
- E. **Minor Signs.** Minor signs which do not exceed four square feet in sign area and 10 feet in height do not require a Sign Permit and may be placed as follows.
  - 1. One minor sign facing each parking stall in a parking lot.
  - 2. One minor sign on each side of each driveway entrance to a parking lot.
  - 3. One minor sign at each entrance to a building.

4. Inflatable, temporary, moveable, gymnasium devices commonly used for children's birthday parties, and similar devices, commonly referred to as "bounce houses" or "party jumps".
  5. News racks and newsstands.
- F. Signs not readable from the public right-of-way, such as:
1. Signs or displays located entirely inside of a building and not visible from the building's exterior;
  2. Signs intended to be readable from within a parking area but not readable beyond the boundaries of the lot or parcel upon which they are located or from any public right-of-way; and
  3. Signs located within City recreation facilities.
- G. Signs that are an integral part of an allowed vending machine or similar facility located outside of a business.

#### 14.09.260.040 Prohibited Signs

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The following signs are prohibited.

A. **Location Restrictions.**

1. **Signs Located in the Public Right-of-Way or on Public Property.** Other than official government signs or warning signs required by law, any sign placed in or projecting into the public right-of-way or on public property, unless expressly authorized by this Chapter or an encroachment permit.
2. **Signs Affixed to Trees or Terrain.** Signs affixed to or cut into trees or other living vegetation, or cut, burned, marked, or displayed on a street, sidewalk, cliff, hillside, or other terrain feature.
3. **Signs Creating Traffic or Pedestrian Safety Hazards.** Signs placed or located in such a manner as to constitute a traffic or pedestrian safety hazard.

B. **Display Restrictions.**

1. **Animated or Motion Signs.** Animated, flashing, blinking, reflecting, revolving, or other similar sign with visibly moving or rotating parts or visible mechanical movement of any kind, unless expressly permitted by another Section of this Chapter.
2. **Balloons, Inflatable Signs, Streamers, and Other Attention-Getting Devices.** Balloons, inflatable signs, streamers, pennants, and other attention-getting devices, made of lightweight fabric or similar material, designed to rotate or move with the wind, that direct and promote, or are otherwise designed to attract attention.
3. **Billboards.** The new construction, erection, or use of billboards is prohibited, except for as follows:
  - a. Digital freeway billboards approved under Section 14.09.260.100.B, Digital Freeway Billboards; or

- b. Those approved under a relocation agreement as provided in this Section 14.09.260.110, Nonconforming Signs.
4. **Message Center Signs.** All message center signs used for any use.
5. **Search Lights and Klieg Lights.** Search and arc lights when used as attention-attracting devices for commercial uses.
6. **Signs Producing Noise or Emissions.** Signs producing visible smoke, vapor, particles, odor, noise, or sounds that can be heard at the property line.
7. **Signs for Prohibited Uses.** A sign displaying a commercial message promoting a business that is a prohibited use and that has not been established as a legal nonconforming use.
8. **Unauthorized Signs.** Signs that have been placed on private or public property without the consent of the property owner or as authorized in this Chapter.

#### 14.09.260.050 Sign Procedures

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All permanent and temporary signs may be installed only subject to a sign permit and in compliance with this Section, unless specifically stated otherwise. The owner shall also be responsible for obtaining other applicable permits and approvals, such as building permits, electrical permits, and grading permits.

- A. **Sign Permit Required.** Prior to installing any sign requiring a permit under this Chapter, the applicant shall submit a sign permit application to the Director of Community Development. Applications and fees for a sign permit shall be submitted in accordance with the provisions set forth in Section 14.09.030.030, Application Forms and Fees. The Director of Community Development may request further information regarding the location, design, dimensions, and installation details of all proposed signs.
  1. **Sign Permit Only.** If the sign permit application is not connected to another land use permit application, the Director of Community Development shall review the application in accordance with the procedures set forth in Chapter 14.030.030, Common Procedures. The Director of Community Development shall approve, approve with conditions, or deny the application based on compliance with the standards of this Chapter.
  2. **Concurrent Review.** For projects which require another land use permit and include signs, the applicant shall submit a concurrent sign permit application to the Director of Community Development. The Decision Maker shall review the sign permit application concurrently with the primary application and shall decide based on conformance with the standards of this Chapter. Discretionary review shall be limited to the time, place, and manner aspects of the proposed sign.
- B. **Sign Program Required.** Sign projects for non-residential development that includes multiple buildings, multiple tenant spaces, or multiple lots shall require a Planned Sign Program approval.
  1. **Purpose.** The purpose of a Planned Sign Program is to provide a method for an applicant to integrate the design and placement of signs with the overall development design to achieve a more unified, coordinated aesthetic appearance.

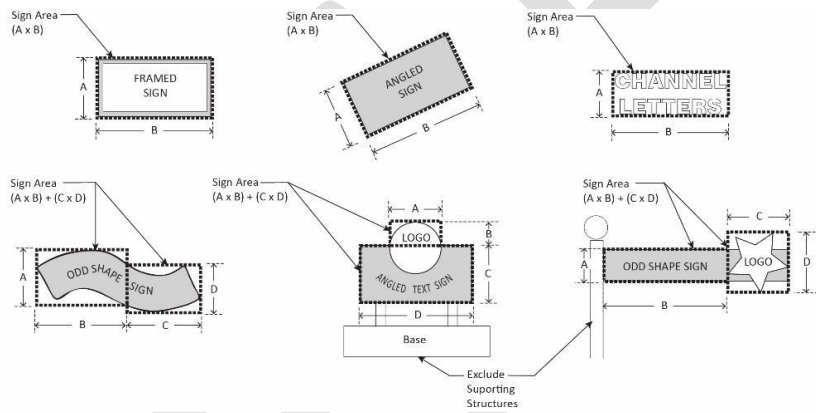
2. **Application.** Applications and fees for a Planned Sign Program shall be submitted in accordance with the provisions set forth in Section 14.09.030.030, Application Forms and Fees. The Director of Community Development may request plans, elevations, and further information regarding the location, design, dimensions, and installation details of all proposed signs.
3. **Decision-Maker.** Planned Sign Programs are subject to review by the Decision Maker for the project with which the signs are associated. A Planned Sign Program may be submitted separately or concurrently with other applications for the project.
4. **Review and Decision.** The Planned Sign Program shall be reviewed for conformance with the standards in this Chapter. While the application may be reviewed concurrently with another application that is subject to discretionary review, discretionary review shall not be used in the review of any communicative aspects of the signs comprising the Planned Sign Program.
5. **Required Findings and Bonus Sign Allowance.** The Decision Maker shall make a minimum of eight of the 11 findings for common sign elements listed below. The Decision Maker may allow one additional freestanding sign, or one additional wall sign per building frontage if they can make all of the following findings.
  - a. All wall signs, except for one per building frontage, are installed at the same height on the building elevation.
  - b. All wall signs, except for one per building frontage, are the same height (from the bottom to the top of the sign).
  - c. All wall signs, except for one per building frontage, are the same geometric shape.
  - d. The faces of all wall signs are the same material.
  - e. The cabinets of all wall signs are of the same material and color.
  - f. All wall signs have the same illumination method, such as interior illumination, exterior illumination, or use of neon.
  - g. All freestanding signs have frames and supports that are the same color as the building's primary color or primary trim color.
  - h. All freestanding signs have frames and supports that are of the same material or appear to be of the same material as the siding materials of the building.
  - i. If there is more than one freestanding sign, all freestanding signs shall have the same basic shape.
  - j. The faces of all freestanding signs are of the same materials as the wall signs.
  - k. The illumination method of the freestanding signs is the same as the wall signs.
6. **Sign Permit Conformance with Planned Sign Program.** The Director of Community Development shall review a sign permit application for installation of a sign in the area covered by an approved planned sign program. The application shall be approved if it conforms to the approved planned sign program.

7. **Nonconforming Planned Sign Program.** A Planned Sign Program approved by the City prior to the enactment of this Chapter or any revisions hereto that does not conform to the provisions of this Chapter shall continue to remain in effect. If an application is submitted to modify the nonconforming Planned Sign Program, the modified planned sign program shall conform to the provisions of this Chapter.
8. **Modifications to Planned Sign Program.** The Director of Community Development shall review any proposed modification to an approved planned sign program, based on conformance with the standards of this Chapter. The Director of Community Development shall approve a proposal to modify an approved, nonconforming Planned Sign Program if the proposed modification results in the program coming closer to complying with the standards of this Chapter.

### 14.09.260.060 Sign Measurement

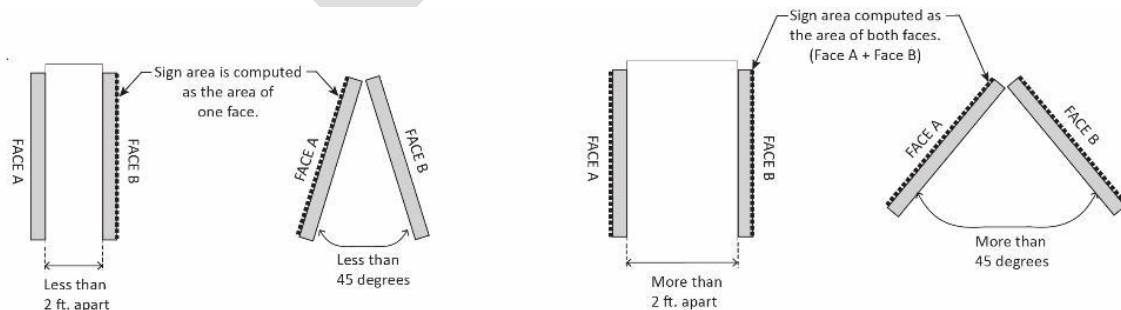
A. **Measuring Sign Area.** Building elements, painting, striping, and supporting structures are not included in the sign area measurement. The sign area is the total area contained within the smallest rectangular perimeter encompassing the sign, structures, and any background embellishments.

1. **Single-Faced Signs.** The sign area is the area of the sign face.



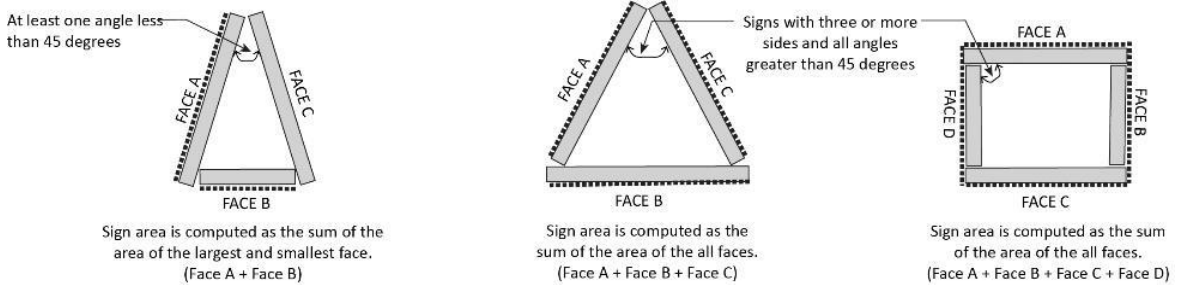
**FIGURE 14.09.260.A: MEASURING SIGN AREA FOR SINGLE-FACED SIGNS**

2. **Double-Faced Signs.** For a sign whose two faces are back-to-back, parallel, and located two feet or less apart, the sign area shall be taken as the area of the larger face, or one face if the two faces are of equal area.



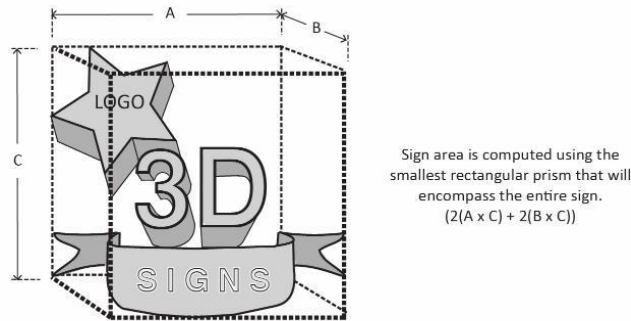
**FIGURE 14.09.260.B: MEASURING SIGN AREA FOR DOUBLE-FACED SIGNS**

3. **Multi-Faced Signs.** The sign area is the sum total area of all sign faces.



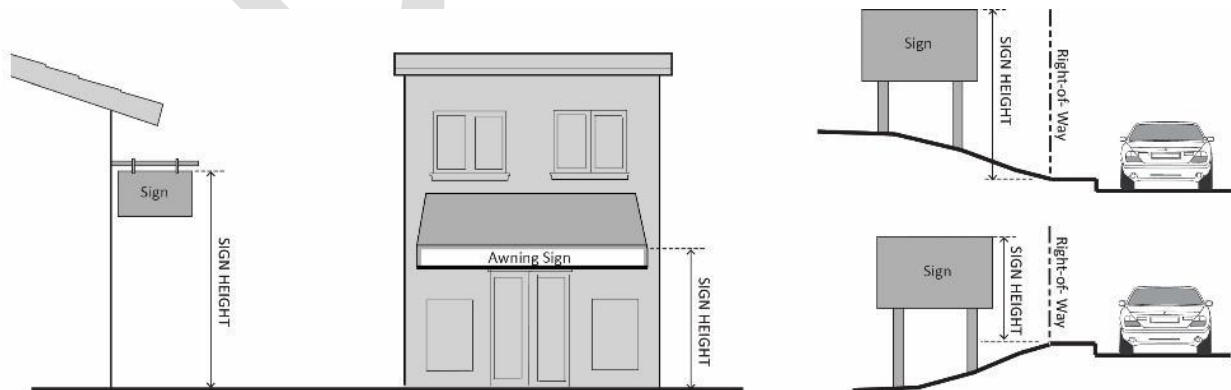
**FIGURE 14.09.260.C: MEASURING SIGN AREA FOR MULTI-FACED SIGNS**

4. **Three-Dimensional Signs.** Three-dimensional signs include those that consist of, or have attached to them, one or more three-dimensional objects such as balls, cubes, clusters, or sculpture-like trademarks. The sign area is the sum of the area of the four vertical sides of the smallest rectangular prism that will encompass the sign.



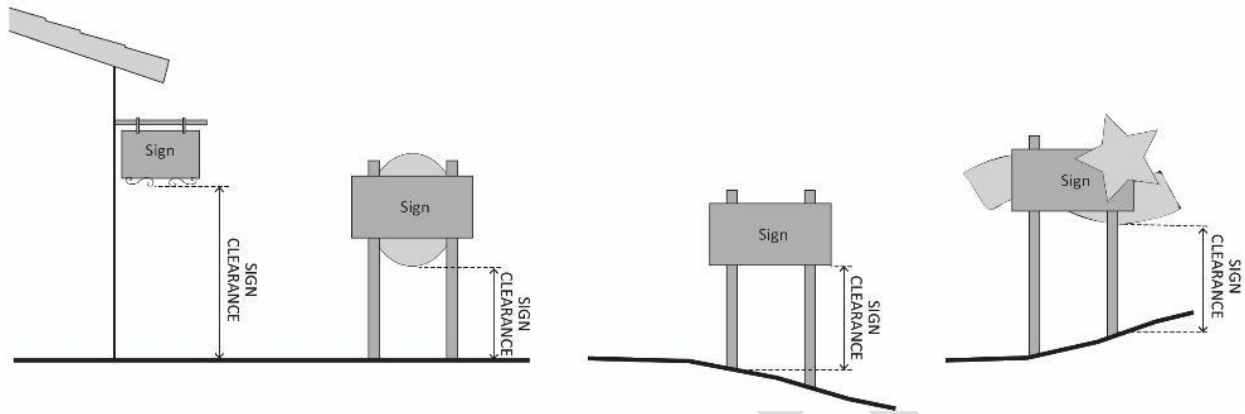
**FIGURE 14.09.260.D: MEASURING SIGN AREA FOR THREE-DIMENSIONAL SIGNS**

B. **Measuring Sign Height.** The height of a sign is the vertical distance from the uppermost point used to measure sign area, to the existing grade immediately below the sign.



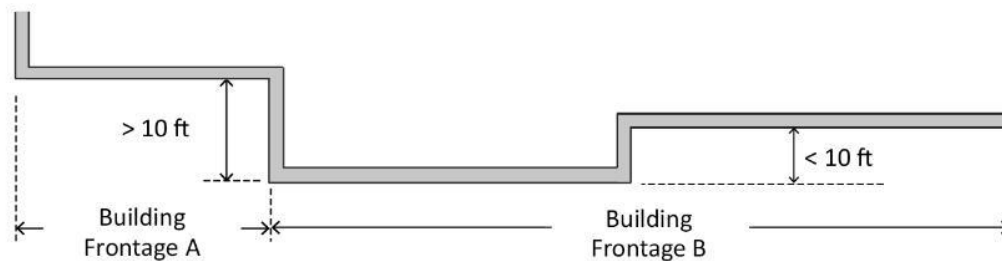
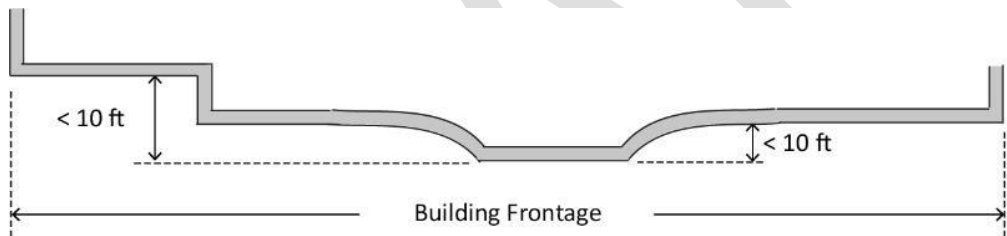
**FIGURE 14.09.260.E: MEASURING SIGN HEIGHT**

- C. **Measuring Sign Clearance.** Sign clearance shall be measured as the smallest vertical distance between finished grade and the lowest point of the sign, including any framework or background embellishments.



**FIGURE 14.09.260.F: MEASURING SIGN CLEARANCE**

- D. **Measuring Building Frontage.** Building frontage shall be measured as the widest lineal dimension, parallel to the ground, of a continuous frontage. A building's frontage is considered continuous if projections or recesses in a building wall do not exceed 10 feet in any direction. For buildings with two or more frontages, the length of the frontage and allowable sign area shall be calculated separately for each building frontage.



**FIGURE 14.09.260.G: MEASURING BUILDING FRONTAGE**

**14.09.260.070 General Provisions**

- A. **Applicable Codes.** In addition to complying with the provisions of this Chapter, all signs shall be constructed in accordance with the Uniform Building Code, the Electrical Code, and all other applicable laws, rules, regulations, and policies.
- B. **Encroachment.** Signs mounted on private property may project into or above public property or the public right-of-way only with approval of an encroachment permit.
- C. **Illumination.**
1. **Amount of Illumination.** The amount of illumination allowed shall be sufficient to allow visibility of the sign but shall not produce excessive glare on adjacent properties or create a traffic hazard. Illuminated signs facing a Residential Zoning District shall not cast light that exceeds one-half foot-candle at the residential property line, nor cast any intermittent light.
  2. **Message Center Signs.**
    - a. Message center signs shall not include the use of a flashing, intermittent, or moving light, or any illumination that is in motion or appears to be in motion or changes in light intensity, in accordance with Section 14.09.260.040, Prohibited Signs.
    - b. Messages shall be displayed for a minimum of four seconds and the interval between messages shall be a maximum of one second.
- D. **Sign Maintenance.** All signs shall be maintained by any property owner, lessor, lessee, manager, agent, or other person having lawful possession or control over a sign, building, structure, or parcel of land, in a condition or state of equivalent quality to which was approved or required by the City.
1. All signs together with their supports and appurtenances shall be maintained in good structural condition, in compliance with applicable Building and Electrical Codes, and in conformance with this Chapter. Maintenance of a sign includes periodic cleaning, replacement of flickering, burned out or broken light bulbs or fixtures, repair or replacement of any faded, peeled, cracked, or otherwise damaged or broken parts of a sign, and any other activity necessary to restore the sign so that it continues to comply with the requirements and contents of the sign permit issued for its installation and provisions of this Chapter.
  2. **Landscape Maintenance.** Required landscaped areas contained by a fixed border, curbed area, wall, or other perimeter structure shall receive regular repair and maintenance. Plant materials that do not survive after installation in required landscape areas are required to be replaced within three months of the plant's demise.
  3. **Removal of Unused Signs.** Any vacant and/or unused sign support structures, angle irons, or other remnants of old signs which are not currently in use or proposed for immediate reuse evidenced by a permit application for a permitted sign, shall be removed. When a building mounted sign is removed, the wall shall be repaired and restored to its original condition. When a freestanding sign is removed, all supports including the footings shall be removed and the area shall be finished to match the contiguous landscape or surfaced area.



## 14.09.260.080 Permanent Signs

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Sign allowances and standards for permanent signs are established by zoning district. The following signs require a Sign Permit.

### A. Agricultural and Residential Zoning Districts.

1. **Residential Uses.** Signs are allowed for residential uses on sites at least five acres in size consistent with the following standards.
  - a. Number of Signs. Two signs per residential site entrance.
  - b. Maximum Sign Area. 32 square feet per sign.
  - c. Maximum Sign Height. 6 feet.
2. **Non-Residential Uses and Multi-Unit Residential Uses.** Signs are allowed for non-residential uses and multi-family residential uses with more than four dwelling units consistent with the following standards.
  - a. *Number of Signs.* One sign per building frontage.
  - b. *Maximum Sign Area.* 32 square feet per sign.
  - c. *Maximum Sign Height.* 6 feet.

### B. Commercial and Mixed-Use Zoning Districts.

1. **Wall Signs.**
  - a. *Number of Signs.* One per building frontage, plus one per tenant.
  - b. *Sign Area.*
    - i. Minimum. 20 square feet per lot regardless of building frontage length.
    - ii. Maximum. One square foot per one linear foot of building frontage on a public street. Each building elevation shall be given sign square footage for only that frontage and may not combine other street frontage signage to increase signage. The maximum letter height may be 24 inches, except logos or individual letters may be 30 inches. All signs shall be internally or halo-lit illuminated with an individual letter design. No cabinet signs or exposed raceways are permitted.
      - (1) If a building has frontage on more than one public street or right-of-way, the sign area for the lesser length frontages shall not exceed one-half square foot of sign area per lineal foot of building frontage.
      - (2) A portion of the allowed sign area on one building frontage may be transferred to another building frontage provided the maximum sign area on any one frontage is not increased by more than twice the maximum allowed sign area on that frontage.

2. **Freestanding Signs.** For purposes of this Subsection, contiguous lots that function as an integrated development with reciprocal parking and/or access easements or rights shall be considered one site.
- a. **Number of Signs.** One per site on a public street, provided the site has off-street parking.
    - i. If a site has frontage on more than one public street or right-of-way, each frontage of at least 100 feet in length shall be allowed one sign.
    - ii. If a site has over 300 feet in length of frontage on a public street, one additional sign may be placed for each additional 300 feet of frontage. The additional sign shall also be consistent with the maximum sign area and height standards for sites with less than 100 feet of frontage (see below).
  - b. **Maximum Sign Area.**
    - i. Less than 100 feet of frontage. 25 square feet.
    - ii. 100 feet or more of frontage.
      - (1) *Local or collector street.* 40 square feet.
      - (2) *Four-lane undivided arterial street.* 50 square feet.
      - (3) *Four-lane divided arterial street.* 90 square feet.
  - c. **Maximum Sign Height.**
    - i. Less than 100 feet of frontage. 10 feet.
    - ii. 100 feet or more of frontage.
      - (1) *Local or collector street.* 15 feet.
      - (2) *Four-lane undivided arterial street.* 20 feet.
      - (3) *Four-lane divided arterial street.* 25 feet.
  - d. **Minimum Distance Between Freestanding Signs.** 250 feet.
  - e. **Additional Regulations.**
    - i. If a proposed sign is located within 100 feet of another existing freestanding sign on an abutting property on the same street frontage, the proposed sign shall not obstruct the view of the existing sign by a motorist approaching the sign in the closest lane in that direction on the adjacent public or private street at a distance of not less than 300 feet from the existing sign.
    - ii. If a lot has no frontage on a public street, the owner of that lot may enter into an agreement with the owner of an adjacent lot that fronts on a public street. With such an agreement, the owner of the lot with street frontage may increase the size of one freestanding sign on that lot by up to 20 square feet more than the maximum size otherwise allowed. This provision does not apply to any multi-tenant

development on multiple lots where there is a coordinated and integrated plan for signage, access, and parking.

3. **Freeway Signs.** A site is eligible for a freeway sign if it is at least five acres in size and located within 300 feet of the nearest edge of freeway right-of-way. Contiguous lots may be considered as one site if the total area is at least five acres in size and all lots are encumbered with a recorded easement, restriction, or instrument restricting the freeway sign.
    - a. *Number of Signs.* One sign per site.
    - b. *Maximum Sign Area.*
      - i. Single Tenant. 175 square feet.
      - ii. Multiple Tenants. 325 square feet.
    - c. *Maximum Sign Height.*
      - i. Single Tenant. 25 feet above the elevation of the freeway or 35 feet above the grade at the location of the sign, whichever is greater.
      - ii. Multiple Tenants. Five additional feet per tenant, up to 60 feet.
      - iii. Alternatives. The Director of Community Development shall approve a sign that exceeds the height limitations prescribed in this Subsection up to a maximum sign height of 60 feet if the applicant demonstrates that an approaching freeway motorist's view of the proposed sign would be obscured by a freeway overcrossing or other obstruction from a viewing distance of one-quarter mile.
    - d. *Design Standards.*
      - i. Materials and Colors. All sign panels shall consist of the same materials, colors, and opacity. All raised individual letters, symbols, pictures, or logotypes shall consist of the same materials. This shall not preclude coloring an area of up to 75 percent of the panel underneath the letters, symbols, pictures, or logotypes an alternative color.
      - ii. Shape. Sign panels shall be in the shape of a rectangle, triangle, trapezoid, circle, oval, parallelogram, or regular polygon.
- C. The following uses shall be eligible for a freeway sign:
1. Restaurants and eating establishments;
  2. Service stations;
  3. Automobiles and other vehicles, sales and service, new;
  4. Hotels and motels;
  5. Bars and lounges;
  6. Recreation centers and outdoor commercial recreation; and

7. Retail shopping centers that contain a minimum of 80,000 square feet of floor area and at least one tenant within that shopping center that has a minimum floor area of 20,000 square feet.

D. **Employment Zoning Districts.**

1. **Total Sign Area.** The total sign area shall be one square foot of sign area per lineal foot of building frontage, up to a maximum of 300 square feet for all signs.
2. **Wall Signs.**
  - a. *Number of Signs.* One wall sign per tenant space per building frontage.
  - b. *Maximum Sign Area.* 200 square feet.
3. **Freestanding Signs.**
  - a. *Building and Tenant Signs.*
    - i. *Number of Signs.* One freestanding sign per building frontage, plus one additional freestanding sign for each 300 feet of linear street frontage.
    - ii. *Maximum Sign Area.* 40 square feet.
    - iii. *Maximum Sign Height.* 15 feet.
    - iv. *Minimum Distance Between Freestanding Signs.* 250 feet.
  - b. *Industrial Park Entrance Sign.* The first entrance to an industrial park is allowed one sign, with maximum sign area of 64 square feet. Any additional entrance is allowed one sign, with maximum sign area of 32 square feet. The maximum sign height shall be 10 feet.

E. **Public and Semi-Public Zoning Districts.**

1. **Wall Signs.**
  - a. *Total Sign Area.* The total sign area shall be one square foot of sign area per lineal foot of building frontage, up to a maximum of 150 square feet for all signs. If a building has more than one frontage on a public street, the sign area for the lesser length frontage shall be one-half square foot of sign area per lineal foot of frontage.
  - b. *Number of Signs.* One wall sign per tenant space per building frontage.
2. **Freestanding Signs.**
  - a. *Number of Signs.* One freestanding sign per building frontage.
  - b. *Maximum Sign Area.* 50 square feet.
  - c. *Maximum Sign Height.* 10 feet.

## 14.09.260.090 Temporary Signs

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- A. **Sign Permit Not Required.** This Section provides for temporary signs not located within a public right-of-way or on City property commonly known or referred to as "real estate signs,"

“garage sale signs,” “campaign signs,” “construction signs,” “banners,” “feather banners”, and “event posters.” The foregoing examples notwithstanding, nothing in this Section shall regulate or restrict the content of such signs. A sign permit is not required for temporary signs that comply with the provisions of this Chapter except as otherwise may be required under the Uniform Code. Any lot may contain temporary posters, banners, portable signs, yard signs, or ground signs not exceeding the maximum limits set forth in the table below without requiring a sign permit. Any temporary poster, banner, portable sign or yard sign may remain in place for a period not exceeding 60 calendar days. Any temporary ground sign may remain in place for a period not exceeding two years provided it is constructed and anchored as required by the Uniform Sign Code. These time limits do not prevent the sign being replaced with another temporary sign from time to time.

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TABLE 14.09.260.A: TEMPORARY SIGNS NOT REQUIRING A SIGN PERMIT			
Zoning District	Number of Signs (per lot)	Maximum Sign Area (per sign)	Maximum Sign Height
Residential Zoning District	2	16 square feet	8 feet
All Other Zoning Districts	2 signs, or 1 sign per 100 feet of street frontage, whichever is greater	32 square feet	10 feet

1. **Temporary Signs during Specific Periods.** In addition to the temporary signs allowed under Subsection A of this Section, additional temporary signs are allowed during the specific time periods listed below.
  - a. **Special Event Period.** A special event period is a time period designated by a property owner during which the number of temporary signs on the site is not limited. Temporary signs may be up to 100 square feet. In a commercial or industrial zone, the owner may designate a special event period of up to a total of 60 calendar days during any calendar year, which may or may not be continuous. In any other zone, the owner may designate a special event period of up to a total of 30 calendar days during any calendar year, which may or may not be continuous. The owner shall notify the Director of Community Development of the beginning and ending dates of the special event period.
  - b. **Election Period.** An election period is that time beginning 90 calendar days prior to any official election within Solano County and ending 30 calendar days after the election. During an election period, the number of temporary signs on a site is not limited. Temporary signs may be up to 100 square feet.
  - c. **Construction Period.** A construction period is that time beginning when a building permit or similar permit authorizing construction on a site is issued and ending 30 calendar days after the final inspection or approval of the construction or expiration of the permit. During a construction period, one additional temporary sign not to exceed 64 square feet in area may be placed on the site.
  
- B. **Sign Permit Required.** The following temporary signs are allowed but require a sign permit prior to their installation.
  1. **Temporary Signs at an Industrial Park.** One temporary sign shall be allowed at the boundary of an industrial park with undeveloped lots on each street or freeway frontage. Each sign may not exceed 128 square feet in area or 15 feet in height. All such signs shall be removed within seven calendar days of the sale or lease of the last lot within the industrial park.
  2. **Temporary Signs at a Residential Subdivision During the Initial Sales Phase.** Each residential subdivision shall be allowed temporary signs within the subdivision subject to the following standards. Signs permitted under this Section shall not be installed until and unless a final map has been recorded for the subdivision with the Solano County Recorder. This provision does not require any particular content of the signs.

- a. Two temporary signs not exceeding 32 square feet in total area for each sign nor more than six feet in height nor 10 feet in horizontal length shall be allowed.
- b. The temporary signs shall be removed within seven calendar days of the sale of the final residential lot within the subdivision.
- c. No sign shall be located within 100 feet of an occupied residence or building.

### 14.09.260.100 Sign Standards for Specific Land Uses and Development Types

- A. Drive-Through Facility. Drive-through facilities may have additional signs located in the drive-through area, subject to the following requirements:
  - 1. Location. Drive-through area signs shall be located a minimum of 15 feet from the public right-of-way.
  - 2. Height. Drive-through area signs shall be a maximum of 10 feet tall.
  - 3. Letter Size. All letters, logotypes, pictures, or symbols shall be a maximum of six inches in height.
- B. Digital Freeway Billboards. Digital freeway billboards may be allowed in Commercial and Employment zoning districts, subject to the following requirements:
  - 1. Applicability. The provisions of this subsection apply to all digital freeway billboards located within the City of Vacaville, including, but not limited to, the construction of new digital freeway billboards and the conversion of existing static (standard) billboards into digital billboards.
  - 2. Development Standards. All digital freeway billboard proposals shall comply with the development regulations identified in Table 14.09.260.B, Digital Freeway Billboard Development Regulations.

TABLE 14.09.260.B: DIGITAL FREEWAY BILLBOARD DEVELOPMENT REGULATIONS		
<u>Zoning District</u>	<u>Standard</u>	<u>Notes</u>
<u>Development Standards</u>		
<u>Permitted Zoning Districts</u>	<u>Commercial and Employment zoning districts</u>	<u>See Table 14.90.040.A of this code.</u>
<u>Permitted Locations (Interstate 80)</u>	<u>Within the Northeast Growth Area Overlay District</u>	<u>See Chapter 14.09.191 of this code.</u> <u>Only on parcels abutting Interstate 80.</u>
<u>Permitted Locations (Interstate 505)</u>	<u>Parcels north of Vaca Valley Parkway and west of Interstate 505</u>	<u>Only on parcels abutting Interstate 505.</u>
<u>Maximum Sign Width</u>	<u>60 feet</u>	<u>See California Business and Professions Code Section 5408(a)</u>
<u>Maximum Sign Height</u>	<u>25 feet</u>	
<u>Maximum Sign Area</u>	<u>1,200 square feet</u>	

<b>TABLE 14.09.260.B: DIGITAL FREEWAY BILLBOARD DEVELOPMENT REGULATIONS</b>		
<u>Zoning District</u>	<u>Standard</u>	<u>Notes</u>
<u>Maximum Height</u>	65 feet	
<u>Minimum Separation between Billboard Structures</u>	1,500 feet	<u>Measured as a radius between digital billboards</u>
<u>Minimum Distance from Sensitive Receptors</u>	300 feet	<u>See Note (a)</u>
<u>Angle to the Freeway</u>	To the extent possible, the billboard shall be located and oriented in a manner that avoids or minimizes the direct exposure of the display to view from adjacent or nearby residential or hotel uses. Lighting shall be designed to direct light and glare away from adjoining lots, residential areas, and public streets.	
<u>Landscaping</u>	All areas not being used for the billboard structure or for maintenance access shall be landscaped.	
<u>Design Standards</u>		
<u>City Identification</u>	The word "Vacaville", the words "City of Vacaville", and/or the City logo shall be included on the structure in a location visible from the freeway. All City identification signs shall be internally illuminated or halo-lit with an individual letter design. No cabinet signs or exposed raceways are permitted.	Subject to Major Design Review approval, as established by Chapter 14.09.290 of this Code.
<u>Theming</u>	The billboard structure shall incorporate Vacaville-specific designs and themes, such as, but not limited to, golden hills, biotechnology, and agriculture, subject to approval by the City Council.	Subject to Major Design Review approval, as established by Chapter 14.09.290 of this Code.

- a. Sensitive Receptors. For the purposes of this subsection, a sensitive receptor includes the following uses:
  - i. All residential uses, as identified under section 14.02.060.010 of this code, Residential Uses;
  - ii. All public/semi-public uses, as identified under section 14.02.060.020 of this code, Public/Semi-Public Uses; and
  - iii. Lodging.
- 3. Static (Standard) Billboard Reduction.
  - a. Removal Ratio. Proposals to establish new digital billboards or convert existing billboards must include the removal of at least three billboard structures or four sign faces, whichever is greater.
  - b. In-Lieu Option. If a digital billboard applicant does not have sufficient existing billboard structures or sign faces, as specified in subsection a, the applicant may enter into a Development Agreement which shall set forth the terms and conditions under which the billboard installation will be allowed to operate in-



lieu of removal of existing billboard(s) to satisfy the removal ratio requirement. In-lieu options may include, but are not limited to, the following:

- i. The payment of fees, charges, and contributions as mutually agreed;
- ii. Community benefits, such as additional funding for parks, city beautification, or infrastructure; and
- iii. Any such other terms that promote public health, safety, and welfare.

4. Performance Standards.

a. Messaging.

- i. Static Messaging. All messaging shall be static, meaning that messaging shall not have movement, or the appearance or optical illusion of movement, of any part of the sign structure, design, or pictorial segment of the sign, including the movement or appearance of movement of any illumination or flashing or scintillating light.
- ii. Emergency Information. Digital billboard operators must be capable of displaying, when appropriate, regional emergency information important to the traveling public, including, but not limited to, Amber Alerts, Alert Solano, or emergency management information.

b. Minimum Message Display Time. Picture display shall be static for a minimum of eight seconds.

c. Lighting.

- i. Photometric Plan. All development applications for a digital freeway billboard shall include a photometric plan identifying the anticipated light pollution from the billboard, which shall be measured 250 feet away from the face of the billboard.
- ii. Intensity. The intensity of each lighting element or lamp in the message center portion of the off-site advertising structure shall not impair the vision of travelers on any adjacent freeway. Illumination shall be considered vision impairing when its brilliance exceeds the values set forth in section 21466 of the California Vehicle Code, or any successor statute or California Department of Transportation regulations.
- iii. Recessed Illumination. The actual lamps/light sources shall be recessed back into the cabinet or enclosure so that no part of the lamp/light source protrudes out past the face of the display so that the angle of the light towards the display might be altered.
- iv. Automatic Dimming Device. Dimming circuitry shall be incorporated in the electronic portion of the off-site advertising display automatically dimming the off-site advertising display to reduce halo effects and glare as ambient light conditions change.
- v. Illumination Orientation. The off-site advertising display shall aim, focus, and shield any illumination sufficiently to prevent glare or

- overcast of illumination into adjacent residential development or hotel vantage points.
- vi. Digital freeway billboards shall not operate at a brightness level of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance consistent with acceptable practices.
  - d. Malfunction. Digital freeway billboards shall be operated with systems and monitoring in place to either turn the display off or show a "full black" image on the display in the event of a malfunction. Examples of a malfunction include, but are not limited to:
    - i. Defective pixels that cover more than 5% of the screen area;
    - ii. Error messages; and/or
    - iii. Images or messaging other than the one intended by the billboard operator.
5. Compliance with the Outdoor Advertising Act. In addition to complying with the other requirements of this section, a digital freeway billboard must also comply with the requirements of the Outdoor Advertising Act, Chapter 2 in Division 3 of the California Business and Professions Code, including, but not limited to restrictions on size, height, intermittent flashing lights, and proximity to freeways.
- a. Caltrans Preliminary Determination. All development applications for a digital freeway billboard shall include a preliminary determination from the California Department of Transportation prior to submittal to the City of Vacaville.
6. Review.
- a. Development Agreement. The operator of an off-site advertising display or billboard proposed under this section shall enter into a Development Agreement with the City, whereby the operator provides performance, one-time fee, and ongoing revenue provisions that allow the City to undertake projects, programs, or other activities for the benefit of the City that offset or mitigate the impacts of the proposed advertising displays.
    - i. Billboard Relocations. All Development Agreements approved under this Section shall include provisions for the relocation of existing static billboards, as required under Section 14.09.260.100.B.2.a of this code.
  - b. Conditional Use Permit. A digital freeway billboard shall not be allowed to operate without approval of a conditional use permit, pursuant to Chapter 14.09.300 of this code, Use Permits.
  - c. Major Design Review. The design of a proposed digital freeway billboard structure shall be subject to major design review, pursuant to Chapter 14.09.290 of this code, Design Review.

7. Decision Maker. The Planning Commission shall make recommendations to the City Council, which shall have final authority to approve, approve with modifications, or deny a proposed Development Agreement for digital freeway billboard.
8. Required Findings. In addition to findings for Conditional Use Permit and Design Review, any digital freeway billboard shall meet the following findings:
  - a. The proposed off-site advertising display will not create a hazard to vehicular or pedestrian traffic, and measures have been taken to reduce potential impacts upon the existing visual character of the site and its surroundings.
  - b. All advertising on the off-site advertising display will conform with the Outdoor Advertising Act, the California Business and Professions Code, and all other applicable state and federal rules and regulations.
  - c. The development of the off-site advertising display will result in a public benefit to the City that outweighs any adverse impacts that might be caused by the advertising display.
  - d. The design of the proposed off-site advertising display is reflective of Vacaville's identity and character.

#### 14.09.260.110 Nonconforming Signs

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Any sign that was lawfully installed in compliance with the laws in effect at the time of installation, and which does not conform to the provisions of this Chapter, shall be deemed to be nonconforming.

- A. **Continuance.** A nonconforming sign may continue in use indefinitely, subject to the provisions set forth in this Section.
- B. **Maintenance.** Reasonable and routine maintenance and repairs may be performed on signs that are nonconforming, provided there is no expansion of any nonconformity. Maintenance and repair may include structural alterations but shall not include any change that would increase nonconformity with respect to the provisions of this Chapter.
- C. **Abandonment of Nonconforming Sign.** Whenever a nonconforming sign has been abandoned, or the use of the property has been discontinued for a continuous period of 60 calendar days, the nonconforming sign shall be removed.
- D. **Restoration of a Damaged Sign.** A nonconforming sign may be restored if it meets either of the following criteria:
  1. A sign with damage that does not exceed 50 percent of the total sign area, including hardware and attachments, provided that the repairs start within 60 calendar days of the date of damage and are diligently pursued to completion.
  2. A sign that is a danger to the public or is unsafe as determined by the Building Official.
- E. **Relocation and Replacement of Nonconforming Static (Standard) Billboards.** City Council may approve an agreement to permit the relocation or replacement of a nonconforming static (standard) billboard sign within the City limits along a freeway, subject to the provisions below:
  1. **Application.** The applicant shall submit an application in accordance with the provisions of Chapter 14.09.030, Common Procedures. The application may include a

proposal to construct a digital freeway billboard, as provided under Section 14.09.260.100.B, Digital Freeway Billboards.

2. **Planning Commission Recommendation.** The Planning Commission shall hold a public hearing to consider the application for a relocation/replacement application. Following the public hearing, the Planning Commission shall recommend with approval, approval with modifications, or denial of the application.
  3. **City Council Decision.** City Council shall hold a public hearing to consider the application and Planning Commission recommendation. Following the public hearing, City Council shall approve, approve with modifications, or deny the application.
  4. **Required Findings.** The City Council shall make the following findings to approve a relocation/replacement application.
    - a. ~~The application will result in a decrease in the number of freeway billboard signs and sign faces within the City;~~
    - b. ~~The application will result in a decrease in the total sign area dedicated to freeway billboards within the City. For purposes of this Subsection, billboard sign area shall include both faces of a billboard with two faces oriented toward the freeway; and~~
    - c. ~~The relocated freeway billboard signs will be located within the Industrial Park Zoning District adjoining Interstate 80 between a line that is the prolongation of the Willow Road alignment and the Midway Road overcrossing.~~
    - d. The application is consistent with the goals, objectives, purposes and provisions of the Vacaville General Plan and the Vacaville Municipal Code;
    - e. The proposed relocation site is compatible with the uses and structures on the site and in the surrounding area;
    - f. The proposed relocation contributes to the reduction of visual clutter in the City by proposing a net decrease in existing billboards and promotes activities of City-wide benefit and interest;
    - g. The proposed billboard would not create a traffic or safety problem with regard to onsite access circulation or visibility;
    - h. The proposed billboard would not interfere with onsite parking or landscaping required by City ordinance or permit; and
    - i. The proposed billboard would not otherwise result in a threat to the general health, safety, and welfare of City residents, based on factors including but not limited to such factors as distracted driving, driver safety, light and glare, or aesthetics.
- F. **Nonconforming Digital Freeway Billboards.** A nonconforming digital freeway billboard may continue to operate as originally approved, except as outlined below.
1. **Location Restrictions.** A nonconforming digital freeway billboard outside of the permitted locations identified in Table 14.09.260.B of this code, Digital Freeway Billboard Development Regulations, may continue to operate at that location as originally approved.

2. **Modification.** Any proposed modification to a nonconforming digital freeway billboard shall require a new Development Agreement and is subject to the same standards, requirements, and review procedures outlined in Section 14.09.260.100.B of this code, Digital Freeway Billboards.
3. **Extension of Approval.** The operator of a nonconforming digital freeway billboard may request an extension of their original approval subject to a new Development Agreement and the same standards, requirements, and review procedures outlined in Section 14.09.260.100.B of this code, Digital Freeway Billboards.

#### 14.09.260.120      **Illegal Signs**

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Any sign installed in violation of any ordinance or law in effect at the time of its installation or that is currently in violation of the maintenance provisions set forth in Subsection 14.09.260.110.B, Maintenance, is an illegal sign and is declared to be a public nuisance that shall be abated pursuant to Chapter 8.10, Abatement to Public Nuisance.

#### 14.09.260.130      **Enforcement**

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Signs that do not conform to the provisions of this Chapter and are erected after their Effective Date without obtaining required permits are declared to be unlawful and a public nuisance.

- A. **Authority.** The Director of Community Development is authorized to enforce and administer this Chapter. All violations of this Chapter shall be subject to enforcement remedies, penalties, and abatement as provided by Chapter 8.10, Abatement to Public Nuisance, and Division 14.25, Enforcement Procedures, of the Vacaville Municipal Code. All costs associated with removal and/or abatement shall be paid for by the sign owner.
- B. **Abandoned Signs.** Abandoned signs shall be removed within 60 calendar days after being abandoned.

#### 14.09.260.140      **Severability**

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If any Section, sentence, clause, phrase, word, portion, or provision of this Chapter is held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect, impair, or invalidate any other Section, sentence, clause, phrase, word, portion, or provision of this Chapter which can be given effect without the invalid provision. The invalidation of the application of any Section, sentence, clause, phrase, word, portion, or provision of this Chapter to a particular property or structure, or any particular properties or structures, by any court of competent jurisdiction shall not affect the application of such Section, sentence, clause, phrase, word, portion or provision to any other property or structure not specifically included in said invalidation.

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## Chapter 14.09.270 Design Review

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### Sections:

- 14.09.290.010 Purpose
- 14.09.290.020 Applicability
- 14.09.290.030 Decision Maker
- 14.09.290.040 Procedures
- 14.09.290.050 Design Review Findings

### 14.09.270.010 Purpose

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This Chapter establishes procedures for Design Review, ensuring that new development supports the goals and objectives of the General Plan and other adopted plans and guidelines. More specifically, Design Review is intended to:

- A. Promote excellence in site planning and design, and the harmonious appearance of buildings and sites; and
- B. Ensure that new and modified uses and development maintain or improve the physical character of the surrounding area; and
- C. Supplement other City regulations and standards to ensure implementation of design excellence that are not otherwise addressed.

### 14.09.270.020 Applicability

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Design Review is required for plans submitted for land use approval or a building permit, including new and revisions to uses, structures, site improvements, or expansions to existing uses, structures or site improvements. The level of Design Review is classified as either Minor or Major Design Review, depending on the scope of the project, as follows:

- A. **Minor Design Review.**
  - 1. Change of use or exterior building or site alterations.
  - 2. Nonresidential uses up to 5,000 square feet for new or expanded floor area in commercial, industrial and business park districts adjacent to residential zones, and up to 25,000 square feet in commercial districts not abutting a residential zone, and up to 100,000 square feet in industrial or business park districts not abutting a residential zone.
  - 3. Residential uses for multi-family projects, or single-family attached units up to 10 units, and custom single-family homes.
  - 4. New house plans within a previously approved specific plan or tentative subdivision map that complies with all residential design requirements.

**B. Major Design Review.**

1. Nonresidential uses over 5,000 square feet for new or expanded floor area in commercial, industrial and business park districts adjacent to residential zones, and over 25,000 square feet in commercial districts not abutting a residential zone, and over 100,000 square feet in industrial or business park districts not abutting a residential zone.
2. Nonresidential uses over 5,000 square feet in all other zoning districts.
3. Residential uses for multi-family projects, or single-family attached units (either on one site, or new subdivision) over 10 units, and single-family developments that include request for design exceptions.
4. Development projects that require Planning Commission approval.
5. New house plans within a previously approved specific plan or tentative subdivision map that require exceptions to residential design requirements including plotting mixture, setbacks, building height, and lot coverage as permitted by Chapter 14.09.310 of this code (Adjustments).
6. Digital freeway billboards, as regulated by Section 14.09.260.100.B of this code, Digital Freeway Billboards.

**14.09.270.030 Decision Maker**

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- A. **Director of Community Development.** The Director of Community Development is the Decision Maker for all projects that require Minor Design Review, and that do not require Planning Commission or City Council approval based on consideration of the requirements of this Chapter. The Director of Community Development may refer any application for a Minor Design Review Permit to the Planning Commission, where it is determined the project involves a significant policy issue.
- B. **Planning Commission.** The Planning Commission is the Decision Maker for all Major Design Review projects, and projects that would otherwise require Planning Commission approval, based on consideration of the requirements of this Chapter.

**14.09.270.040 Procedures**

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- A. **Application.** Applications and fees for Design Review shall be submitted in accordance with the provisions set forth in Section 14.09.030.030, Application Forms and Fees. In addition, the application for a Design Review shall include information demonstrating that the request conforms to the required findings set forth in Section 14.09.290.050, Design Review Findings.  
  
The Director of Community Development may waive the requirement for projects subject to Minor Design Review when a change in use does not involve exterior building or site modifications, and/or when it can be determined that the change of use and/or modifications would be consistent with the previously approved entitlement for the site or use.
- A. **Public Notice and Hearing.** Applications subject to Design Review shall comply with the public notice and hearing requirements of Section 14.09.030.070, Public Notice.



- B. **Decision.** The Decision Maker must make a determination that the application complies with the Section 14.09.290.050, Design Review Findings. The Decision Maker shall deny an application for Design Review if it is unable to make a determination that the project meets the design criteria.

#### **14.09.270.050      Design Review Findings**

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- A. The design, size, and other physical characteristics of the proposed use are compatible with adjacent uses, activities, structures, and adjacent natural resources.
- B. The subject site is suitable for the type and intensity of uses, activities, and structures proposed.
- C. The project will not be detrimental to the public health, safety, or welfare of the community.
- D. The project is consistent with the goals, objectives, and policies of the General Plan, the Zoning Ordinance, and the Land Use and Development Code.

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**TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS**

“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed

Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
<b>Residential Uses<sup>2</sup></b>								
Residential Housing Types								See subclassifications below
Single-Unit Dwelling, Attached	C	C	C	-	P			See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
Multi-Unit Dwelling	C	C	C	-	P			See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
Residential Facility, Assisted Living	C	C	C	-	C			See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
Small Residential Care Facilities								Small residential care facilities and transitional and supportive housing constitute a residential use and are subject only to those restrictions that apply to other residential uses of the same type in the same district.
Supportive Housing								
Transitional Housing								
<b>Public/Semi-Public Uses</b>								
Colleges and Trade Schools	-	M	P	M	P			
Commercial Parking Lots and Structures	-	M	M	P	M			
Community Assembly	P	P	P	P	P			
Cultural Institutions	P	P	P	P	P			
Day Care Centers	P	P	P	M	P			
Emergency Shelter		C	-	C				
Government Offices	P	P	P	P	P			
Hospitals and Clinics								See subclassifications below
Clinic	P	P	P	-	P			
Instructional Services	P	P	P	-	P			

<b>TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS</b>								
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>								
<i>Land Use Classification</i>	<i>CN</i>	<i>CG</i>	<i>CO</i>	<i>CH</i>	<i>MX<sup>1</sup></i>	<i>DCSP</i>	<i>DRSP</i>	<i>Additional Regulations</i>
Park and Recreation Facilities	P	P	P	P	P			
Public Safety Facilities	C	C	-	C	C			
Schools	C	-	-	-	-			
Social Service Facilities	C	C	-	-	C			
<b>Commercial Uses</b>								
Adult-Oriented Business	-	P	-	-	-			See Section 14.09.270.050, Adult-Oriented Businesses
Animal Care and Boarding								See subclassifications below
<i>Pet Day Care</i>	P	P	-	P	P			
<i>Veterinary Services</i>	P	P	P	P	P			
Automobile/Vehicle Sales and Services								See subclassifications below
<i>Automobile Brokerage</i>	P	P	P	P	P			
<i>Automobile Rental</i>	-	P	-	P	-			
<i>Automobile/Vehicle Sales and Leasing, new vehicles</i>	-	P	-	P	-			
<i>Automobile/Vehicle Sales and Leasing, used vehicles</i>	-	C	-	C	-			
<i>Automobile/Vehicle Service and Repair, Minor</i>	-	P	-	P	-			
<i>Automobile/Vehicle Repair, Major</i>	-	C	-	P	-			
<i>Large Vehicle and Equipment</i>	-	M	-	P	-			

TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS								
“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed								
Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
<i>Sales, Service, and Rental</i>								
Service Stations	C	M	-	P	-			
<i>Washing</i>	-	M	-	P	-			
Banks and Financial Services	P	P	P	P	P			
Business Services	P	P	P	P	P			
Commercial Entertainment and Recreation	See subclassifications below							
<i>Cinema/Theater</i>	C	P	-	-	P			
Indoor Sports and Recreation		P	P	P	P			
<i>Outdoor Entertainment</i>	-	C	-	C	-			
<i>Outdoor Sports and Recreation</i>	-	C	-	-	-			
Eating and Drinking Establishments	See subclassifications below							
<i>Bars/Night Clubs/Lounges</i>	C	M <sup>3</sup>	-	M	M			See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Restaurant</i>	P/M <sup>4</sup>	P/M <sup>4</sup>	P/C <sup>4</sup>	P/M <sup>4</sup>	P/C <sup>4</sup>			See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Tasting Room</i>	-	P	P	P	P			See Section 14.09.270.060, Alcoholic Beverage Sales
Farmer’s Markets	P	P	P	-	P			See Section 14.09.270.100 Farmer’s Markets
Food Preparation	P	P	P	P	P			
Funeral Parlors and Interment Services	-	P	P	P	-			
Hookah Lounge	M	M	-	M	C			
Lodging	-	P	-	P	P			
Offices	See subclassifications below							
<i>Business, Professional, and Technology</i>	P	P	P	-	P			

<b>TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS</b>								
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>								
<i>Land Use Classification</i>	<i>CN</i>	<i>CG</i>	<i>CO</i>	<i>CH</i>	<i>MX<sup>1</sup></i>	<i>DCSP</i>	<i>DRSP</i>	<i>Additional Regulations</i>
<i>Medical and Dental</i>	P	P	P	-	P			
Personal Services	P	P	P	-	P			See Chapter 9.07, Massage Therapy Regulations, of the Municipal Code
Repair and Maintenance Services	P	P	P	-	P			
Retail Sales								See subclassifications below
<i>Building Materials and Supply Stores</i>	-	P	-	P	-			
<i>Food and Beverage Sales</i>	P	P	P	P	P			
<i>General Retail and Merchandise</i>	P	P	P	P	P			
<i>Nurseries</i>	P	P	-	P	C			
<b>Industrial Uses</b>								
Custom and Artisan Manufacturing	P	P	-	P	P			Must contain a minimum 100 square feet of retail floor area
Food and Beverage Manufacturing								See subclassification below
<i>Small Scale</i>	M	P	-	P	P			Must review utilities capacity prior to approval
<b>Transportation, Communication, and Utility Uses</b>								
Communication Facilities								See subclassifications below
<i>Facilities Within Buildings</i>	P	C	-	C	C			
<i>Telecommunication</i>								See Section 14.09.270.170, Telecommunication Facilities
Light Fleet-Based Services	P	P	P	P	-			
Recycling Facility								See subclassifications below
<i>Reverse Vending Machine</i>	P	P	-	P	-			See Section 14.09.270.150, Recycling Facilities

TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS								
“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed								
Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
Small Collection Facility	M	M	M	M	M			
Public Works and Utilities	C	C	C	C	C			
Transit Stations and Terminals	-	C	-	C	C			
<b>Agricultural Uses</b>								
Urban Agriculture								See subclassifications below
Community Garden	P	P	-	-	P			See Section 14.09.270.190, Urban Agriculture
Market Garden, less than 1 acre in size	P	P	-	-	P			See Section 14.09.270.190, Urban Agriculture
Market Garden, 1 acre or more in size	M	M	-	-	M			See Section 14.09.270.190, Urban Agriculture
<b>Other Uses</b>								
Accessory Uses and Structures								See Section 14.09.270.030, Accessory Uses; and Section 14.09.200.020, Accessory Buildings and Structures
Animal Keeping								See Section 14.09.270.070, Animal Keeping
<u>Digital Freeway Billboards</u>								See Section 14.09.260.100.B, <u>Digital Freeway Billboards</u>
Drive-Through Facility								See Section 14.09.270.090, Drive-Through Facility
Family Day Care								See Section 14.02.060.020, Residential Uses
Home Occupations								See Section 14.09.270.120 Home Occupations
Outdoor Dining and Seating								See Section 14.09.270.130, Outdoor Dining and Seating
Outdoor Display and Sales								See Section 14.09.270.140, Outdoor Display and Sales
Nonconforming Uses								See Chapter 14.09.220, Nonconforming Uses, Sites, and Structures

TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS								
<i>"P" = Permitted Use; "M" = Minor Use Permit required; "C" = Conditional Use Permit required; "-" = Use Not Allowed</i>								
Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
Temporary Uses								See Section 14.09.270.180, Temporary Uses

1. Developments within the MX zoning district shall contain a minimum of two different types of uses, one of which shall be residential.
2. Residential uses are subject to intensity limits set by the Nut Tree Airport Environs Overlay District if located in the Nut Tree Airport compatibility zone
3. Bars, night clubs, and lounges are prohibited in the CG District between Lawrence Drive and Auto Center Drive.
4. Restaurants without a bar or lounge and restaurants where less than one third of the customer service floor area is devoted to the sale and consumption of alcoholic beverages and where serving alcoholic beverages is done only during hours of full food service operation are permitted. Restaurants with bar or lounge areas that comprise more than one third of the customer service floor area and/or serve alcoholic beverages outside hours of full food service operation require conditional use permit approval in the CO and MX districts and minor use permit approval in the CN, CG, and CH districts.

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<b>TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS</b>				
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>				
<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
<b>Residential Uses<sup>2</sup></b>				
Residential Housing Types	See subclassifications below			
<i>Multi-Unit Dwelling</i>	-	-	C	See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
<b>Public and Semi-Public Uses</b>				
Colleges and Trade Schools	P	P	P	
Commercial Parking Lots and Structures	P	P	P	
Community Assembly	C	C	C	
Day Care Centers	-	-	M	
Emergency Shelter	-	-	C	
Government Offices	P	P	P	
Hospitals and Clinics	See subclassification below			
<i>Clinic</i>	-	P	P	
Instructional Services	P	P	P	
Park and Recreation Facilities	-	C	C	
Public Safety Facilities	C	C	C	
<b>Commercial Uses</b>				
Adult-Oriented Business	-	P	-	See Section 14.09.270.050, Adult-Oriented Businesses
Animal Care and Boarding	See subclassifications below			
<i>Animal Shelter and Boarding</i>	P	-	C	
<i>Pet Day Care</i>	P	P	C	
<i>Veterinary Services</i>	P	P	C	
Automobile/Vehicle Sales and Services	See subclassifications below			
<i>Automobile Rental</i>	P	-	-	
<i>Automobile/Vehicle Sales and Leasing, new vehicles</i>	P	-	-	

<b>TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS</b>				
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>				
<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
<i>Automobile/Vehicle Sales and Leasing, used vehicles</i>	C	-	-	
<i>Automobile/Vehicle Service and Repair, Minor</i>	P	P	-	
<i>Automobile/Vehicle Repair, Major</i>	P	P	-	
<i>Large Vehicle and Equipment Sales, Service, and Rental</i>	P	P	-	
<i>Service Stations</i>	P	P	C	
<i>Towing and Impound</i>	C	C	-	
<i>Washing</i>	M	C	C	
Banks and Financial Services	-	P	P	
Business Services	P	P	P	
Commercial Entertainment and Recreation	See subclassifications below			
<i>Indoor Sports and Recreation</i>	M	M	M	
Eating and Drinking Establishments	See subclassifications below			
<i>Bars/Night Clubs/Lounges</i>	-	C	C	See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Restaurant</i>	-	P/C(1)	P/C(1)	See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Tasting Room</i>	M	M	M	See Section 14.09.270.060, Alcoholic Beverage Sales
Food Preparation	P	P	P	
Funeral Parlors and Interment Services	P	P	C	
Offices	See subclassifications below			
<i>Business, Professional, and Technology</i>	P	P	P	
<i>Medical and Dental</i>	-	P	P	

<b>TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS</b>				
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>				
<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
Personal Services	P	-	P	See Chapter 9.07, Massage Therapy Regulations, of the Municipal Code
Repair and Maintenance Services	P	P	P	
Retail Sales	See subclassifications below			
<i>Food and Beverage Sales</i>	P	P	P	
<i>General Retail and Merchandise</i>	P	P	-	
<i>Nurseries</i>	P	P	-	
<b>Industrial Uses</b>				
Construction and Material Yards	P	P	-	
Contractor Shops	P	P	-	
Custom and Artisan Manufacturing	P	P	P	
Food and Beverage Manufacturing	See subclassifications below			
<i>Small Scale</i>	P	P	P	
<i>Large Scale</i>	P	P	P	
General Industrial	C	P	C	
Light Industrial	P	P	P	
Research and Development	P	P	P	
Salvage and Wrecking	-	C	-	
Storage, Warehousing, and Wholesaling	See subclassifications below			
<i>Indoor</i>	P	P	-	
<i>Outdoor</i>	C	C	-	
<i>Personal Storage</i>	C-	C	-	May include a residential unit for a caretaker or security employee
<b>Transportation, Communication, and Utility Uses</b>				

**TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS**

“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed

Land Use Classification	IS	IP	BP	Additional Regulations
Airports and Heliports	-	C	C	See Section 14.09.270.110, Heliports, Helistops, and Helicopters
Communication Facilities	See subclassifications below			
<i>Facilities Within Buildings</i>	P	P	P	
<i>Telecommunication</i>	See Section 14.09.270.160, Telecommunication Facilities			
Freight and Trucking Facilities	C	C	-	
Light Fleet-Based Services	P	P	P	
Public Works and Utilities	C	C	C	
Recycling Facility	See subclassifications below			
<i>Reverse Vending Machines</i>	P	-	-	See Section 14.09.270.150, Recycling Facilities
<i>Recycling Collection Facility</i>	C	C	-	See Section 14.09.270.150, Recycling Facilities
<i>Recycling Processing Facility</i>	-	C	-	See Section 14.09.270.150, Recycling Facilities
<b>Other Uses</b>				
Accessory Uses and Structures	See Section 14.09.270.030, Accessory Uses; and Section 14.09.200.020, Accessory Structures			
<i>Animal Keeping</i>	See Section 14.09.270.070, Animal Keeping			
<u><i>Digital Freeway Billboards</i></u>	<u>See Section 14.09.260.100.B, Digital Freeway Billboards</u>			
<i>Drive-Through Facility</i>	See Section 14.09.270.090, Drive-Through Facility			
<i>Family Day Care</i>	See Section 14.02.060.020, Residential Uses			
<i>Home Occupations</i>	See Section 14.09.270.120, Home Occupations			
<i>Outdoor Dining and Seating</i>	See Section 14.09.270.130, Outdoor Dining and Seating			
<i>Outdoor Display and Sales</i>	See Section 14.09.270.140, Outdoor Display and Sales			
Nonconforming Uses	See Chapter 14.09.220, Nonconforming Uses, Sites, and Structures			
Temporary Uses	See Section 14.09.270.180, Temporary Uses			

1. Restaurants without a bar or lounge area and restaurants where less than one third of the customer service floor area is devoted to the sale and consumption of alcoholic beverages and where serving alcoholic beverages is done only during hours of full food service operation are permitted. Restaurants with

**TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS**

*“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed*

<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
--------------------------------	-----------	-----------	-----------	-------------------------------

bar or lounge areas that comprise more than one third of the customer service floor area and/or serve alcoholic beverages outside hours of full food service operation require conditional use permit approval.

2. Residential uses are subject to intensity limits set by the Nut Tree Airport Environs Overlay District if located in the Nut Tree Airport compatibility zone.

DRAFT

## Chapter 14.09.191 Northeast Growth Area Overlay District

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### Sections:

- 14.09.191.010 Purpose
- 14.09.191.020 Applicability
- 14.09.191.030 Permitted and Conditional Uses
- 14.09.191.40 Supplemental Regulations

### 14.09.191.010 Purpose

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In accordance with General Plan Goal LU-18, the City of Vacaville shall provide for orderly, well-planned, and balanced growth in the Northeast Growth Area. Pursuant to Policy LU-P18.1, this area shall primarily be developed with job generating uses such as high-quality offices, industrial uses, and technology campuses. The purpose of this overlay district is to guide temporary or interim development in a manner that preserves existing land for future development in the Northeast Growth Area, as depicted on the City Zoning Map.

### 14.09.191.020 Applicability

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The standards and regulations of this Chapter shall apply to all properties located in the Northeast Growth Area, as depicted on the City Zoning Map.

### 14.09.191.030 Permitted and Conditional Uses

---

The permitted and conditional uses allowed within the Northeast Growth Area overlay district shall be limited to the following:

- A. Permitted Uses
  - 1. Agricultural Uses including crop and horticulture production;
  - 2. Animal production with accessory uses including veterinarian services;
  - 3. One single-family dwelling as an accessory to agricultural uses;
  - 4. Water wells, pump stations and other similar utility facilities;
  - 5. Roads, driveways, and emergency accesses; and
  - 6. Landscaped buffer areas, walls, and fences.
- B. Conditional Uses
  - 1. Employee Housing as an accessory to agricultural uses;
  - 2. Flood control channels and water supply canals;
  - 3. Reservoirs and municipal water storage tanks;
  - 4. Interim storage yards for off-site construction activities; ~~and~~

5. Digital freeway billboards; and
6. Other temporary uses.

#### **14.09.191.040 Supplemental Regulations**

---

All new development located within the Northeast Growth Area shall require a conditional use permit in accordance with Chapter 14.09.300 of this code (Use Permits) and Development Agreement in accordance with Division 14.17 of this title (Development Agreements) to ensure that the proposed uses provide public benefits and are designed and developed to be temporary in nature such that they are not inconsistent with the City's long-term goals for the area.

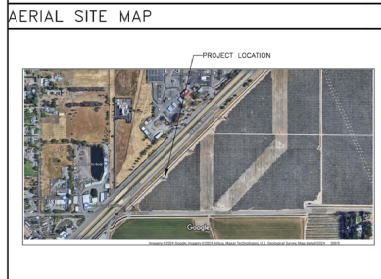
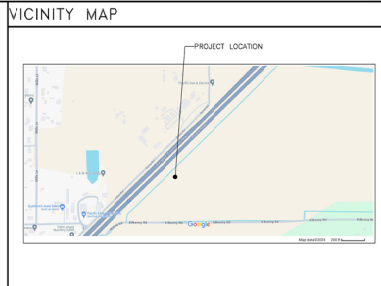
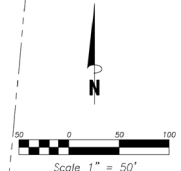
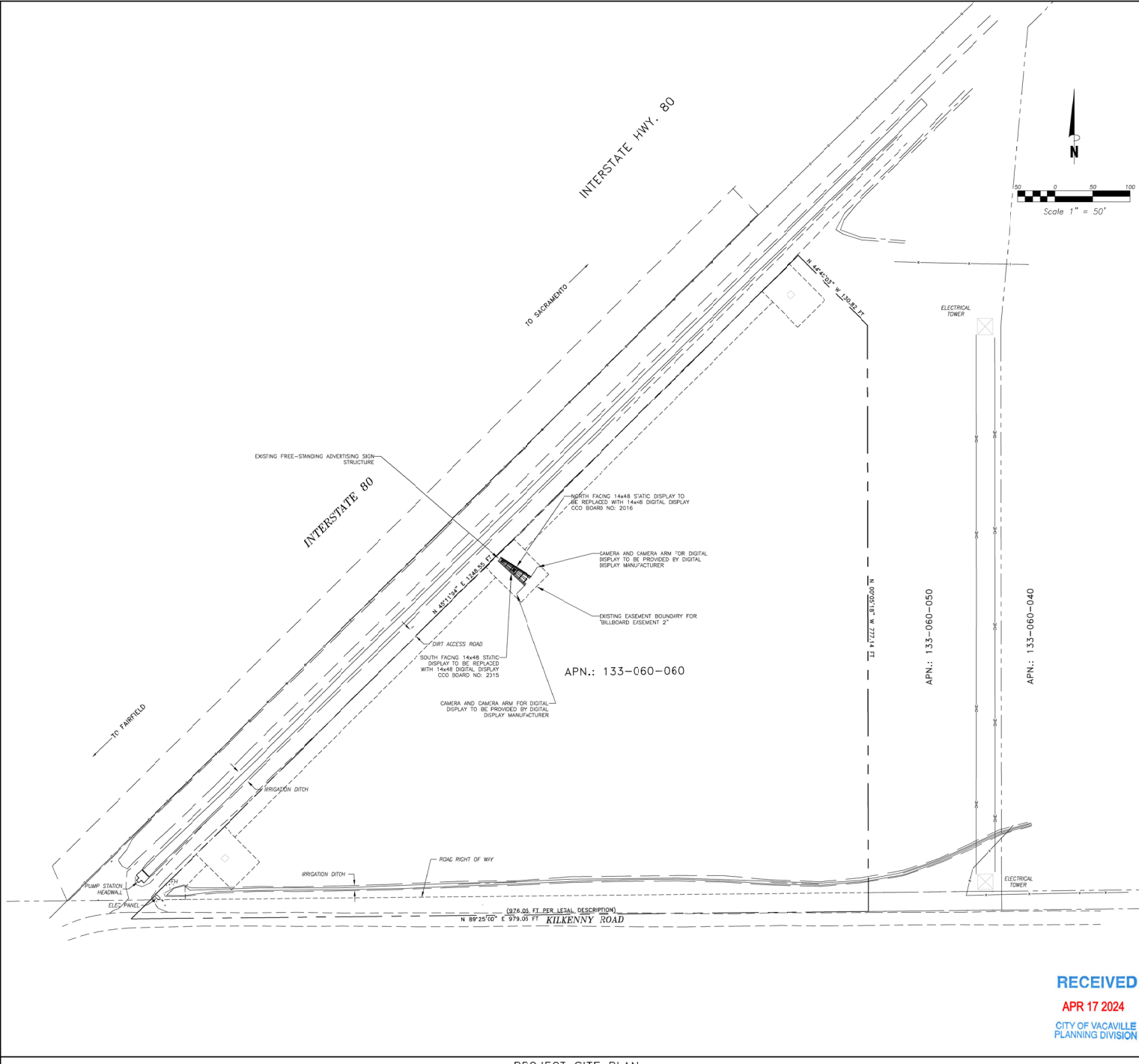
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# **ATTACHMENT 2**

**CLEAR CHANNEL OUTDOOR  
DIGITAL BILLBOARD  
CONVERSION  
PROJECT PLANS**



### PROJECT DATA

LOCATION: I-80 SOUTH SIDE / 0.9 MI EAST OF LEISURE TOWN ROAD - VACAVILLE

CCO BOARD NO: 2015 (SOUTH FACE) & 2016 (NORTH FACE)

APN: 0133-060-060

ZONING: PF

CONSTRUCTION TYPE: TYPE II-B  
(PRIMARY STRUCTURAL STEEL FRAME/OUTDOOR ADVERTISING SIGN)

OCCUPANCY GROUP: GROUP U

AREA OF WORK: N/A

JURISDICTION: CITY OF VACAVILLE, SOLANO COUNTY, CA

APPLICABLE CODES: 2022 CALIFORNIA BUILDING CODE (CBC) ASCE 7-16 & CITY OF VACAVILLE AMENDMENTS

### SCOPE OF WORK

SIGN MODERNIZATION EXISTING GENERAL ADVERTISING SIGN STRUCTURE:  
 CONVERT EXISTING STATIC 14x48 SIGN FACES TO DIGITAL 14x48 DISPLAYS (BOTH FACES)

EXISTING GENERAL ADVERTISING SIGN STRUCTURE CONFIGURATION:

- V-SIGN WITH 14'x48" SIGN FACES ON EACH SIDE
- 48'-0" OVERALL HEIGHT
- CENTER MOUNT COLUMN POSITION

### PROJECT TEAM

<b>APPLICANT</b> CLEAR CHANNEL OUTDOOR LLC SAN FRANCISCO BAY AREA 358 12TH STREET, SUITE 350 OAKLAND, CA 94607 CONTACT: Sarah Fishander TEL: (510) 446-7215	<b>ENGINEER - SIGN MODERNIZATION</b> AMZ ENGINEERING INC. 31423 CARWOOD ST SUITE 230 ACORNA HILLS, CA 91101 TEL: (313) 622-5039 E-MAIL: SARAH@AMZENGINEERINGINC.COM
<b>PROPERTY OWNER</b> THARA BROTHERS LLC PO BOX 3688 YUBA CITY, CA 95992-3686 B035	<b>DIGITAL DISPLAY MANUFACTURER</b> DAKTRONICS 201 DAKTRONICS DRIVE BROWNSVILLE, TX 77809 TEL: (801) 692-0200

### SHEET INDEX

S-1	PROJECT INFORMATION: VICINITY MAP, PROJECT SITE PLAN
S-2	GENERAL NOTES, STRUCTURAL OBSERVATION, DAKTRONICS DIGITAL DISPLAY INFORMATION
S-3	SIGN STRUCTURE PLAN, ELEVATION AND SECTION
S-4	STRUCTURAL DETAILS

<b>REVISIONS</b>	
<b>AMZ ENGINEERING</b> STRUCTURAL ENGINEERING CONSULTANTS	
30422 Colwood Street • Suite 230 • Corona Hills, CA 91101 Telephone: 313.622.5039 • email: amz@amzengineering.com	
<small>NOTE: THIS PLAN IS PREPARED FOR THE PROJECT AND THE INFORMATION IS FOR THE PROJECT ONLY. IT IS NOT TO BE USED FOR ANY OTHER PROJECT. THE INFORMATION IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF AMZ ENGINEERING CONSULTANTS.</small>	
PREPARED FOR: CLEAR CHANNEL OUTDOOR 358 12TH STREET, SUITE 350 OAKLAND, CA 94607	SIGN MODERNIZATION CAN BEET EXISTING 14x48 SIGN FACES TO 14x48 DIGITAL DISPLAYS APN: 0133-060-060 VACAVILLE, CA CCO BOARD # 2015 & 2016
SINGLE POST CENTER MOUNT V-SIGN WITH 14x48 DIGITAL DISPLAY BOTH SIDES OVERALL HEIGHT: 48'-0"	Engineer Stamp 
Project Engineer: AMIR MOZAFFARIAN	Date: 3-28-24 Scale: NONE Drawn: A.M. Job: 22014-A02 Sheet: <b>S-1</b>

**RECEIVED**  
APR 17 2024  
CITY OF VACAVILLE  
PLANNING DIVISION

PROJECT SITE PLAN







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# **ATTACHMENT 3**

## **GEOTECHNICAL ENGINEERING INVESTIGATION**

October 29, 1998  
File No. 40-3276-02

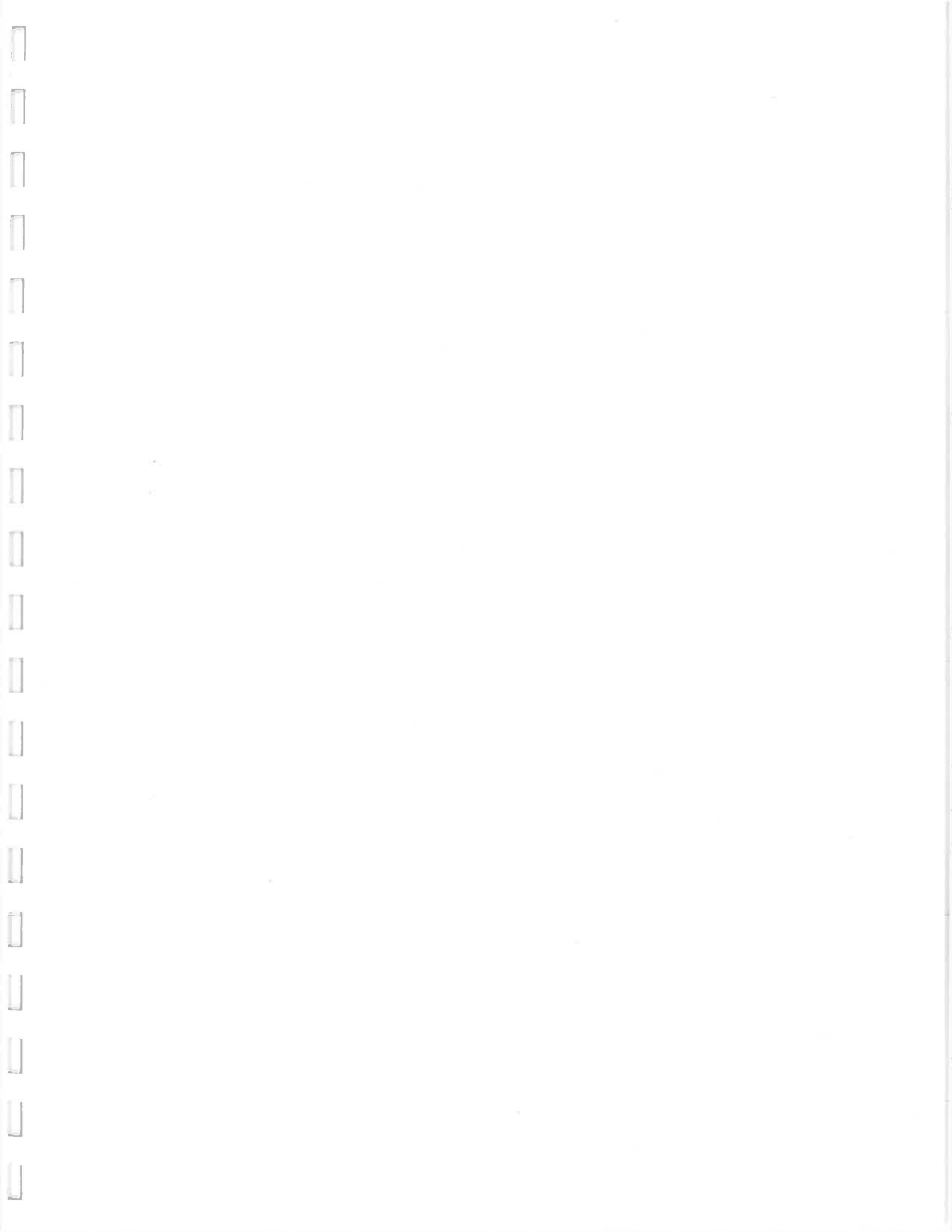
**GEOTECHNICAL ENGINEERING INVESTIGATION  
BILLBOARD FOUNDATION INVESTIGATION  
INTERSTATE 80 AND KILKENNY ROAD  
VACAVILLE, CALIFORNIA**

Submitted to: Mr. David McWalters  
Eller Media Company

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# Important Information About Your Geotechnical Engineering Report

*Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.*

*The following information is provided to help you manage your risks.*

## **Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects**

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared *solely* for the client. *No one except you* should rely on your geotechnical engineering report without first conferring with the geotechnical engineer who prepared it. *And no one—not even you—*should apply the report for any purpose or project except the one originally contemplated.

## **A Geotechnical Engineering Report Is Based on A Unique Set of Project-Specific Factors**

Geotechnical engineers consider a number of unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, *do not rely on a geotechnical engineering report* that was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,

- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

## **Subsurface Conditions Can Change**

A geotechnical engineering report is based on conditions that existed at the time the study was performed. *Do not rely on a geotechnical engineering report* whose adequacy may have been affected by: the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events, such as floods, earthquakes, or groundwater fluctuations. *Always* contact the geotechnical engineer before applying the report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

## **Most Geotechnical Findings Are Professional Opinions**

Site exploration identifies subsurface conditions *only* at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an *opinion* about subsurface conditions throughout the site. Actual subsurface conditions may differ—sometimes significantly—from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.



October 29, 1998  
File No. 40-3276-02

Mr. David McWalters  
Eller Media Company  
2020 Hurley Way, Suite 195  
Sacramento, CA 95825

**Subject: Geotechnical Engineering Services, Billboard Foundation Investigation,  
Interstate 80 and Kilkenny Road, Vacaville, California**

Dear Mr. McWalters:

Kleinfelder, Inc., is pleased to present this report of geotechnical engineering services for two billboards to be located near Vacaville, California. This letter report provides conclusions and geotechnical recommendations for the design and construction of the proposed billboard foundations, as outlined in our proposal to you dated September 23, 1998 (reference Proposal No. 40-YP8-135). Our study was authorized by you on September 23, 1998.

### **Project Information**

Our understanding of the project is based on discussions with you and our field work completed at the subject site. It was indicated that Eller Media proposes to install two billboard structures on the southeasterly side of I-80, just north of Kilkenny Road, east of Vacaville, California (see Plate No. 1). Based on information provided by Mr. Tom Christian, the project structural engineer, we understand the billboards will be supported on 5-foot diameter drilled piers. Drilled pier lengths for the First and Second billboards will be 26 and 21 feet, respectively. The tops of the drilled piers are expected to be at about the existing site grades.

### **Field Investigation and Laboratory Testing**

Our subsurface investigation consisted of the drilling of two test borings to depths of about 21-1/2 and 26-1/2 feet below existing site grades, at the approximate locations shown on the Site Plan, Plate No. 2. The borings were made on September 30, 1998 with a CME-55, truck-mounted drill rig, equipped with 8-inch diameter hollow stem continuous flight augers. All test borings were logged by our engineer, who also obtained representative soil samples for

40-327602/4018R059

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laboratory testing. The soils encountered in the test borings are described in the Boring Logs, Plate Nos. 4 and 5. A copy of the Unified Soil Classification System used to identify the site soils is presented on Plate No. 3.

Relatively undisturbed samples were obtained by driving a two-inch I.D. Modified California sampler containing thin brass liners into the bottom of the borings, with a 140-pound automatic hammer falling thirty inches. The sampling procedure used is similar to the Standard Split Spoon Sampler Method (ASTM D 1586-84). When the sampler was withdrawn from the borings, the brass liners containing the samples were removed, the soils visually classified, and the tubes sealed to preserve the natural soil moisture content for laboratory testing. Bulk samples of the near-surface materials were also obtained.

Laboratory tests were performed on selected samples to evaluate the engineering properties of the materials encountered. Tests performed included moisture content, dry unit weight, and unconfined compression. Results of laboratory tests are presented on Plate Nos. 6 through 8.

### **Surface and Subsurface Conditions**

At the time of our field exploration, the site was undeveloped agricultural land, relatively level, and was generally covered with dry grasses. Materials encountered generally consist of a near-surface, stiff, sandy clay layer of about 3 feet thick, which is underlain by a medium dense clayey sand layer of about five feet thick. Thereunder, stiff, grading hard, clays and sandy clays were encountered from below the clayey sand layer to the maximum depths drilled, 26-1/2 feet below existing grade.

Each bore hole was checked for groundwater shortly after the completion of drilling. Groundwater was encountered at depths of 8-1/2 and 12 feet, respectively. One bore hole, B-1, was left open in an attempt to obtain a more stabilized groundwater level reading. Reading taken approximately nine days after the completion of drilling indicated that the more stabilized groundwater level was at about five feet below existing site grade. It should be noted, however, that groundwater conditions at this site may vary in the future as a result of rainfall, runoff, crop irrigation, new construction, or other factors not apparent at the time of this study.

### **Drilled Pier Foundations**

Based on the results of our field investigation, laboratory testing, and geotechnical engineering analyses, we recommend the following drilled pier vertical capacities be used:

	<b><u>First Billboard</u></b>	<b><u>Second Billboard</u></b>
Allowable Downward Capacity	310 kips	280 kips
Allowable Uplift Capacity	170 kips	120 kips

October 29, 1998

These vertical capacities are for 5-foot diameter drilled piers with the tops of drilled piers at about the existing site grade. Drilled pier length for the First and Second billboards are 26 and 21 feet, respectively. These vertical capacities include a factor of safety of 1.5 for side friction and 3 for end-bearing. The submerged weight of concrete is included in the allowable uplift capacities with a factor of safety of 1.0.

For lateral pier analysis, we used a computer program called COM624P (Version 2.0) which is published by the Federal Highway Administration. Structural loading information was provided by Mr. Tom Christian, the project structural engineer. Two analyses, one for each of the two billboards, were conducted. The following assumptions and parameters were used in our lateral pier analysis for the First billboard:

- Pier diameter of 5 feet
- Pier length of 26 feet
- Pier modulus of elasticity of  $3.1 \times 10^6$  psi based on a concrete compressive strength of 3,000 psi
- Pier moment of inertia of 636,173 in<sup>4</sup>
- A lateral load of +30.4 kips was applied at the top of the pier\*
- A moment of +14,592 in-kips was applied at the top of the pier\*
- An axial downward load of 50 kips was applied at the top of the pier
- Top of pier is assumed to be at the ground surface
- No group reduction factor was applied
- Assumed a cyclic loading condition
- Free-head condition was assumed.

\* See Plate No. 9 for sign conventions

The following assumptions and parameters were used in our lateral pier analysis for the Second billboard:

- Pier diameter of 5 feet
- Pier length of 21 feet
- Pier modulus of elasticity of  $3.1 \times 10^6$  psi based on a concrete compressive strength of 3,000 psi
- Pier moment of inertia of 636,173 in<sup>4</sup>
- A lateral load of +26.2 kips was applied at the top of the pier\*
- A moment of +8,060 in-kips was applied at the top of the pier\*
- An axial downward load of 26.7 kips was applied at the top of the pier
- Top of pier is assumed to be at the ground surface
- No group reduction factor was applied
- Assumed a cyclic loading condition
- Free-head condition was assumed.

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The results of our lateral pier analysis, in the forms of deflection, moment, and shear diagrams, are presented on Plate Nos. 10 through 15. Please note that the results presented on Plate Nos. 10 through 15 represent the ultimate conditions (i.e. F.S.=1), since no adjustments were made to the structural loads shown above. Also, please note that negative deflections are predicted at the tips of the piers (see Plate Nos. 10 and 13). Negative deflections may be reduced by increasing the pier lengths and/or pier diameters.

We understand that the UBC's pole formula may be used for the design of the subject billboard foundations. For that, we suggest using a lateral bearing pressure of 100 pounds per square foot/foot of depth below natural grade. However, please note that this suggested lateral pressure is based solely on the "Class of Materials" as shown on Table 18-I-A of the 1997 UBC, and no associated pier head deflection is implied or suggested. Also, please note that the "depth of embedment (d)" in the UBC's pole formula should not be over 12 feet for purpose of computing lateral pressure.

Pier drilling should be monitored by Kleinfelder. Groundwater will most likely be encountered during the drilling of the piers. Temporary casings or drilling fluid may be required to maintain the stability of the drilled holes. Provisions should be taken by the contractor to remove the water prior to concrete placement and/or to place the concrete through a tremie pipe placed at the bottom of the hole. Concrete should not be allowed to fall through standing water in excess of three inches. Even if no groundwater is encountered in the drilled holes, foundation concrete should be placed with the use of an elephant trunk or other device to avoid contamination of the soils dislodged from the shaft sidewalls. Care should be utilized during drilled pier construction to prevent the "mushrooming" of the top of the pier. We recommend that concrete with a high design slump be used for drilled pier construction. For drilled holes with little or no water, a concrete slump on the order of six inches may be appropriate, and even higher slump may be appropriate if temporary casing and/or tremie pipe are used.

### **Site Drainage**

Final elevations at the site should be planned so that drainage is directed away from the drilled pier foundations. All areas should be sloped and drainage gradients maintained to carry all surface water off the site. Ponding of water at the drilled pier foundations may reduce the lateral capacities of the drilled piers and increase the lateral deflections, and should be avoided.

### **Additional Services**

#### **1. Project Bid Documents**

It has been our experience that contractors bidding on the project often contact us to discuss the geotechnical aspects of the project. Informal contacts between Kleinfelder and an individual contractor could result in incomplete or misinterpreted information

October 29, 1998

provided to the contractor. Therefore, we recommend a pre-bid meeting be held to answer any questions about the report prior to submittal of bids. If this is not possible, questions or clarifications regarding this report should be directed to the project Owner or his designated representative. After consultation with Kleinfelder, the project Owner (or his representative) should provide clarifications or additional information to all contractors bidding the job.

## 2. Plan and Specification Review

Continued coordination between the design engineer and the geotechnical engineer is recommended to assure that the design is compatible with the soil and groundwater conditions determined by this investigation. We recommend our firm conduct a general review of final plans and specifications to evaluate that our earthwork and foundation recommendations have been properly interpreted and implemented during design. In the event we are not retained to perform this recommended review, we will assume no responsibility for misinterpretation of our recommendations. Review of project plans and specifications are not part of our current contract for this project.

## 3. Construction Observation and Testing

We recommend that pier drilling and concrete placement be monitored by a representative from our office. The purpose of these services would be to provide Kleinfelder the opportunity to verify the applicability of the recommendations presented in this report to the soil and groundwater conditions encountered during construction and recommend appropriate changes in design or construction procedures if conditions differ from those described herein. The observation and testing services are not part of our current contract for this project.

## 4. Additional Copies of Report

We have provided the addressee with four bound copies of this report. If additional copies are required, we can provide copies at an additional cost (in accordance with our current fee schedule) after receipt of a written request from our client. Under no circumstances will we provide a copy of the report to other design consultants or contractors without written permission from our client.

### **Limitations**

The services provided under this contract as described in this report include professional opinions and judgments based on the data collected. These services have been performed according to generally accepted geotechnical engineering practices that exist in Solano County at the time our report was written. This report is issued with the understanding that the owners choose the risk they wish to bear by the expenditures involved with the construction alternatives

October 29, 1998

and scheduling that is chosen. In addition, the owner should understand that there are risks of earth movement and property damage inherent in land development. We are unable to eliminate all risks; therefore, no express or implied warranty is made.

This report may be used only by the client and only for the purposes stated, within a reasonable time from its issuance. Land use, site conditions (both on-site and off-site) or other factors may change over time, and additional work may be required with the passage of time. Any party other than the client who wishes to use this report shall notify Kleinfelder, Inc. of such intended use by executing the "Application for Authorization to Use" which is included. Based on the intended use of the report, Kleinfelder, Inc. may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by the client or anyone else will release Kleinfelder, Inc. from any liability resulting from the use of this report by any unauthorized party.

The conclusions and recommendations of this report are for two proposed billboards to be located near Vacaville, California, as described in the text of this report. The conclusions and recommendations in this report are invalid if:

- The anticipated design loads change;
- The site grading differs from that assumed in preparing this report;
- The report is used for adjacent or other property;
- The Additional Services section of this report is not followed;
- If changes of grades occur between the issuance of this report and construction;
- Any other change is implemented which materially alters the project from that proposed at the time this report was prepared.

The conclusions and recommendations presented in this report are based on information obtained from the following:

- Two test borings;
- Field observations;
- The results of laboratory tests; and,
- Our experience on similar projects with similar soil and groundwater conditions.

The exploratory borings do not provide a warranty as to the conditions which may exist on the entire site. The extent and nature of subsurface soil and groundwater variations may not become evident until construction begins. It is possible that variations in soil conditions and depth to groundwater could exist beyond the point of exploration which may require additional studies, consultation, and possible design revisions. If conditions are encountered in the field during construction which differ from those described in this report, our firm should be contacted immediately to provide any necessary revisions to these recommendations. No sampling or testing to evaluate the corrosive potential of site soils was done as a part of this investigation.



October 29, 1998

It is the addressee's and/or developer's responsibility to see that all parties to the project, including the designer, contractor, subcontractors, etc., are made aware of this report in its entirety including the Additional Services and Limitations sections.

We appreciate the opportunity of serving you on this project, and look forward to discussing our report with you should there be any questions concerning our data, conclusions or recommendations. Please feel free to contact this office at (800) 925-3423.

Very truly yours,

**KLEINFELDER, INC.**

*Edward C. Mak*

Edward C. Mak  
Senior Engineer  
C.E. 44454  
G.E. 2212



*Thomas C. Ries*

Thomas C. Ries  
Senior Engineer  
C.E. 30809  
C.E.G. 1253

ECM/TCR:pla

Attachments: Plate Nos. 1 through 15  
"Application for Authorization to Use" form

# APPLICATION FOR AUTHORIZATION TO USE

Billboard Foundation Investigation, I-80 and Kilkenny Road

(project name)

40-3276-02

(project job number)

October 29, 1998

(date)

**Kleinfelder, Inc.**

780 Chadbourne Road, Suite D

(office address)

Fairfield, California 94585-9643

(city, state, zip)

(707) 429-4070    (707) 429-4162

(telephone)

(FAX)

To whom it may concern:

Applicant understands and agrees that the Geotechnical Engineering Investigation for the subject site is a copyrighted document, that Kleinfelder, Inc. is the copyright owner and that unauthorized use or copying of the Geotechnical Engineering Investigation for the subject site is strictly prohibited without the express written permission of Kleinfelder, Inc. Applicant understands that Kleinfelder, Inc. may withhold such permission at its sole discretion, or grant permission upon such terms and conditions as it deems acceptable.

Applicant agrees to accept the contractual terms and conditions between Kleinfelder, Inc. and Eller Media Company (*original client*) originally negotiated for preparation of this Geotechnical Engineering Investigation. Use of this Geotechnical Engineering Investigation without permission releases Kleinfelder, Inc. from any liability that may arise from use of this report.

**To be Completed by Applicant**

\_\_\_\_\_  
(company name)

\_\_\_\_\_  
(address)

\_\_\_\_\_  
(city, state, zip)

\_\_\_\_\_  
(telephone)

\_\_\_\_\_  
(FAX)

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

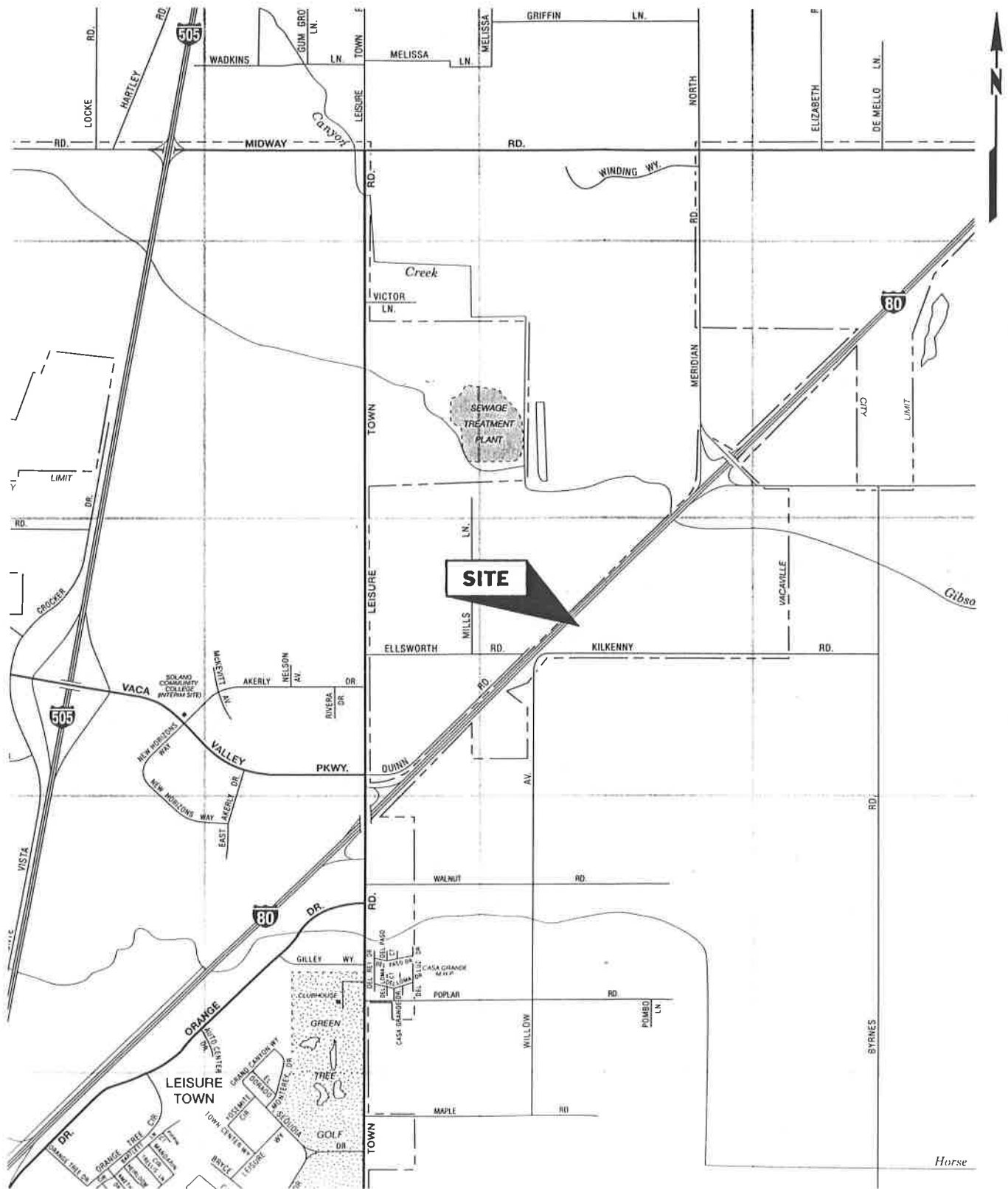
**For Kleinfelder, Inc.'s use only**

\_\_\_\_\_ approved for re-use with additional fee of \$ \_\_\_\_\_

\_\_\_\_\_ disapproved, report needs to be updated

By: \_\_\_\_\_  
(Kleinfelder, Inc. project manager)

Date: \_\_\_\_\_



Source: CSAA, Vacaville and Vicinity, 2/98

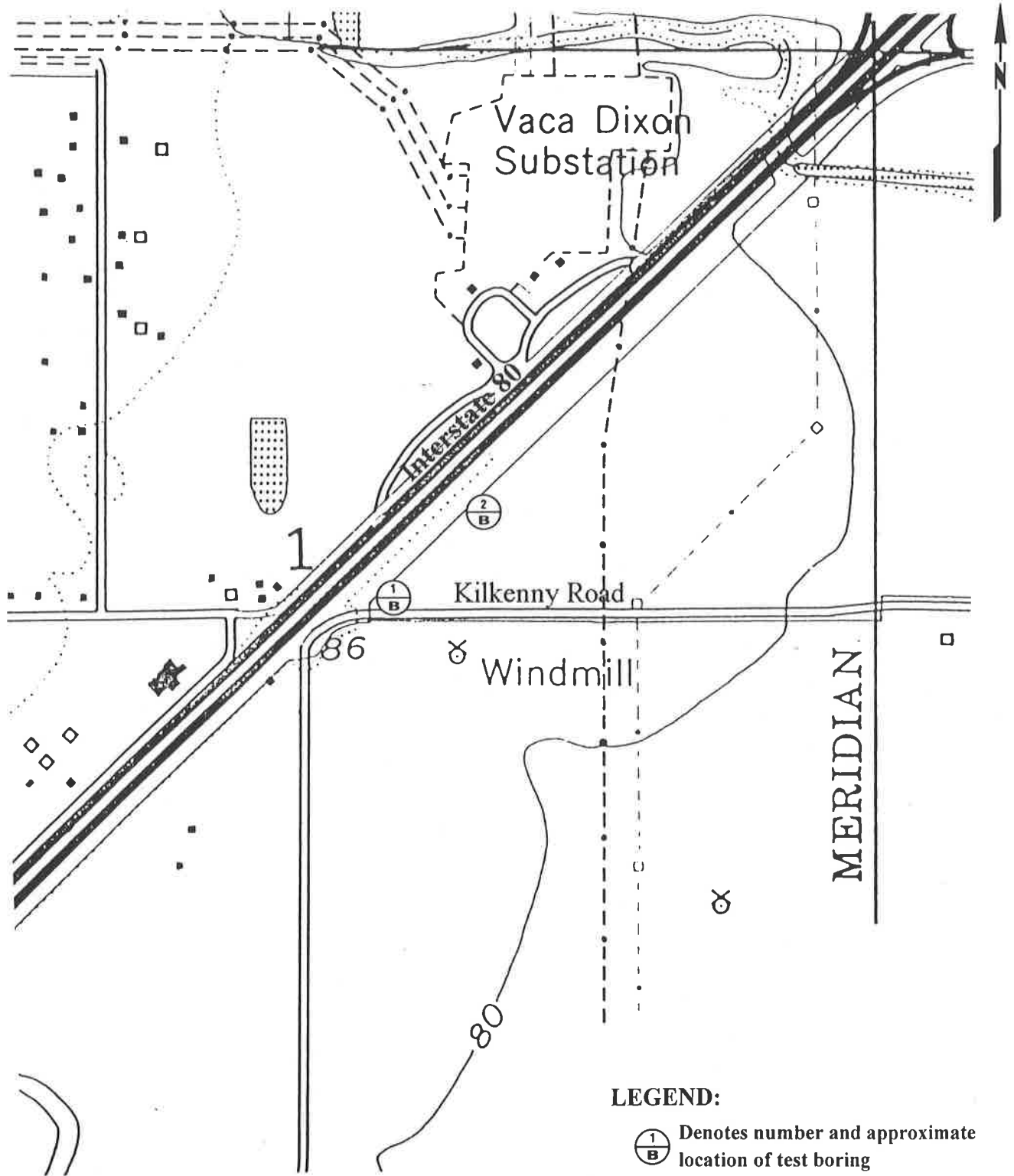


**VICINITY MAP**  
**Eller Media**  
**I-80 & Kilkenny Road**  
**Vacaville, California**

PLATE

1

PROJECT NO. 40-3276-02



Source: USGS, Allendale Quadrangle, 1973



KLEINFELDER

**SITE PLAN**  
 Eller Media  
 I-80 & Kilkenny Road  
 Vacaville, California

PLATE

2

PROJECT NO. 40-3276-02

**UNIFIED SOIL CLASSIFICATION SYSTEM**

MAJOR DIVISIONS		LTR	ID	DESCRIPTIONS	MAJOR DIVISIONS		LTR	ID	DESCRIPTIONS
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS		GW	Well-graded gravels, or gravel sand mixture, little or no fines	FINE GRAINED SOILS	SILTS AND CLAYS LL < 50		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity
			GP	Poorly-graded gravels, or gravel sand mixture, little or no fines				CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			GM	Silty gravels, gravel-sand-silt mixtures				OL	Organic silts and organic silt-clays of low plasticity
			GC	Clayey gravels, gravel-sand-clay mixtures					
	SAND AND SANDY SOILS		SW	Well-graded sands or gravelly sands, little or no fines		SILTS AND CLAYS LL > 50		MH	Inorganic silts, micaceous or diatomaceous fine or silty soils, elastic soils
			SP	Poorly-graded sands or gravelly sands, little or no fines				CH	Inorganic clays of high plasticity, fat clays
			SM	Silty sands, sand and silt mixtures				OH	Organic silts and clays of medium to high plasticity
			SC	Clayey sands, sand and clay mixtures			HIGHLY ORGANIC SOILS		PT



Standard penetration split spoon sample

LL

Liquid limit



Modified California sample: 2.5" O.D. 2.0" I.D.

PI

Plasticity index



Shelby tube sample

% < #200

Percent of soil passing the #200 sieve



Disturbed bag or bulk sample

R-Value

Resistance value



Water level observed in boring (at time of drilling)

EI

Percent of swell as measured by UBC Standard No. 29-2



Water level observed in boring (at given post-drilling time)

C

Soil cohesion in psf

phi

Angle of internal friction

NOTES: Blow counts represent the number of blows of a 140-pound hammer falling 30 inches required to drive a sampler through the last 12 inches of an 18-inch penetration, unless otherwise noted.

The lines separating strata on the logs represent approximate boundaries only. The actual transition may be gradual. No warranty is provided as to the continuity of soil strata between borings. Logs represent the soil section observed at the boring location on the date of drilling only.

Penetrometer values obtained with instrument from Humboldt Manufacturing Company.

HH represents a hydraulic hammer used to drive the sampler 18 inches.



**KLEINFELDER**

**BORING LOG LEGEND**

**Eller Media  
I-80 & Kilkenny Road  
Vacaville, California**

PLATE

**3**

PROJECT NO. 40-3276-02

Date Completed: 9/30/98

Surface Conditions: Low to medium height grasses and weeds

Logged By: M. Tuggle

Groundwater: 5 feet below existing site grade on 10/9/98.

Total Depth: 26-1/2 feet

Depth, ft	FIELD		LABORATORY					Penetrometer tsf	DESCRIPTION
	Sample	Blows/ft	Dry Density pcf	Moisture Content %	Compress. Strength ksf	Other	Tests		
								Approximate Surface Elevation (ft):	
								SANDY CLAY (CL): brown, silty, fine to medium grained sand, very moist	
11								CLAYEY SAND (SC): brown, fine to medium grained sand, very moist to wet, loose to medium dense	
5								grades with gravel, fine to coarse grained sand, medium dense	
16								SANDY CLAY (CL): yellow-brown, fine grained sand, moist, very stiff	
21							4.5+	CLAY (CL): yellow-brown, some fine grained sand, moist, stiff	
10							4.5+	SANDY CLAY (CL): yellow-brown with some black mottling, fine grained sand, moist, very stiff	
17							4.1	CLAY (CL): yellow-brown, some fine grained sand, moist, hard	
15			118	16	5.8		4.5+	SANDY CLAY/CLAYEY SAND (CL/SC): yellow-brown, fine to medium grained sand, moist, hard/medium dense	
22							4.5+	Boring completed to 26-1/2 feet below existing site grade. Boring backfilled with soil cuttings on 10/9/98.	
20									
33									
25									
29									
30									



**LOG OF BORING #1**  
**Eller Media**  
**I-80 & Kilkenny Road**  
**Vacaville, California**

PLATE  
1 of 1

4

PROJECT NO. 40-3276-02

Date Completed: 9/30/98

Surface Conditions: Low to medium height grasses and weeds

Logged By: M. Tuggle

Groundwater: 12 feet below existing site grade during drilling.

Total Depth: 21-1/2 feet

Depth, ft	FIELD		LABORATORY					Penetrometer tsf	DESCRIPTION
	Sample	Blows/ft	Dry Density pcf	Moisture Content %	Compress. Strength ksf	Other	Tests		
								Approximate Surface Elevation (ft):	
5	37						4.5+	SANDY SILTY CLAY (CL): brown, fine grained sand, moist grades slightly moist, hard	
	14		112	19	0.7			CLAYEY SAND (SC): brown to yellow-brown, fine to medium grained sand, very moist, medium dense	
10	23							CLAY (CL): yellow-brown, moist to very moist, stiff	
	13		103	24	3.6		3.9	SANDY CLAY (CL): yellow-brown with some light gray, fine grained sand, moist, very stiff to hard	
15	29						4.5+	CLAY (CL): brown, some fine grained sand, some cementitious seams, moist, hard	
20	32						4.5+	Boring completed to 21-1/2 feet below existing site grade and backfilled with soil cuttings.	
25									
30									



**LOG OF BORING #2**  
**Eller Media**  
**I-80 & Kilkenny Road**  
**Vacaville, California**

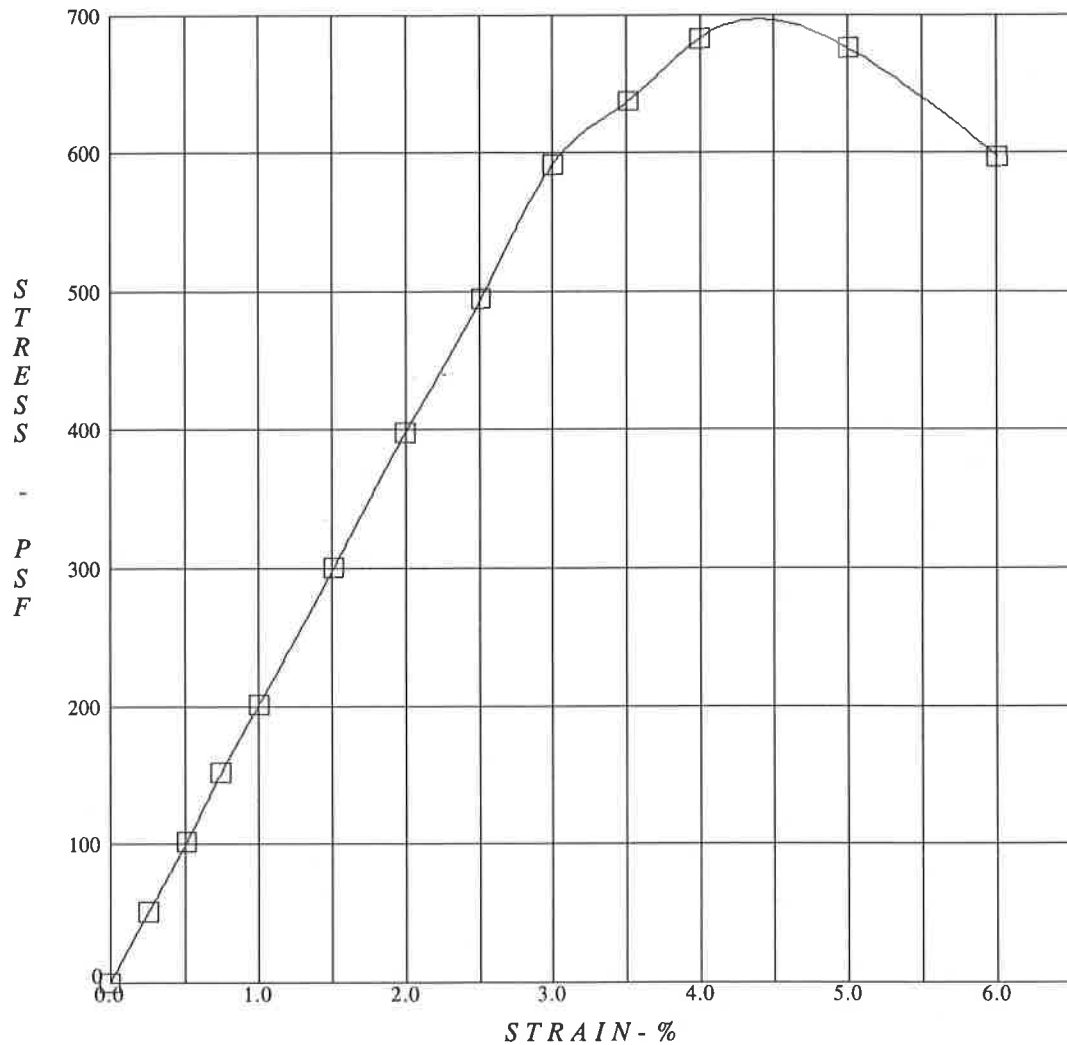
PLATE  
1 of 1

5

PROJECT NO. 40-3276-02







BORING NO:           B-2                                DRY DENSITY:           112 pcf            
 DEPTH:           6.0 ft                                WATER CONTENT:           19.1 %            
 SOIL DESCRIPTION:           Yellow-brown CLAYEY SAND (SC)          

MAX. UC STRENGTH = 683 psf AT 4.0% STRAIN

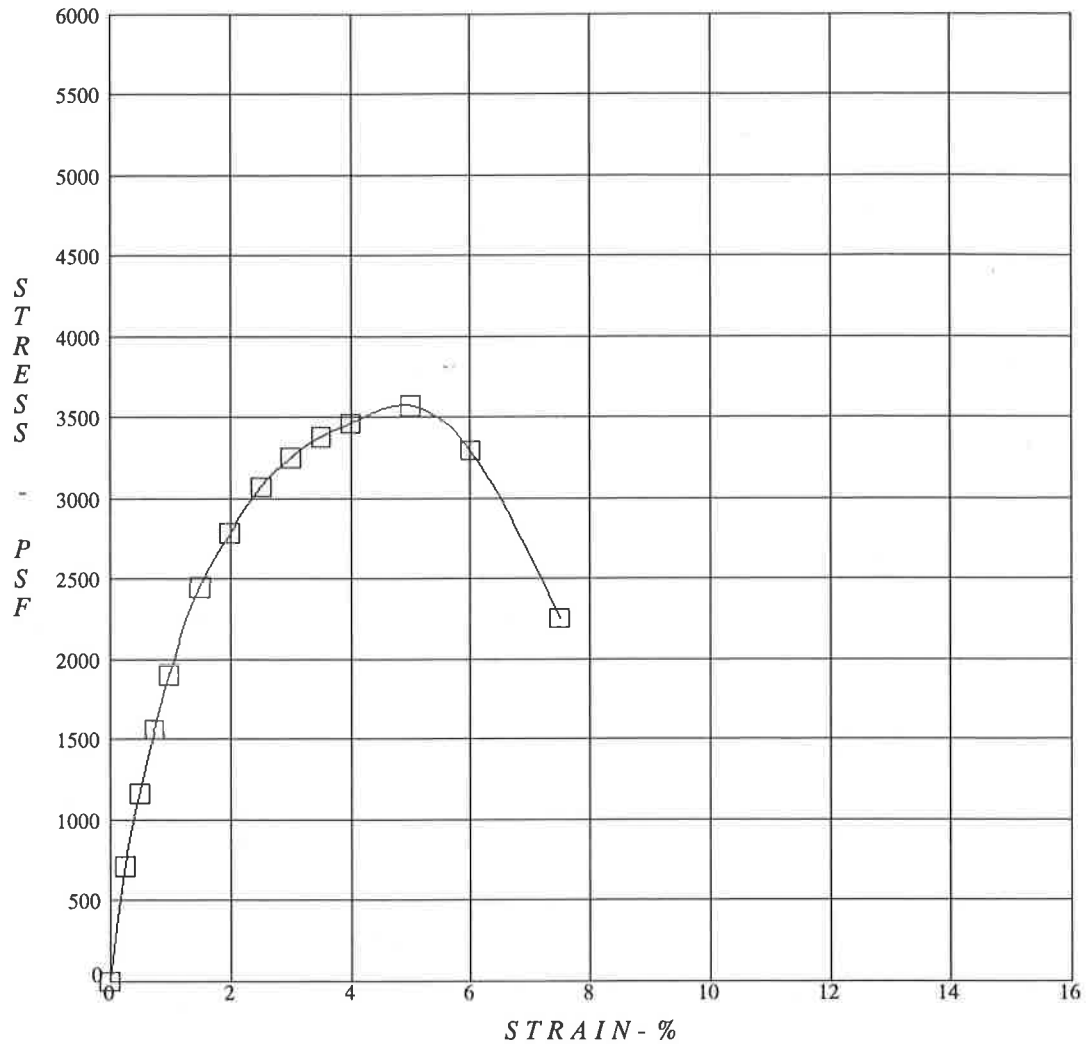


PROJECT NO. 40-3276-02

**UNCONFINED COMPRESSION**  
 Eller Media  
 I-80 & Kilkenny Road  
 Vacaville, California

PLATE

7



BORING NO:     B-2      
 DEPTH:     11.0 ft      
 SOIL DESCRIPTION:     Yellow-brown CLAY (CL)    

DRY DENSITY:     103 pcf      
 WATER CONTENT:     24.0 %    

*MAX. UC STRENGTH = 3570 psf AT 5.0% STRAIN*



**UNCONFINED COMPRESSION**  
 Eller Media  
 I-80 & Kilkenny Road  
 Vacaville, California

PLATE

8

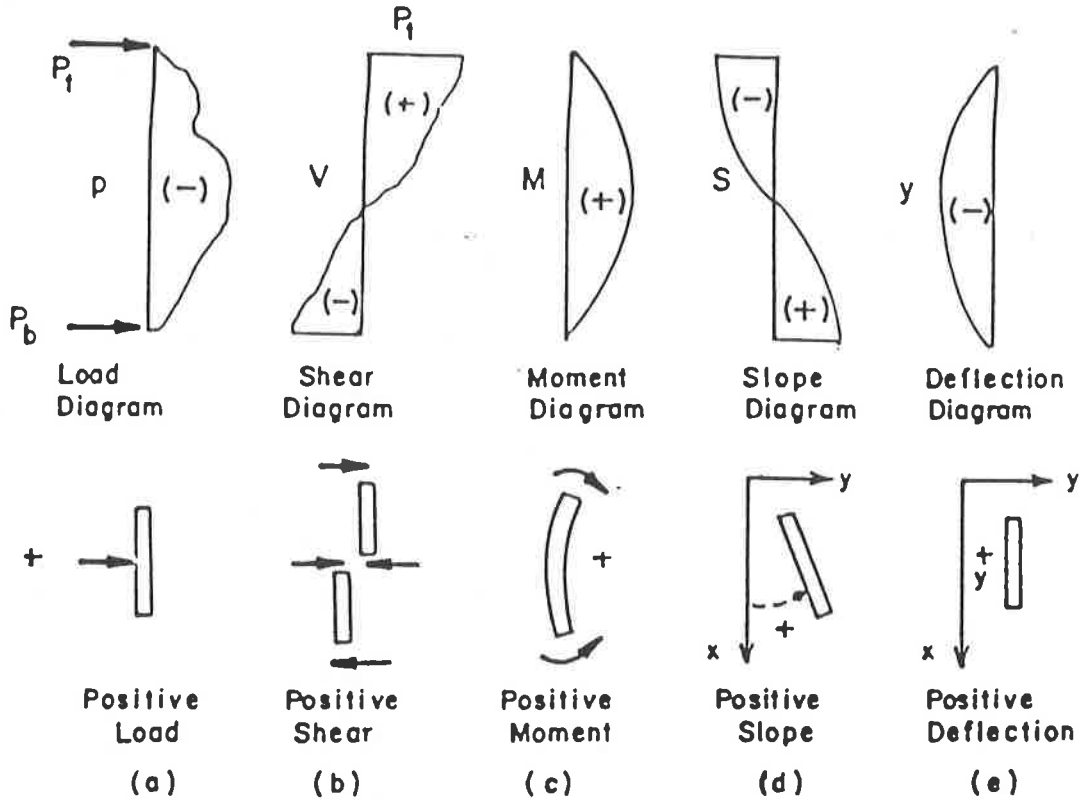


Figure 4.2. Sign conventions.

Reference: COM624P, Version 2.0, August 1993, page 91



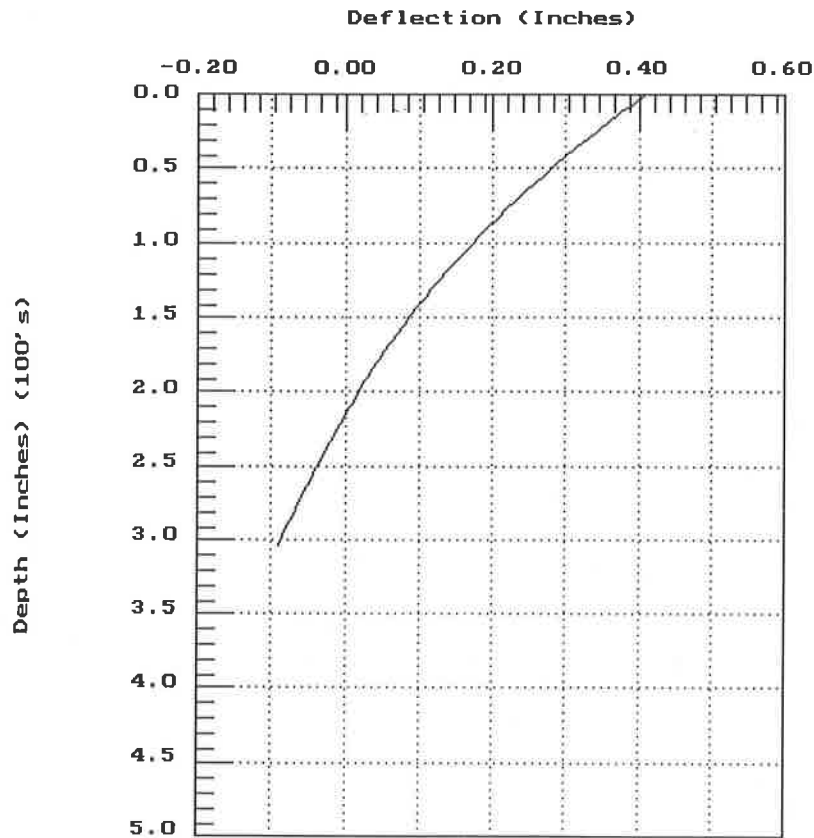
**SIGN CONVENTIONS**  
 Eller Media  
 I-80 & Kilkenny Road  
 Vacaville, California

PLATE

9

PROJECT NO. 40-3276-02

# FOR FIRST BILLBOARD



Note: See text of report for pier dimensions and loading conditions.



**KLEINFELDER**

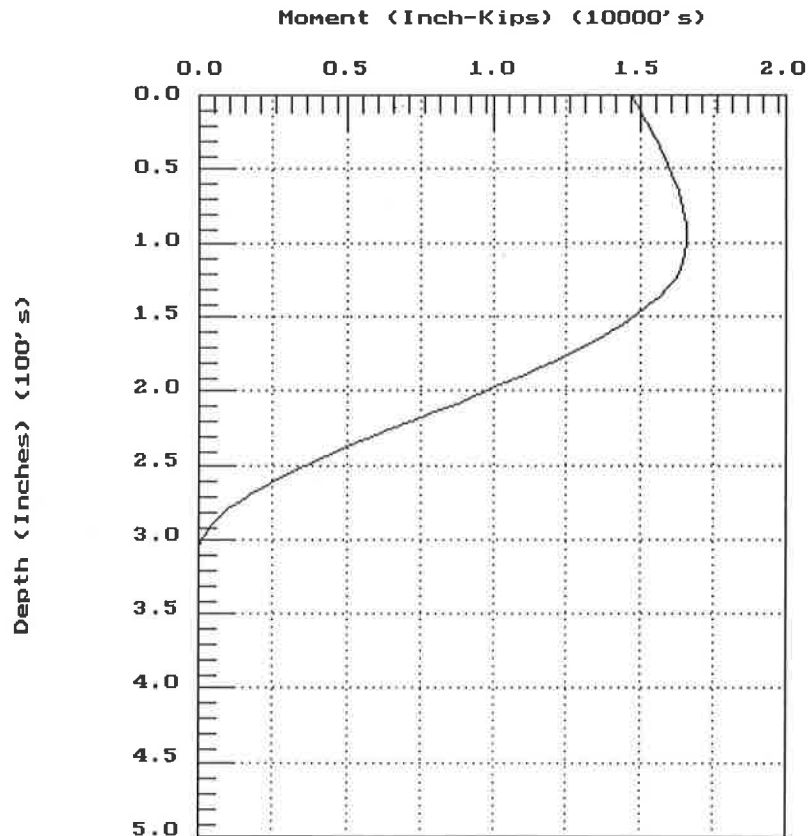
**DEFLECTION DIAGRAM**  
Eller Media  
I-80 & Kilkenny Road  
Vacaville, California

PLATE

10

PROJECT NO. 40-3276-02

# FOR FIRST BILLBOARD



Note: See text of report for pier dimensions and loading conditions.



**KLEINFELDER**

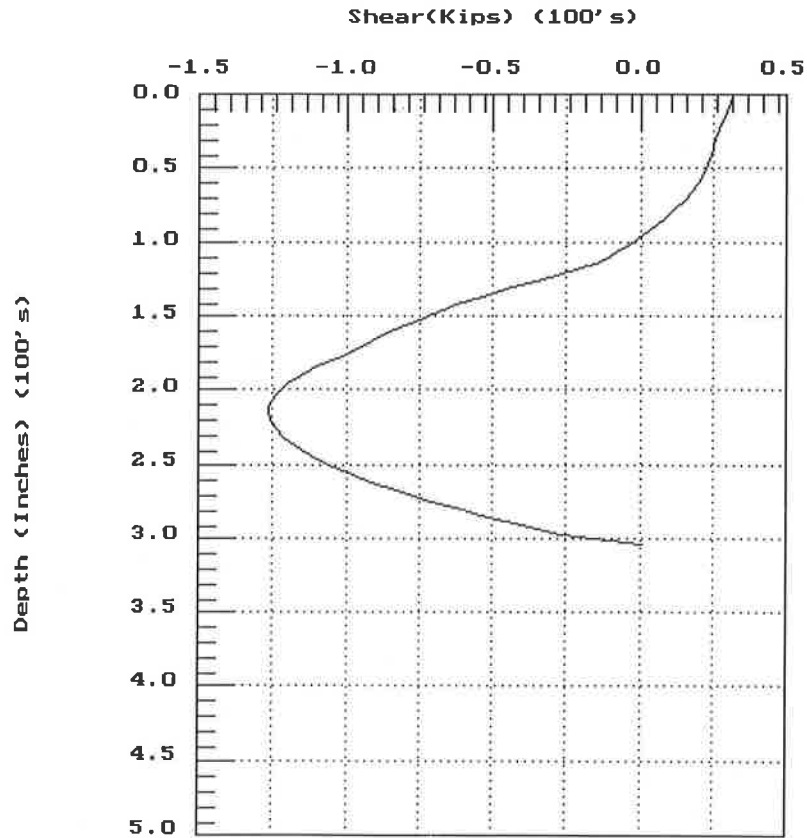
**MOMENT DIAGRAM**  
Eller Media  
I-80 & Kilkenny Road  
Vacaville, California

PLATE

11

PROJECT NO. 40-3276-02

# FOR FIRST BILLBOARD



Note: See text of report for pier dimensions and loading conditions.



**KLEINFELDER**

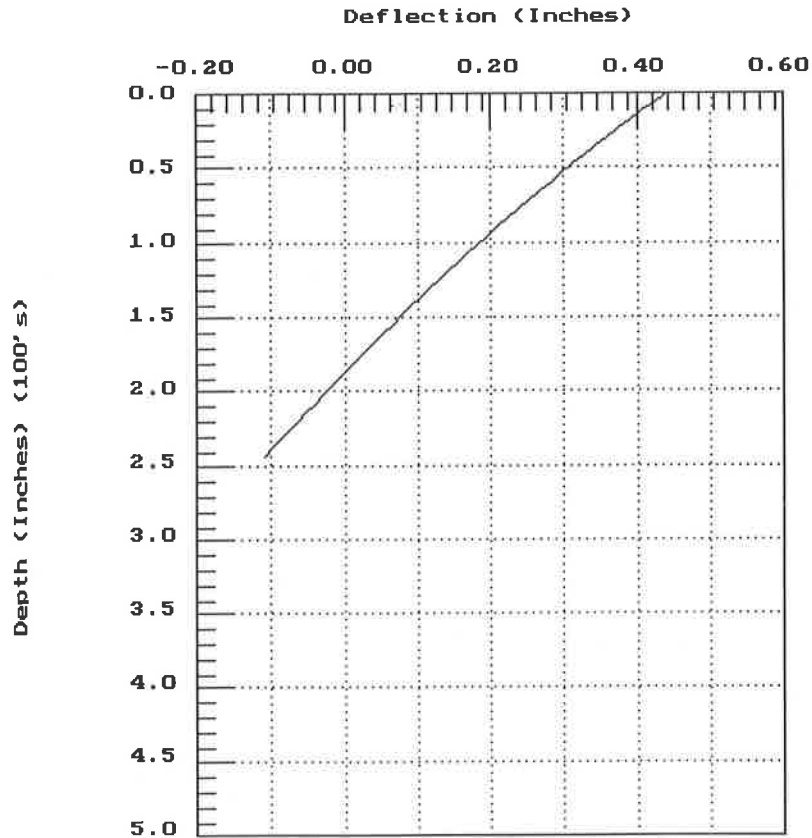
**SHEAR DIAGRAM**  
Eller Media  
I-80 & Kilkenny Road  
Vacaville, California

PLATE

12

PROJECT NO. 40-3276-02

# FOR SECOND BILLBOARD



Note: See text of report for pier dimensions and loading conditions.



**KLEINFELDER**

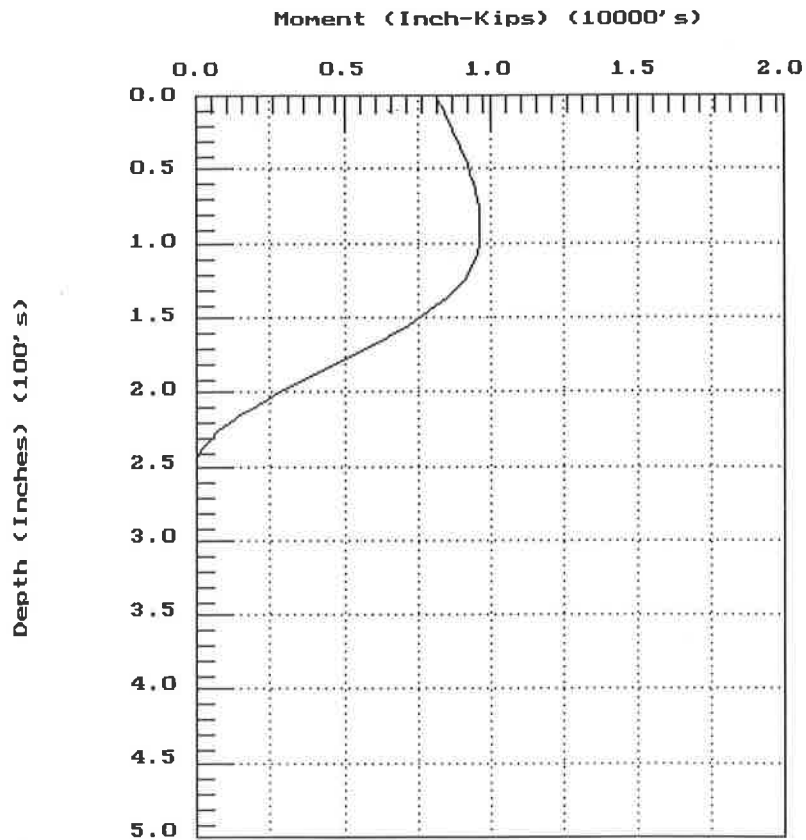
**DEFLECTION DIAGRAM**  
Eller Media  
I-80 & Kilkenny Road  
Vacaville, California

PLATE

13

PROJECT NO. 40-3276-02

# FOR SECOND BILLBOARD



Note: See text of report for pier dimensions and loading conditions.



**MOMENT DIAGRAM**  
Eller Media  
I-80 & Kilkenney Road  
Vacaville, California

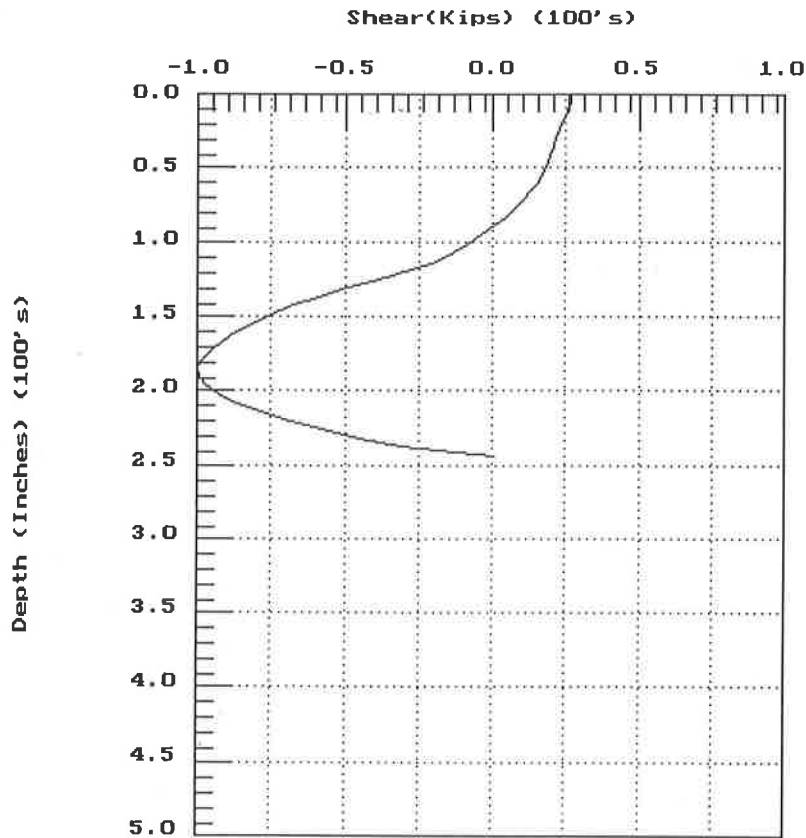
PLATE

14

PROJECT NO. 40-3276-02



**FOR SECOND BILLBOARD**



Note: See text of report for pier dimensions and loading conditions.



**KLEINFELDER**

**SHEAR DIAGRAM**  
Eller Media  
I-80 & Kilkenny Road  
Vacaville, California

PLATE

15

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# **ATTACHMENT 4**

## **VACAVILLE CULTURAL RESOURCES PROTOCOL**



YOCHA DEHE  
CULTURAL RESOURCES

December 16, 2022

City of Vacaville  
Advance Planning Division  
Attn: Tyra Hays, AICP, Senior Planner  
650 Merchant Street  
Vacaville, CA 95688

RE: Vacaville Cultural Resource Protocol YD-11292022-03

Dear Ms. Hays:

Thank you for your project notification dated November 29, 2022, regarding cultural information on or near the proposed Vacaville Cultural Resource Protocol. We appreciate your effort to contact us.

The Cultural Resources Department has reviewed the project and concur with everything.


Should you have any questions, please feel free to contact:

CRD Administrative Staff  
Yocha Dehe Wintun Nation  
Office: (530) 796-3400  
Email: [THPO@yochadehe.gov](mailto:THPO@yochadehe.gov)

Please refer to identification number YD – 11292022-03 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

DocuSigned by:  
  
8DD0BD089ED6438...

Tribal Historic Preservation Officer

# CITY OF VACAVILLE CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES PROTOCOL

## **Purpose –**

The City of Vacaville has a celebrated history that includes both intensive use and occupation for 1,000s of years by the indigenous people of the area, as well as a rich past of early historic development by Euroamerican settlers. The archaeological footprint from this history has been found throughout the City's sphere of influence. Early detection of archaeological resources is crucial for compliance with environmental regulations, the protection of significant resources, and continued collaboration with local indigenous people, currently represented by Yocha Dehe Wintun Nation.

The purpose of this document is to provide guidance for the identification and subsequent treatment of cultural resources for projects within the City's sphere of influence. The following protocols provide actions to follow in areas of high, moderate, and low cultural resources sensitivity.

Cultural resources sensitivity is based on an analysis utilizing a Geographic Information System (GIS) database. The GIS database includes information sets of modern and historic waterways, geology, soil types, slope, elevation, aspect, and known confidential cultural resource locations combined to establish cultural resource sensitivity. The database also includes historic maps and aerial imagery to establish historic use and modifications over time.

For projects within the City's sphere of influence, a Cultural Resources Review form will be completed by the Community Development Department. The form will assess the project location for cultural sensitivity, determine if the area has a low, moderate, or high sensitivity, and provide recommendations for next steps.

## **For All Projects -**

- Initiate project site Cultural Resources Review Form
- Review GIS Database for Cultural Resource Sensitivity
- Review project site setting and project impacts
  - If project site is fully constructed (for example: existing pavement, sidewalks, buildings, underground utilities), a surface survey by a Secretary of the Interior-qualified archaeologist is not required.
  - If project site is not fully constructed (for example: the project site does not consist of existing pavement, sidewalks, buildings, underground utilities), a surface survey by a Secretary of the Interior-qualified archaeologist may be required based on existing setting and sensitivity.
- Utilize protocol according to project site Cultural Resources Review Form
- Emergency maintenance and repair work is exempt from this Cultural Resources Protocol.

## **For Areas of Low, Moderate, and High Cultural Resource Sensitivity within the City's Sphere of Influence**

- **Cultural Resources Awareness Training.**  
The City shall require the project applicant to provide a cultural resources and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction, including consultants and construction workers. The training program shall be

developed in coordination with a Secretary of the Interior-qualified archaeologist. The City shall invite the Yocha Dehe Wintun Nation (Tribe) to participate. The training program shall include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training program shall also describe appropriate avoidance and minimization measures for cultural resources and tribal cultural resources that have the potential to be located in the project site and shall outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training program shall emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans.

- **Discovery Protocol for Cultural Materials.**

If pre-contact Native American or historic-era cultural materials are encountered during project implementation, all construction activities within 100 feet shall halt, and a Secretary of the Interior-qualified archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the find is pre-contact, the Tribe shall be invited to evaluate the find. Pre-contact cultural materials include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse.

If the City determines, based on recommendations from a Secretary of the Interior-qualified archaeologist and the Tribe (if the resource is Native American related), that the resource may qualify as a historical resource or unique archaeological resource (defined in CEQA Guidelines Section 15064.5), a tribal cultural resource (defined in PRC Section 21080.3), or a historic property (defined in the National Historic Preservation Act), the resource shall be avoided, if feasible. This may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If avoidance is not feasible, the City shall work with a Secretary of the Interior-qualified archaeologist and affiliated Native American tribal representatives (if the resource is Native American-related) to develop a Cultural Resources Treatment Plan to determine treatment measures to avoid, minimize, or mitigate any potential impacts or adverse effects to the resource. This shall include documentation of the resource and may include data recovery, if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource.

If deemed appropriate, data recovery shall be completed according to an established Cultural Resources Treatment Plan, which will be reviewed by the City and the Tribe. The Treatment Plan shall include, at a minimum, the following components:

- Scope of work;
- Environmental setting;
- Identification of property types;
- Research questions and goals;
- Detailed field strategy to address research goals;

- Analytical methods;
- Disposition of artifacts;
- Treatment of human remains;
- Security approaches and protocols; and
- Reporting requirements.

Treatment may include, but would not be limited to, backhoe trenching, shovel test units, hand augering, and hand excavation. All treatment shall be approved by the Tribe and adhere to Tribe's *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation*.

- **Discovery Protocol for Human Remains.**

In the event of discovery or recognition of any human remains during project implementation, construction activities within 100 feet of the find shall cease until the Solano County Coroner has been contacted to determine that no investigation of the cause of death is required. The Coroner shall contact the California Native American Heritage Commission within 24 hours, if the Coroner determines the remains to be Native American in origin. The Commission will then identify the person or persons it believes to be the most likely descendant from the deceased Native American (PRC Section 5097.98), who in turn will make recommendations to the City for the appropriate means of treating the human remains and any associated grave goods (CEQA Guidelines Section 15064.5[d]). A determination may include avoidance of the human remains, reburial on-site, or reburial on Tribal or other lands that will not be disturbed in the future.

#### **Areas of Moderate Cultural Resource Sensitivity within the City's Sphere of Influence**

- **Monitoring Provision.** Based on the results of the project site Cultural Resources Review form that there is a moderate sensitivity for cultural materials to be present within a project site, and prior to authorization to proceed, the project sponsor shall retain the services of a Secretary of the Interior-qualified archaeologist to prepare a Cultural Resources Monitoring Plan. The Monitoring Plan shall be distributed to the City and the Tribe for review and comment, and will include, at a minimum, the following components:
  - Where monitoring will be completed and under what circumstances, based on soil types, geology, distance to known cultural resources, and other factors;
  - Person(s) responsible for conducting monitoring activities, including a request to the Tribe for a tribal monitor;
  - Person(s) responsible for overseeing and directing the monitors;
  - How the monitoring shall be conducted and the required format and content of monitoring reports;
  - Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;
  - Protocol for notifications in case of encountering cultural resources, including human remains, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation); and
  - Methods to ensure security of cultural resources sites.

During the course of the monitoring, the archaeologist and Tribal monitor may adjust the frequency—from continuous to intermittent—of the monitoring based on the conditions and professional judgment regarding the potential to impact resources. If cultural resources are

identified, the protocol for the discovery of cultural materials and human remains shall be followed.

#### **Areas of High Cultural Resource Sensitivity within the City's Sphere of Influence**

- **Testing Provision.** Based on the results of the project site Cultural Resources Review form that there is a high sensitivity for cultural materials to be present within a project site, and prior to authorization to proceed, the project sponsor shall retain the services of a Secretary of the Interior-qualified archaeologist to prepare a Cultural Resources Testing Plan. The Testing Plan shall be distributed to the City and the Tribe for review and comment, and shall include, at a minimum, the following components:
  - Scope of work;
  - Environmental setting;
  - Identification of property types of the expected cultural resources that could be impacted;
  - Locations recommended for testing;
  - Field testing methods to be used (hand excavation, coring, and/or mechanical trenching);
  - Any laboratory methods to be used; and
  - Reporting requirements.

The purpose of testing shall be to determine the presence or absence of cultural resources to the extent feasible. If cultural resources are identified, the protocol for the discovery of cultural materials and human remains shall be followed.



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**THE DIGITAL FREEWAY  
BILLBOARDS ZONING TEXT  
AMENDMENTS AND CLEAR  
CHANNEL OUTDOOR DIGITAL  
BILLBOARD CONVERSION**

**INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION**

**April 18, 2024**