

2 REPORT SUMMARY

This summary presents an overview of the proposed General Plan and Energy and Conservation Action Strategy (ECAS) and the conclusions of the analysis contained in Chapter 4, Environmental Evaluation. The California Environmental Quality Act (CEQA) requires that this chapter summarize the following issues: 1) areas of controversy, 2) significant impacts, 3) unavoidable significant impacts, 4) implementation of mitigation measures, and 5) alternatives to the project. For a complete description of the project, please see Chapter 3, Project Description. More information on project alternatives can be found in Chapter 5, Alternatives to the Proposed Project.

A. Proposed Project

This Draft Environmental Impact Report (EIR) provides an assessment of the potential environmental impacts of implementing the proposed General Plan and ECAS. The proposed General Plan is intended to serve as the principal policy document to guide future conservation and development in the City of Vacaville. The proposed General Plan includes goals, policies, and actions that have been designed to implement the City's and community's vision for Vacaville. The policies and actions would be used by the City to guide day-to-day decision-making so there would be continuing progress toward attainment of the Plan's goals. The proposed General Plan is further detailed in Chapter 3, Project Description, of this EIR.

The proposed ECAS is intended to serve as a detailed long-range strategy to reduce greenhouse gas (GHG) emissions and achieve greater sustainability in the City of Vacaville. The proposed ECAS includes measures that will guide the City of Vacaville's actions to reduce its contribution to global climate change and achieve its State-mandated emission reduction target. The proposed ECAS would be used by the City for tiering and streamlining of future development within Vacaville, pursuant to CEQA Guidelines 15152 and 15183.5. Additionally, the proposed ECAS would serve as the CEQA threshold of significance within the city for climate change, by which all applicable developments within the city will be reviewed. The proposed ECAS is further detailed in Chapter 3, Project Description, of this EIR.

B. Areas of Controversy

The following is a list of issues of concern raised by agencies and interested members of the public during the environmental review process. This list is based on the input received during the scoping process, and thus attempts to capture issues of greatest interest.

The City issued an official Notice of Preparation on February 10, 2011 and held a scoping meeting on March 10, 2011. The official Notice of Preparation for this Program EIR was issued to the Governor's Office of Planning and Research, and forwarded to federal, State, and local agencies, and interested parties. The official scoping period for this EIR was between February 11, 2011 and March 17, 2011, during which interested agencies and the public could submit comments about the proposed project. The Notice of Preparation, as well as the comments received on the NOP and at the scoping meeting, are contained in Appendix A of this Draft EIR. The comments received focused primarily on the following:

- ◆ **Railroad Adjacency.** Because of the active railroad adjacent to the eastern boundary of the city, the EIR should analyze items such as the noise characteristics of long freight trains, the impact of potential future increases in railroad traffic, and safety issues including at-grade railroad crossing traffic safety.
- ◆ **Traffic and Transportation.** Traffic analysis should compare both industry-standard assumptions to City-generated assumptions and a transit-oriented development (TOD) scenario to a scenario without TOD. Other traffic and transportation-related comments noted that: the EIR should identify traffic impact fees; a traffic impact study should be coordinated between the City and the California Department of Transportation (Caltrans); the Napa-Solano Travel Demand Model should be used to analyze impacts on Routes of Regional Significance; the EIR should assume in its analysis that a high-occupancy vehicle (HOV) lane will be in place on Interstate 80 (I-80) from Red Top Road to the I-80/Interstate 505 interchange by 2018; the EIR should identify consistency with the Solano Transportation Authority's (STA's) Countywide Bicycle Master Plan and Countywide Pedestrian Master Plan; and the EIR should analyze the cost of developing and maintaining the transportation system necessary for existing and anticipated additional traffic related to the General Plan.
- ◆ **Airport Land Use Compatibility.** The General Plan should be compatible with Airport Land Use Commission criteria and the EIR analysis of airport land use compatibility issues should be aided by use of the California Airport Land Use Planning Handbook. The EIR should evaluate consistency with the Solano County Airport Land Use Compatibility Plan, including building and antenna height limits.
- ◆ **Native American Traditional Places or Sacred Lands.** The EIR should both conduct Native American Heritage Commission (NAHC) and California Historic Resources Information System (CHRIS) records searches and consult with NAHC-identified Native American tribes, in order to ascertain whether there would be impacts on Native American traditional places or sacred lands.
- ◆ **Solano Irrigation District Impacts.** The EIR should take into account that the proposed General Plan may require modifications to the 1995 Solano Irrigation District (SID) – Vacaville Master Water Agreement and detachment from SID and payment of associated de-

tachment fees, and may have a significant impact on SID facilities from proposed development.

- ◆ **Development and Land Use Changes.** The EIR should identify any differences in the projected land development from the Association of Bay Area Governments (ABAG) projections and any areas that may be converted from open space or agriculture to urban uses.
- ◆ **Hazards Analysis.** The EIR should examine the sections of State planning law involving potential hazards the City of Vacaville may encounter.
- ◆ **Renewable Energy Strategies.** The EIR should include strategies to increase renewable energy generation within city boundaries.
- ◆ **TOD and Alternative Transportation Strategies.** The EIR should include strategies to increase public and alternative transportation usage through TOD and alternatively-fueled vehicle infrastructure. The EIR should evaluate impacts related to alternative transit infrastructure.
- ◆ **Alternatives Development and Analysis.** The EIR should analyze one alternative using focused growth with an emphasis on TOD.
- ◆ **Other Concerns.** Some comments addressed concerns about impacts related to air pollution; wildlife; hazards, including flooding; GHG emissions; and noise and safety generated by railroad and airplane traffic.

All of these issues were addressed in the General Plan Update process, which includes the creation of the proposed ECAS. To the extent that these issues have environmental impacts, they are also addressed in this EIR.

C. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

Implementation of the proposed General Plan and ECAS, in combination with long-term, region-wide growth and development, has the potential to generate environmental impacts in a number of areas. However, the proposed General Plan and ECAS have been developed to be largely self-mitigating, and as a result, there are few impacts that would occur solely on the basis of implementation of the proposed project.

Nonetheless, the implementation of the proposed General Plan and ECAS have the potential to generate 50 significant environmental impacts in a number of areas which are listed below:

- ◆ Aesthetics
- ◆ Agriculture and Forestry Resources
- ◆ Air Quality
- ◆ Biological Resources
- ◆ Greenhouse Gas Emissions
- ◆ Hydrology and Water Quality
- ◆ Noise
- ◆ Population and Housing
- ◆ Traffic and Transportation

As shown in Table 2-1, most the impacts listed would be considered significant and unavoidable, with the exception of the noise impact and 19 of the traffic and transportation impacts, which can be mitigated to a less-than-significant level.

D. Mitigation Measures

This Draft EIR suggests mitigation measures that would reduce the significant noise impact and 19 of the significant traffic and transportation impacts to a less-than-significant level. These mitigation measures are summarized in Table 2-1 at the end of this chapter. They will form the basis of a Mitigation Monitoring and Reporting Program,¹ which will be published in the Final EIR and implemented in accordance with State law.

E. Unavoidable Significant Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. As described in Chapter 4, and shown in Table 2-1, 30 significant unavoidable impacts were identified in the areas of aesthetics, agriculture and forestry resources, air quality, biological resources, greenhouse gas (GHG) emissions, hydrology and water quality, population and housing, and traffic and transportation.

¹ A Mitigation Monitoring and Reporting Program tracks (i.e. monitors and reports on) the progress of required mitigation measures for a project. CEQA Guidelines Section 15382.

F. Alternatives to the Project

This Draft EIR analyzes alternatives to the proposed General Plan. Three alternatives to the proposed General Plan are considered and described in detail in Chapter 5, Alternatives to the Proposed Project:

- ◆ No Project Alternative
- ◆ Focused Growth Alternative
- ◆ Town Grid Alternative

As shown in the alternatives analysis in Chapter 5, Alternatives to the Proposed Project, the Focused Growth Alternative has the least environmental impact and is therefore the environmentally superior alternative. The Town Grid Alternative would also have reduced impacts in comparison to the proposed project, while the No Project Alternative would have greater impacts than the proposed General Plan and ECAS.

G. Summary Table

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4, Environmental Evaluation.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapter 4, Environmental Evaluation.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The visual character in undeveloped portions of Vacaville would be substantially altered.	S	There are no available mitigation measures, and the impact would be significant and unavoidable.	SU
AGRICULTURE AND FOREST RESOURCES			
AG-1: Although the proposed General Plan includes policies and actions that would reduce and partially offset the conversion of farmland, it designates approximately 2,640 acres of farmlands of concern under CEQA for non-agricultural uses.	S	Because these farmland areas are located near existing urbanized areas, they may not be viable for agricultural operations due to conflicts with nearby urbanized areas. The only way to mitigate this impact would be to prohibit any development on farmland of concern, even within the UGB. The UGB identifies where future urban development is appropriate and was adopted as such by the City Council. CEQA does not require that the project be changed in order to avoid an impact, and no additional mitigation is available, resulting in a <i>significant and unavoidable</i> impact.	SU
AG-2: The proposed General Plan designates 206 acres of lands with active Williamson Act contracts for non-agricultural uses.	S	Because these parcels with Williamson Act contracts are located near existing urbanized areas, they may not be viable for agricultural operations due to conflicts with nearby urbanized areas. As discussed under Section D.1.a, Project Impacts, above, no additional mitigation is available, resulting in a <i>significant and unavoidable</i> impact.	SU
AG-3: Although the policies and actions in the proposed General Plan would reduce and partially offset regional agricultural impacts, the proposed project would contribute to cumulatively significant agricultural impacts in the region.	S	The amount of growth foreseen in the region and the decisions of surrounding counties regarding conversion of agricultural land are outside the control of Vacaville. Therefore, this impact is <i>significant and unavoidable</i> .	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR QUALITY			
AIR-1: Mobile-source air pollutant emissions associated with the proposed General Plan would exceed the significance criterion of 80 pounds per day of PM ₁₀ . This would be a significant project-level and cumulative impact.	S	Motor vehicle emissions are regulated by the California ARB and the federal EPA. Therefore, the proposed General Plan does not have the authority to reduce PM ₁₀ tailpipe emissions. When considering regional emissions, a change to the General Plan land use map to restrict housing growth would not necessarily lead to a reduction in VMT to a level sufficient to avoid this impact, because people would still travel to and from Vacaville to work or shop and existing land use patterns would not change. In addition, the proposed ECAS includes many measures to reduce VMT in Vacaville, which would contribute to a reduction in PM ₁₀ emissions. No additional mitigation is available to reduce this impact, resulting in a <i>significant and unavoidable</i> impact.	SU
BIOLOGICAL RESOURCES			
BIO-1: The proposed General Plan, in combination with the Northeast Fairfield Specific Plan, could preclude retention of an important wildlife corridor.	S	BIO-1: The area designated as Public/Institutional by the proposed General Plan in this wildlife corridor is owned by the Solano Irrigation District (SID), a public entity. While there are no formal plans in place, due to the nature of this agency, future land use would likely include facilities that support SID's water service. Because SID would not be able to use this land for other purposes that would be compatible with a wildlife corridor, no mitigation is available, and the impact is <i>significant and unavoidable</i> .	SU
CULTURAL RESOURCES			
<i>Since there are no significant impacts related to cultural resources as a result of the proposed General Plan and ECAS, no mitigation measures are required.</i>			

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GEOLOGY, SOILS, AND MINERAL RESOURCES			
<i>Since there are no significant impacts related to geology and soils as a result of the proposed General Plan and ECAS, no mitigation measures are required.</i>			
GREENHOUSE GAS EMISSIONS			
GHG-1: The proposed General Plan and ECAS would conflict with Executive Order S-03-05's goal to reduce GHG emissions by 80 percent below 1990 levels by 2050.	S	The majority of the reductions needed to reach the 2050 target will likely come from State measures (e.g. additional vehicle emissions standards), but the City does not have authority over such measures. The State has not identified plans to reduce emissions beyond 2020. In addition, as part of the ECAS process, the City considered a wide range of GHG emission reduction measures, and all feasible measures are included in the proposed ECAS. No additional mitigation is available, and the impact is considered <i>significant and unavoidable</i> .	SU
HAZARDS AND HAZARDOUS MATERIALS			
<i>Since there are no significant impacts related to hazards and hazardous materials as a result of the proposed General Plan and ECAS, no mitigation measures are required.</i>			
HYDROLOGY AND WATER QUALITY			
HYDRO-1: Although the proposed General Plan's policies and actions reduce risks associated with dam or levee failure, they do not eliminate risks to people and property.	S	As discussed above, it is not within Vacaville's power to require or complete maintenance and improvements to dams or levees around Vacaville that are owned and maintained by other agencies. Therefore, this impact is considered <i>significant and unavoidable</i> .	SU
HYDRO-2: The proposed General Plan would contribute to development in dam and levee inundation areas, resulting in a significant cumulative impact.	S	It is not within Vacaville's power to require or complete maintenance and improvements to dams or levees around the city owned and maintained by other agencies. Therefore, the impact is considered <i>significant and unavoidable</i> .	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
LAND USE AND PLANNING			
<i>Since there are no significant impacts related to land use as a result of the proposed General Plan and ECAS, no mitigation measures are required.</i>			
NOISE			
<p>NOI-1: Increased traffic from projected development allowed by the proposed General Plan would result in a significant increase in traffic noise levels of more than 5 dBA compared to existing conditions along the following roadway segments:</p> <ul style="list-style-type: none"> ◆ Vaca Valley Parkway from the Interstate 505 northbound ramps to Leisure Town Road ◆ Leisure Town Road from Alamo Drive to Vanden Road ◆ Ulatis Drive from Nut Tree Road to Leisure Town Road 	S	<p>NOI-1: The project applicant shall ensure that the following roadway segments shall be re-surfaced with a quiet pavement, such as Rubberized Hot Mix Asphalt – Open Graded (RHMA-O):</p> <ul style="list-style-type: none"> ◆ Vaca Valley Parkway from the Interstate 505 northbound ramps to Leisure Town Road ◆ Leisure Town Road from Alamo Drive to Vanden Road ◆ Ulatis Drive from Nut Tree Road to Leisure Town Road 	LTS
POPULATION AND HOUSING			
<p>POP-1: The proposed General Plan would induce substantial population growth within the EIR Study Area.</p>	S	<p>In order to reduce the anticipated population growth by 2035 to an “insubstantial” level that would not exceed ABAG’s current projections, the City would have to limit housing development opportunities to less than half of what this EIR projects. This could drive up home prices in Vacaville, reducing housing options for Vacaville residents and changing the character of the city. In addition, much of the 2035 projection accounts for development that has already been approved by the City, including projects like the North Village Specific Plan and Lagoon Valley Specific Plan. In total, these approved projects account for</p>	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
POP-1 <i>continued</i>		approximately 4,900 new units in Vacaville, which alone would exceed ABAG's projections. Since the City cannot take back development permits that have already been approved, it would be infeasible to reduce the development capacity in the city to ABAG's projections. Furthermore, the City projected development needs in 2035 based on a careful review of past development trends, as explained in Chapter 3, Project Description. The proposed General Plan land use map represents a land use plan that the City believes is most appropriate to accommodate growth projected for 2035 and beyond. It is not feasible to mitigate population growth to a level that is less than "substantial," this impact is considered <i>significant and unavoidable</i> .	
POP-2: The proposed General Plan would induce substantial population growth within Vacaville and the region.	S	It is not feasible to mitigate population growth to a level that is less than "substantial," and this impact is considered <i>significant and unavoidable</i> .	SU
PUBLIC SERVICES AND RECREATION			
<i>Since there are no significant impacts related to public services and recreation as a result of the proposed General Plan, no mitigation measures are required.</i>			
TRAFFIC AND TRANSPORTATION			
TRAF-1: The Alamo Drive at the Marshall Road intersection (4) would degrade to LOS D during both peak hours.	S	TRAF-1: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Southbound approach: Convert the southbound through-right shared lane in order to a through lane and add a southbound right-turn lane to provide an exclusive right-turn lane, a through lane, a left-turn lane. ◆ Westbound approach: Add a left-turn lane on the westbound to provide dual left-turn lanes, two through lanes and a through-right shared lane. 	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-2: The Alamo Drive at Merchant Street intersection (5) would degrade to LOS D in the PM peak hour.	S	<u>TRAF-2:</u> The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Westbound approach: Convert the westbound outer through lane to a through-right shared lane to provide a through lane, a through-right shared lane, a right-turn lane, and two left-turn lanes. 	LTS
TRAF-3: The Allison Road at Nut Tree Parkway intersection (10) would degrade to LOS F during the PM peak hour.	S	<u>TRAF-3:</u> The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Northbound approach: Convert the northbound through-right shared lane to a through lane and add a right-turn lane to provide three through lanes and a right-turn lane. ◆ Southbound approach: Convert the southbound left-through lane to an exclusive left-turn lane to provide two left-turn lanes and two through lanes. ◆ Modify the traffic signal phasing to provide a protected left-turn phase on the southbound approach. 	SU
TRAF-4: The Leisure Town Road at Alamo Drive intersection (32) would degrade to LOS E during the PM peak hour.	S	<u>TRAF-4:</u> The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Eastbound approach: Add an eastbound left-turn lane to provide dual left-turn lanes, a through lane, and a right-turn lane. 	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-5: The Leisure Town Road at Elmira Road intersection (33) would degrade to LOS F in during both peak hours.	S	TRAF-5: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Northbound approach: Add one left-turn lane and one right-turn lane, and convert the through-right shared lane to a through lane to provide two left-turn lanes, two through lanes, and a right-turn lane. ◆ Southbound approach: Add one left-turn lane and one right-turn lane, and convert the through-right lane shared to a through lane to provide two left-turn lanes, two through lanes, and a right-turn lane. ◆ Eastbound approach: Add a left-turn lane and one through lane, and convert the through-left shared lane to a through lane to provide one left turn lane, two through lanes, and a right-turn lane. ◆ Westbound approach: Add a right-turn lane and convert the through-right shared lane to a through lane to provide one left-turn lane, two through lanes, and a right-turn lane. 	SU
TRAF-6: The Leisure Town Road at Interstate 80 Eastbound Ramps (35) would degrade to LOS D during both peak hours. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-6: The City of Vacaville, in coordination with Caltrans, shall implement the following measure: <ul style="list-style-type: none"> ◆ Eastbound approach: Add a right-turn lane to the eastbound off-ramp approach to provide a left-turn lane, a left-through shared lane, and a right-turn lane. 	SU
TRAF-7: The Leisure Town Road at Orange Drive intersection (39) would degrade to LOS D during both peak hours.	S	TRAF-7: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Southbound approach: Add a southbound left-turn lane to provide two left-turn lanes, two through lanes, and a right-turn lane; and prohibit the southbound U-turn movement. ◆ Westbound approach: Modify the traffic signal to provide overlap right-turn phasing for the westbound right-turn movement. 	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-8: The Monte Vista Avenue at Allison Drive intersection (57) would degrade to LOS F during the PM peak hour.	S	<p>TRAF-8: The City of Vacaville shall implement the following measures:</p> <ul style="list-style-type: none"> ◆ Northbound approach: Convert a northbound through lane to a right-turn lane to provide two left-turn lanes, one through lane, and two right-turn lanes; and modify the traffic signal phasing to provide overlap northbound right-turn movement. ◆ Westbound approach: Prohibit westbound U-turn movements; convert a westbound through lane to a left-turn lane to provide two left-turn lanes, one shared through-right turn lane. 	LTS
TRAF-9: The Nut Tree Road at Elmira Road intersection (67) would degrade to below LOS mid-D during both peak hours.	S	<p>TRAF-9: The City of Vacaville shall implement the following measure:</p> <ul style="list-style-type: none"> ◆ Southbound approach: Convert a southbound through lane to a left-turn lane to provide two left-turn lanes, one through lane, and one through-right shared lane. 	LTS
TRAF-10: The Orange Drive at Nut Tree Road intersection (76) would degrade to LOS F in the PM peak hour.	S	<p>TRAF-10: The City of Vacaville shall implement the following measures:</p> <ul style="list-style-type: none"> ◆ Northbound approach: Add a northbound right-turn lane and convert the through-right shared lane to a through lane to provide one left-turn lane, two through lanes, and a right-turn lane; provide lagging left-turn signal phasing. ◆ Southbound approach: Add a southbound right-turn lane and convert the through-right shared lane to a through lane to provide two left-turn lanes, two through lanes, and a right-turn lane; provide lagging left-turn signal phasing. ◆ Westbound approach: Convert a westbound through lane to a left-turn lane to provide three left-turn lanes, two through lanes, and one right-turn lane. 	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-11: The Peabody Road at Cliffside Drive intersection (80) would degrade to LOS E during the PM peak hour.	S	TRAF-11: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Eastbound approach: Add an eastbound left-turn lane to provide two-left turn lanes, a through-left shared lane, and a right-turn lane, and modify the lane alignment of the east-west movements. 	SU
TRAF-12: The Peabody Road at CSF intersection (81) would degrade to LOS F in the AM peak hour.	S	TRAF-12: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Southbound approach: Add a southbound right-turn lane and convert the through-right shared lane to a through lane to provide a left-turn lane, a through-left shared lane, and a right-turn lane. ◆ South leg: Add a corresponding receiving lane on the south leg of the intersection. 	LTS
TRAF-13: The Peabody Road at Elmira Road intersection (82) would degrade to LOS E during the PM peak hour.	S	TRAF-13: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Eastbound approach: Add an eastbound left-turn lane to provide two left-turn lanes, two through lanes, and one right-turn lane; modify the traffic signal to provide overlap eastbound right-turn phasing. ◆ Northbound approach: Prohibit northbound U-turn movement. ◆ Westbound approach: Convert a through lane to a left-turn lane to provide two left-turn lanes, one through lane, and a through-right shared lane. 	SU
TRAF-14: The Peabody Road at Foxboro Parkway intersection (83) would degrade to below LOS mid-D during the PM peak hour.	S	TRAF-14: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Northbound approach: Convert the northbound through-right shared lane to a through lane and add a right-turn lane to provide two through lanes and a right-turn lane. 	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-15: The Peabody Road at Hume Way intersection (84) would degrade to LOS D during the PM peak hour.	S	TRAF-15: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Eastbound approach: Convert the westbound through lane to a left-through shared lane to provide a left-turn lane, a left-through shared lane, and a right-turn lane; and modify the traffic signal to provide overlap right-turn phasing. ◆ Northbound approach: Prohibit northbound U-turn movement. 	LTS
TRAF-16: The Vaca Valley Road at Crescent Drive intersection (92) would degrade to LOS F during the AM peak hour and LOS E during the PM peak hour.	S	TRAF-16: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Southbound approach: Convert the through-right shared lane to a left-through-right shared lane to provide a left-turn lane and a left-through-right shared lane; modify the traffic signal to provide split phase operation on the north-south approaches. 	LTS
TRAF-17: The Vaca Valley Road at East Akerly Drive intersection (93) would degrade to LOS F during both peak hours.	S	TRAF-17: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Northbound approach: Convert the northbound through lane to a through-right shared lane to provide a left-turn lane, a through-right shared lane, and a right-turn lane; modify the traffic signal to provide split phase operations on the north-south approaches. ◆ Westbound approach: Convert the westbound through lane to a left-turn lane to provide two left-turn lanes and a through-right shared lane. 	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-18: The Vaca Valley Road at New Horizons Way intersection (98) would degrade to LOS F during the PM peak hour.	S	TRAF-18: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Eastbound approach: Add an eastbound left-turn lane to provide two-left turn lanes, a through lane, and a through-right shared lane. ◆ Northbound approach: Convert the northbound through lane to a left-turn lane to provide two left-turn lanes and a through-right shared lane. 	LTS
TRAF-19: The Leisure Town Road at Midway Road intersection (38) would degrade to LOS E during the PM peak hour.	S	TRAF-19: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. 	LTS
TRAF-20: The unsignalized Monte Vista Avenue at Airport Road intersection (56) would degrade to LOS F in the PM peak hour.	S	TRAF-20: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met in the PM peak hour. 	LTS
TRAF-21: The unsignalized Cherry Glen Road at Interstate 80 Eastbound Ramp intersection (19) would degrade to LOS F in the PM peak hour. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-21: The City of Vacaville, in coordination with Caltrans, shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. 	SU
TRAF-22: The unsignalized Cherry Glen Road at Interstate 80 Westbound Ramp intersection (20) would degrade to LOS E in the AM peak hour and LOS F in the PM peak hour. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-22: The City of Vacaville, in coordination with Caltrans, shall implement the following measure: <ul style="list-style-type: none"> ◆ Install stop signs on the northbound and southbound approaches to provide all-way stop control at the intersection. 	SU
TRAF-23: The unsignalized Leisure Town Road at Gilley Way intersection (34) would degrade to LOS F on the worst minor street approach during both peak hours, while the overall intersection would deteriorate to LOS F in the PM peak hour.	S	TRAF-23: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. 	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-24: The Leisure Town Road at Marshall Road intersection (37) would degrade to LOS F during both peak hours.	S	TRAF-24: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. 	LTS
TRAF-25: The unsignalized Leisure Town Road at North-South Arterial intersection (43) would degrade to LOS E with an average delay of 49 seconds on the worst minor street approach during the PM peak hour, while the overall intersection would operate at LOS A.	S	TRAF-25: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Provide a storage pocket on the south leg to allow a two-stage, eastbound, left-turning movement. 	LTS
TRAF-26: The unsignalized Midway Road at I-505 Northbound Ramp intersection (52) would degrade to LOS F on the worst minor street approach during both peak hours, while the overall intersection would operate at LOS A in the AM peak hour and LOS F in the PM peak hour. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-26: The City of Vacaville, in coordination with Caltrans, shall implement the following measures: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. ◆ Eastbound approach: Convert the eastbound through-left shared lane to a through lane, and add a left-turn lane to provide a left-turn lane and a through lane. 	SU
TRAF-27: The unsignalized Midway Road at I-505 Southbound Ramp intersection (53) would degrade to LOS F during both peak hours. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-27: The City of Vacaville, in coordination with Caltrans, shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. 	SU
TRAF-28: The unsignalized Nut Tree Road at Burton Drive intersection (66) would degrade to LOS F during the PM peak hour.	S	TRAF-28: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Install a traffic signal at the intersection as the peak hour traffic signal warrant would be met. 	LTS
TRAF-29: The unsignalized Vaca Valley Road at Allison Drive intersection (90) would degrade to LOS F on the worst minor street approach during the AM peak hour.	S	TRAF-29: The City of Vacaville shall implement the following measure: <ul style="list-style-type: none"> ◆ Install stop signs on the eastbound and westbound approaches to provide all-way stop control at the intersection. 	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-30: The Monte Vista Avenue at Depot Road intersection (61) would degrade to LOS E during the PM peak hour. This intersection is located within the Downtown Urban High Density Residential Overlay District.	S	TRAF-30: The City of Vacaville shall implement the following measures: <ul style="list-style-type: none"> ◆ Northbound approach: Modify the traffic signal to allow an overlapping right-turn movement. ◆ Westbound approach: Prohibit westbound U-turn movements. 	LTS
TRAF-31: The Interstate 80 Eastbound Ramps at North Texas Street intersection (29) in Fairfield would degrade to LOS F during both peak hours. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-31: The City of Vacaville, in coordination with Caltrans and the City of Fairfield, shall implement the following measures: <ul style="list-style-type: none"> ◆ Eastbound approach: Convert the eastbound through-left shared lane to a left-through-right shared lane and add a right lane to provide one left-through-right shared lane, two exclusive right lanes. ◆ Southbound approach: Add one southbound through lane to provide one left-turn lane and two through lanes. 	SU
TRAF-32: The Interstate 80 Westbound Ramps at North Texas Street intersection (30) in Fairfield would degrade to LOS F in the AM peak hour. This location is a freeway ramp intersection and is under Caltrans jurisdiction.	S	TRAF-32: The City of Vacaville, in coordination with Caltrans and the City of Fairfield, shall implement the following measure: <ul style="list-style-type: none"> ◆ Northbound approach: Restripe the northbound approach lanes on North Texas Street to provide two right-turn lanes, a through lane, and one left-turn lane. 	SU
TRAF-33: The Peabody Road at Air Base Parkway intersection (78) in Fairfield would degrade to LOS E in the AM peak hour and LOS F in the PM peak hour.	S	TRAF- 33: The City of Vacaville, in coordination with the City of Fairfield, shall implement the following measures: <ul style="list-style-type: none"> ◆ Eastbound approach: Add an eastbound left-turn lane to provide three left-turn lanes and two through lanes. ◆ Westbound approach: Add a westbound right-turn lane to provide two right-turn lanes and two through lanes; modify traffic signal to allow right-turn overlap phasing. ◆ Southbound approach: Prohibit southbound U-turn movement. 	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-34: The Peabody Road at Jepson Parkway intersection (85) in Fairfield would degrade to LOS F during both peak hours.	S	<p>TRAF-34: The City of Vacaville, in coordination with the City of Fairfield, shall implement the following measures:</p> <ul style="list-style-type: none"> ◆ Northbound approach: Add one northbound left-turn lane, one through lane, and one right-turn lane to provide two left-turn lanes, three through lanes, and two right-turn lanes. ◆ Southbound approach: Add two southbound through lanes and one right-turn lane to provide one left-turn lane, three through lanes and two right-turn lanes. ◆ Eastbound approach: Add one eastbound left-turn lane, one through lane, and one right-turn lane, and convert the through-right shared lane to an exclusive right-turn lane to provide two left-turn lanes, three through lanes, and two right-turn lanes. ◆ Westbound approach: Add one westbound left-turn lane and one through lane to provide two left-turn lanes, two through lanes, and one through-right shared lane. 	SU
TRAF-35: The eastbound segment of Interstate 80 west of Lagoon Valley Road would degrade to LOS F during the PM peak hour.	S	<p>TRAF-35: Implementation of the policies and implementing actions in the proposed General Plan would potentially improve the freeway operation and reduce the project impact. However, the effectiveness of the policies and actions could not be clearly demonstrated to fully mitigate the project impact and improve the freeway operations to LOS E or better. Therefore, the project impact is <i>significant and unavoidable</i>.</p>	SU

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-36: The eastbound segment of Interstate 80 east of Leisure Town Road would degrade to LOS F during the PM peak hour.	S	TRAF-36: Implementation of the policies and implementing actions in the proposed General Plan would potentially improve the freeway operation and reduce the project impact. However, the effectiveness of the policies and actions could not be clearly demonstrated to fully mitigate the project impact and improve the freeway operations to LOS E or better. Therefore, the project impact is <i>significant and unavoidable</i> .	SU
TRAF-37: The project would result in deterioration of level of service at a number of intersections below acceptable standards that may not be able to be mitigated when the improvements are needed.	S	TRAF-37: Intersection level of service impacts would be addressed by Mitigation Measures TRAF-1 through TRAF-34. No additional mitigation measures are available to address this impact. Therefore, the project impact is <i>significant and unavoidable</i> .	SU
TRAF-38: The proposed General Plan would allow for development to occur in areas not currently served by public transit at equal service levels to the rest of the Local Tax Base Area. This would be in conflict with the accessibility and geographic coverage goals of the Vacaville City Coach Short Range Transit Plan.	S	TRAF-38: Implementation of the policies and implementing actions in the proposed General Plan, in particular Policies TR-P7.3 and TR-P7.4 and Action TR-A7.3, would establish policies and procedures to evaluate transit demand generated by new development and means to provide for transit demand beyond what can be expected from other established funding sources. New or extended transit service must comply with the established 20 percent farebox recovery mandate.	LTS

UTILITIES AND SERVICE SYSTEMS

Since there are no significant impacts related to utilities and service systems as a result of the proposed General Plan and ECAS, no mitigation measures are required.

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable