

CHAPTER 3 PROJECT DESCRIPTION

3.0 INTRODUCTION

Regis Homes of Sacramento (project applicant) requests approval of various discretionary entitlements in support of the proposed Roberts' Ranch Specific Plan Project (proposed project), the reasonably foreseeable and potentially significant adverse environmental effects of which are evaluated in this Environmental Impact Report (EIR). Consistent with CEQA Guidelines Section 15124, this chapter includes: the location and boundaries of the proposed project as shown on a project location map and on a regional map; a statement of the objectives sought by the proposed project; a general description of the project's environmental characteristics, and supporting public utilities facilities; and a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, and a list of permits and other approvals required to implement the project.

Information has been provided by the project applicant and City of Vacaville (City) planning staff. The following project description serves as the basis for the environmental analysis contained in this EIR. The City will serve as the lead agency with final authority to approve the proposed project and certify the EIR.

3.1 PROJECT SITE

Location and Surrounding Land Uses

The approximately 248-acre project site is located in northern Solano County adjacent to the southeastern corner of the City of Vacaville approximately four miles from Downtown Vacaville, as shown in Figure 3-1, Regional Location. The project site is located inside of the City of Vacaville's proposed Sphere of Influence and straddles the City's Urban Growth Boundary (UGB), with urban uses located inside of the UGB and non-urban open space uses outside of the UGB.

The project site is bounded by Leisure Town Road on the west, Alamo Drive extension and Fry Road on the South, the Union Pacific Railroad right-of-way on the east, and the approved Brighton Landing project in the City of Vacaville to the north, as shown in Figure 3-2, Project Location.

Adjacent land uses include a single-family residential development directly west of the project site across Leisure Town Road. The recently approved Brighton Landing project currently under construction is located directly north of the project site, with undeveloped land currently primarily in agricultural use to the south across Alamo Drive Ext and Fry Road. The Union Pacific Railroad tracks and undeveloped land in agricultural use is located to the east. The City's existing detention basin is located adjacent to the northeast corner of the project site.

Project Background

The project site is part of the East of Leisure Town Road Growth Area as defined in the City's General Plan. This is one of two New Growth Areas identified in the General Plan for future development. However, the project site is located within unincorporated Solano County and, as part of this project, would be annexed to the City. The East of Leisure Town Road Growth Area is within the City's UGB, which limits the location of urban development within the City until 2028. Therefore, the area east of the project site is currently set aside for continued long term agriculture use, and is protected by a 500-foot buffer zone to minimize any potential incompatibility between agriculture and residential uses included within the proposed project.

Project Site Characteristics

Existing Uses and On-Site Characteristics

The topography of the project site is flat and located approximately 85 feet above mean sea level. The site is currently used for row crops and historically crops grown include alfalfa and tomatoes. There is an existing PG&E easement in the eastern portion of the site for 500 kilovolt (kV) and 230 kV overhead transmission lines that are part of the statewide electrical system. In addition there is a Solano Irrigation District (SID) irrigation canal that traverses the site from east to west. Two vehicle staging areas (parking areas) composed of gravel and compacted dirt are located in the northeast corner of the site with access from Leisure Town Road and near the center of the site. There are no trees or buildings present on the site.

Solano County General Plan and Zoning Designations

The project site is designated Agriculture in the 2008 Solano County General Plan and also zoned A-40, Exclusive Agricultural 40 acres (Solano County 2008).

City of Vacaville General Plan and Zoning Designations

The project site is designated as a future Specific Plan in the City's General Plan and also designated as a growth area as part of the East of Leisure Town Road Growth Area (City of Vacaville 2015). The City's Land Use Designations figure (City of Vacaville 2015, Figure LU-6) designates various portions of the project site Residential Low Density (3.1-5 units/acre), Residential Low-Medium Density (5.1-8.0 units/acre), Schools, Agricultural Buffer, and Public Open Space. The project site does not currently include City of Vacaville zoning because it is located outside of the City limits. The project applicant is requesting the site be pre-zoned Residential Low Density (RL-5 & RL-6), Residential Low Medium Density (RLM-3.6 & RLM-4.5) and Community Facilities (CF) with an Agricultural Buffer overlay zone over portions of the publicly owned lands.

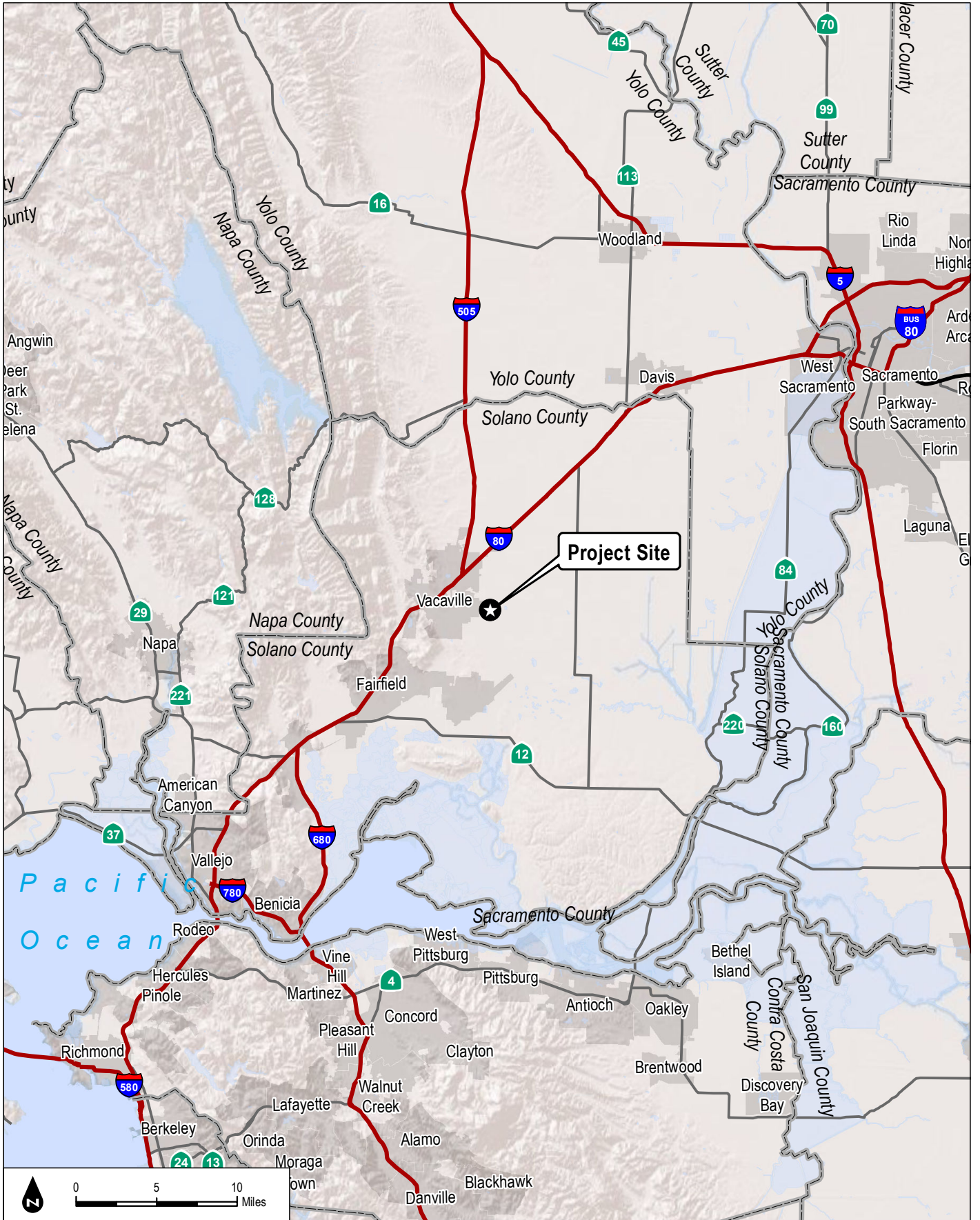


FIGURE 3-1
Regional Location Map

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- Project Boundary
- + California Pacific Railroad

FIGURE 3-2
Project Location

0 500 1,000
Feet

SOURCE: Bing Maps 2016

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Roberts' Ranch Specific Plan EIR

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Travis Air Force Base Land Use Compatibility

The project site is located within the Travis Air Force Base Land Use Compatibility Plan (LUCP). The LUCP establishes policies for noise, safety and airspace protection for uses near the airport. The project site is located in Compatibility Zone D, which only places a limitation on the height of structures within this zone and establishes procedures for the evaluation of potential wildlife attracting uses within close proximity to the base facility.

3.2 PROJECT OBJECTIVES

CEQA requires an EIR to include a statement of objectives for the project, including the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (CEQA Guidelines, Section 15124, subd. (a)). The following is a list of objectives for the proposed project:

- Provide for the orderly, well planned, and balanced development of future projects in the East of Leisure Town Road Growth Area, consistent with the City's growth projections and policies, and consistent with the City's envisioned urban form for the East of Leisure Town New Growth Area, as included in the City's General Plan adopted in August 2015.
- Support the City's long-range growth plans for new growth areas by directing growth to areas identified as priority for urban growth in the General Plan and to support the orderly provision of City services to this new growth area.
- Support the City's General Plan policies, including the encouragement of moderate-density housing and a variety of housing designs.
- Support improvements to Leisure Town Road (Jepson Parkway), including planning and funding for development of frontage roadway features and landscaping.
- Provide public benefits such as stroller parks, schools, multi-use trails, dedicated open space and recreational areas, and pedestrian and bike connectivity to enhance the City's existing recreational opportunities.
- Provide unique open spaces designed to provide compatible recreational opportunities adjacent to agricultural buffers and flood control facilities, to create innovative features within a well-planned residential community.
- Provide infrastructure and services that meet City standards and are integrated with existing and planned facilities and connections.
- Create livable residential neighborhoods through the use of high quality building materials and design standards and through high quality pedestrian and bike facilities within the project.

- Support the implementation of sustainability features to encourage efficient use of the project site through building and landscape designs.

3.3 PROPOSED PROJECT

The Roberts’ Ranch Specific Plan includes approximately 785 single-family residences with an average density of 3.2 dwelling units/acre (du/ac), parks, 25 acres of open space and trails, and a future 16.5-acre school site, as shown on Figure 3-3, Land Use Plan. The proposed project includes four neighborhoods (or villages) that each contain one or two small “stroller parks” connected by a 10-foot wide multipurpose trail system designed to link all the parks together. Residential densities include Residential Low Density (RL) with lots that range from 5,000 to 10,000 square feet (sf) and Residential Low Medium Density (RLM) with lots that range from 3,600 to 4,500 sf. As shown in Table 3-1, there would be approximately 2.5 acres in stroller parks, and 27 acres in open space and agricultural buffers designated as Open Space (OS) and zoned Community Facilities (CF). A copy of the Roberts’ Ranch Specific Plan is included on the City’s website: www.cityofvacaville.com/RobertsRanch.

The Specific Plan is designed to complement and connect to the Brighton Landing project located adjacent to the northern boundary of the project site. This includes tying into the Brighton Landing street system to create additional north/south connections, connecting to public utilities sized to accommodate both projects, providing trail connections in the open space area, and adding acreage to the proposed school site in Brighton Landing to ensure that the project accommodates the site requirements of the Vacaville Unified School District.

Table 3-1 provides a breakdown of residences by village or neighborhood.

**Table 3-1
Proposed Project Land Use Summary**

General Plan Land Use Designation	Proposed Zoning	Acres ¹	Residential Units ¹	Average Density (du/ac) ¹
<i>Neighborhood 1</i>				
RLM	RLM 3.6	12.9	69	5.3
CF (stroller park)	CF	0.6+	NA	NA
RL (frontage zone)	RLM4.5 ²	16.1	59	3.7
<i>Subtotal</i>		29.6	128	4.3
<i>Neighborhood 2</i>				
RL	RL-6	55.6	210	3.8
CF(stroller park)	CF	1.2+	NA	NA
RL (frontage zone)	RLM 4.5 ²	19.7	75	3.8
<i>Subtotal</i>		76.5	285	3.7

**Table 3-1
Proposed Project Land Use Summary**

General Plan Land Use Designation	Proposed Zoning	Acres ¹	Residential Units ¹	Average Density (du/ac) ¹
<i>Neighborhood 3</i>				
RL	RL-6	63	243	3.9
PK (stroller park)	CF	1.1+	NA	NA
RL (frontage zone)	RLM4.5	8.4	29	3.5
<i>Subtotal</i>		<i>72.5</i>	<i>272</i>	<i>3.8</i>
<i>Neighborhood 4</i>				
RL	RL-5	19.5	100	5.1
SCHOOL- MS	CF	16.5	NA	NA
<i>Subtotal</i>		<i>36</i>	<i>100</i>	<i>2.8</i>
<i>General Land Uses</i>				
Various (Boundary frontage R.O.W)	CF	5.7	NA	NA
OS (Agricultural Buffer, Open Space, Community Park)	CF	21.2	NA	NA
<i>Subtotal</i>		<i>26.9</i>	<i>NA</i>	<i>NA</i>
Project Total		241.6	785	3.2

Notes:

¹ All acreage and unit counts are preliminary in nature and may be subject to change.

² RLM 4.5 zoning is a compatible use with the General Plan Land Use RL.

Source: Roberts' Ranch Specific Plan 2016.

A more detailed description of the various land uses within the Roberts' Ranch Specific Plan is described below.

Residential Uses

The proposed project includes a total of approximately 192 acres designated for residential uses that would support up to 785 units. The RLM units would be located in the northwest portion of the project site with the remainder of the site designated RL. Approximately 70% of the residential units would be designated RL with the remaining 30% designated RLM. Based on the number of residential units the project would accommodate a total of approximately 2,151 residents.¹

Residential units would comprise a variety of architectural styles reflective of the architectural character represented in Downtown Vacaville and in the American West. The preferred architectural styles include: American Traditional, Farmhouse, Craftsman/Bungalow, European Cottage, California Ranch House, Spanish Colonial, and Contemporary. Please see the City's

¹ Based on the City's persons per household (pph) of 2.74 (City of Vacaville 2015).

website (www.cityofvacaville.com/RobertsRanch) for more specifics on the proposed architectural styles, building colors, and building materials.

Parks, Trails, and Open Space

Approximately 28 acres of parks and open space are proposed along with approximately 26 acres in parkway. The smaller, “stroller parks” are proposed throughout the project site within each of the villages. In addition, a 10-foot-wide multi-purpose trail would be located adjacent to both sides of the north and south and east and west major collector roadways that bisect the plan area within a 30-foot wide parkway. The plan also includes a 10-foot-wide parkway on each side of the minor roadways with a 5-foot-wide sidewalk.

A description of parks, trails and open space is provided below.

Parks

A total of five small parks approximately one half acre in size are proposed throughout the project site. These stroller parks would include entry features, signage, shaded group seating, public art, themed plant collections, special paving, and motion sensing lights. Some of the parks may include play equipment for children aged 2-6 years old and the parks would all include tube steel fencing at street entries to enclose the play areas.

Trails

An off-street, multi-use trail system would be provided in the open space area located in the eastern portion of the project site. The open space trail system would be universally accessible, with a 10 foot wide concrete or asphalt path including aprons of gravel or crushed rock providing a consistent 12 foot wide clearance and all-weather access for public safety and maintenance vehicles. This trail would provide a connection to the Brighton Landing project to the north and the City’s detention basin to the east.



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Open Space

Over 20 acres of open space, including the 500-foot agricultural buffer is proposed along the eastern boundary of the plan area. This area is envisioned to include a mix of uses such as hiking, biking, horseback riding and other open space activities, group picnic facilities, dog park, community gardens, environmental education facilities, and observation points that interface with the adjacent detention basin and provide an interpretive experience and environmental art regarding Central Valley ecosystems and history. Programming of open space amenities would be reviewed by City of Vacaville Community Services Commission, and approved by City Council as part of improvement plans. The open space area would also provide a location for a future City well site, located in the southern portion of the area, closer to Fry Road.

Circulation System

The Specific Plan includes a transportation network to serve vehicles, pedestrians, bicyclists, and access to transit. The transportation network would tie into the City's existing roadway network including connections to Leisure Town Road and Fry Road to the south and west, and the approved Brighton Landing roadway network to the north. No roadways are proposed to the east due to the PG&E easement and the railroad tracks. The on-site roadway network would consist of a two-lane divided arterial, major collector – undivided, minor collector, and a series of 2-lane undivided neighborhood serving streets, as shown on Figure 3-4, On-Site Roadway Network. All on-site roads would include sidewalks or a multi-purpose trail to accommodate pedestrians and bicyclists. Bicycle racks would be provided at the school site, at the stroller parks and access to the open space area. Multi-purpose trails are proposed also along Leisure Town Road, Alamo Drive Extension and Fry Road. The proposed project includes dedicating land adjacent to Leisure Town Road to the City for future expansion of this roadway. A series of traffic circles are proposed along the main north/south arterial connecting Fry Road to Brighton Landing, and along the major and minor collector road that provide the primary east/west connection.

The proposed project includes space along the arterial and major collector roads to accommodate future transit stop facilities. In addition, sidewalks and multi-purpose trails would provide safe pedestrian access to future transit stops. At this time the project site is not served by transit, but future locations for transit stops are provided as part of the Specific Plan once transit service is extended to areas east of Leisure Town Road.

The various roadway types are described below.

Major Collectors and Divided Two-Lane Arterials

The major collector and divided arterials would provide the primary circulation north and south and east and west throughout the plan area. The divided two-lane arterials would consist of two

20-foot-wide travel lanes with a 16-foot-wide center median. The undivided major collector would be the same as the divided two-lane arterial except it would not include a center median. A 10-foot-wide multi-purpose trail would be located adjacent to both sides of the roadways within a 30-foot-wide parkway.

Minor Collectors and Residential Roads

The minor collectors are characterized by a 40-foot-wide pavement area with a 10-foot-wide parkway on each side containing a 5-foot-wide sidewalk. The residential roads would consist of 36 feet of pavement area with parking on both sides along with a 10-foot-wide parkway and 4.5-foot-wide sidewalk. Some of these residential roads include separated sidewalks with a landscaped median between the road and the sidewalk.

Public Infrastructure and Services

Water and sewer services would be provided by the City. The proposed project would include new water, sewer, and storm drain infrastructure on site to serve the residential development designed in compliance with City specifications. Currently there are no water, sewer, or storm drain facilities within the project site, only an irrigation canal. The project's on-site water, sewer, and storm drain lines are proposed to be located within the road/driveway rights-of-way within the project site.

The public utilities within the Brighton Landing project have been sized and located to connect with the proposed project in specific areas, as shown in Figures 3-5, 3-6, 3-7, and 3-8.

Water Supply

Existing water lines are located in Leisure Town Road that the project would tie into as well as connecting to water lines within the Brighton Landing project to the north to provide a looped system. The project would install a water main within Fry Road that the project's on-site water system would tie into. This establishes Fry Road up as a looped redundant water supply that connects with the water line in Leisure Town Road.

Residences would be served by a series of 8-inch and 12-inch water lines to be located with the project roadways.

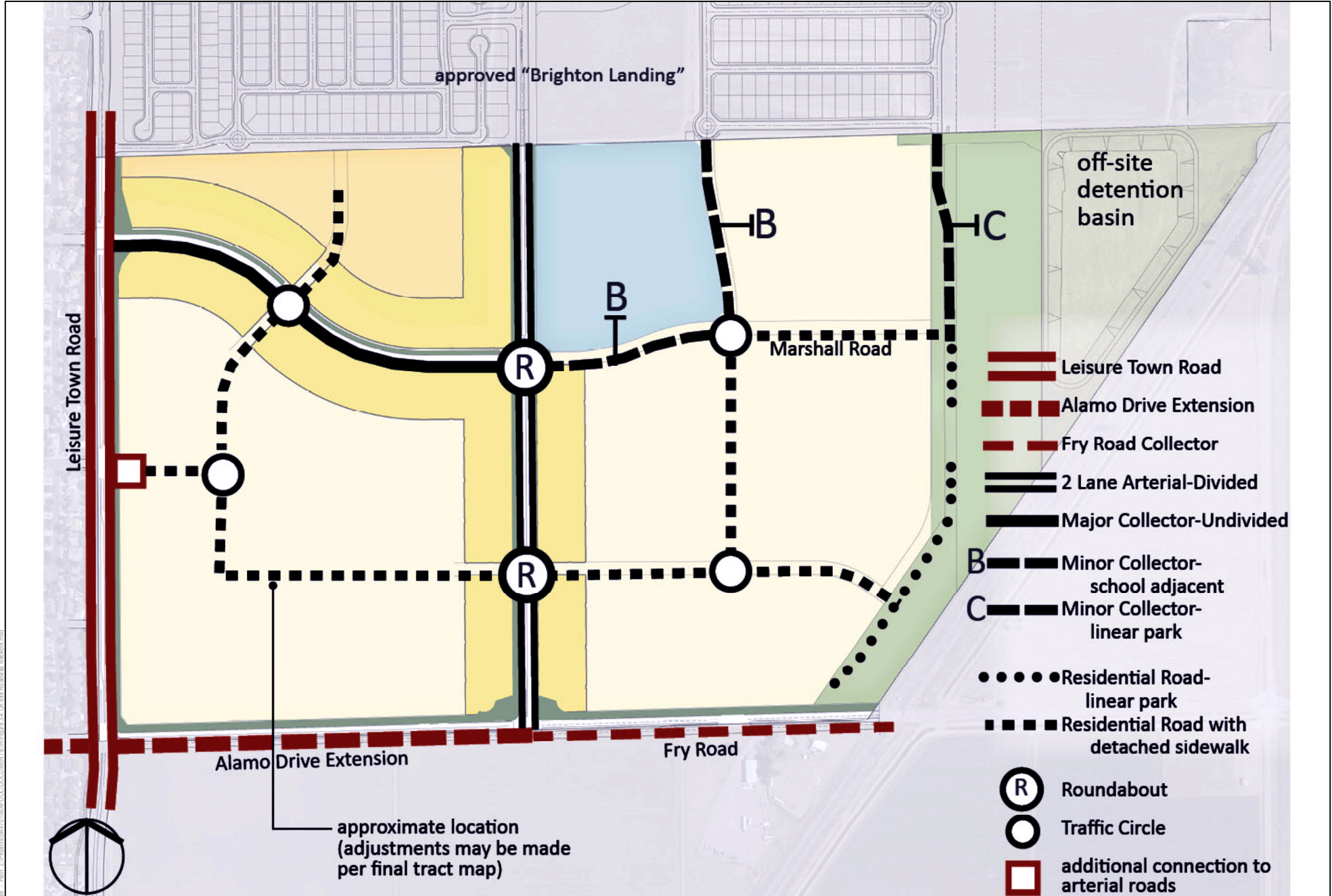


FIGURE 3-4
On-site Roadway Network

Date: 03/11/2015 - 1:08:54 PM - Path: Z:\Projects\65101\MAPS\DOCUMENTS\Figure 3-4 On-site Roadway Network.mxd

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FIGURE 3-5
Water Master Utility Plan

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**SANITARY SEWER MASTER UTILITY PLAN
ROBERT'S RANCH**

- — — — — EXISTING TRUNK SEWER
- EXISTING TRUNK SEWER
TO BE UPSIZED
- PROPOSED PRIMARY
SEWER
- CONNECTION TO
EXISTING
- DIRECTION OF FLOW

FIGURE 3-6
Sanitary Sewer Master Utility Plan

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FIGURE 3-7
Storm Drain Master Utility Plan

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FIGURE 3-8

Off-site Utility Connections

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The non-potable or irrigation supply for public areas of Roberts' Ranch is anticipated to be eventually served by a recycled water system. All supply lines, valves, and sprinkler heads are required to be marked as such, and public landscapes signed to indicate the use of recycled water. In general, primary non-potable water mains would be located within Leisure Town Road, Fry Road, the project's major collector road, two-lane arterial road, and Marshall Road from Leisure Town Road to the two-lane arterial, creating a non-potable looped system. This system is expected to interconnect with the system to the north at Leisure Town Road, as well as to Brighton Landing to the north via the two-lane arterial. Until recycled water is available, the project's irrigation water will be provided by the City's potable water system.

Sewer

Existing trunk sewer lines are located adjacent to the Union Pacific Railroad tracks and along Fry Road (UPRR). Sewer from the project would be conveyed to the new, combined Alamo/Fry trunk line / CSP-S trunk line (upsized for increased capacity, also known as project DIF-54), where capacity is available to serve the project. The Brighton Landing Sewer system was designed to convey the on-site sewer flow to the southeast corner of the project site, adjacent to the northeast corner of the proposed project site. Therefore, any sewer flows from the project site, not conveyed to the connection with the existing Alamo / Fry trunk sewer would be conveyed to this location. At this location, sewer lines would either connect to the existing trunk sewer or be combined with the Brighton Landing sewer flows and conveyed east to the Easterly Wastewater Treatment Plant. Site-specific conditions may require that the sewer will extend parallel to the UPRR on the east side of the existing detention basin to a point of connection north of the detention basin, to be determined based on project schedule.

The project would install 8-inch sewer lines within all roadways to service the residences.

Storm Drainage and Stormwater Quality

With the development of the Brighton Landing project, a detention basin was constructed by the Brighton Landing project located adjacent to and east of the PG & E power lines. This regional basin was constructed to serve build-out of both the Brighton Landing and Roberts' Ranch projects (nearly 400 acres+/-). The on-site storm drain pipes connecting to the detention basin would range in size starting at the detention basin and gradually decrease in size as the storm drain system extends west to the upper ends of the system.

Discharge from the basin is through use of a public pump station that discharges into the Frost Spill, a small drainage way paralleling the railroad tracks that conveys storm water north to Old Alamo Creek. The pump station has been constructed by the Brighton Landing project. The final high flow pumps completing the ultimate build-out of the pump station would be installed by the

project. This pump station improvement would provide the capacity to accommodate post development flows from both the Brighton Landing and Roberts' Ranch developments.

As required by the Regional Water Quality Control Board the proposed project would prepare a Stormwater Pollution Prevention Plan (SWPPP) that addresses water quality along with identifying Best Management Practices (BMPs) designed to implement and maintain procedures outlined in the SWPPP. Policies 7.5.1a through 7.5.1c contained in the Specific Plan address implementation during both project construction and project operation, including Source Control BMPs, Treatment Control BMPs, and Post-Construction BMPs (see the City's website for more information www.cityofvacaville.com/RobertsRanch). Sediment and other particulates would be controlled using the detention basin as a volume based water quality device.

Solid Waste Disposal

Most residents and businesses in the City of Vacaville are served by Recology Vacaville Solano for solid waste collection and disposal. Recyclable material generated by the project would be taken to the Recology Vallejo facility located in Vallejo. Unrecyclable solid waste is taken to the Hay Road Landfill located in unincorporated Solano County.

Police and Fire Services

The project site would be served by the Vacaville Police Department once annexed to the city, from the main police station located in downtown Vacaville and the recently completed fire station in the Southtown project (Station 75, Vanden and Cogburn Circle). Prior to completion of this new station the project applicant is required to prepare and file with the City of Vacaville fire department an Emergency Access and Evacuation Plan for each phase of the project. Emergency secondary access would be available in all phases of project development to address the requirements of the fire department.

Schools

The proposed project site is located within the Vacaville Unified School District. To provide for a future school, the project includes 16.5 acres set aside for an intermediate school to complement the proposed K-6 school proposed as part of the Brighton Landing project. The school district is currently preparing a master plan to address school needs in the area east of Leisure Town Road. If the district accepts the site for a future school it is anticipated the district would purchase the site.

Landscaping and Exterior Improvements

The proposed project includes a number of public features including trail markers, decorative masonry walls, enhanced paving, and signage to allow wayfinding throughout the project site. The specific plan includes a detailed description of design standards and guidelines for these features and is available for review on the City's website: www.cityofvacaville.com/RobertsRanch. In addition, the proposed traffic circles would provide elements for decorative planting and built elements to create an area of visual interest.

Landscaping

Landscaping would be water efficient and drought tolerant and would conform to the City's Water Efficient Landscape Regulations. All landscape areas would use sub-surface irrigation, low-flow nozzles, and emitters and be equipped with weather sensitive irrigation controllers. Large expanses of turf and fast growing trees and shrubs are discouraged. Plants would be climate adapted, such as herbaceous shrubs, succulents, and ornamental grasses, and would be grouped according to hydrozones, characterized by similar water needs and sun exposure. Trees are proposed along all roadways and within the adjacent parkways.

Walls/Fences

Walls and fences proposed throughout the project include 6-foot-high decorative masonry walls in areas where public land is adjacent to private land; 6-foot-high wood fences where private yards are adjacent to public roads; other more open style fencing is proposed in areas where residential yards front onto stroller parks, for example.

Lighting

The proposed project includes street lights along all roadways and with the stroller parks and open space area. Lights in the parks and at the entrance to the open space would be low level lighting such as bollards. Standard streets lights would be located along residential streets and the adjacent sidewalk/trail areas. All lighting would be shielded to prevent light spillover onto adjacent residences. No lighting is proposed in the open space area.

Natural Gas, Electricity, Cable, and Telephone

The project also includes natural gas, electrical, cable television, and telephone to serve the project site. Gas and electric would be provided by PG&E. Telephone service would be provided by SBC and cable services would be provided by Comcast. All new utilities would be installed underground, per the City's Municipal Code and the existing overhead PG&E lines would be installed underground, if feasible.

Sustainable Project Features

The proposed project includes a variety of sustainable features including the following:

- Ensure bike trails connect with the Citywide Bikeway Plan.
- Provide convenient pedestrian access to (future) transit stops.
- Use existing drainage corridors where possible and incorporate existing corridors into the project's overall grading and drainage design.
- Where possible and consistent with City standards, minimize the amount of water run-off through the use of open swales, rain gardens, permeable paving, and other similar methods.
- Limit the use of landscaped turf areas and use drought-tolerant and native species with drip irrigation systems in public landscape areas.
- Consider placing large deciduous trees next to buildings to provide cooling in the summer and additional heat from the sun in the winter.
- Use of roof integrated solar panels and large roof overhangs to create shade.
- Development of rain gardens and use of cisterns to capture rainwater.
- Use of recycle water for irrigation.
- Energy-efficient appliances, consistent with state and local laws.
- Consider solar orientation in architectural design and use landscaping, prevailing winds, shade, and sun screens to minimize solar heat in the summer and maximize solar heat gain in the winter.
- Shaded courtyards and outdoor rooms are encouraged to promote air flow within buildings and reduce the need for air-conditioning.

Off-Site Improvements

Potential off-site improvements are limited to utility and infrastructure extensions needed to connect to existing facilities, as shown in Figure 3-7. The project would provide a drainage connection to the existing Brighton Landing detention basin, located adjacent to the site. The sewer main connection to the City's trunk sewer may require an off-site extension of the main, between the detention basin and the UPRR to an existing point of connection, unless the City completes a planned extension of the trunk sewer south to a point closer to the Roberts' Ranch project site first. Off-site roadway improvements are not anticipated as part of the project. Public improvements are more fully described in the sections above.

Construction Details, Phasing, and Timeline

If approved, project construction is anticipated to commence in Spring/Summer 2018. The project is proposed to be developed in phases, as shown on the illustrative phasing plan included as Figure 3-9. Development would be phased starting in the south going north, with the second phase starting within the eastern portion of the site. The last phase is proposed in the western portion of the site. Land not under construction would remain actively farmed until it is cleared for development. For each phase of construction site clearing, grading, and trenching for utilities would begin first followed by construction of the roadways and residences. The project would be built-out consistent with market demands over an estimated 10 years. This plan is also subject to City revision over time. Grading would balance the soils on site and would not require the export or import of soils. Construction staging and parking for construction workers would be provided on-site.

3.4 DISCRETIONARY ACTIONS AND USE OF THIS EIR

As part of the approval process, the City of Vacaville City Council would be required to exercise their independent review and discretion in determining whether to certify the EIR as adequate under CEQA and approve the project. The project approvals required from the City for this project include the following:

- Adopt the Roberts' Ranch Specific Plan;
- (Pre) Zone the project site, including approval for annexation;
- Tentative subdivision map creating the subdivision of land;
- Adopt the Development Agreement; and
- Planned Development, Park Design Review approval, and subsequent residential design review approvals for the project.

Responsible and Trustee Agencies

The EIR prepared for the proposed project would be used by responsible agencies and trustee agencies that may have some approval authority over the proposed project (i.e., to issue a permit). The project applicant would obtain all permits, as required by law. The following agencies have been identified as having potential discretionary authority over approval of certain project elements, or alternatively, may serve in a ministerial capacity:

- California Department of Fish and Wildlife;
- Solano County;
- Central Valley Regional Water Quality Control Board;

- Solano County Local Area Formation Commission;
- Yolo-Solano Air Quality Management District;
- Solano County Airport Land Use Commission land use compatibility determination; and
- Solano Irrigation District.

3.5 REFERENCES

City of Vacaville. 2015. *City of Vacaville General Plan*. Adopted August 11, 2015. Resolution 2015-074.

City of Vacaville. 2015. *Roberts Ranch Specific Plan*. October 31, 2016.

Solano County. 2008. *Solano County General Plan*. Adopted August 5, 2008. Accessed September 14, 2016. http://www.co.solano.ca.us/depts/rm/planning/general_plan.asp.

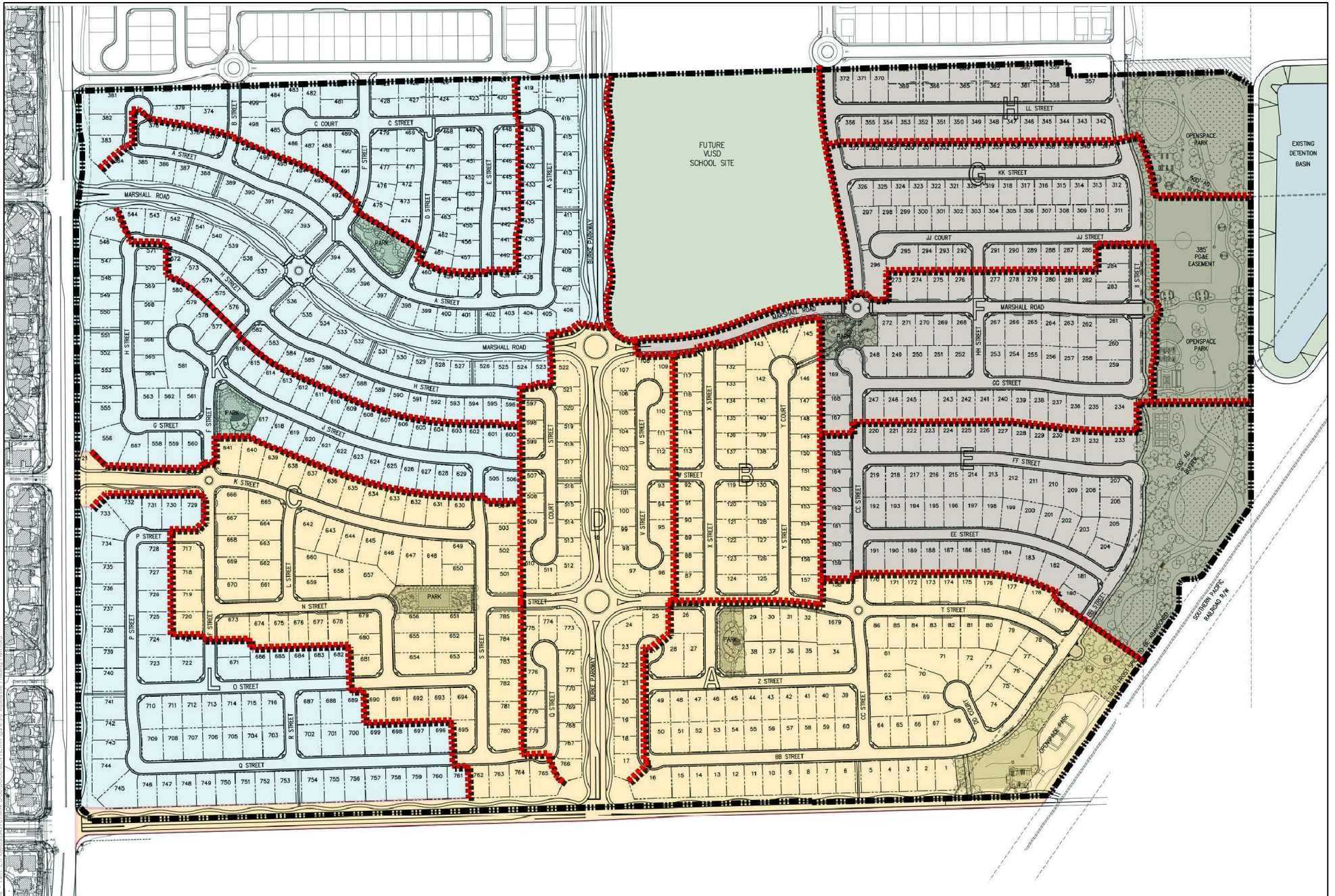


FIGURE 3-9
Illustrative Phasing Plan

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