

**City of Vallejo New Zoning Code
REVISED Initial Study/Mitigated Negative Declaration**

Report Date
April 28, 2021

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Table of Contents

PREFACE TO FINAL INITIAL STUDY MITIGATED NEGATIVE DECLARATION AND SUMMARY OF OUTREACH EFFORTS.....	7
1.0 INITIAL STUDY MITIGATED NEGATIVE DECLARATION.....	8
2.0 INTRODUCTION.....	10
2.1 PROJECT BACKGROUND.....	10
2.2 PURPOSE AND LEGAL AUTHORITY.....	10
2.3 PRIOR ENVIRONMENTAL DOCUMENTS.....	12
3.0 PROJECT DESCRIPTION.....	14
3.1 PROJECT LOCATION AND SURROUNDING USES.....	14
3.2 DESCRIPTION OF PROPOSED PROJECT.....	14
3.2.1 Goals and Purpose of the New Zoning Code.....	16
3.2.2 New Zoning Code Organization.....	16
3.2.3 Purposes and Descriptions of Zoning Districts.....	20
3.2.4 General Plan Land Use Map Changes.....	24
3.2.5 General Plan Text Changes.....	26
3.2.6 General Plan Density Changes.....	27
3.3 REQUIRED APPROVALS.....	28
3.3.1 Mitigation Measures.....	29
4.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION.....	30
4.1 AESTHETICS.....	33
4.1.1 Environmental Impact Analysis.....	33
4.1.2 Mitigation Measures.....	37
4.2 AGRICULTURE AND FORESTRY RESOURCES.....	38
4.2.1 Environmental Impact Analysis.....	38
4.2.2 Mitigation Measures.....	39
4.3 AIR QUALITY.....	40
4.3.1 Environmental Impact Analysis.....	40
4.3.2 Mitigation Measures.....	46
4.4 BIOLOGICAL RESOURCES.....	48
4.4.1 Environmental Impact Analysis.....	48
4.4.2 Mitigation Measures.....	52
4.5 CULTURAL RESOURCES.....	54
4.5.1 Environmental Impact Analysis.....	54
4.5.2 Mitigation Measures.....	57
4.6 ENERGY.....	58
4.6.1 Environmental Impact Analysis.....	58
4.6.2 Mitigation Measures.....	58
4.7 GEOLOGY AND SOILS.....	59
4.7.1 Environmental Impact Analysis.....	59
4.7.2 Mitigation Measures.....	66

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration

April 2021

4.8	GREENHOUSE GAS EMISSIONS	67
4.8.1	Environmental Impact Analysis	67
4.8.2	Mitigation Measures	82
4.9	HAZARDS AND HAZARDOUS MATERIALS	83
4.9.1	Environmental Impact Analysis	83
4.9.2	Mitigation Measures	88
4.10	HYDROLOGY AND WATER QUALITY	89
4.10.1	Environmental Impact Analysis	89
4.10.2	Mitigation Measures	99
4.11	LAND USE AND PLANNING	100
4.11.1	Environmental Impact Analysis	100
4.11.2	Mitigation Measures	104
4.12	MINERAL RESOURCES	105
4.12.1	Environmental Impact Analysis	105
4.12.2	Mitigation Measures	105
4.13	NOISE	106
4.13.1	Environmental Impact Analysis	106
4.13.2	Mitigation Measures	111
4.14	POPULATION AND HOUSING	113
4.14.1	Environmental Impact Analysis	113
4.14.2	Mitigation Measures	114
4.15	PUBLIC SERVICES	115
4.15.1	Environmental Impact Analysis	115
4.15.2	Mitigation Measures	118
4.16	RECREATION	119
4.16.1	Environmental Impact Analysis	119
4.16.2	Mitigation Measures	120
4.17	TRANSPORTATION	121
4.17.1	Environmental Impact Analysis	121
4.17.2	Mitigation Measures	127
4.18	TRIBAL CULTURAL RESOURCES	129
4.18.1	Environmental Impact Analysis	129
4.18.2	Mitigation Measures	130
4.19	UTILITIES AND SERVICE SYSTEMS	131
4.19.1	Environmental Impact Analysis	131
4.19.2	Mitigation Measures	135
4.20	WILDFIRE	136
4.20.1	Environmental Impact Analysis	136
4.20.2	Mitigation Measures	137
4.21	MANDATORY FINDINGS OF SIGNIFICANCE	138
4.21.1	Environmental Impact Analysis	138
4.21.2	Mitigation Measures	139
5.0	REFERENCES	140
6.0	REPORT PREPARATION	141

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration
April 2021

6.1	LIST OF PREPARERS	141
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LIST OF FIGURES

Figure 1. Location and Boundaries of the Study Area.....	155
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ATTACHMENTS

Attachment 1. Draft New Zoning Code and Zoning Map

https://www.cityofvallejo.net/city_hall/departments_divisions/planning_and_development_services/planning_division/planning_division_document_library

Attachment 2. Mitigation Monitoring and Reporting Program

Attachment 3. Comments Received and Responses to Comments

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration
April 2021

Abbreviations

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BCDC	Bay Conservation and Development Commission
B/LI	Business/Light Industrial
B/LR	Business/Limited Residential
BMPs	Best Management Practices
CalGreen	California Green Building Code Standard
CalRecycle	California Department of Recourse, Recycling, and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CC	Central Corridor Commercial
CCR	California Code of Regulations
CECO	Commercial Energy Conservation Ordinance
CEQA	California Environmental Quality Act
CGS	California Geological Survey
City	City of Vallejo
CNG	compressed natural gas
CO	Carbon monoxide
DMX	Downtown Mixed Use
D-NG	District-North Gateway
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
DPM	Diesel Particulate Matter
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
General Plan or GP	City of Vallejo's Propel Valley General Plan 2040
GHG	Greenhouse Gases
GVRD	Greater Vallejo Recreation District
HCP	Habitat Conservation Plan
HRA	Health Risk Assessment
I	Interstate

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration
April 2021

IG	General Industrial
IL	Limited Industrial
IS	Initial Study
ISMND	Initial Study Mitigated Negative Declaration
LID	Low impact development
LMDs	Landscape Management Districts
LNG	liquified natural gas
M	Medical
MERV	Maximum Efficiency Reporting Factor
mgd	million gallons per day
MND	Mitigated Negative Declaration
MRP	Municipal Regional Stormwater Permit
MTO _{2e}	metric tons of oxygen equivalent
NC	Neighborhood Commercial
ND	Negative Declaration
NFIP	National Flood Insurance Programs
NMX	Neighborhood Mixed Use
NPDES	National Pollution Discharge Elimination System
O	Office
O ₃	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PACE	Property Assessed Clean Energy
PD	Planned Development (Mixed Use, Residential, Commercial and Industrial PDs)
PDA	Priority Development Areas
PDR	Production, Distribution, and Repair
PG&E	Pacific Gas and Electric
PM _{2.5}	particulate matter less than 2.5 micrograms
PPD	pounds per day
PM ₁₀	particulate matter less than 10 micrograms
PRC	Public Resources Code
Project Area	City of Vallejo Planning Area
Proposed Project	City of Vallejo's New Zoning Code and proposed Zoning Map
PROS	Parks, Recreation and Open Space
PS	Public and Semi-public Facilities
PV	photovoltaic
RC	Regional Commercial

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration
April 2021

RCN	Resource Conservation
RCRA	Resource Conservation and Recovery Act
RE	Retail/Entertainment
RHD	High Density Residential
RLD	Low Density Residential
RMD	Medium Density Residential
RR	Rural Residential
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCDEM	Solano County Department of Environmental Management
SCL	Solano County Library
SFHA	Special Flood Hazard Areas
SOI	Sphere of Influence
SP	Specific Plans
SR	State Route
SRI	solar reflectance index
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TPD	tons per day
TRUs	Truck Refrigeration Units
UGBs	Urban Growth Boundaries
USDA	United States Department of Agriculture
USGS	United States Geological Survey
VCUSD	Vallejo City Unified School District
VFCD	Vallejo Flood and Wastewater District
VFD	Vallejo Fire Department
VMT	Vehicle Miles Traveled
VPD	Vallejo Police Department
WC	Waterfront Commercial
WMX	Waterfront Mixed Use
WWTP	wastewater treatment plant
ZNE	Zero Net Energy

PREFACE TO REVISED FINAL INITIAL STUDY MITIGATED NEGATIVE DECLARATION AND SUMMARY OF OUTREACH EFFORTS

This Revised Initial Study/Mitigated Negative Declaration (ISMND) has been prepared by the City of Vallejo (City) to evaluate the potential impacts of the proposed New Zoning Code and proposed Zoning Map (Project), in accordance with the requirements of the California Environmental Quality Act (CEQA).

The potential environmental impacts of the Project were previously the subject of a Draft IS/MND, which was made available for public review and comment on January 8, 2021, and posted at the State Clearinghouse on January 11, 2021 beginning a 30-day review period that ended February 9, 2021. The Notice of Intent to Adopt an IS/MND was prepared, which included information regarding electronic access to the Project documents. A revised public notice was circulated that extended the public comment period to February 26, 2021.

A Public Notice of Intent to Adopt the Revised Initial Study will be posted at the State Clearinghouse on April 28, 2021 with an extended 30-day review period that ends on May 28, 2021.

Public outreach for the proposed New Zoning Code included Study Sessions and Open Houses, with specific outreach consisting of flyers and emails sent to over 130 individuals and organizations, including neighborhood groups, Homeowner Associations, Chambers of Commerce, stakeholders, and the General Plan and Zoning Code interested parties, as well as publications in the Times Herald newspaper, Nextdoor, Facebook and the City's newsletter. The social media distribution reached over 30,000 addresses.

The Lead Agency, the City of Vallejo, will submit this Final ISMND to its City Council for certification. The Revised Final ISMND also includes a Mitigation Monitoring and Reporting Program (MMRP), provided as Attachment 2 of this document. The MMRP, which provides the mitigation program, will also require adoption by the City Council, pursuant to California Public Resources Code Section 21081.6, thereby ensuring that all recommended mitigation measures identified for the Project are implemented, thereby minimizing identified environmental effects.

The State of California's Governor's Office of Planning and Research Unit (the State Clearinghouse) submitted copies of the Draft ISMND to responsible and reviewing agencies during the initial 30-day review period. At the close of the Draft ISMND public comment period, there were no comments received from the public and one comment received from a public agency, the California Department of Transportation, regarding the proposed Project. It is included as Attachment C of this Revised ISMND, as well as a brief response to this letter.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration
April 2021

Text that has been deleted in this Revised ISMND is presented in ~~strikeout~~, and text that has been added is underlined. The primary changes are as follows:

1. Removed references regarding elimination of the Residential View District, which has been retained in the New Zoning Code and Map as a Special District.
2. Made minor corrections to the Zoning District names, density ranges, and corresponding General Plan 2040 Land Use Designations conforming to the language of the Zoning Code and General Plan.
3. Corrected the number of parcels affected by the proposed General Plan Map Amendments.

Because the changes and corrections presented would not result in any new significant impacts or increase impact significance from what was identified in the Draft IS/MND, recirculation of the IS/MND is not required; however, the comment period is being extended to permit additional time for the public and agencies to comment.

1.0 INITIAL STUDY MITIGATED NEGATIVE DECLARATION

Project Title:

City of Vallejo New Zoning Code

Project Description:

This document is an Initial Study (IS) and Mitigated Negative Declaration (MND) to evaluate the potential environmental effects of the City of Vallejo's (City) proposed New Zoning Code and proposed Zoning Map (Proposed Project). The Proposed Project includes several revisions to the General Plan text and General Plan Land Use Map adopted in 2017, and amended in July 2018 and January 2020, that are proposed to correct errors. The Proposed Project (also referenced in this document as the New Zoning Code), is intended to implement the City's adopted General Plan and Sonoma Boulevard Specific Plan and would replace the existing Zoning Code, Title 16 of the Vallejo Municipal Code. This part of the IS explains the background and purpose of the Mitigated Negative Declaration, establishes its context and scope, provides references to relevant previous environmental review documents and reports, and outlines the process for reviewing the Draft Mitigated Negative Declaration and issuing the Final Mitigated Negative Declaration. The City is the Lead Agency for the Proposed Project for purposes of environmental review under the California Environmental Quality Act (CEQA). "Lead agency" as defined by Section 21067 of CEQA is "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Initial Study Mitigated Negative Declaration
April 2021

Name of Lead Agency:

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Lead Agency and Project Applicant/Sponsor's Contact Information:

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Determination:

The City of Vallejo has determined that a) all potentially significant or significant impacts required to be identified in the Initial Study Mitigated Negative Declaration (ISMND) have been identified and analyzed; and b) with respect to each significant impact on the environment either of the following apply: 1) changes or alterations have been required in or incorporated into the proposed Project that avoid or mitigate the significant impacts to a level of less than significant; or 2) those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. The ISMND and supporting documents are available at:

https://www.cityofvallejo.net/city_hall/departments_divisions/planning_and_development_services/planning_division/planning_division_document_library, click on Zoning Code (New).

By: Michelle Hightower

Date: January 6, 2021

2.0 INTRODUCTION

2.1 PROJECT BACKGROUND

On August 27, 2017, the Vallejo City Council adopted the Propel Vallejo General Plan 2040 (General Plan) and certified the Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan Final Environmental Impact Report EIR (GP Final EIR) [State Clearinghouse Number #2014112035]. Vallejo's General Plan is a description of how the City intends to develop. It establishes the goals and policies related to the Vallejo Planning Area (the Project Area). It is used as a point of reference by public officials when making land use decisions on subdivisions, capital improvements, neighborhood rehabilitation and public acquisition.

The General Plan calls for comprehensive revisions to the City's existing Zoning Code, which has not been comprehensively updated since 1980. A clear, easily understandable Zoning Code will express the community objectives and policies from the General Plan into zoning standards and regulations to implement the General Plan. The proposed New Zoning Code will guide future development and design to enhance existing development, facilitate infill development, and promote multimodal transportation corridors. The New Zoning Code will provide a clear process for achieving the desired community benefits of an area while implementing the General Plan.

The update of the existing Zoning Code was initiated in February 2019 after the City Council determined that a previous version of the draft Code based on Form Based Zoning would not be appropriate for Vallejo. The former version was complicated and too prescriptive to respond to long-term shifts that would support economic development in the City. Primary goals of the proposed current New Zoning Code are to create an understandable, usable, and modern code incorporating best practices and up to date approaches to promote and facilitate the type of development Vallejo desires. The New Zoning Code will provide a clear expression of the community's vision and expectations for development in various areas of Vallejo in a code that is clear, approachable, flexible, modern, and easy to use. The objective is to improve the City's image as a good place to live and do business by establishing design standards and procedures that remove obstacles to desired investment and development such as unnecessary or inefficient procedures.

The draft New Zoning Code that is being studied in this document is the culmination of 15 months of Planning Commission Study Sessions and Community Open Houses. Additional outreach involved meetings with stakeholders including neighborhood representatives, developers and architects familiar with City procedures, and members of City boards, commissions, and the City Council. The City has also made drafts of regulations and background reports available for public review on the Propel Vallejo website at <http://propelvallejo.com/>.

2.2 PURPOSE AND LEGAL AUTHORITY

The City of Vallejo (City), as lead agency and proponent for the Proposed Project under the California Environmental Quality Act (CEQA), is required to undertake the preparation of an IS to determine whether the adoption and implementation of a New Zoning Code and Map along with amendments to the adopted

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Introduction

April 2021

General Plan and General Plan Land Use Map, would have a significant environmental impact. This IS has been prepared pursuant to the requirements of CEQA, and in accordance with the 2020 CEQA Statute and Guidelines (CEQA Guidelines) and has been prepared under the guidance of the City.^{1,2} If, as a result of the IS, the lead agency finds that there is evidence that any aspect of the Proposed Project may cause a significant environmental effect, the lead agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze Project-related and cumulative environmental impacts.³ Alternatively, if the lead agency finds that there is no evidence that the Proposed Project, either as proposed or as modified to include the mitigation measures identified in the IS, may cause a significant effect on the environment, the lead agency shall find that the Proposed Project would not have a significant effect on the environment and shall prepare a Negative Declaration (ND) or MND for the Proposed Project.

The purpose of this IS is to determine whether there are any new significant environmental effects, a substantial increase in the severity of previously identified significant effects, or if there is any new information of substantial importance since the preparation of the GP Final EIR. This determination can be made only if “there is no substantial evidence, in light of the whole record before the lead agency” that such an effect may occur (Public Resources Code Section 21080(c).).

Section 15152 of the CEQA Guidelines allows an EIR or ND to tier from the environmental analysis of an earlier EIR or ND as follows:

“Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project...Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program of lesser scope, or to a site-specific EIR of negative declaration.”

Section 15168(c) of the CEQA Guidelines further states a program EIR may be used with later activities:

“Use with Later Activities: Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

1. If a later activity would have effects that were not examined prior to the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration.

2. If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measure would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

¹ California Environmental Quality Act (CEQA), Public Resources Code (PRC), §21000 et seq.

² California Code of Regulations Title 14, Chapter 3, Section 15000-15387.

³ CEQA Guidelines, Section 15063.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Introduction

April 2021

3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.

4. Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

5. A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents should be required.”

Pursuant to CEQA, the City has prepared this IS to evaluate the potential environmental effects of the Proposed Project. This IS addresses all environmental issues listed in Appendix G of the CEQA Guidelines. Since the New Zoning Code is entirely consistent with the General Plan, with the concurrent adoption of the General Plan Amendments, this IS tiers from and incorporates, by reference, the City’s previously certified GP Final EIR (2016, 2014112035).

The New Zoning Code would make major revisions, additions, corrections, and clarifications to various sections of the existing Zoning Code to ensure consistency with and successful implementation of the General Plan. The proposed New Zoning Code would not permit land uses of greater intensity or height than permitted under the General Plan with the proposed revisions described in the Project Description below. Based on the analysis provided below, the IS finds that adoption of the Proposed Project including the proposed General Plan text and map amendments and the proposed New Zoning Code would not result in new significant impacts on the environment that have not been previously examined or adequately addressed in the GP Final EIR.

This IS, which is required to be adopted by the City Council in accordance with CEQA, is intended as an informational document. –Future land uses allowed pursuant to the New Zoning Code will be subject to permitting and project specific use, development conditions as governed by the New Zoning Code. Additionally, future land uses would be subject to review on a project-by-project basis to determine compliance with CEQA. If necessary, project-level CEQA review will be required to determine project-specific impacts. Evaluation of future project-level impacts would be too speculative to include in this IS.⁴

2.3 PRIOR ENVIRONMENTAL DOCUMENTS

The GP Final EIR, from which this IS is tiered, evaluated impacts associated with the General Plan, including cumulative impacts associated with future development occurring under the Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan. Because this document is tiered off of the GP Final EIR, it necessarily builds on information and findings presented in the GP Final EIR. These documents in their entirety, as well as the technical reports and appendices prepared as a basis for their analysis and conclusions, are incorporated by reference into this IS and Negative Declaration. The Propel Vallejo

⁴ CEQA Guidelines, Section 15145.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Introduction

April 2021

General Plan Update and Sonoma Boulevard Specific Plan Draft and GP Final EIR and Technical Appendices are available for public review on-line at:

- http://propelvallejo.com/wpcontent/uploads/2017/11/Vallejo%20General%20Plan%202040_FINAL_Amended%20171107_reduced.pdf, and
- http://propelvallejo.com/wp-content/uploads/2017/12/Vallejo_Sonoma-Blvd-Specific-Plan_FINAL_170829_sm-1.pdf.

Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan EIR, July 2016, State Clearinghouse No. 2014112035

The Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan EIR, in turn, references environmental analysis conducted in several prior environmental impact documents:

- Mare Island Amended and Restated Specific Plan; and
- Solano360 Specific Plan

The effects of mitigation measures identified in the EIRs of these plans are considered where applicable.

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SURROUNDING USES

The City is located in the southwestern part of Solano County, north of San Pablo Bay. Covering an area of approximately 50 square miles, the City is bordered by the City of American Canyon and unincorporated Napa County to the north, the City of Benicia and unincorporated Solano County to the east, the Carquinez Strait to the south, and the Napa River and San Pablo Bay to the west. Adjacent to the City and to the west is the San Pablo Bay National Wildlife Refuge, and the Solano County Land Trust's Lynch Canyon Open Space is located approximately one mile north of the City. The area within the City limits includes approximately 20 square miles of waterways and open water. (See Figure 1)

Regional access to the City is provided by four major freeways (Interstate [I] 80, I-780, State Route [SR] 29, and SR 37), as well as by passenger ferry service to and from San Francisco, and Soltrans bus service to the Bay Area Rapid Transit District's El Cerrito del Norte and Walnut Creek stations. The City's Sphere of Influence (SOI), representing the probable future physical boundaries of the City as established by the Solano County Local Agency Formation Commissions, is also shown on Figure 1. The City has jurisdiction over land that is within the City limits. The SOI includes three urbanized unincorporated "islands" surrounded on all sides by City lands, as well as rural and agricultural lands to the northeast of the City and marshlands and water to the west of the City.

3.2 DESCRIPTION OF PROPOSED PROJECT

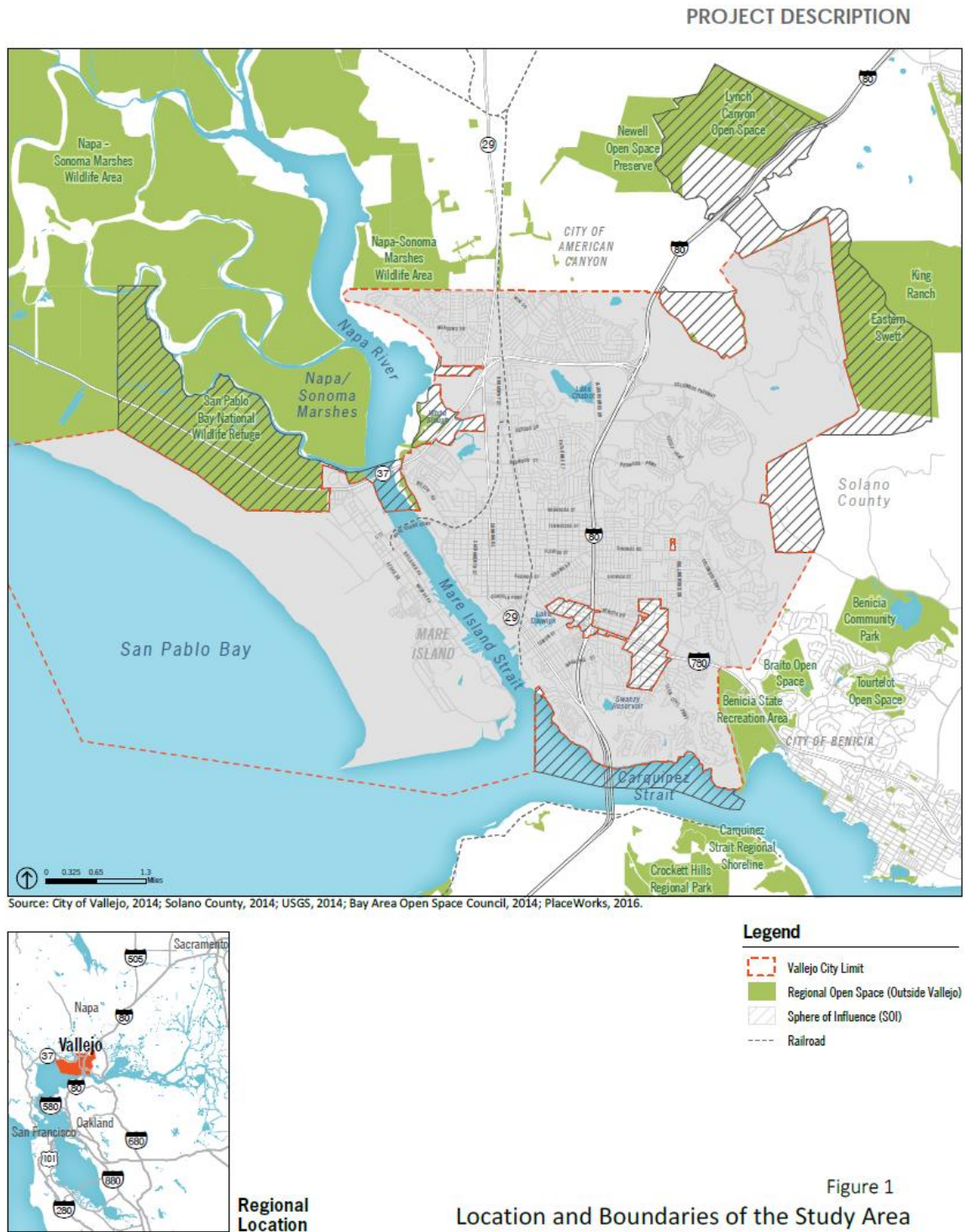
In August 2017, the City adopted General Plan 2040 and the Sonoma Boulevard Specific Plan. The City's General Plan expresses the City's vision for the future through the year 2040. It establishes direction for "the orderly development of land within the City's planning area." The Sonoma Boulevard Specific Plan applies to parcels along a 1.8-mile portion of Sonoma Boulevard, from Curtola Parkway on the south to Redwood Street to the north. The Zoning Code, which is adopted as Title 16 of the Vallejo Municipal Code, is the key tool used to implement General Plan and Specific Plan policies related to the use of land, buildings, location and form of structures, parking management, pedestrian and vehicular circulation, economic development, and the accommodation of housing for all segments of the community. Zoning regulations are intended to guide the development of the City in an orderly manner, based on the adopted General Plan, to protect and enhance the quality of the natural and built environment, and to promote the public health, safety and general welfare.

The Citywide Zoning Code (Vallejo Municipal Code Title 16) is being comprehensively re-written for the first time since 1980. The main reason for writing a New Zoning Code is to align this important set of day-to-day standards with the ideas and future direction expressed in General Plan 2040, and to incorporate standards already used in various Specific Plans.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

Figure 1. Location and Boundaries of the Study Area



3.2.1 Goals and Purpose of the New Zoning Code

The Goals for the New Zoning Code include the following:

1. Make investing in Vallejo easier through a clear expression of Vallejo's vision and expectations for development in various areas of the city.
2. Provide a code that is clear, approachable, flexible, modern and easy to use.
3. Develop a code that represents best practices and up to date approaches.
4. Remove obstacles to development that will improve the City's image as a good place to live and do business.
5. Provide design standards and remove obstacles to high-quality development such as unnecessary or inefficient procedures.

These goals will help achieve the purpose of the New Zoning Code which is:

1. To encourage the most appropriate use of land and harmonious relationship among land uses;
2. To promote a safe and efficient traffic circulation system;
3. To provide adequate open spaces for light and air;
4. To prevent the overcrowding of land and the undue concentration of population and to secure safety from fire and other dangers;
5. To facilitate the adequate provision of needed community facilities;
6. To conserve and stabilize the value of property; and
7. To conserve the city's natural beauty, to improve its appearance and to enhance its physical character.

The New Zoning Code also provides an opportunity to incorporate best practices and address deficiencies that may be impeding the City's ability to achieve its development objectives.

3.2.2 New Zoning Code Organization

The New Zoning Code is organized into seven Parts that are further broken up into chapters. The following list identifies the key provisions of each part.

- **Part1: General Provisions.** Includes an introduction, Establishment of Zoning Districts, Rules for Language and Interpretation, and Rules for Measurement and Non-conforming Uses.
- **Part II: Districts and Development Types.** Describes and establishes use and development regulations for each of the base and special districts with cross-references to other parts of the

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

New Zoning Code that provide additional regulations applicable to specific uses and development features. The Special Districts are those established by a Specific Plan or approved Planned Development. Table 1 below lists the proposed districts.

- **Part III: Use Standards.** Establishes regulations that are applicable to certain types of uses, regardless of the zoning district in which they are proposed.
- **Part IV: Reserved for ~~Development Incentives~~ Future Topics**
- **Part V: Site Development Standards.** Establishes general regulations for property development including parking, landscaping, and signs.
- **Part VI: Procedures and Permits.** Provisions for different types of permits and other regulatory mechanisms and activities, such as Use Permits, Variances, Specific Plans and Zoning Code amendments.
- **Part VII – General Terms.** Definitions and use classifications used in the Code.

Design Guidelines will be developed as a separate stand-alone document following the adoption of the New Zoning Code and will be subject to a separate environmental review process. The Design Guidelines will be used to review the design of buildings and sites of projects subject to design review under the provisions of the New Zoning Code. The Proposed Project also includes the revision and development of various application forms, checklists, and advisory materials that the Director will issue pursuant to the New Zoning Code. These include, but are not limited to, checklists to identify projects that will be subject to further environmental assessment on a case-by-case basis because of their potential for creating environmental impacts requiring mitigation pursuant to the adopted GP Final EIR Mitigation Monitoring Program. Although not formally part of the New Zoning Code, these actions are all proposed and will be prepared to implement the General Plan as the Initial Study (IS) explains.

Table 1 below lists the proposed districts along with the corresponding General Plan designation and existing Zoning District.

Table 3.1. Proposed Districts and Corresponding General Plan Designation and Existing Zoning District				
Zoning District Abbreviation	Zoning District Name	Density/ Development Intensity	General Plan Designation	Existing Zoning District
RR	Rural Residential	Varies Up to 9 units/acre excluding ADUs	Primarily Single Family	RR – Rural Residential
RLD	Low Density Residential Low Density	Up to 9 units/acre excluding ADUs	Primarily Single Family	LDR – Low Density Residential

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

Table 3.1. Proposed Districts and Corresponding General Plan Designation and Existing Zoning District

Zoning District Abbreviation	Zoning District Name	Density/ Development Intensity	General Plan Designation	Existing Zoning District
RMD	Medium Density Residential Medium Density	Up to 25 units/acre	Mix of Housing Type/Medium Density	LDR and MDR – Medium Density Residential
RHD	High Density Residential High Density	Up to 40 units/acre ^a	Mix of Housing Types/Medium Density, Residential High Density <u>Primarily Multi-family Business/Limited Residential</u>	MDR and HDR – High Density Residential
NMX	Neighborhood Mixed Use	16-30 units/acre ^a 2.0 FAR	Retail/Entertainment, Business/Limited Residential, Neighborhood Corridor	CL – Linear Commercial, CP – Pedestrian Shopping and Service
WMX	Waterfront Mixed Use	30 – 90 units/acre 6.0 FAR	Central Corridor, District – Downtown/ Waterfront	MUPD – Mixed-Use Planned Development, PDMP –Waterfront Planned Development Master Plan
DMX	Downtown Mixed Use	30 – 90 units/acre 6.0 FAR	District - Downtown/ Waterfront, Central Corridor	MUPD, Downtown Vallejo Specific Plan
NC	Neighborhood Commercial	16-320 units/acre 2.0 FAR	Primarily Single Family, Neighborhood Corridor	CN – Neighborhood Shopping and Service
WC	Waterfront Commercial	2.0 FAR	Retail/Entertainment, Business/Limited Residential	CW – Waterfront Shopping and Service
CC	Central Corridor Commercial	16-50 units/acre 3.0 FAR	Central Corridor, Business/Limited Residential, District-North Gateway	Sonoma Boulevard Specific Plan, CL, CP, HDR, and others
RC	Regional Commercial	168 -50 units/acre 1.5 FAR Min. lot size 10,000	Retail/Entertainment, Business/Limited Residential	CF, HDR, CP, MUPD and others

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

Table 3.1. Proposed Districts and Corresponding General Plan Designation and Existing Zoning District				
Zoning District Abbreviation	Zoning District Name	Density/ Development Intensity	General Plan Designation	Existing Zoning District
O	Office	16-30 units/acre ^a 2.5 FAR Min. lot size 5,000-6,000 for corner lots	Business/Limited Residential, Public Facilities and Institutions, Business/Light Industrial <u>Neighborhood Corridor</u>	LO – Limited Office
M	Medical Office	16-30 50 units/acre 2.0 FAR Min. lot size 10,000	Public Facilities and Institutions, <u>Business/Limited Residential</u>	PF – Public and Quasi-Public Facilities
IL	Limited Industrial	2.5 FAR	Business/Limited Residential, Business/Limited Industrial , Light Industrial	IU-L – Intensive Use-Limited
IG	General Industrial	2.0 FAR	Industrial	IU – Intensive Use
PROS	Parks, Recreation and Open Space	.1 to 1.0 FAR Min. lot size 10,000	Parks, Recreation and Open Space	RC – Resource Conservation District
PS	Public and Semi-public Facilities	1.0 FAR	Wetlands <u>Public Facilities and Institutions</u>	RC – Resource Conservation
RCN	Resource Conservation	2.0 FAR Min. lot size 5,000-6,000 for corner lots	Public Facilities and Institutions <u>Wetlands</u>	PF – Public and Quasi-Public Facilities, M – Medical
SP	Specific Plans	--	District Designations (not otherwise zoned)	MUPD
PD	Planned Development (Mixed Use, Residential, Commercial and Industrial PDs)	--	SP Districts	MUPD, PDR – Planned Development Residential, PDC – Planned Development Commercial, PDI – Planned Development Industrial

Project Description
April 2021

Table 3.1. Proposed Districts and Corresponding General Plan Designation and Existing Zoning District				
Zoning District Abbreviation	Zoning District Name	Density/ Development Intensity	General Plan Designation	Existing Zoning District
<u>Special Districts</u>	<u>St. Vincent Historic District</u> <u>Architectural Heritage District</u> <u>Residential View District</u>	==	<u>Varies According to Base District</u>	<u>Varies According to Base District</u>
<u>Notes</u> a. Density is 16-50 units/acre for Business/Limited Residential General Plan Designation				

3.2.3 Purposes and Descriptions of Zoning Districts

The purposes of each of the districts are as follows:

Residential Zoning Districts

The specific purposes of the Residential (“R”) Zoning Districts are to:

- A. Preserve, protect, and enhance the character of the City’s residential neighborhoods.
- B. Ensure adequate light, air, and open space for each dwelling.
- C. Ensure that the scale and design of new development and alterations and additions to existing structures are compatible with surrounding homes and appropriate to the physical characteristics of the site and the surrounding area.
- D. Promote opportunities for housing for all income groups and for those with special housing needs.
- E. Provide sites for public and semi-public land uses.

More specifically, the purposes of the individual Residential Zoning Districts are as follows:

- **RR Rural Residential:** The RR Zoning District is intended for rural residential, agriculture, open space, and very low-density residential development with necessary supporting public service facilities.
- **RLD Residential Low Density:** The RLD Zoning District is for low-density residential areas, in which permanent single unit residences, including detached and attached (duplexes and townhouses) units, are ubiquitous. Other residential types including cottages and bungalows around courts may be seen in this district, as well as small neighborhood serving retail. This district

also allows a variety of neighborhood supportive services, public and educational facilities, open spaces and community facilities. The maximum permitted residential density is 9 dwelling units per acre, excluding accessory dwelling units.

- **RMD Residential Medium Density:** The RMD Zoning District is intended to create and establish regulations for a district with a mix of housing types, including attached and detached, and small apartment buildings, subject to density limits (up to 25 units per acre) and design and development standards to ensure land use compatibility. This district also allows a variety of neighborhood supportive services, public and educational facilities, open spaces and community facilities. Front, corner side, and rear yards are required, and zero-side yard development is permitted subject to discretionary review. In the established neighborhoods of the City, it is the intent of this district to maintain the existing pattern of single-family residences, including attached units and duplexes, while in the undeveloped areas of the City, it is the intent of this district to encourage the creation of multi-unit residential neighborhoods with a variety of housing types.
- **RHD Residential High Density:** The RHD Zoning District is intended to create and establish regulations for a high-density residential areas, in which a mix of housing types are allowed, subject to density limits (up to 40 units per acre) and design and development standards to ensure land use compatibility. Mixed-use development with residential and small commercial spaces is allowed. This district allows a variety of neighborhood supportive services, public and educational facilities, open spaces and community facilities.

Mixed-Use Districts

The purposes of the Mixed-Use Zoning Districts are as follows:

- **NMX Neighborhood Mixed Use:** The NMX Zoning District is intended to create and establish regulations for neighborhood-serving mixed-use areas along the corridors. The neighborhood mixed-use areas are along the primary commercial, corridors, including Tennessee Street, Solano Avenue, Spring Road, Broadway, Sonoma Boulevard as well as other areas. Design and development standards will ensure that development at neighborhood nodes is appropriately scaled to ensure the physical form relates to and does not overwhelm adjacent single-family residential neighborhoods.
- **DMX Downtown Mixed Use:** The DMX Zoning District is intended to create and establish regulations to implement the Downtown Vallejo Specific Plan that will promote a vibrant, pedestrian-oriented place that seamlessly integrates downtown with the waterfront. A broad range of permitted uses are allowed to allow flexibility in the use of space. Standards for physical form will create an urban character in Downtown, with minimal setbacks and views into ground floor space to activate frontages.
- **WMX Waterfront Mixed Use:** The WMX Zoning District is intended to create and establish regulations for a waterfront mixed-use district that will allow waterfront shopping and services, and other activities and residential development implementing the Waterfront Planned Development Master Plan. Design and development standards will create a pedestrian-oriented environment that

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

is seamlessly integrates the waterfront with Downtown. Public access to the shoreline must be provided where development is adjacent to the Mare Island Strait as provided in State and Bay Conservation Development Commission requirements.

Commercial and Corridor Zoning Districts

The purposes of the Commercial and Corridor Zoning Districts are to:

- A. Provide for the orderly, well-planned, and balanced growth of commercial and mixed-use districts.
- B. Encourage a mix of uses that promotes convenience, economic vitality, fiscal stability, and the quality of life in Vallejo.
- C. Promote pedestrian- and transit-oriented, medium and high-density multi-family housing, mixed-use commercial centers at appropriate locations.
- D. Establish design standards that improve the visual quality of development and create a unified, distinctive, and attractive character along Vallejo streets and corridors.
- E. Provide appropriate buffers and transition standards between commercial and adjacent residential neighborhoods.

More specifically, the purposes of the individual Commercial and Corridor Zoning Districts are as follows:

- **NC Neighborhood Commercial:** The NC Zoning District is intended to create and establish regulations for neighborhoods in which limited retail commercial goods and services are provided on small sites to meet the day-to-day needs of local residents. This district is consistent with the "Primarily Single-Family" and "Neighborhood Corridor" General Plan land use designations.
- **CC Central Corridor Commercial:** The CC Zoning District is intended to create and establish regulations for community serving mixed-use areas along the Sonoma Boulevard Central Corridor and areas subject to the Sonoma Boulevard Specific Plan. Land uses include mixed-use with housing, medium and high density residential or non-residential uses at street level, subject to design and development standards to promote a mixed-use and pedestrian orientation. This district is consistent with the "Central Corridor".
- **WC Waterfront Commercial:** The WC Zoning District is intended to create and establish regulations for areas along the waterfront that provide waterfront-related retail and service uses and visitor accommodations in building forms appropriately scaled to the waterfront. Public access to the shoreline must be provided where development is adjacent to the Napa River, Mare Island Strait, or Carquinez Strait. No residential uses are allowed.
- **RC Regional Commercial:** The RC Zoning District is intended to create and establish regulations for sites that provide general retail, services, and commercial recreation and entertainment for local residents as well as consumers and visitors from the region. Design and development standards will accommodate auto-orientated uses and require buffering and transitions to adjacent residential neighborhoods.

Project Description
April 2021

Office and Medical Zoning Districts

The purposes of the Office and Medical Zoning Districts are to:

- A. Provide sites for medical and office uses at appropriate locations.
- B. Encourage a mix of compatible uses within these districts including multi-family residential development.
- C. Establish design standards that improve the visual quality of development and create a unified, distinctive, and attractive character in these districts.
- D. Provide appropriate buffers and transition standards between these districts and adjacent residential neighborhoods.

The specific purposes of the Office and Medical Zoning Districts are as follows:

- **Office:** The O Zoning District is intended to create and establish regulations for areas having an employment focus, but also supporting a mix of uses, especially business supportive uses. Residential-only development and office development with a residential component are allowed as major uses if design and compatibility standards are met.
- **M Medical:** The M Zoning District is intended to create and establish regulations for areas in which a concentration of medical facilities and supporting commercial services can be provided without the encroachment of incompatible uses. Design and development standards will ensure land use compatibility and appropriate buffers and transitions to adjacent residential neighborhoods.

Industrial Zoning Districts

The purposes of the Industrial Zoning Districts are to:

- A. Designate adequate land for businesses, manufacturing and industrial operations, and related storage, distribution and services supporting industry in the City;
- B. Maintain and strengthen the City's economic and fiscal resources and provide employment opportunities for residents of the City and surrounding communities;
- C. Establish appropriate development and design standards and buffering requirements to protect adjacent uses and ensure land use compatibility; and
- D. Minimize the impacts of industrial development on adjacent residents.

More specifically, the purposes of the Industrial Zoning Districts are as follows:

- **IL Limited Industrial:** The IL Zoning District is intended to create and establish regulations for a diverse range of light industrial and supportive uses as well as limited office and live/work uses. This district is primarily intended to accommodate industrial and flex space types of development.

Project Description
April 2021

- **IG General Industrial:** The IG Zoning District is intended to create and establish regulations for a broad range of industrial activities, including general industrial, heavy industrial, manufacturing and supportive ancillary offices. This district is intended for activities that may potentially generate more noise, hazards, and truck traffic than those in the IL district and establishes buffering and transition standards for any adjacent residential uses. Uses in this designation may also utilize rail and ships to transport materials and manufactured goods.

Parks, Recreation and Open Space Zoning Districts

The purposes of the Parks, Recreation, and Open Space Zoning Districts are to:

- A. Provide land for development of parks and recreational facilities, consistent with the General Plan;
- B. Ensure design compatibility between public uses and adjacent residential neighborhoods.

The PROS – Parks, Recreation and Open Space and RC – Resource Conservation Zoning Districts are consistent with the General Plan classifications of “Parks, Recreation and Open Space” and “Wetlands”.

- **PROS Parks, Recreation and Open Space:** The PROS District is intended to create and establish regulations for a parks, recreation and open space areas allowing recreational use and/or natural resource preservation.
- **RCN Resource Conservation:** The RCN District is intended to create and establish regulations to preserve remaining open spaces in their natural state and protect valuable resources. More specifically, this district is intended for undeveloped publicly owned lands, visually significant open lands, water areas, wetlands, and wildlife habitat. These areas are set aside as permanent open space preserves and may include trails, trail heads, and other facilities for low-impact public recreational uses. This district includes wetlands, mudflats, creek corridors and other natural preservation areas, as well as private lands deed-restricted for open space preservation.

3.2.4 General Plan Land Use Map Changes

The Proposed Project also includes several revisions to the General Plan Land Use Map, affecting 118 parcels covering 50.92 acres. As Table 2 indicates, all but one of these map changes is intended to correct inconsistencies between the General Plan Land Use Map and the General Plan land use designations. In total, the revisions would decrease maximum density on 21 parcels (16.01 acres) and increase permitted density on ~~72~~ 65 parcels (12.54 acres). The increases in permitted density would occur at parcel clusters located at Broadway, Tennessee Street, and Florida Street; and Sonoma, Lemon Street, and Magazine Street. No changes in permitted density would occur on 25 parcels (22.37 acres).

The proposed revisions affecting 43 parcels along Sonoma Boulevard from Lemon to Magazine Streets would eliminate inconsistencies between the General Plan and the Sonoma Boulevard Specific Plan and Housing Element. This revision would change the General Plan land use designation of these parcels from Primarily Single Family to Neighborhood Corridor increasing the permitted density from nine housing units per acre to between 25 and 50. The affected parcels, almost all of which are developed with single-unit homes, would be included in the Neighborhood Mixed-Use (NMU) Zoning District.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

Table 3.2. General Plan Land Use Map Changes								
	Identification	Approximate Location	General Plan 2040 Designation	Proposed General Plan Designation	Proposed Zoning District	Number of Parcels Affected	Density Changes Existing/ New	Policy (P) or Correction (C)
1	Waterfront PDMP	Mare Island Way, Tennessee, Sonoma Boulevard, Curtola Parkway	Mix of Housing Types, Retail/ Entertainment	District – Downtown/ Waterfront	WMX- Waterfront Mixed-Use	42-6 parcels (12.03 26.26 acres)	N/A	C
2	Flemington Plaza	Tuolumne Street, Redwood Street, Panorama Drive	Retail/ Entertainment	Business/ Limited Residential	NMX- Neighborhood Mixed-Use	13 (10.34 acres)	N/A	C
3 2	Broadway South	Broadway, Tennessee Street, Florida Street	Primarily Single Family	Neighborhood Corridor	NMX- Neighborhood Mixed-Use	11 parcels (1.36 acres)	9/25 (Increase)	C
4 3	Broadway South	Broadway, Tennessee Street, Florida Street	Mix of Housing Types	Neighborhood Corridor	NMX- Neighborhood Mixed-Use	11 8 parcels (3.31 acres)	25/25 to 50 (Increase)	C
5 4	Sutter/ Tennessee	Sutter Street, Reo Alley	Neighborhood Corridor	Mix of Housing Types	RMD- Residential Medium Density	4 (0.31 acres)	25 to 50/25 (Reduction)	C
6 5	I-80 Georgia West	Curry Street, Madigan, Georgia Street, I-80	Mix of Housing Types	Public Facilities	RMD- Residential Medium Density	13 parcels (0.97 acres)	25 to 50/25 (Reduction)	C
7 6	Amador/ Solano	Amador Street, Solano Avenue, York Street	Neighborhood Corridor	Mix of Housing Types	RMD- Residential Medium Density	1 (0.37 acres)	25 to 50/25 (Reduction)	C
8 7	Vallejo Mobile Home Park	Sonoma, Sharon Street, Broadway, Island Way	Business/ Limited Residential	Mix of Housing Types	RMD- Medium Density Residential	3 parcels (14.36 acres)	25 to 50/25 (Reduction)	C

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

Table 3.2. General Plan Land Use Map Changes								
	Identification	Approximate Location	General Plan 2040 Designation	Proposed General Plan Designation	Proposed Zoning District	Number of Parcels Affected	Density Changes Existing/ New	Policy (P) or Correction (C)
9 8	Sonoma South	Sonoma, Lemon Street, Magazine Street	Primarily Single Family	Neighborhood Corridor	NMX-Neighborhood Mixed-Use	43 parcels (7.87 acres)	9/25 to 50 (Increase)	C

These changes are necessary to correct errors in the General Plan and comply with State law requiring consistency between land use and housing elements and Senate Bill (SB) 330 (Housing Crisis Act of 2019). SB 330, which amended State law to add Government Code Section 66300 prohibiting changes to a general plan or specific plan land use designations or zoning to a less intensive use or making any other change that would reduce the intensity of housing.

3.2.5 General Plan Text Changes

Implementation of the Proposed Project also requires revisions to the General Plan's description of Retail/Entertainment (RE) and Business/Light Industrial (B/LI) General Plan land use designations. The RE designation description would be revised to include residential as a permitted use for properties with a Business/Limited Residential General Plan land use designation. ~~This amendment would allow medium and high density residential and mixed-use projects in what are typically non-residential areas such as in the Northgate Plaza.~~ The inclusion of residential activity in this land use category supports General Plan Policy NBE-2.8 to target vacant and underutilized sites with compatible development, and Housing Element Programs A2.1.1 and H4.1.1 that encourage the expansion of opportunities for residential and mixed-use development as well as a variety of housing types.

Similarly, the General Plan definition of the B/LI land use designation does not include residential as a permitted land use. This designation would be amended to include live/work as a permitted use within a mixed-use building. Areas designated as B/LI in the General Plan would be mapped as the IL – Light Industrial zoning district. The addition of live/work uses supports the General Plan and Housing Element goal to achieve a jobs/housing balance throughout the City by allowing housing within walking distance of employment centers.

~~Additional text changes include removing the residential view district from the General Plan and Zoning Code. The General Plan includes a statement that Vallejo has established a residential view district to preserve scenic views from some residential neighborhoods located on hills in the City. There is also a corresponding policy to continue administering the residential view district regulations that specifically require public hearings for projects that may affect the views from an individual property. The CEQA Guidelines only consider the significance of impacts to public views, which are those experienced from a publicly accessible vantage point; therefore, potential impacts to views from private property locations are not protected. Further, the New Code will eliminate the Residential View District regulations and language in the General Plan regarding preservation of private scenic views.~~

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

New Hillside Development Standards for any property that has a slope of 30 percent or greater will be included in the New Code. ~~The language in the General Plan will be amended to remove references to the View District and include that Hillside Development Standards will be provided in the Zoning Code.~~

3.2.6 General Plan Density Changes

In June 2019, the Vallejo City Council adopted a Resolution of Intention to Amend the General Plan to address a reduction in the allowed minimum residential density for the mixed-use and commercial land use designations from 18 and 25 units per acre to 16 units per acre.

The reduction in the minimum residential density will:

- Allow the City to respond to the current economic cycle and market demand for multi-family attached housing, such as townhouses and low-rise multi-family housing;
- Provide flexibility for higher density mid-rise housing, with allowed maximum residential density unchanged, when market conditions warrant; and
- Retain higher-density housing along the City's mixed-use corridors in support of General Plan 2040 and Housing Element policies.

Table 3 below provides the proposed General Plan text and density changes.

Table 3.3. General Plan Text and Density Changes		
	Topic	Proposed Amendment
1	Retail/Entertainment Land Use Designation Add multi-family residential as a permitted use.	The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, mixed-use with housing, medium and high-density housing, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is 1.5 with a residential density of 18 to 50 dwelling units per acre.
2	Residential View District Remove residential view district from General Plan and Zoning Code.	The City has established hillside development zoning regulations to help preserve scenic views from some residential neighborhoods located on hills in Vallejo.
3	Same as above	Policy NBE-1.5C Action NBE-1.5C Administer hillside development zoning regulations intended to preserve panoramic views of the surrounding natural and human made environment from residential neighborhoods located on hills.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

<u>42</u>	Business/Limited Industrial Land Use Designation Add live/work as a permitted use.	The B/LI designation is intended to facilitate light industrial activities, including light manufacturing, warehousing and logistics; assembly; automotive service and maintenance, including auto body and painting operations; research and development; and production, distribution and repair (PDR) uses. Some light industrial and similar uses may include exterior storage areas. Professional office and live/work uses can also be accommodated in this designation. Secondary and accessory uses such as banks, cafes, printers, and office supply stores to serve the needs of employees and businesses are also encouraged. The maximum permitted FAR in the BLI designation is 2.5.
<u>53</u>	District – North Gateway (D-NG) Reduce the minimum density	District – North Gateway (D-NG) The maximum permitted FAR in the D-NG designation is 2.0, with a minimum residential density of 16 dwelling units per acre up to 50 dwelling units per acre.
<u>64</u>	Central Corridor (CC) Reduce the minimum density	Central Corridor (CC) The residential density permitted is between 16 and 50 dwelling units per acre.
<u>75</u>	Neighborhood Corridor (NC) Reduce the minimum density	Neighborhood Corridor (NC) The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 16 dwelling units per acre up to 30 dwelling units per acre.
<u>86</u>	Business/Limited Residential (B/LR) Reduce the minimum density	Business/Limited Residential (B/LR) The maximum permitted FAR in the B/LR designation is 2.0, with minimum residential density of 16 dwelling units per acre up to 50 dwelling units per acre.

3.3 REQUIRED APPROVALS

The Proposed Project and California Environmental Quality Act (CEQA) review will require the following actions:

- A. Public hearing and recommendation from the Planning Commission
- B. Public hearing and adoption by the Vallejo City Council

Adoption of the Proposed Project also includes:

- A. Approval of revisions to the General Plan Land Use Map and text;
- B. Repeal of the existing Zoning Code and Zoning Map and approval of the proposed New Zoning Code and Zoning Map

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Description
April 2021

- C. Repeal of the Northgate Specific Plan;
- D. Repeal the Land Use Table and selected sections of Chapter 8, Land Use Regulations and sections of Chapter 9, Development Standards of the Downtown Vallejo Specific Plan; and
- E. Repeal of the list of allowed land uses within Appendix A of the White Slough Specific Area Plan.

Subsequent approval of the White Slough Specific Area Plan Amendment is required by the Bay Conservation and Development Commission. No additional public agency actions are required for the Proposed Project.

3.3.1 Mitigation Measures

The GP Final EIR includes and describes mitigation measures adopted by the City Council. The Proposed Project will either directly implement or help to implement the measures outlined in the GP Final EIR: Mitigation Monitoring and Reporting Program, August 29, 2017.
<http://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=12093328>.

4.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

For purposes of California Environmental Quality Act (CEQA) compliance, the following impact analysis is based on the development of vacant and underdeveloped sites with reuse potential within the City, which is termed buildout of the City under the Proposed Project. Baseline information is drawn primarily from the GP Final EIR. Impacts are assessed in accordance with thresholds of significance based on the Environmental Checklist Form included as Appendix G of Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act. Since this Mitigated Negative Declaration is tiering off of the GP Final EIR, the Initial Study (IS) focuses on potential impacts compared to impacts identified in the GP Final EIR. This is noted in the headings used for each resource topic evaluation. The impact analysis is programmatic because the Proposed Project is a set of regulations, not an individual physical project. Under California law, zoning regulations must be consistent with a General Plan; adopting these regulations is one of the implementation actions for the General Plan to be undertaken following adoption. Individual development projects that require discretionary action from City decision makers will be subject to separate site-specific environmental review.

The environmental factors checked below would be potentially affected by this Proposed Project, involving at least one impact that requires mitigation to reduce the impact from “Potentially Significant” to “Less than Significant” that was not previously examined or adequately addressed in the General Plan 2040 Environmental Impact Report (EIR) and the Sonoma Boulevard Specific Plan, as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Energy Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfires |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Evaluation of Environmental Impacts

Section 4.0, Environmental Checklist and Environmental Evaluation, presents the environmental checklist form found in Appendix G of the 2020 CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are Proposed Project-specific mitigation measures, if needed.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

For the checklist, 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 if there are potentially significant impacts that cannot be mitigated.

Less Than Significant with Mitigation Incorporated: This designation applies when applicable and feasible Mitigation Measures (MM) 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 when the incorporation of new Proposed Project-specific MM not previously identified in prior applicable EIRs or in the General Plan EIR have reduced an effect from a “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 Proposed Project would not have any impact.

Important Note to the Reader: The California Supreme Court in a December 2015 opinion [California Building Industry Association v. Bay Area Air Quality Management District (BAAQMD), 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., EIR or IS) can include information of interest even if such information is not an “environmental impact” as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the project on the environment, this chapter will discuss “planning considerations” that relate to City policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

Determination (To be completed by the Lead Agency)

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.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- ☒ X 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 analyses 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 adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) its effects are less than or equal to the effects disclosed in that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Michelle Hightower, Senior Planner
(Name)

January 6, 2021
Date

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

4.1 AESTHETICS

AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099:				
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 type="checkbox"/>	<input checked="" 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 a publicly 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.1 Environmental Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

Finding: Less Than Significant Impact

A scenic vista is typically defined as a public view of highly valued visual and scenic resources such as the ocean and distant mountain ranges, particularly from public vantage points. The General Plan does not designate official scenic view corridors or vistas. However, there are a number of views within the City that could be considered scenic. The Project Area offers many panoramic views, including views of San Pablo Bay, Mare Island Strait, Vallejo Waterfront, White Slough, Napa River Wetlands, Sulphur Springs Mountain, Vaca Mountains, and Sky Valley.

The General Plan states that important scenic views in the City include views of the hillside and mountain areas. The General Plan recognizes the waterfront as an important feature, in addition to scenic views from the hillsides and elevated roadways. The General Plan also states that the natural areas surrounding the City play a major role in shaping the City's character and includes policies recognizing that natural areas and the waterfront serve as scenic resources. Much of the new development allowed under the Proposed Project would be within the City limits and on lands that are already developed or on lands contiguous to urban uses and major roadways. Given the location of the urban uses and the presence of similar neighborhood uses, little to no impact on views from the hillsides or the waterfront is anticipated in these areas

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

~~The Proposed Project also includes amending the General Plan to remove references to the Residential View District and eliminating the Residential View District and associated regulations from the Zoning Code. The View District was established to address views of San Pablo Bay, Mare Island Channel, the waterfront, Sulphur Springs Mountain, the Vaca Mountains, White Slough, the Napa River Wetlands, Sky Valley and the City itself as significant neighborhood amenities, and includes regulations to protect views from private property.~~

New development within 100 feet of the shoreline would be subject to Bay Conservation and Development Commission (BCDC) permitting requirements and public access guidelines. This is consistent with Objective 3 of these guidelines, to “provide, maintain and enhance visual access to the Bay and Shoreline,” and would preserve waterfront views along the shoreline.

The New Zoning Code would make major revisions, additions, corrections and clarifications to various sections of the existing Zoning Code to ensure consistency with and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. The Proposed Project would actually result in beneficial environmental effects on scenic vistas due to increased design standards, new design guidelines, and the imposition of general site regulations. For example, the Hillside Development Standards chapter of the New Zoning Code, establishes regulations to minimize impacts of hillside development including protecting views in hillside areas. Aesthetic impacts under the Proposed Project were considered less than significant without the incorporation of mitigation measures and would, therefore, be identical in scope, severity, and nature as those assessed in the GP Final EIR. ~~The Proposed Project also includes amending the General Plan to remove references to the View District and eliminating the View District and associated regulations from the Zoning Code, which will not have an impact on the environment. The CEQA Guidelines only consider the significance of impacts to public views, which are those experienced from a publicly accessible vantage point; therefore, potential impacts to views from private property locations are not protected.~~

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that would occur pursuant to the Proposed Project would be required to conform to all applicable regulations, performance standards and design standards that address the preservation of public scenic vistas, including those set forth in the New Zoning Code and the General Plan. Pursuant to CEQA, future new land uses that occur pursuant to the Proposed Project would be subject to their own environmental review on a project-by-project basis to assess impacts on scenic vistas. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista, and impacts would remain less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Finding: No Impact

SR 37 is eligible for the State Scenic Highway System, but it is not designated as a scenic highway by the California Department of Transportation (Caltrans). As such, there are no designated scenic highways in Vallejo or its SOI. In the event the State does designate SR 37 as a Scenic Highway, the New Zoning Code

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

includes a section for Special Regulations Applicable to Landscaping along Designated Scenic Highways, establishing requirements applicable to uses that would detract from the scenic qualities of a designated route. These included requirements for screening provide landscaping compatible with the natural landscaping of the site. Therefore, the Proposed Project would have no impact on scenic resources within a State scenic highway.

- c) In non-urbanized areas, would the project 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Finding: Less Than Significant Impact

Vallejo is surrounded by many large areas of protected open space. Views to and within these areas are of high scenic value. These green spaces and wetland areas contribute to local visual character. These areas, which include Eastern Swett Ranch, Lynch Canyon Open Space, and Vallejo Swett Open Space, have been designated as Priority Conservation Areas by the Association of Bay Area Governments (ABAG). The Proposed Project regulates future development and redevelopment primarily in key areas of the City, including the downtown/waterfront area, employment areas, historic districts, corridors, and gateways. Outside of these areas, the existing land use pattern would be preserved, with some infill development anticipated on vacant and underutilized sites in residential neighborhoods. Although new infill development outside of the key areas could be of a higher intensity than the previous uses, any proposed project would be evaluated on a case by case basis to determine if there is any impact to visual character of public views. General Plan policies would guide new development to preserve and enhance the Downtown/Waterfront areas' historic character with compatible and complementary design. The General Plan includes policies to guide the development of gateways in the northern, Columbus/Callaghan, Fairgrounds, and southern areas of the City. Land uses within these gateways would consist of mixed-use, retail, commercial, office, and entertainment uses. New development in gateway areas would be well-designed and compatible with the existing natural environment and residential uses.

The New Zoning Code would make major revisions, additions, corrections and clarifications to various sections of the existing Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would not permit land uses of greater density or height than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than the 2040 General Plan. However, except for the area along Sonoma Boulevard between Lemon and Magazine Streets, these changes are all proposed to eliminate inconsistencies between the General Plan policies and the Land Use Map. Moreover, any potential visual impacts from the redesignation of these parcels would be mitigated by the application of the New Code's more detailed design standards and the development and design review procedures and guidelines that would be applicable to most new development in these areas. Therefore, impacts to visual character under the Proposed Project would be identical in scope, severity, and nature as those assessed in the GP Final EIR.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The Proposed Project would improve or have a minimal effect on visual character due to new objective development standards, and the imposition of general site regulations that would provide more detailed and objective guidance intended to ensure that new development improves the appearance of neighborhoods and districts. The Proposed Project incorporates regulations to protect or enhance the existing aesthetic character of development throughout the City. Proposed zoning standards addressing design, articulation, and building coverage to ensure compatibility with the scale and character of surrounding development. For example, new development standards for residential, mixed-use, and commercial districts are included as part of the Proposed Project, which include a variety of design requirements to ensure that new developments include attractive street-level frontages and that higher density development is designed to mitigate impacts on adjacent lower-density neighborhoods. Additionally, there are new standards which establish more robust requirements for development review as well as new design review procedures and objective standards to ensure compatibility and improve the appearance of new development.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that would be required to conform to all applicable regulations, performance standards and design standards of the New Zoning Code, as updated, and the General Plan that ensure high quality visual character. Pursuant to CEQA, future new land uses that occur under provisions of the Proposed Project would be subject to their own environmental review on a project-by-project basis to assess and, if necessary, reduce their impacts on visual character. Therefore, the Proposed Project would not substantially degrade the existing visual character or quality of the City, and impacts would remain less than significant.

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

Finding: Less than Significant Impact

Light pollution in the City is restricted primarily to street lighting along local streets, and to night-time illumination of shopping centers. Light spillage from residential developments is mostly screened by trees. Sources of light and glare in the City include outdoor facility lighting at parks and open spaces; commercial areas, which can include nighttime lighting supportive of 24-hour uses; residential neighborhoods, which contain nighttime lighting installed for safety and other purposes; and street and parking lot lighting. All lighting shall remain onsite and not spill over onto adjacent parcels per the New Zoning Code.

Development allowed by the Proposed Project would be required to be consistent with the California Building Code (CBC) standards for outdoor lighting, which are intended to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. Adherence to these standards and guidelines would ensure that lighting is shielded to avoid glare and light spillage and incorporates technologies such as timers to avoid excessive lighting. Moreover, new development would be subject to the new, more detailed and expansive Light and Glare standards that the New Zoning Code establishes. The Proposed Project will control outdoor lighting in order to maintain adequate visibility and safety, conserve energy, and protect against direct glare and excessive lighting. As a result, the Proposed Project would substantially mitigate the effects of new development on light/glare due to the imposition of new development standards and site regulations, and development and design review under the new regulations and design guidelines.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses would be required to conform to all applicable regulations, performance standards and design standards that address lighting/glare, including those of the New Zoning Code and the General Plan. Therefore, the Proposed Project would not have a substantial adverse effect on lighting/glare that was not evaluated in the GP Final EIR, and impacts would remain less than significant.

4.1.2 Mitigation Measures

None required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

AGRICULTURE AND FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Environmental Impact Analysis

- a) Would the project 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?**

Finding: No Impact

There is no Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as indicated by the California Department of Conservation Farmland Mapping and Monitoring Program. As such, the Proposed Project would not involve the conversion of Farmland. Therefore, there would be no impact.

- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Finding: No Impact

The Proposed Project site is not located within or adjacent to a Williamson Act contract site. As such, the Proposed Project would not conflict with an existing zoning designation for agriculture use or a Williamson Act contract. Therefore, there would be no impact.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- c) Would the project 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))?**

Finding: No Impact

The Proposed Project does not conflict with current zoning, nor does it seek to rezone the current site zoning. Furthermore, there is no existing zoning designation for forest land, timberland, or timberland production within the Proposed Project area. Therefore, there would be no impact.

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

Finding: No Impact

As discussed above, there is no forest land within the Proposed Project area; therefore, there would be no impact.

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

Finding: No Impact

As discussed above, the Proposed Project would not have an effect on farmland or convert any farmland to nonagricultural use. Furthermore, there is no forest land in the Proposed Project area which could be impacted. Therefore, there would be no impact on the conversion of farmland to nonagricultural use, nor would there be any forest land converted to non-forest use.

4.2.2 Mitigation Measures

None required.

4.3 AIR QUALITY

AIR QUALITY Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 checked="" type="checkbox"/>	<input 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"/>

4.3.1 Environmental Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Finding: Less Than Significant Impact

Development occurring under the Proposed Project would be subject to BAAQMD 2010 Bay Area Clean Air Plan, the primary goals of which are to attain State and national Ambient Air Quality Standards (AAQS), reduce population exposure, protect public health in the Bay Area, reduce Greenhouse Gas (GHG) emissions, and protect the climate. Per-capita Vehicle Miles Traveled (VMT) reductions discovered in the GP Final EIR were determined to be attributable to changes in land use, increases in density, and mode shifts favoring alternative and active transportation.

Analysis conducted within the GP Final EIR concluded that, while implementation of the General Plan would be associated with population growth in excess of that projected by BAAQMD, reductions in per-capita VMT ensure that overall emissions would not hinder BAAQMD's ability to attain the California and national AAQS.

The City's adoption of VMT Thresholds and Evaluation Method in July 2020, would hold new development VMT generation at or below Citywide VMT generation levels, for the baseline and cumulative scenarios. This is expected to result in declining VMT over time, as compared to a business as usual condition with no VMT limits. The thresholds balance the City's priorities with respect to competing objectives, including Vallejo's geographic and transportation context, City GHG reduction goals, interest in achieving the state's GHG reduction goals, and General Plan 2040 goals and policies related to land use mix, economic development, and housing provision.⁵

The GP Final EIR determined that numerous policies and actions contained in the General Plan would reduce air pollution emissions, reduce population exposed to significant health risk, reduce GHG emissions,

⁵ Fehr & Peers, City of Vallejo CEQA Transportation Analysis Guidelines, July 2020, Revised October 2020.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

and promote local air quality by prohibiting development in any area where it is determined that the potential risk from natural hazards cannot be mitigated to acceptable levels, support measures to reduce energy consumption, facilitate the use of emerging vehicle technology to help reduce VMT, enhance regional transit services, and provide a safe network of bicycle paths and sidewalks. Therefore, impacts were determined to be less than significant.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations including Assembly Bill (AB) 1483, the California Code of Regulations, and BAAQMD Regulations. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on air quality. Therefore, potential air quality impacts under the Proposed Project would not significantly differ in scope, severity or nature as compared to those assessed in the GP Final EIR.

Rather, the Proposed Project would ensure compatibility with local, State, and federal air quality standards. The New Zoning Code establishes performance standards, including odor, particulate matter, and air contaminant performance standards. These regulations specify that no dust or particulate matter shall be emitted that exceeds limits established by BAAQMD, the California Air Resources Board (CARB) or federal agencies.

The New Zoning Code would make major revisions, additions, corrections, and clarifications to various sections of the existing Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new air quality impacts that have not been previously disclosed and addressed in the GP Final EIR, and impacts would remain less than significant.

b) Would the project 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?

Finding: Less Than Significant Impact With Mitigation Incorporated

Both the United States Environmental Protection Agency (EPA) and CARB have established AAQS for common pollutants. These AAQS are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The AAQS cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. Areas that meet AAQS are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The San Francisco Bay Air Basin is currently designated a federal and state nonattainment area for ozone (O₃) and particulate matter less than 2.5 micrograms (PM_{2.5}), and state nonattainment for particulate matter less than 10 micrograms (PM₁₀). The GP Final EIR assessed the General Plan’s compatibility with air quality standards and criteria air pollutant emissions in terms of operational and construction emissions.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Operational Impacts

The GP Final EIR acknowledges that, despite General Plan policies to protect the community from harmful levels of air pollution; favor residential, commercial, and industrial development that can mitigate or avoid environmental impacts; and reduce energy consumption, development allowed under the General Plan would generate a substantial net increase in emissions that would exceed BAAQMD regional significance thresholds and could potentially contribute to an increase in adverse health effects in the San Francisco Bay Air Basin until the attainment standards are met. Criteria air pollutant emissions would be generated from on-site area sources (e.g., landscaping fuel, consumer products), vehicle trips generated under the General Plan, and energy use (e.g., natural gas used for cooking and heating).

The GP Final EIR identified mitigation measures, including Mitigation Measure AQ-2a to address air quality impacts; however, because the site-specific and project-specific nature of future development could not be known at the time of General Plan adoption, operational impacts were determined to be significant and unavoidable.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code Regulations would be required to conform to all applicable regulation performance standards and design standards that address sustainability and air quality, including those of the New Zoning Code and the General Plan. Moreover, the New Zoning Code includes a variety of provisions intended to make it easier for residents to walk or use bicycles for daily activities. These provisions include, but are not limited to, facilitation of transit-oriented development and trip reduction measures. Although more development will be allowed by right and would be exempt from review under CEQA, future new development projects would still be required to comply with BAAQMD standards for air quality, and larger projects undertaken pursuant to the New Zoning Code Regulations would require environmental review on a project-by-project basis, including an assessment of impacts on air quality.

The GP Final EIR concluded that impacts of operational emissions under the General Plan 2040 and Sonoma Boulevard Specific Plan would be significant, on the basis that cumulative development occurring under these plans could exceed regional significance thresholds. Mitigation Measure AQ-2a was introduced to mitigate these impacts, and the GP Final EIR concluded that, even with implementation of this mitigation measure, impacts would be significant and unavoidable. Implementation of the Proposed Project may also result in significant operational air quality impacts. However, these potential impacts have been adequately analyzed in the GP Final EIR, and no further analysis is required.

Construction Emissions

Construction activities from future development projects could generate temporary construction-related pollutant emissions that contribute to concentrations of O₃, PM₁₀, and PM_{2.5}. Construction-related pollutant emissions from certain development projects implemented in the future could individually exceed BAAQMD thresholds. Since information on construction scheduling and project size are not available for all future projects, construction emissions for individual projects cannot be quantified. Therefore, the GP Final EIR conservatively concluded that impacts would be significant.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Future development under the Proposed Project would be subject to mitigation measures which would reduce impacts due to construction emissions. In addition, the Construction Management section of the New Zoning Code establishes requirements that will implement these mitigation measures by imposing standard conditions applicable to future development. However, the GP Final EIR concluded that, even with the implementation of Mitigation Measures AQ-2b.1 and AQ-2b.2, impacts would be significant and unavoidable.

The New Zoning Code would make major revisions, additions, corrections, and clarifications to various sections of the existing Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential air quality impacts under the Proposed Project would not significantly differ from those assessed in the GP Final EIR in scope, nature, or severity.

In comparison, the Proposed Project would ensure compatibility with local, state, and federal air quality standards. The New Zoning Code establishes performance standards, including odor, particulate matter, and air contaminant performance standards. These regulations specify that no dust or particulate matter shall be emitted that exceed limits established by the BAAQMD, CARB or federal agencies.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations, performance and design standards that address sustainability and air quality, including those of the New Zoning Code and the General Plan. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess their impacts on air quality.

The GP Final EIR concluded that impacts of construction emissions under the General Plan 2040 and Sonoma Boulevard Specific Plan would be significant, on the basis that cumulative development occurring under these plans could exceed regional significance thresholds. Mitigation Measure AQ-2b was introduced to mitigate these impacts, and the GP Final EIR concluded that even with implementation of this mitigation measure, impacts would be significant and unavoidable. Implementation of the Proposed Project may also result in significant construction air quality impacts. However, these potential impacts have been adequately analyzed in the GP Final EIR, and no further analysis is required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Finding: Less Than Significant Impact

Carbon monoxide (CO) is the criteria pollutant that is produced in greatest quantity from vehicle combustion and does not readily disperse into the atmosphere. Areas of vehicle congestion have the potential to create elevated concentrations of CO called "hot spots." These hot spots typically occur at intersections where vehicle speeds are reduced and idle times are increased.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Hot Spots

The GP Final EIR concluded that development under the General Plan did not have the potential to affect traffic to the extent that a significant impact related to CO hotspots would occur.

New Sources

Various industrial and commercial processes allowed under both the General Plan and Proposed Project would be expected to release toxic air contaminants (TACs). TAC emissions by stationary and point sources in the San Francisco Bay Air Basin are regulated and controlled by the BAAQMD. Emissions of TACs from mobile sources are regulated by state rules and regulations, not by BAAQMD, as they have the potential to generate substantial concentrations of air pollutants.

New development allowed under the General Plan and Proposed Project, such as industrial land uses, chemical processing facilities, dry cleaners, and gas stations would have the potential to generate substantial stationary sources of emissions and would require a permit from BAAQMD for emissions of TACs. Emissions of stationary source TACs would be controlled by BAAQMD through permitting and would be subject to further study and health risk assessment (HRA) prior to the issuance of any necessary air quality permits under BAAQMD Regulation 2, Rule 2 (New Source Review) and Rule 5 (New Source Review of Toxic Air Contaminants).

Mobile sources of TACs are not regulated by BAAQMD. The primary mobile sources of TACs within Vallejo are truck idling and use of off-road equipment at warehousing operations. The GP Final EIR noted that land uses in the Project Area permitted under the General Plan that use trucks could generate an increase in diesel particulate matter (DPM) that would contribute to cancer and non-cancer health risk in the San Francisco Bay Air Basin. Impacts could occur at facilities that permit 100 or more truck trips per day or 40 or more trucks with truck refrigeration units (TRUs) within 1,000 feet of a sensitive land use. In addition, trucks would travel on regional transportation routes through the San Francisco Bay Air Basin, contributing to near-roadway DPM concentrations.

The GP Final EIR noted that, as the General Plan does not identify BAAQMD's performance standards, mitigation would be needed to ensure that new projects are evaluated in accordance with BAAQMD's CEQA Guidelines. Consequently, the GP Final EIR introduced Mitigation Measure AQ-3a. Mitigation measures identified in each project-specific HRA shall be identified as mitigation measures in the related environmental document and/or incorporated into the site development plan as a component of a proposed project. The GP Final EIR concluded that, with implementation of Mitigation Measure AQ-3a, impacts related to health risk would be less than significant.

Siting of Sensitive Receptors

Potential stationary sources in or near the City include industrial uses, emergency diesel generators, auto body repair and refinishing facilities, gas stations, dry cleaners, and high-volume roadways including Railroad Avenue, Wilson Avenue, Sacramento Street, Mare Island Causeway, Sonoma Boulevard/State Route 29, State Route 37, Mare Island Way, Sereno Drive, Redwood Street, Tennessee Street, Georgia Street, Curtola Parkway, Fairgrounds Drive, Columbus Parkway, Redwood Parkway, Springs Road, I-80, and I-780.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The GP Final EIR concluded that, while General Plan policies and actions would minimize impacts from community risk and hazards, future projects proximate to major sources of air pollution (e.g., within 1,000 feet of an industrial area) would need to ensure that they could achieve BAAQMD's performance standards. The General Plan introduces Mitigation Measure AQ-3b in order to reduce this potential impact to less than significant levels.

Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of a proposed development project. The air intake design and maximum efficiency reporting factor (MERV) filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Building & Safety Division and/or Planning Services Division. The GP Final EIR concluded that implementation of this mitigation measure would reduce potential impacts to a less than significant level.

The New Zoning Code would make major revisions, additions, corrections, and clarifications to various sections of the existing Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 65 parcels discussed in the Project Description, the New Zoning Code would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential air quality impacts under the Proposed Project would not significantly differ from those addressed in the GP Final EIR.

The New Zoning Code, by itself, does not propose or authorize any development. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts related to air pollutant concentrations. Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. With incorporation of GP Final EIR Mitigation Measures AQ-3a and AQ-3b, impacts would remain less than significant.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Finding: Less than Significant Impact

Commercial and industrial areas in the Project Area have the potential to include land uses that generate nuisance odors. Buildout under the Proposed Project could include new sources of odors, such as composting, green waste, and recycling operations; food processing, chemical manufacturing; and painting/coating operations, because these are permitted uses in the commercial and/or industrial areas in the Project Area. Future environmental project-level review could be required for industrial projects to ensure that sensitive land uses are not exposed to objectionable odors. BAAQMD Regulation 7 (Odorous Substances), requires abatement of any nuisance generating an odor complaint. Relevant facilities would need to consider measures to reduce odors as part of their CEQA review. The GP Final EIR concluded that review of projects using BAAQMD's odor screening distances during future CEQA review, implementation of relevant General Plan policies, and compliance with BAAQMD Regulation 7 would ensure that odor impacts are minimized and less than significant.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The New Zoning Code would make major revisions, additions, corrections, and clarifications to various sections of the existing Zoning Code to ensure consistency and successful implementation of the General Plan. Therefore, potential odor impacts under the Proposed Project would not significantly differ from those assessed in the GP Final EIR in scope or nature.

In comparison, the Proposed Project would improve local air quality by imposing air quality operating standards on local businesses including automobile and vehicle repair, automobile/vehicle washing and repair service locations. The New Zoning Code also establishes standards for landscaping to improve air quality along with other purposes. Additionally, the New Zoning Code establishes performance standards, including odor, particulate matter, and air contaminant performance standards.

The New Zoning Code, by itself, does not propose or authorize any development. Additionally, new land uses would be required to conform to all applicable regulations, performance standards, and design standards of the Zoning Code as updated, that address odors. Therefore, the Proposed Project would not create objectionable odors, and impacts would remain less than significant.

4.3.2 Mitigation Measures

Mitigation Measure AQ-2a Pre-Construction Air Quality Technical Evaluation

Pre-Construction Air Quality Technical Evaluation. Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Vallejo (City) a technical assessment evaluating potential air quality impacts related to the project's operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of Vallejo Planning and Development Services Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities.

Mitigation Measure AQ-2b.1 Compliance with BAAQMD Control Measures

Compliance with BAAQMD Control Measures. As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current BAAQMD's basic control measures for reducing construction emissions of PM₁₀.

Mitigation Measure AQ-2b.2 Pre-Construction Air Quality Technical Evaluation

Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD's CEQA Guidelines, the City shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

into all appropriate construction documents submitted to the City and shall be verified by the City's Building Division and/or Planning Division.

Mitigation Measure AQ-3a Health Risk Assessment for Non-Residential Land Uses

Health Risk Assessment for Non-Residential Land Uses. Applicants for future non-residential land uses within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a Proposed Project to the property line of the nearest sensitive use, shall submit a HRA to the City prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the BAAQMD. If the HRA shows that the incremental cancer risk exceeds 10 in one million, PM 2.5 concentrations exceed 0.3 ug/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible
- Electrifying warehousing docks
- Requiring use of newer equipment and/or vehicles
- Restricting off-site truck travel through the creation of truck routes

Mitigation Measure AQ-3b Health Risk Assessment for Sensitive Land Uses

Health Risk Assessment for Sensitive Land Uses. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Vallejo within 1,000 feet of a major source of toxic air contaminants (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicles per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a HRA to the City of Vallejo prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the OEHHA and the BAAQMD. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million PM_{2.5} concentrations exceed 0.3ug/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized MERV filters

4.4 BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

4.4.1 Environmental Impact Analysis

- a) **Would the Project 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 regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
- b) **Would the Project 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 or U.S. Fish and Wildlife Service?**

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- c) Would the Project 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?**
- d) Would the Project 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?**

Finding: Less Than Significant Impact with Mitigation Incorporated

Development under the Proposed Project could have impacts on special-status species, riparian habitats and other natural communities, state or federally protected wetlands, and the movement of native resident or migratory fish or wildlife species either directly or through habitat modification. Urban development is the dominant land use in the Project Area and urban development generally limits the potential for occurrence of special-status species. However, undeveloped natural habitat occurs along the hillsides to the north and east, along the shorelines of San Pablo Bay and the Napa River, and along the numerous riparian corridors that could support occurrences of special-status species. Additionally, secondary effects of water quality degradation from urban pollutants and sediments released during grading and other construction could degrade the health and overall quality of riparian habitats and affect aquatic-dependent special-status species.

Local, state, and federal regulations provide varying levels of protection for special-status species, depending on a number of factors, including legal protective status; rarity and distribution; the magnitude of the potential impact on essential habitat; specific occurrence and overall population levels; and take of individual plants or animals. Activities requiring discretionary approvals of local, State, and federal agencies provide for the greatest oversight because proposed activities must be evaluated for the potential impact on special-status species and other sensitive biological resources. The degree to which populations and essential habitat for special-status species are adequately protected depends in part on how stringently the local policies are applied and enforced, together with regulatory oversight and resource management by State and federal agencies.

The General Plan provides a number of policies and actions which would help address potential impacts to special-status species and sensitive habitats. These policies and actions include, but are not limited to:

- Policy NBE-1.1: Natural Resources. Protect and enhance hillsides, waterways, wetlands, and aquatic and wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent possible.
- Action NBE-1.1A: Cooperate with federal, State, and local regulatory and trustee organizations to promote the restoration and long-term sustainability of local natural resources.
- Action NBE-1.1B: Continue to participate in the implementation of regional habitat conservation and restoration programs, including the Solano Multispecies Habitat Conservation Plan (HCP) and Natural Community Conservation Plan, and wetland restoration occurring in the Napa/Sonoma Marshes.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- Action NBE-1.1C: Pursue habitat enhancement at South White Slough through mitigation banking, whereby developers acquire and enhance property to offset environmental impacts on other sites before dedicating it to a sponsoring agency.
- Action NBE-1.1D: Support the Greater Vallejo Recreation District (GVRD) in establishing a mitigation bank at River Park.

These policies and actions would help provide for the identification and protection of special-status species and sensitive habitats. Many of these policies and actions are relatively broad, involving promoting sustainable management practices, collaboration with non-profit and public resource agencies, and continued participation in regional conservation efforts. Site-specific environmental review, together with resource agency review and authorization, where required, would help to identify and protect sensitive resources and regulated waters or require that appropriate compensatory mitigation is provided as part of new development. Implementation of the policies and actions identified above, as well as compliance with federal and state laws and mitigation measures as part of the various specific plans in the Project Area, would help to avoid potential impacts to special-status species and sensitive and protected habitats and ecosystems.

However, as stated within the GP Final EIR, “the proposed General Plan does not define a process for how sensitive resources such as special-status species would be identified as part of environmental review or controls on how future development must avoid or mitigate potential adverse impacts on sensitive resources. This is a *significant* impact.” As such, the GP Final EIR concluded that with implementation of Mitigation Measure BIO-1, which would include and amend additional General Plan actions regarding biological resources, impacts to special-status species, sensitive habitats, and movement corridors would be less than significant.

The Proposed Project would help preserve local special-status species and sensitive habitats by prioritizing the protection of these resources in preservation and landscaping areas within proposed projects. The New Zoning Code establishes landscaping standards, including requirements to protect and preserve native species and habitats when possible and requires new and rehabilitated landscape projects to protect local habitats and create new habitats by using native plants. Moreover, proposed zoning regulations for the Parks, Recreation and Open Space (PROS) and Resource Conservation (RCN) Districts in the New Zoning Code would limit the type and extent of development in open areas and wetlands.

The Proposed Project, by itself, does not propose or authorize any development. Pursuant to CEQA, future new land uses that occur pursuant to the Proposed Project would be subject to their own environmental review on a project-by-project basis to assess impacts related to special-status species and sensitive habitats. Therefore, impacts would remain less than significant with incorporation of mitigation measures. Therefore, there would be no new impacts to special-status species, sensitive habitats, or movement corridors that have not previously been examined or adequately addressed in GP Final EIR, and no further analysis is required.

- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Finding: Less than Significant Impact

Development under the Proposed Project would be evaluated for consistency with the General Plan and would be required to comply with the City's Tree Ordinance, which specifies that no person, firm, or corporation shall cut, trim, prune, plant, remove, injure, or interfere with any tree upon any street, park, alley, or public place of the City without a permit for that purpose. Site-specific biological assessments would be necessary to determine the extent of any sensitive resources and ensure conformance with these regulations.

The New Zoning Code provides mandatory measures to protect trees during construction where tree removal may occur, which augments the tree protection measures established in the City's Tree Ordinance. The New Zoning Code also requires that trees which are removed be replaced at a ratio of at least three new trees for every tree removed, except for those that pose a safety hazard and fire-prone species. No regulation contained within the Proposed Project would conflict or interfere with the City's ability to implement its biological resource protection measures.

None of these regulations conflict with other local policies or ordinances serving the protection of biological resources. The Proposed Project, by itself, does not propose or authorize any development. Pursuant to CEQA, future new land uses that occur pursuant to the Proposed Project would be subject to their own environmental review on a project-by-project basis to assess impacts related to biological resources. Therefore, impacts to biological resources would be less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other Approved local, regional, or state habitat conservation plan?

Finding: Less Than Significant Impact

The City participated in the preparation of the Solano Multi-Species Habitat Conservation Plan (HCP) and is subject to the provisions therein.⁶ The HCP establishes a framework for complying with state and federal endangered species regulations while accommodating future urban growth, development of infrastructure, and ongoing operations and maintenance activities associated with flood control, irrigation facilities, and other public infrastructure undertaken by or under the permitting authority/control of the Plan Participants within Solano County. As a Plan Participant, the City agreed to implement conservation measures to ensure the protection of threatened and endangered species and their habitat within the Solano County Water Agency contract service area by implementation of the conservation measures outlined in the Solano Project Biological Opinion.

The Project area falls within Solano Multi-Species HCP Zone 1 – Urban Zone, defined as that area which encompasses the designated Urban Growth Boundaries (UGBs) for each city, including all of the designated land use areas and future annexation areas as defined by their General Plans, the County General Plan, and relevant supporting documents. Within Zone 1, all covered activities affecting defined

⁶ Solano County Water Agency, Solano Multi-Species Habitat Conservation Plan, October 2012. Available at: <https://www.scwa2.com/solano-multispecies-habitat-conservation-plan/>.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

covered species conducted in compliance with the goals and objectives of the Solano Multi-Species HPC and the mitigation measures described therein, and implemented under the authority/control of the Plan Participants, will be authorized.

The New Zoning Code, by itself, does not propose or authorize any development. Future land use that occurs pursuant to the New Zoning Code would be required to conform to all applicable regulations of the New Zoning Code, as updated, and the General Plan that address habitat conservation. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on natural resources protected by approved local, regional, or state HCP. Therefore, the New Zoning Code would not result in a significant impact due to conflicts with local HCPs, and impacts would remain less than significant.

4.4.2 Mitigation Measures

Mitigation Measure BIO-1 Pre-Construction Surveys (Plants and Wildlife) and Biological Monitoring

The General Plan shall be amended to include the following actions:

- **Action.** Require a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources. The assessment should be conducted by a qualified professional to determine the presence or absence of any sensitive resources, should evaluate potential adverse effects, and should define measures for protecting the resources in compliance with state and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources.
- **Action.** Continue to require environmental review of development applications pursuant to CEQA to assess the potential impacts on native species and habitat diversity. Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving “no net loss” of sensitive habitat acreage, values and functions and encourage early consultation with all trustee agencies and agencies with review authority pursuant to CEQA for projects in areas supporting special-status species, sensitive natural communities or wetland that may be adversely affected by new development.
- **Action.** Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values.
- **Action.** Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

(September through February) or by concluding a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.

- **Action.** Protect the remaining woodlands and native tree resources and require replacement plantings where native trees must be removed.

Additionally, two policies of the General Plan were amended as follows:

- **Policy NBE-1.1: Natural Resources.** Protect and enhance hillsides, waterways, wetlands, occurrence of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible.
- **Policy NBE-1.2: Sensitive Resources.** Ensure that adverse impacts on sensitive biological resources, including special-status species, and sensitive natural communities, and wetlands are avoided and mitigated to the greatest extent feasible as development takes place.

4.5 CULTURAL RESOURCES

CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 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 Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?

Finding: Less Than Significant Impact

A historical resource is defined in Section 15064.5(a) of the CEQA Guidelines as a resource listed in or eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California. Generally, a resource is considered to be "historically significant" if it meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important to prehistory or history.

Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA. The City is rich with historic buildings, structures, and districts that could be affected by future development, and the potential for identifying additional historic resources is high.

In addition to General Plan policies and actions, future development would be required to comply with the City's Municipal Code Chapter 2.48, which establishes the Architectural Heritage and Landmarks Commission. The Commission is charged with ensuring the protection of historic resources within the City by conducting design review and holding public hearings for restoration, remodeling or demolition which take place in City-designated historic districts or which could affect city landmarks; surveying older buildings

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

and neighborhoods to identify structures which have historic or architectural significance; and making policy recommendations to the City Council on matters related to historic preservation.

In compliance with the Vallejo Municipal Code, the Architectural Heritage and Historic Preservation Chapter of the New Zoning Code codifies the City's goals and policies regarding historic preservation and establishes additional regulations imposing requirements to maintain structures and features included in the City's Historic Resources Inventory, properties designated as Landmarks and properties in a designated Historic District in good repair. The purpose of the regulations is to designate, preserve, and enhance historic buildings and structures and ensure the protection of such resources. Future, compliance with existing federal and State laws, such as the National Historic Preservation Act, CEQA, California Code of Regulations, and the California Historical Building Code, all serve to protect designated historical resources or resources that meet criteria for being potentially historic. The GP Final EIR concluded that adherence to these regulations would ensure that impacts to historical resources would be less than significant.

There would be no new impacts that have not been previously examined or adequately addressed in the GP Final EIR. The Proposed Project would actually support and strengthen initiatives to preserve historic resources. The New Zoning Code creates and establishes regulations for historic districts and landmark designations for specific properties that will conserve and enhance the City's architectural heritage and historic resources in the Architectural Heritage and Historic Preservation chapter.

The New Zoning Code, by itself, does not propose or authorize any development. Future land use that occurs pursuant to the New Zoning Code would be required to conform to all applicable regulations of the Zoning Code, as updated, and the General Plan which address historical resources. Demolition or alteration of a historical resource on a parcel in the City could conceivably occur as a result of individual development projects; however, pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on historical resources. Therefore, the Proposed Project would not result in a significant impact on historical resources not examined or adequately addressed in the GP Final EIR, and impacts would remain less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Finding: Less Than Significant Impact with Mitigation Incorporated

The GP Final EIR noted that, at the time of production, there were 16 identified prehistoric archaeological sites and 11 historical sites within the Project Area, with only about 20 percent of the area having received any level of archaeological survey. Buildout under the Proposed Project could result in direct adverse impacts to known archaeological resources, and there is a high probability of additional, as yet unidentified, archaeological resources being found within areas that would be redeveloped under the Proposed Project.

Policy NBE-1.9 and Action 1.9A of the General Plan would generally protect archaeological resources; however, the GP Final EIR noted that the General Plan does not contain specific implementation strategies, and such strategies are not found in the Vallejo Municipal Code. Without procedures in place to ensure that archaeological resources are identified and protected, significant changes could occur. Therefore, the GP

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Final EIR included Mitigation Measure CUL-2. The GP Final EIR concluded that with implementation of Mitigation Measure CUL-2, impacts to archaeological resources would be less than significant.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts to archaeological resources under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity or nature.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to federal, State, and local guidelines and requirements that address the discovery of archaeological resources such as NBE-1.9 of the General Plan. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on archaeological resources. Proposed Projects will be referred to the Northwest Information Center to be pre-screened for potential archeological or historical resources onsite. Therefore, the New Zoning Code would not significantly disturb archaeological resources, and impacts would be less than significant with incorporation of mitigation. No further analysis is required.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Finding: Less Than Significant Impact

There is a possibility that human remains could be found in the soils of parts of the City. State CEQA Guidelines Section 15064.5 enumerates specific requirements for the evaluation and treatment, in the event of an accidental discovery of human remains.

While no specific development projects are included in the Proposed Project that would result in direct adverse impacts, future development allowed under the Proposed Project could result in the discovery and disturbance of human remains. In addition to policies and actions contained within the General Plan, future development would be required to comply with existing federal and state laws, such as the National Historic Preservation Act, CEQA, American Indian Religious Freedom Act, Native American Graves and Repatriation Act, and the California Health and Safety Code, which generally require that any ground-disturbance must cease in the event of accidental discovery or disturbance to human remains during construction activities that would occur during future development.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts to human remains under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to federal, state, and local guidelines and requirements relating to the discovery of human remains. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on human remains. Therefore, the New Zoning Code would not significantly disturb human remains, and impacts would remain less than significant. No further analysis is required.

4.5.2 Mitigation Measures

Mitigation Measure CUL-2 Archaeological Resources

The City shall put in place procedures to identify as-yet unidentified archaeological resources prior to development. These procedures shall include the following measures:

- Prior to development within the General Plan area, a description and map of the proposed development shall be submitted to the Northwest Information Center of the California Historical Resources Information System to determine if the property has been previously surveyed for cultural resources. The Information Center will provide recommendations regarding the need for cultural resources survey. These recommendations shall be followed prior to development of the property.
- Contact the Native American Heritage Commission for sacred lands file check.
- Consult local Native American groups identified by the Native American Heritage Commission.
- If previously unidentified cultural resources are identified during surveys of the property, recommendations for treatment of the resources shall be acquired from a qualified cultural resource professional.
- If buried archaeological deposits are discovered during development, work shall stop in the vicinity of the find, and a qualified archaeologist will be contacted to assess the discovery. If the discovery is determined to be a potentially significant archaeological site, a site-specific investigation will be developed by a qualified archaeologist.

4.6 ENERGY

ENERGY RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 type="checkbox"/>	<input checked="" 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"/>

4.6.1 Environmental Impact Analysis

- a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Finding: Less Than Significant Impact

The New Zoning Code would encourage more efficient use of energy consumption, and it would be consistent with all applicable federal, state and local plans and policies for renewable energy and energy efficiency, including the adopted 2012 Vallejo Climate Action Plan (CAP). The CAP provides a roadmap for the City to become a more sustainable community by calling for changes in green building practices, energy efficiency, transit-oriented development, mixed-use/higher density development, recycling and composting, water conservation, and renewable energy. In addition, the New Zoning Code would be consistent with SB 100, the California Clean Energy Act, effective September 2018, which accelerated the state renewable portfolio standard to 60 percent by 2030. SB 100 also required that 100 percent of all retail sales of electricity to come from eligible renewable energy and zero-carbon resources by 2045.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to federal, state, and local guidelines and requirements relating to renewable energy and energy efficiency. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on energy. Therefore, the New Zoning Code would not result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy and would be consistent with all applicable regulations, and impacts would remain less than significant.

4.6.2 Mitigation Measures

None required.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

4.7 GEOLOGY AND SOILS

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on strata 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 type="checkbox"/>	<input checked="" 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 geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.7.1 Environmental Impact Analysis

a) Would the project 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? Refer to Division of Mines and Geology Special Publication 42.
- ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Finding: Less Than Significant Impact

Alquist-Priolo Earthquake Fault Zone

Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, are identified as areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. The CGS has not mapped any Alquist-Priolo Earthquake Fault Zones within the City boundaries or its SOI. Nevertheless, some potentially active faults in the vicinity have been the subject of recent research. These faults include the Franklin Fault to the south across the Carquinez Strait, the Southampton Fault in the southeast part of the City, and the West Napa Fault to the north.

Strong Seismic Ground Shaking

The closest and most prominent active earthquake faults are the Rodgers Creek Fault and Concord-Green Valley Fault, whose closest approaches lie less than five miles from the City. The United States Geological Survey (USGS) recently estimated that the probability of a magnitude 6.7 or greater earthquake prior to the year 2036 to be 63 percent. Earthquakes of this magnitude can create ground accelerations severe enough to cause major damage to structures and foundations not designed to resist the forces generated by earthquakes. Most parts of the City are expected to experience “very strong” shaking.

Liquefaction

Liquefaction is a form of earthquake induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction potential is greatest where the groundwater level is shallow, and where submerged loose, fine sands occur. Although the CGS has not yet mapped seismic-generated liquefaction hazard zones in the Vallejo 7.5-minute quadrangle, a regional assessment of liquefaction potential in the broader San Francisco Bay Area has been performed. In the regional assessment, several areas of “very high” liquefaction susceptibility were identified in the City, including much of Mare Island, an east-west trending area near Lake Dalwigk and the I-780/I-80 interchange, and a low-lying area northeast of the Vallejo Heights neighborhood.

Landslides

Landslides are gravity driven movements of earth movements that may include rock, soil, unconsolidated sediment, or combinations of such materials. The susceptibility of an area to landslides depends on many variables, such as slope steepness and materials, moisture content, vegetative cover, and seismic activity. Earthquake-induced landslides have the potential to occur in the City and the surrounding area, most

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

notably in the hillier northeast and east-central parts where the slopes locally exceed 70 percent. Landslides are generally not an issue in parts of the City where the topographic relief is subdued. However, due to the differences in the physical characteristics of slope materials, which can influence landslide potential, some seemingly similar areas may differ widely in terms of landslide hazards. For this reason, site-specific geotechnical analysis is considered essential to the accurate assessment of potential landslide hazards at a given property.

New development would be subject to Policy NBE-5.4 and Action NBE-5.4A of the General Plan, which prohibit development in any area where it is determined that the potential risk from natural hazards cannot be mitigated to acceptable levels and require geotechnical studies for land use proposals to determine engineering measures that may be necessary to adequately mitigate risk associated with seismic activity, flooding, sea level rise, landslide, and erosion.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. Additionally, the New Zoning Code does not propose standards or requirements that would conflict with the City's Building Code. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The adoption of the New Zoning Code would actually help reduce the risk of geological hazards. The New Zoning Code includes the Natural Hazard Reduction chapter which specifically adopts General Plan policies regarding risk reduction, including geotechnical hazards and seismic events. Requirements that would reduce the risk and/or severity of geological events include the requirement of a geologic report and construction limitations. The New Zoning Code also includes the Hillside Development Standards chapter which would prohibit new development on slopes that are 30 percent or more.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations, standards, and design standards of the Building Code that addresses geologic safety, including potential fault rupture, ground shaking, liquefaction, and landslides. Additionally, new development in the City would be required to prepare site-specific geotechnical investigations that would evaluate the potential for geologic risks and appropriate mitigation. The geotechnical investigation must be submitted to the City for review and approval before a grading or building permit can be issued. Therefore, the New Zoning Code would not expose people or structures to substantial adverse effects due to fault rupture, and impacts would remain less than significant. No further analysis is required.

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

Finding: Less Than Significant Impact

Erosion potential is highest during earthwork activities for new construction. Construction activities such as excavation, backfilling, grading, and demolition can remove stabilizing vegetation and expose areas of loose soil that, if not properly stabilized during construction, can be subject to soil loss and erosion by wind and storm water runoff. However, all earthwork activities that disturb soil over one acre are currently required to comply with the provisions of the National Pollution Discharge Elimination System (NPDES)

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

construction permit, which requires implementation of appropriate erosion control measures during grading and construction. Additionally, compliance with existing regulatory requirements, such as implementation of erosion control measures specified in the Vallejo Municipal Code, as well as the requirements of the Regional Water Quality Control Board would help reduce the likelihood of significant erosion or topsoil loss. These requirements establish mandatory content for grading permits, including submittal and construction requirements as well as mandatory erosion and sedimentation control plans that must be submitted with a permit application.

The General Plan includes Policy NBE-5.4 and Actions NBE-5.4A and NBE-5.4B, which would ensure that new development and redevelopment projects would not have an adverse impact on substantial erosion or loss of topsoil by prohibiting development anywhere it is determined that the potential risk from natural hazards cannot be mitigated to acceptable levels, requiring geotechnical studies for land use proposals to determine engineering measures that may be necessary to adequately mitigate any risk related to erosion, and continuing to require drainage and erosion control measures for landslide-prone or geologically hazardous hillside areas to minimize risks to downhill areas.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. Additionally, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan with the exception of the ~~72~~ 65 parcels discussed in the Project Description. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity or nature.

Provisions of the New Zoning Code would actually help prevent erosion and topsoil loss associated with development and landscaping. The New Zoning Code Hillside Development Standards chapter, introduces regulations to minimize impacts of hillside development, protect hillside areas, and minimize damage to property from landslides, erosion, and earth creep. The New Zoning Code Landscaping chapter introduces provisions to reduce erosion in landscaping projects. The New Zoning Code Natural Hazard Reduction chapter implements General Plan policies pertaining to hazards reductions, including hazards associated with erosion. The New Zoning Code Water-Efficient Landscape Requirements chapter regulates the use of mulch and efficient irrigation equipment to prevent erosion.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations, standards, and design standards of the Building Code that address erosion risk. Additionally, new development in the City would be required to prepare site-specific geotechnical investigations that would evaluate the potential for geologic risks and appropriate mitigation. The geotechnical investigation must be submitted to the City for review and approval before a grading or building permit can be issued. Therefore, the Proposed Project would not expose people or structures to substantial adverse effects due to fault rupture, and impacts would remain less than significant. No further analysis is required.

- c) Would the project be located on strata 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?**

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Finding: Less Than Significant Impact

Lateral spreading is a failure within a nearly horizontal soil zone (possibly due to liquefaction), which can result in weaker soils moving laterally toward a free face such as an embankment or stream channel wall, or down a gentle slope. Subsidence and related phenomena of different settlement can also arise where development occurs on unstable geologic units or soil. Where severe, these conditions can result in cracked or damaged building foundations, flatwork, and/or underground utility lines.

General Plan policy NBE-5.4 is relevant to hazards arising from development on unstable geologic units or soils. This policy attempts to prohibit development in areas where the potential risk from natural hazards cannot be mitigated to acceptable levels. These natural hazards include unstable geologic units or soils that, if developed, would be susceptible to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Under this policy, Action NE-5.4A imposes requirements for geotechnical studies to identify engineering measures that may be necessary to adequately mitigate seismic risk. Such geotechnical studies typically include an assessment of unstable geological units and soils. Additional safeguards are provided under certain state programs, such as the California Seismic Hazards Mapping Act, which maps landslide and liquefaction hazard zones in affected communities. Compliance with existing City grading and building codes and CBC requirements would also help ensure that building design and siting consider ways to minimize the adverse effects of these unstable earth materials.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not permit land uses of greater density than permitted under the General Plan, except for the 72 65 parcels identified in Table 2, where densities would increase to correct inconsistencies with General Plan policies, and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code would actually help to further reduce the risk of geological hazards. The New Zoning Code specifically adopts General Plan policies regarding risk reduction, including geotechnical hazards and seismic events. Requirements that would reduce the risk and/or severity of geological events include the requirement of a site-specific geologic report and construction limitations.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations, standards, and design standards of the Building Code that addresses the risk of lateral spreading or unstable soils. Additionally, new developments in the City would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for geologic risks and appropriate mitigation. The geotechnical investigation must be submitted to the City for review and approval before a grading or building permit can be issued. Therefore, the New Zoning Code would not expose people or structures to substantial adverse effects due to fault rupture, and impacts would remain less than significant. No further analysis is required.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

d) Would the project 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?

Finding: Less Than Significant Impact

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content and poor drainage. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape found on these soils. Previous United States Department of Agriculture (USDA) soil surveys of Solano County identified several soil complexes in Vallejo with locally high shrink-swell potential, including the Altamont clay, Clear Lake clay, and Rincon clay loam. Thus, the potential for expansive soils appears to be fairly widespread. Nevertheless, soils with high shrink-swell potential often represent a local hazard, varying widely from property to property. Given the frequently site-specific nature of these hazards, geotechnical investigation prior to project design and construction is recommended.

Policy NBE-5.4 and Action NBE-5.4A from the General Plan are relevant for addressing this hazard. Policy NBE-5.4 attempts to prohibit development in areas where the potential risk from natural hazards cannot be mitigated to acceptable levels. These natural hazards include unstable geologic units or soils such that development on them would be at risk of on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Under this policy, Action NE-5.4A imposes requirements for geotechnical studies to identify engineering measures that may be necessary to adequately mitigate seismic risk. Compliance with existing City grading and building codes and CBC requirements would also help ensure that building design and siting consider ways to minimize the adverse effects of these unstable earth materials.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not permit land uses of greater density than permitted under the General Plan, except for the 72 65 parcels identified in Table 2, where densities would increase to correct inconsistencies with General Plan policies, and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code would help reduce the risk of geological hazards, as it specifically adopts General Plan policies regarding risk reduction, including geotechnical hazards and seismic events. Requirements that would reduce the risk and/or severity of geological events include the requirement of a geologic report and construction limitations.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations, standards, and design standards of the Building Code that addresses the risk of lateral spreading or unstable soils. Additionally, new developments in the City would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for geologic risks and appropriate mitigation. The geotechnical investigation must be submitted to the City for review and approval before a grading or building permit can be issued. Therefore, the Proposed Project would not expose people or structures to

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

substantial adverse effects due to fault rupture, and impacts would remain less than significant. No further analysis is required.

The Proposed Project site is not located in an area that is susceptible to landslides and would not construct any elements that would be subject due to collapse from landslide.⁷ In addition, the Proposed Project would be designed and constructed in accordance with all applicable regulations related to seismic safety, including landslides. As such, impacts related to seismic-related ground failure, including landslides, would be less than significant, and no mitigation measures are warranted.

e) Would the project 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?

Finding: No Impact

The Project Area, including Mare Island, is serviced by an existing sanitary sewer system maintained and operated by the Vallejo Flood and Wastewater District, which provides wastewater transmission, treatment, and disposal for the City and outlying areas. The system includes the Ryder Street Wastewater Treatment Plant, which treats domestic and industrial wastewater flows, as well as a network of pipes that convey flows from residential and commercial uses to the wastewater treatment plant (WWTP). Therefore, potential impacts under the Proposed Project would not exceed those assessed in the GP Final EIR in scope, severity, or nature. No impacts would occur, and no further analysis is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Finding: Less Than Significant Impact with Mitigation Incorporated

Within the Project Area, there were no known paleontological resources at the time of the production of the GP Final EIR. The geology of the Project Area is primarily recent and older alluvium, and intertidal deposits of the Quaternary period; and Lower Cretaceous-Upper Jurassic marine mudstone, siltstone, sandstone, and conglomerate. Both Quaternary and Lower Cretaceous-Upper Jurassic deposits could contain paleontological resources.

General Plan Policy NBE-1.9 and associated action NBE-1.9A would generally protect paleontological resources. However, the General Plan does not contain specific implementing strategies to direct actions in the event of an accidental discovery of paleontological resources during development, and such strategies are not found in the City's Municipal Code. Without procedures in place to ensure that paleontological resources are identified and protected, significant adverse changes could occur. As such, the GP Final EIR concluded that with implementation of Mitigation Measure CUL-3, impacts to paleontological resources would remain less than significant.

⁷ California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, Earthquake Zones of Required Investigation. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed April 2020.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts to paleontological resources under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to federal, state, and local guidelines and requirements relating to the discovery of paleontological resources. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on paleontological resources. Therefore, the New Zoning Code would not significantly disturb paleontological resources. With incorporation of Mitigation Measure CUL-3, impacts to paleontological resources would remain less than significant. No further analysis is required.

4.7.2 Mitigation Measures

Mitigation Measure CUL-3 Paleontological Resources

The City shall put in place procedures in the event that paleontological resources are encountered during development. These procedures shall include the following measure:

- In the event that paleontological resources are encountered during development, excavations within a 50-foot radius of the find should be halted until the discovery has been evaluated by a qualified paleontologist, who will make recommendations regarding the resumption of construction. These recommendations shall be followed prior to development of the property.

4.8 GREENHOUSE GAS EMISSIONS

GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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"/>

4.8.1 Environmental Impact Analysis

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Finding: Less Than Significant Impact

Green House Gas (GHG) emissions are gases that trap heat in the earth's atmosphere. GHGs include carbon dioxide, methane, O₃, water vapor, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF₆). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes, changes to ecosystem and habitat, and human health effects.

In response to concern regarding GHGs and global climate change, the State passed AB 32 also known as the California Global Warming Solutions Act of 2006. AB 32 mandated a reduction in the State's GHG levels. In addition, Senate Bill 375 (SB 375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities' strategy that reduces VMT.

In accordance with AB 32, CARB developed the 2008 Scoping Plan to outline the State's strategy to achieve 1990 level emissions by 2020. The CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 business-as-usual to achieve the targets of AB 32. The Statewide strategies in the Scoping Plan apply to State agencies only and are not directly applicable to individual projects or cities. However, without the strategies identified in the Scoping Plan, local jurisdictions would likely not be able to achieve local GHG reduction targets. Statewide GHG emissions reduction measures reduce emissions from existing and future development and would reduce future emissions in the Project Area. In 2014, CARB adopted its First Update to the Scoping Plan. As identified in the update, as California continues to build its climate policy framework, there is a need for local government climate action planning to adopt mid-term and long-term reduction targets that are consistent with scientific assessments and the statewide goal of reducing emissions 80 percent below 1990 levels by 2050. While the Scoping Plan and the measures listed in the Scoping Plan are not directly applicable to individual

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

projects or cities, CARB identifies that local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals.

Plan Bay Area is the Bay Area's SCS, adopted to reduce GHG emissions from land use and transportation, as required by SB 375. The Plan Bay Area land use concept for the region concentrates the majority of new population and employment growth in the region in locally designated Priority Development Areas (PDAs). PDA's are transit-oriented, infill development opportunity areas within existing communities. ABAG has approved the following PDAs in Vallejo: Waterfront and Downtown Vallejo – Suburban Center PDA and Sonoma Boulevard – Mixed-Use Corridor PDA. The General Plan encourages development consistent with the goals and objectives for these PDAs. The General Plan contains policies that would reduce GHG emissions from transportation sources to the maximum extent possible. These strategies, which encourage use of alternative modes of transportation, would strengthen support for future development within Vallejo's PDAs, consistent with the objectives of Plan Bay Area. Therefore, the General Plan is consistent with the land use concept plan for Vallejo that is identified in Plan Bay Area.

The City adopted its CAP in 2012. The CAP provides a roadmap for the City to become a more sustainable community by calling for changes in green building practices, energy efficiency, transit-oriented development, mixed-use/higher density development, recycling and composting, water conservation, and renewable energy. To achieve the City's GHG reduction targets, the CAP outlines energy, transportation, land use, water, solid waste, and off-road equipment GHG reduction measures that would be implemented in the City. As identified in Table 3, the policies and actions in the General Plan would be consistent with the measures in the CAP.

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
E-1. Building Stock: Existing – Facilitate energy efficiency upgrades and retrofits in existing commercial, residential, and industrial buildings by connecting residents and businesses with technical and financial assistance	E-1.1 Connect businesses and residents with voluntary programs that provide free or low-cost energy efficiency audits and retrofit installations.	Consistent. The proposed General Plan includes Policy NBE-1.15 that would encourage existing land uses to reduce energy consumption and increase energy efficiency. Island Energy and PG&E currently offer rebates and incentives to reduce energy use. Additionally, Solano County has implemented the HERO financing program (i.e., the County's residential PACE), which is available to eligible property owners in Vallejo to privately finance energy-efficient and water-efficient project such as solar power, efficient heating and cooling systems, high-efficacy windows, and other improvements that lower utility bills.
	E-1.2 Develop an outreach program to encourage participation in low-income weatherization programs	
	E-1.3 Work collaboratively with Solano County, other municipalities in the region, and the ABAG, and participate in regional energy efficiency financing programs such as low-interest revolving loan funds, the California Comprehensive Residential Building Retrofit Program, or a Property Assessed Clean Energy (PACE) program that enables Vallejo property owners to obtain low-interest financing for energy improvements.	
	E-1.4 Consider creating a Residential Energy Conservation Ordinance (RECO) and Commercial	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	Energy Conservation Ordinance (CECO) to require point-of-sale energy audits and retrofits for all buildings that do not meet minimum energy efficiency requirements.	
E-2. Building Standards – Require all new development to meet the minimum California Title 24 and California Green Building Standards Code requirements, as amended, and encourage new development to exceed the minimum requirements	E-2.1 Adopt the California Title 24 minimum requirements and encourage new construction and major remodels to adhere to a Tier 1 or Tier 2 standard of the California Green Building Code Standard (CALGreen) Code	Consistent. In addition to Policy NBE-1.15, the proposed General Plan includes Policy EET-4.2, which requires new development to mitigate or avoid impacts, including GHG emission impacts. New development in the Project Area is required to adhere to the California Building Code Building Energy Efficiency Standards and the California Green Building Standards Code (CALGreen). The Building and Energy Efficiency Standards are updated triennially with the ultimate goal of achieving zero net energy (ZNE) buildings. According to the CEC during the 2016 update, ZNE residential buildings are likely to be required by 2030 to align the CEC with the goals of Executive Order B-30-15 and reduce building energy use by 50 percent statewide by 2030
	E-2.2 Require newly constructed buildings and recommend that remodels over 50% and tenant improvements demonstrate compliance with the mandatory CALGreen Code requirements by completing a green building checklist when submitting a request for building permits	
	E-2.3 Consider requiring new development to comply with the Tier 1 requirements of CALGreen, part 11 of the California Building Standards Code. This optional measure may be necessary to address any shortfall in attaining reduction objectives.	
E-3 Smart Meters – Increase the community’s awareness and utilization of real-time energy consumption data available through PG&E’s SmartMeter program E-3 Cool Roofs and Pavements – Increase tree planting and the use of cool roofs and cool pavement materials to reduce the urban heat island effect and corresponding energy consumption. Implement tree replacement policy for projects where tree removal is necessary	E-3.1 Support PG&E’s installation of SmartMeters on commercial and residential properties by informing the community of the GHG and energy cost-saving potential of the devices	Consistent. PG&E was the first utility in the nation to roll out SmartMeters. Both Island Energy and PG&E provide SmartMeters. All new residential and non-residential customers are provided with a SmartMeter. PG&E replaced existing analog meters with SmartMeters (unless customers opted-out) in early 2011. PG&E also allows customers to install a SmartAC device that helps PG&E regulate energy use during peak periods by directing AC units to run at lower capacity during energy shortage events
	E-3.2 Require newly constructed buildings and recommend that major remodels, over 50% install indoor real-time energy modeling	
	E-3.3 Inform the community of metering options, such as online applications and in-home monitors	
	E-3.4 Connect businesses and residents with rebate programs that give priority to appliances with smart grid technology	
	E-4.1 Actively inspect and enforce state requirements for cool roofs on residential and nonresidential roofing projects. Require new buildings to meet Title 24 and recommend that new buildings meet CALGreen Tier 1 requirements for cool roofs, which require a minimum	Consistent. Proposed General Plan Policy NBE-1.15 and Policy EET-4.2 require new development to be energy efficient and mitigate or avoid impacts, including GHG emission impacts. The current Building and Energy Efficient Standards require light-colored

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	<p>solar reflectance index (SRI) of 10 for steep slope roofs and 64 for low slope roofs.</p> <p>E-4.2 Establish standards for new development and major remodels (to be defined) to reduce exterior heat gain for 50% of non-roof impervious site surfaces (roads, sidewalks, courtyards, parking lots, driveways) through one or more of the following mechanisms:</p> <ul style="list-style-type: none">- Achieve 50% paved surface shading within five to ten years by planting trees and other vegetation and/or installing solar panels or shading structures above parking- Use paving materials with an SRI of at least 29 for all surfaces	<p>roofs with a high albedo (i.e. high reflectance) to reduce summertime requirements. Additionally, the voluntary residential and non-residential guidelines in CALGreen include considerations for reduction in energy use from reducing the heat island effect by requiring trees and other plantings to provide shade within 15 years or other hardscape alternatives to increase solar reflectance (e.g., open-grid or pervious pavement)</p>
	E-4.3 Maintain and expand Vallejo's urban forest, including street trees and trees on private property	
	E-4.4 For public improvements and public projects, require the use of high albedo paving material for sidewalks, roads, crosswalks, parking lots, and driveways	
Renewable Energy (RE)		
RE-1. Renewable Energy Installations – Support the installation of small-scale renewable energy systems including solar photovoltaic, solar thermal, and wind, river current, and tidal energy conversion systems	RE-1.1. Update the Zoning Code to define a renewable energy strategy that removes barriers to small-scale solar energy systems	<p>Consistent. As defined above, the Building and Energy Efficiency Standards are updated triennially with the ultimate goal of achieving ZNE residential buildings by 2030. Use of solar photovoltaic (PV) energy or purchase of green power (e.g. purchased renewable electricity) is a residential and non-residential voluntary measure. Additionally, utilities in California are tasked with generating 50 percent of all electricity requirements from renewable energy sources to achieve the goals defined in Executive Order B-30-15.</p>
	RE-1.2. Revise the permit processes and fees as appropriate to remove barriers to and incentivize the installation of renewable energy systems in accordance with applicable safety and environment standards	
	RE-1.3. Provide training to at least Planning and one Building staff member to enable knowledgeable and expeditious processing of renewable energy applications	
	RE-1.4. Encourage new homes and businesses to be pre-wired and pre-plumbed for solar and solar thermal installations	
	RE-1.5 Evaluate site-specific opportunities and constraints related to Vallejo's proximity to the	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	San Francisco Bay and to rivers, channels, and lakes, both manmade and natural	
RE-2. Renewable Energy Financing – Connect residents and businesses with renewable energy incentives and low-interest financing mechanisms.	RE-2.1 Participate in a regional financing program such as the PACE program or equivalent that achieves similar results to provide low-interest financing for renewable energy installations	Consistent. The proposed General Plan included Policy NBE-1.15 that would encourage existing land uses to reduce energy consumption and increase energy efficiency. Solano County has implemented the HERO financing program, which is available to eligible property owners in Vallejo to privately finance energy-efficient and water-efficient projects such as solar power, efficient heating and cooling systems, high-efficiency windows, and other improvements that lower utility bills.
	RE-2.2 Designate a City staff person to coordinate local inquiries regarding the regional financing program	
	RE-2.3 Train Planning and Building staff members on available state, regional, and utility-led financing mechanisms and incentives/rebates	
	RE-2.4 Collaborate with neighboring jurisdictions and Solano County to explore the feasibility and cost of a community choice aggregation program	
	RE-2.5 Set a renewable power generation goal for the City to increase communitywide energy generation	
	RE-2.6 Work with Solano County to identify the benefits and costs of a community choice aggregation program and establish a stakeholder advisory group	
Transportation Demand Management (TDM)		
TDM-1 Local Business – Promote buy local and related initiatives that support local commerce and reduce the need for extensive transport	TMD-1.1 Support efforts that encourage people who live, work, or have businesses in Vallejo to buy local goods, food supplies, and services	Consistent. The proposed General Plan includes several policies to encourage more sustainable practices in the city. Policy EET-4.1 directs the City to pursue programs that enable the City to contribute meaningfully to economic development and diversification efforts by retaining, attracting, and promoting green and sustainable businesses.
	TDM-1.2 Implement the elements of the Downtown Specific Plan that encourage the promotion of economic revitalization of the Downtown Commercial Area to create local options for commerce	
	TDM-1.3 Enact new or participate in existing award programs that recognize local employers who provide outstanding contributions to the quality of life in the community, including “green businesses”	
	TDM-1.4 Promote cooperative benefits organizations to enable individual merchants to achieve benefits of scale and innovation to reduce energy consumption,	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	<p>establish recycling programs, and reduce water use</p> <p>TDM-1.5 Support strategies to increase local business-to-business commerce</p>	
TMD-2 Mixed-Use, Higher-Density, Transit-Oriented Development – Promote mixed-use, higher-density development near transit nodes	<p>TMD-2.1 Maintain the Downtown Commercial Area as a strong focal point to attract higher-density housing, business, and office use</p> <p>TMD-2.2 Provide a high-quality and relatively high-density Downtown multi-family residential environment connected by selected transit-oriented priority areas and other transit corridors</p> <p>TMD-2.3 Adopt incentives such as priority processing and revised codes to increase densities in the Downtown or within one-half mile of a regularly scheduled transit stop</p> <p>TMD-2.4 Implement elements in the Downtown Specific Plan that encourage pedestrian-oriented plazas, walkways, bike trails, bike lanes, and street furniture and connections to other to other community areas. Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses with safety amenities such as lighting and signage</p> <p>TMD-2.5 Implement elements in the Downtown Specific Plan that promote mixed-use development support services such as day care, restaurants, banks, and stores near employment centers, where feasible</p> <p>TMD-2.6 Support “complete streets” by incorporating applicable public transit, bicycle and pedestrian rights-of-way, and facilities for Vallejo residents when evaluating future expansion and new development of streets and highways</p>	<p>Consistent. The Proposed Project is consistent with regional efforts to support mixed-use, higher density development along transportation corridors, including the Sonoma Boulevard Mixed-Use Corridor PDA that is the subject of the proposed Specific Plan. Additionally, several policies in the proposed General Plan encourage development of transit-oriented development that encourages alternative modes of transportation like transit use, walking, and biking. Policy MTC-3.1 directs the City to coordinate land use and transportation planning and ensure that improvements to the transportation network support a land use pattern that connects the community and facilitates travel among Vallejo’s neighborhoods. Additionally, Policy MTC-3.2 encourages improvements in citywide transit service that directly connect major destinations in Vallejo, including commercial districts, job centers, and projected growth areas. Policy MTC-3.5 promotes a well-designed, interconnected, pedestrian-friendly environment in the Downtown/Waterfront District.</p>
TDM-3 Bicycle and Pedestrian Travel – Expand and link the network of pedestrian and bicycle paths and facilities through preparation of a Bicycle and	TDM-3.1 Create a City-wide Bicycle and Pedestrian Master Plan to analyze existing and future pedestrian and bicycle infrastructure and facilities and to qualify for state	Consistent. As identified above, the proposed General Plan includes several policies that encourage alternative modes of transportation like transit use, walking, and biking.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
Pedestrian Master Plan, with the goal of increasing the bicycle and pedestrian mode share 20% by 2035	and federal funding for bicycle- and pedestrian-related infrastructure	Policy MTC-3.4 directs the City to expand the local bicycle and trail network to provide safe, healthy, attractive options for non-motorized travel among destinations in Vallejo. Policy MTC-2.7 increases accessibility for and use of streets by pedestrians, bicyclists, and transit riders. Policy MTC-2.8 decreases dependence on single-occupant vehicles by increasing the attractiveness of other modes of transportation. Policy MTC-2.9 encourages increased local transit ridership to work, school, shopping, and recreation. Policy CP-1.6A promotes the health benefits of walking and bicycling by providing a convenient and safe network of bicycle paths and trails, including connections with major destinations such as civic facilities, educational institutions, employment centers, shopping, and recreation areas.
	TDM-3.2 Pursue public and private funding to expand and link the network of pedestrian and bicycle paths and facilities beginning in selected, transit-oriented priority areas	
TDM-4 Parking – Revise parking requirements for new commercial and multi-family projects and implement the Downtown Parking Meter Installation Plan	TDM-3.3 Revise zoning standards to require the provision of bicycle support facilities (lockers, shower rooms, etc.) for appropriate development at a rate of 1 changing room and shower per 200 occupants	Consistent. The proposed General Plan includes policies that discourage use of single-occupancy vehicles. Policy MTC-3.8 encourages drivers to park once and then walk to use transit, shuttles, or other non-motorized modes of transportation between destinations in the Downtown/Waterfront area. Policy MTC-3.5 places emphasis on building design to encourage use of alternative modes of transportation
	TDM-4.1 Revise parking requirements for new commercial and multi-family residential projects to provide bike racks for 5% of the building's projected visitors within 200 feet of the building's entrance for commercial project and one long-term bicycle storage space per two multi-family units	
	TDM-4.2 Allow up to a 15% reduction in required private vehicle parking spaces in new commercial and multi-family residential projects if justified in an approved trip reduction plan	
	TDM-4.3 Encourage shared parking programs in mixed-use and transit-oriented development areas	
TDM-5 Transit – Support a convenient, attractive, and comprehensive transit system	TDM-4.4 Design parking lots, where feasible, to include clearly marked and shaded pedestrian pathways between transit facilities and building entrances	Consistent. The San Francisco Bay Ferry provides high-speed catamaran service between San Francisco and Vallejo, making the trip in less than one hour. SolTrans provides bus service in Vallejo and
	TDM-5.1 Prioritize and pursue transit improvements that serve local businesses and job sites	
	TDM-5.2 Encourage major employers to provide free or discounted transit passes or other	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	incentives to employees for using transit	connections to nearby Bay Area Rapid Transit (BART) stations. As identified previously, the proposed General Plan contains transportation demand management policies to encourage commuters to use alternative modes of transportation. Policy MTC-2.8 decreases dependence on single-occupant vehicles by increasing the attractiveness of other modes of transportation. Employers with 50 or more employees are also required to participate in the Bay Area Commuter Benefits program. Additionally, the proposed General Plan includes several policies that would increase transit use (Policy MTC-1.1, Policy MTC-1.2, Policy MTC-1.3, and Policy MTC-3.2)
	TDM-5.3 On Mare Island, create a network of bicycle and pedestrian paths that connect with transit services, combined with a street framework that is transit friendly but sensitive to Mare Island's historic character	
TDM-6 Food Systems – Support convenient access to neighborhood-serving grocery stores and community gardens	TDM-6.1 Encourage the distribution of grocery stores that provide fresh and local foods with convenient access from all residential neighborhoods	Consistent. The proposed General Plan includes policies that support local agriculture and community-based gardens. Policy CP-1.1 directs the City to work to ensure that all households in Vallejo have easy access to retail sources of affordable healthy food, including organic options—full-service grocery stores, ethnic food markets, produce markets, and convenience stores. Policy CP-1.2 directs the City to collaborate with community partners to support and expand Vallejo's community gardens, Community Supported Agriculture (CSA), and urban agriculture. Farmer's markets are also regularly held in Vallejo.
	TDM-6.2 Improve the distribution, frequency, and attendance of farmers markets in Vallejo	
	TDM-6.3 Collaborate with community-based organizations in support of community gardens on applicable sites throughout the city	
	TDM-6.4 Revise zoning standards as necessary to allow small neighborhood markets in appropriate areas	
	TDM-6.5 Add an additional week-day Farmer's Market in Vallejo	
TDM-7 Commute Behavior – Reduce emissions from commute travel to and from schools and workplaces	TDM-7.1 Encourage a variety of transportation system demand management techniques for new development, including variable work hours and telecommuting	Consistent. As identified previously, the proposed General Plan contains transportation demand management policies to encourage commuters to use alternative modes of transportation and students to have safe routes to schools (Policy CP-1.6, Policy MTC-2.8, Policy MTC-1.1, Policy MTC-1.2, Policy MTC-1.3, and Policy MTC-3.2). Employers with 50 or more employees are also required to participate in the Bay Area Commuter Benefits program
	TDM-7.2 Support the establishment and participation in Safe Routes to Schools and similar infrastructure and educational programs that enable safe passage of children and reduce vehicle trips to local schools	
	TDM-7.3 Collaborate with the Solano Transportation Authority (STA) and Solano County to update	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	<p>the rideshare matching system to include the use of social networking and smart phone platforms and encourage greater use of existing park-and-ride lots</p> <p>TDM-7.4 Collaborate with STA and local employers to support guaranteed ride home programs including preferred parking spaces, employer-assisted ride-matching databases, recognition programs, and other incentives</p> <p>TDM-7.5 Participate in and contribute to regional programs to address Bay Area commute alternatives and commute efficiency</p>	
TDM-8 Jobs/Housing Balance – Plan for an improved jobs/housing balance in order to reduce the need for long-distance travel from residences to places of work	<p>TDM-8.1 Update the City General Plan and corresponding regulations to support additional jobs and economic revitalization that improves Vallejo's jobs/housing balance</p> <p>TDM-8.2 Support the retention and expansion of local anchor and growth industries including Kaiser and Sutter hospitals, as well as Touro University on Mare Island and the California Maritime Academy</p> <p>TDM-8.3 Review land-use plans and regulations and revise as needed to support additional live/work opportunities and home occupations, provided they are compatible with the existing neighborhood</p>	Consistent. The proposed General Plan would update the General Plan to support growth in the city for the next 20+ years. The proposed General Plan contains several policies to coordinate land use and transportation efforts (Policy MTC-3.1, MTC-3.2, Policy MTC-3.5)
Optimized Travel (OT)		
OT-1 Efficient and Alternative Fuel Vehicles – Support the expanded use of efficient and alternative fuel vehicles	<p>OT-1.1 Support use of high-occupancy vehicle lanes by fuel-efficient and alternative fuel vehicles designated as zero or partial zero emission vehicles by CARB through adoption of CAP policies and participation on the Metropolitan Transportation Commission and other regional agency committees.</p> <p>OT-1.2 Revise parking requirements for public and newly constructed commercial developments to include designated stalls for low-emitting, fuel-efficient vehicles and carpool/vanpool vehicles for a minimum of 8% of total parking capacity and develop</p>	Consistent. The proposed General Plan includes policies that discourage use of single-occupancy vehicles by limiting excess parking (Policy MTC-3.8, Policy MTC-3.9). Additionally, the proposed General Plan supports use of emerging technologies and infrastructure to support these technologies. Policy MTC-2.12 facilitates use of emerging vehicle technology to help reduce vehicle miles traveled and GHG emissions. Additionally, the City has already purchased hybrid for the City fleet

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	<p>pre-wire stalls for future electric vehicle charging for 2% of total parking capacity</p> <p>OT-1.3 Encourage new gas stations and automotive uses to include biodiesel facilities and/or offer biodiesel retrofits to diesel vehicles</p> <p>OT-1.4 Consider creating refueling stations to provide biodiesel fuel, compressed natural gas (CNG), or liquefied natural gas</p>	
OT-2 Car Sharing – Facilitate a car-sharing network in Vallejo	<p>OT-2.1 Facilitate and encourage at least one car-sharing company, such as Zip Car and City Car Share, to include Vallejo in its services area by 2020</p> <p>OT-2.2 Investigate the possibility of reducing the City's vehicle fleet by using car-sharing vehicles for appropriate City uses by 2020</p>	Consistent. As identified above, the proposed General Plan supports use of emerging technologies and infrastructure to support these technologies. Policy MTC-2.12 facilitates use of emerging vehicle technology to help reduce vehicle miles traveled and GHG emissions.
OT-3 Anti-idling and Traffic Calming – Support anti-idling and traffic calming infrastructure and enforcement	<p>OT-3.1 Synchronize, improve, and construct traffic signal/road improvements that reduce vehicle idling</p> <p>OT-3.2 Work with the Vallejo Police Department to increase enforcement of state idling restrictions for heavy-duty vehicles</p> <p>OT-3.3 Encourage local schools to implement an anti-idling campaign at pick-up and drop-off areas</p>	Consistent. As identified above, the proposed General Plan supports the use of emerging technologies and infrastructure support these technologies. Policy MTC-2.12 facilitates the use of emerging vehicle technology to help reduce VMT and GHG emissions. Policy MTC-1.5 encourages movement of goods by truck on freeways and other appropriate designated routes, rather than on local streets. Additionally, the City periodically synchronizes traffic signals to improve flow and reduce idling on local streets. School buses and other commercial vehicles in the Project Area are also required to adhere to CARB's airborne toxic control measures that restrict heavy duty truck idling near schools.
OT-4 Zero Emission Vehicle Stations – Promote and require water conservation through outreach and planning	<p>W-1.1 Continue to provide water customers with information on conservation techniques, services, devices, and rebates by posting information at vallejowater.org or through other outreach methods</p> <p>W-1.2 Continue to enforce the City's Wasteful Water Use Prohibition Ordinance</p>	Consistent. The proposed General Plan includes policies and actions to reduce waste from both the residential and commercial sectors. Policy NBE-1.15 promotes reduction of the production of solid waste throughout Vallejo. AB 341 requires mandatory commercial recycling for businesses that generate 4 cubic yards or more of commercial solid waste per week or multi-family residential complexes of five or more units

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
W-2 Development Standards for Water Conservation – Require water conservation in all new buildings and landscapes	W-2.1 Per the minimum requirements for the 2010 CALGreen Code, ensure that all new non-residential buildings larger than 50,000 square feet install individual water meters for each tenant space projected to consume more than 100 gallons per day	Consistent. The proposed General Plan includes policies to reduce waste from both the residential and commercial sectors. Policy NBE-1.13 promotes water conservation through a range of proactive City efforts. Additionally, new development in the Project Area is required to adhere to CALGreen standards and the City's Water Efficient Landscaping Ordinance (WELO) to ensure that plumbing and landscaping is water efficient.
	W-2.2 Per the minimum requirements of the 2010 CALGreen Code, ensure that new non-residential facilities with 1,000 to 5,000 square feet of irrigated landscaped space provide an additional water meter or submeter for landscaping uses	
	W-2.3 Revise development standards to support the use of greywater, recycled water, and rainwater catchment systems in all zones	
	W-2.4 Per the voluntary requirements of the 2010 CALGreen Code, encourage newly constructed development to treat at least 40% of the average annual rainfall on-site through low impact development strategies	
	W-2.5 Per the minimum requirements of the 2010 CALGreen Code, require a minimum of 20% of the total parking, walkway, and porch area surfaces serving single-family and multi-family residential buildings under 4 units to be permeable to facilitate on-site retention of water and reduce water runoff	
W-3 Recycling and Composting Efforts – Support waste diversion through composting and recycling programs	W-3.1 Collaborate with the California Department of Resources, Recycling, and Recovery (CalRecycle) and VALCORE Community Recycling to continue to host recycling and composting workshops and to disseminate information	Consistent. As identified above, the proposed General Plan includes policies and actions to reduce waste from both the residential and commercial sectors (Policy NBE-1.15). Recology Vallejo provides residential and commercial garbage, recycling and yard waste collection for Vallejo residents. AB 341 requires mandatory commercial recycling for businesses that generate 4 cubic yards or more of commercial solid waste per week or multi-family residential complexes of five or more units.
	W-3.2 Provide links to information on composting and VALCORE composting services and classes on the City's website and at other appropriate venues	
	W-3.3 Prepare a list of GHG-reducing best practices for material management to be considered	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	during the solid waste franchise selection process and applicable City permit processes for major development projects	
W-4. Development Standards for Recycling and Composting – Require waste diversion and use of recycled materials in new development	W-4.1 Continue to update the City's Construction/Demolition Waste Reuse and Recycling Ordinance as higher diversion rates become feasible, necessary, or required	Consistent. Development in the Project Area is required to adhere to the mandatory provisions of CALGreen, which requires that 50 percent of the nonhazardous construction and demolition waste materials be diverted from area landfills and preparation of a construction waste management plan. Policy EET-4.2 favors residential, commercial, and industrial development that can mitigate or avoid environmental impacts
	W-4.2 Support the development of additional markets for recycled content products by requiring new developments to include recycled content materials at a minimum of 10% of total materials	
OR-1 Lawn & Garden Equipment – Encourage the use of electrified and higher efficiency lawn and garden equipment	OR-1.1 Support BAAQMD's efforts to re-establish a voluntary exchange program for residential lawn mowers and backpack-style leaf blowers	Consistent. Development in Vallejo is required to adhere to the City's WELO to ensure that landscaping is drought tolerant and water efficient. BAAQMD still hosts the residential lawn mower replacement program. Additionally, the CBC requires new buildings be constructed with exterior outlets to support use of electric-powered lawn and garden equipment
	OR-1.2 Require new buildings to provide electrical outlets on the exterior in an accessible location to charge electric powered lawn and garden equipment	
	OR-1.3 Encourage the replacement of high maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment	
OR-2 Construction Equipment – Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles	OR-2.1 Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]), or less. Clear signage shall be provided at all access points to remind construction workers of idling restrictions	Consistent. The proposed General Plan includes policies to protect the community from air pollution (Policy CP-1.12). Additionally, school buses and other commercial vehicles in the Project Area are required to adhere to CARB's airborne toxic control measures that restrict heavy duty truck idling in the city and at/near schools
	OR-2.2 Construction equipment shall be maintained per manufacturer's specifications	
	OR-2.3 Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures, at a	

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Table 4.1. Vallejo Climate Action Plan Goals and Actions		
Goal	Actions	Consistency Analysis
	<p>minimum, as appropriate to the construction project:</p> <ul style="list-style-type: none"> - Substitute electrified equipment for diesel- and gasoline-powered equipment where practical - Use alternatively fueled construction equipment on-site, where feasible, such as CNG, liquefied natural gas (LNG), propane, or biodiesel - Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment - Limit heavy-duty equipment idling time to a period of 3 minutes or less, exceeding CARB regulation minimum requirements of 5 minutes 	

Source: Propel Vallejo General Plan 2040 and Sonoma Boulevard Specific Plan Draft EIR, 2016.

The General Plan establishes the framework for future growth and development in Vallejo. As identified in Table 4, the General Plan would result in a 6 percent reduction in GHG emissions from existing conditions but would not achieve the 2040 performance criteria that would align with Executive Order B-30-15 and Executive Order S-03-05 to reduce emissions below existing conditions. While the policies and action in the General Plan would ensure the City is on a downward trajectory to ensure substantial progress with the long-term GHG reduction targets of Executive Order B-30-15 and Executive Order S-03-05, additional State and local measures are needed to ensure consistency with these long-term GHG reduction targets. Consequently, GHG emissions impacts of the General Plan are significant.

Table 4.2. General Plan GHG Emissions Forecast				
Sector	2015 MTO _{2e} *	2020a MTO _{2e}	2040 MTO _{2e}	Percent of Total 2040
On-Road Transportation ^a	315,486	286,469	233,190	45%
Residential Energy Use ^b	149,535	200,565	158,091	30%
Nonresidential Energy Use ^b	63,948	63,021	99,197	19%
Municipal Energy Use ^b	4,582	4,210	5,291	1%
Solid Waste Disposal ^c	8,502	9,086	11,421	2%
Water Use/Wastewater Generation ^d	5,214	5,022	5,826	1%

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Other – Off-road Equipment ^e	5,317	5,609	6,777	1%
Total Community Emissions	552,585	573,982	519,793	100%
Sonoma Boulevard Specific Plan ^f	45,998	45,744	35,937	NA
Percent Change from Existing	--	4%	-6%	NA
Service Population ^g	149,588	159,860	200,946	--
MTO _{2e} /SP	3.7	3.6	2.6	--
Plan-Level Efficiency Target ^h	--	6.6	2.5 (1.2)	--
Achieves Plan-Level Efficiency Target?	--	Yes	No	--

Notes: Emissions may not total to 100 percent due to rounding. Based on GWPs in the IPCC Second Assessment Report (SAR).

* MTO_{2e}=metric tons oxygen equivalent

Sources:

- Based on on-road VMT provided by Fehr & Peers and modeled using EMFAC2014-PL.
- Based on electricity and natural gas use provided by PG&E and Mare Island Energy.
- Based on solid waste disposal in the city obtained from CalRecycle and modeled using CARB's Landfill Emissions Tool.
- Water use and wastewater demand is estimated based on the water rates from the Infrastructure Analysis Report (March 2016) prepared by Coastland. Fugitive GHG emissions from wastewater treatment use are based on the LGOP emissions factors.
- GHG emissions from off-road equipment use is based on OFFROAD2007.
- The proposed Specific Plan GHG forecast is based on an estimate of the population and employment within the Transportation Analysis Zones (TAZ) that encompass the Specific Plan Boundaries
- Air Quality and GHG modeling is based on household population, which excludes population in non-households (such as nursing homes and assisted living facilities). Based on ABAG population and employment for Vallejo in year 2020 (122,883 population and 36,976 employees) and at the 2040 General Plan horizon year (142,744 population and 58,202 employees)

The 2050 efficiency target is 1.2 MTCO_{2e} based on the long-term target of Executive Order 5-03-05. However, this target extends past the horizon year of the Proposed Project. This CEQA analysis considers both thresholds to provide a conservative finding of GHG emissions impacts

Source: Propel Vallejo General Plan 2040 and Sonoma Boulevard Specific Plan Draft EIR, 2016.

As such, the GP Final EIR proposed Mitigation Measure GHG-1. However, the GP Final EIR determined that, even with implementation of Mitigation Measure GHG-1, impacts would be significant and unavoidable. The City's General Plan and the CAP include measures to align the City with the GHG reductions of AB 32. Mitigation Measure GHG-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and State measures would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent of 1990 levels by 2030, and Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. As identified by the California Council on Science and Technology, the State cannot meet the 2050 goal without major advancements in technology. Since no additional federal or State measures are currently available that would ensure that the City could achieve an interim post-2020 target, this impact would remain significant and unavoidable.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Likewise, the GP Final EIR concluded that, while the General Plan is consistent with the regional objectives of Plan Bay Area and the City's CAP, CARB has not yet drafted a plan to achieve the statewide goals established in Executive Order S-03-05. In addition to the local measures included in the General Plan, additional State and federal measures are necessary to achieve the more aggressive targets established for 2050 in Executive Order S-03-05. Therefore, GHG impacts are considered to be significant, requiring mitigation. However, no mitigation measures besides Mitigation Measure GHG-1 are feasible at this time. As such, impacts remain significant and unavoidable.

The Proposed Project is one of the principal tools for implementing the General Plan and will advance GHG reduction goals as mandated by State (AB 32, SB 375) and the City's CAP. The New Zoning Code fosters the development of a sustainable, multi-modal community to reduce per capita VMT and GHG emissions through increased design standards, new design guidelines, and the imposition of general site regulations. The New Code will allow residential development in commercial districts that currently prohibits residential activity, which will make it easier for residents to walk or use bicycles to access additional retail commercial and service uses to meet their daily needs. Transit-Oriented Development Chapter, will provide incentives for residential and commercial development within walking distance of transit centers and Trip Reduction Measures chapter, will establish regulations that provide incentives for incorporating development measures that will result in a reduction in vehicle miles travelled and establish new regulations to require such measures in larger projects. The proposed New Zoning Code addresses solar and wind energy systems. These regulations will make it easier to use solar and wind energy as alternative non-depletable energy resources in compliance with the applicable requirements of State law while ensuring that the installation of facilities is accomplished without creating adverse impacts on surrounding residents and other development. Regulations are intended to protect the use of solar energy systems without prohibiting normal property development and regulating the placement of and access to wind energy conservation systems for the purposes of protecting the health and safety of individuals on adjacent properties as well as the general public. Implementation of these regulations would facilitate the installation of wind and solar power equipment and thereby advance the City's GHG-reduction goals.

The Proposed Project includes several revisions to the General Plan Land Use Map, affecting 118 parcels covering 50.92 acres. As Table 2 indicates, all but one of these map changes is intended to correct inconsistencies between the General Plan Land Use Map and the General Plan land use designations. In total, the revisions would decrease maximum density on 21 parcels (16.01 acres) and increase permitted density on ~~72~~ 65 parcels (12.54 acres). The increased in permitted density would occur at parcel clusters located at Broadway, Tennessee Street, and Florida Street; and Sonoma, Lemon Street, and Magazine Street. No changes in permitted density would occur on 25 parcels (22.37 acres).

The proposed revisions affecting 43 parcels along Sonoma Boulevard from Lemon to Magazine Streets, which is the only revision that represents a policy change, would eliminate inconsistencies between the General Plan and the Sonoma Boulevard Specific Plan and Housing Element. This revision would change the General Plan land use designation of these parcels from Primarily Single Family to Neighborhood Corridor and increase the permitted density from 9 housing units per acre to between 16 and 50. The affected parcels would be included in the Neighborhood Mixed-Use (NMX) zoning district.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Because the majority of the parcels are developed with single-unit detached homes on relatively small lots, any redevelopment that would be significant enough to have a significant impact on environmental conditions would require assembling several lots to create a building site. This is unlikely to happen in the immediate future, in light of development opportunities the New Zoning Code will create on more easily developable and less environmentally sensitive infill sites elsewhere in the City.

If substantial development were to occur at the 43 parcels, however, the area's proximity to the Curtola Park & Ride and location on a major arterial with easy access to the Vallejo Ferry Terminal and Downtown retail uses makes it appropriate for more intense mixed-use development that would be more consistent with the City's climate change policies and goals than single-unit development. Moreover, any significant development would be subject to detailed environmental review to ensure that any change or increase in significant impacts would have to be addressed and mitigated in compliance with CEQA.

Therefore, potential impacts pertaining to the emission of GHG's under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature. No further analysis is required.

4.8.2 Mitigation Measures

None required.

Prior to January 1, 2020, the City shall update the CAP to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 that is consistent with the GHG reduction goals identified in Executive Order B-30-15. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reductions target.

4.9 HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

4.9.1 Environmental Impact Analysis

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **Would the project 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?**

Finding: Less Than Significant Impact

The use, storage, transport, and/or disposal of hazardous materials is most often a function of the specific type of land use or project site. Typical of many urban areas, the City has a number of businesses that regularly use, store, and dispose of small quantities of hazardous materials. These businesses include dry cleaners, gas stations, automobile repair shops, car washes, and photo processing facilities. However, these activities are subject to a variety of local, State, and federal regulations. Hazardous materials would

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

be required to be transported under Department of Transportation regulations. Future development would be subject to regulatory programs such as those overseen by the Regional Water Quality Control Board (RWQCB) and the Department of Toxic Substances Control (DTSC). These agencies require applicants for development of potentially contaminated properties to perform investigation and cleanup if the properties are found to be contaminated with hazardous substances.

The Solano County Department of Environmental Management (SCEM) is the Certified Unified Program Agency for all cities and unincorporated areas within Solano County, including the Project Area. The SCEM issues permits to and conducts inspections of businesses that use, store, or handle quantities of hazardous materials and/or waste greater than or equal to 55 gallons, 500 pounds, or 200 cubic feet of a compressed gas at any time. The SCEM also implements the Hazardous Material Management Plans that include an inventory of hazardous materials used, handled, or stored at any business in the County. Regulated activities (e.g., businesses using hazardous materials) are managed by the SCEM in accordance with applicable regulation such as Hazardous Materials Release Response Plans and Inventories, the California Accidental Release Prevention Program, and the California Uniform Fire Code: Hazardous material management Plans and Hazardous Material Inventory Statements.

The City regulates hazardous materials in coordination with other State, County, and local agencies. The City enforces Title 26, Division 6, of the CCR to reduce impacts associated with accidental release from transportation of hazardous materials on roads in the city and the potential for an increased demand for incident emergency response. Pursuant to Title 8 of the CCR, the City of Vallejo Fire Prevention Department enforces workplace regulations applicable to businesses and public facilities addressing the use, storage, and disposal of flammable and hazardous materials.

The Proposed Project would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would not make changes to existing regulations that address hazardous materials. Additionally, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan, with the exception of the ~~72~~ 65 parcels discussed in the Project Description, and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project would help reduce risk associated with hazardous materials. The Hazardous Materials Handling and Storage chapter of the New Zoning Code establishes regulations that will reduce potential risk from handling and storing hazardous materials. This chapter requires that all hazardous waste facility projects to obtain a Major Use Permit and all projects comply with any applicable requirements set forth in the Solano County Operational Area Plan. This chapter sets standards on various properties of hazardous materials handling and storage including, but not limited to, proximity to residential populations, proximity to emergency response services, location relative to geological hazards, and monitoring.

The Proposed Project, by itself, does not propose or authorize any development. While future land uses that occur pursuant to the Proposed Project could involve the use, storage and disposal of hazardous materials, all hazardous materials would be handled in accordance with applicable hazardous materials regulations including the New Zoning Code. Therefore, the Proposed Project would not create a significant

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would remain less than significant, and no further analysis is required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: Less Than Significant Impact

Vallejo is served by the Vallejo City Unified School District (VCUSD). VCUSD operates 23 school facilities within the city limit. Additionally, there are a number of private, predominately parochial schools that offer primary and secondary education in the community. Vallejo also has four charter schools. Development allowed under the Proposed Project would allow land uses that could be reasonably expected to handle hazardous materials or generate hazardous emissions. It is possible that such uses could occur within one-quarter mile of existing or proposed schools. However, the storage, use, and handling of these materials would be subject to existing federal, State, and local regulations

In terms of new public schools that may serve future development allowed by the General Plan, the DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The Division's goal is to ensure that proposed school properties are free of contamination or that they have been cleaned to a level that protects the students and staff who will occupy the new school. School sites that will receive State funding for acquisition or construction are required to go through an environmental review and cleanup process under DTSC's oversight.

Compliance with applicable federal, State, and local laws and regulations regarding storage, use, and handling of hazardous materials would ensure that future development allowed by the Proposed Project does not emit hazardous emissions near an existing or proposed school site.

The City of Vallejo New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not make changes to existing regulations that address hazardous materials. Additionally, with the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density or height than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

Rather, the New Zoning Code would help reduce risk associated with hazardous materials. The Hazardous Materials Handling and Storage chapter establishes regulations for how hazardous materials shall be handled and stored within the Project Area. This Chapter requires that all hazardous waste facility projects to obtain a Major Use Permit and all projects comply with any applicable requirements set forth in the Solano County Operational Area Plan. This chapter sets standards on various properties of hazardous materials handling and storage including, but not limited to, proximity to residential populations, proximity to emergency response services, location relative to geological hazards, and monitoring.

The New Zoning Code, by itself, does not propose or authorize any development. While future land uses that occur pursuant to the New Zoning Code could involve the use and storage of hazardous materials near

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

a school, all hazardous materials would be used, stored, and disposed of in accordance with regulations. Therefore, the Proposed Project would not 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. Impacts would be less than significant, and no further analysis is required.

d) Would the project 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?

Finding: Less than Significant Impact

A number of hazardous materials sites within the Project Area are listed on databases compiled pursuant to Government Code Section 65962.5. The General Plan allows new development throughout the Project Area, including residential, mixed use, and commercial uses. Construction of new buildings and improvements on these listed sites could have the potential to release potentially hazardous soil-based materials into the environment during site grading and excavation operations. Demolition of any existing structures, likewise, could potentially result in the release of hazardous building materials into the environment. Use of hazardous materials including cleansing solvents, fertilizer, pesticides, and other materials used in the regular maintenance and operation of future development could potentially occur on newly developed properties after construction.

As previously discussed, current state, federal, and local regulations require the evaluation of contaminated soils and groundwater at sites before development could take place. If contamination is identified and determined to exceed regulatory action levels, the responsible party would be required to undertake remediation procedures prior to ground disturbance under the supervision of the appropriate regulatory oversight agencies (City of Vallejo Fire Department, DTSC, or Regional Water Quality Control Board [RWQCB]), depending upon the nature of any identified contamination. Sites with contaminated soils (not related to UST) are required to be remediated under the oversight of the DTSC under the authority granted to it by the federal Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code. Sites with contaminated groundwater are required to be remediated under the oversight of the Regional Water Quality Control Board under the authority granted to it by the California Water Code, and the California Health and Safety Code.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not make changes to existing regulations that address hazards associated with asbestos, lead, and contaminated soils/groundwater. Additionally, with the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code would help reduce risk associated with hazardous materials. The Hazardous Materials Handling and Storage chapter establishes regulations for how hazardous materials shall be handled and stored within the Project Area. This chapter requires that all hazardous waste facility projects

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

to obtain a Major Use Permit and all projects comply with any applicable requirements set forth in the Solano County Operational Area Plan. This chapter sets standards on various properties of hazardous materials handling and storage including, but not limited to, proximity to residential populations, proximity to emergency response services, location relative to geological hazards, and monitoring.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address hazards including asbestos, lead, USTs, and contaminated soils/groundwater. Additionally, new projects that are subject to discretionary review would continue to be reviewed under CEQA to evaluate potential contaminated soils and groundwater at the sites. Therefore, the New Zoning Code would not 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. Impacts would be less than significant, and no further analysis is required.

- 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 or private 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?**

Finding: No Impact

The Project Area is not within two miles of a public airport, public use airport, or private airstrip. Therefore, there would be no impact with regards to airport-adjacent hazards, and no further analysis is required.

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
- g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

Finding: No Impact

The City and Solano County coordinate for response in emergency situations. The City and County have adopted separate but consistent Emergency Operation Plans used for pre-emergency planning and emergency response to natural and human-made disasters, including wildland fires. The City's Local Hazard Mitigation Plan and Emergency Operations Plan establishes policy direction for emergency planning, mitigation, response, and recovery activities within the City.⁸ The Local Hazard Mitigation Plan addresses interagency coordination, procedures to maintain communication with County and State emergency response teams, and methods to assess the extent of damage and management of volunteers.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under

⁸ City of Vallejo Emergency Operations Plan, February 2015. Available at: <https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=229720>.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project includes provisions that would support Vallejo's emergency response capabilities. The Emergency Shelters chapter establishes regulations to implement the Housing Element of the General Plan and state law to allow emergency shelters in specific districts. The New Zoning Code also grants a number of exemptions to facilitate the provision of emergency services, including for lighting and temporary uses.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address emergency response and access, including Fire Code requirements. In the event of a large-scale emergency, emergency response would be coordinated between relevant City and County agencies. Therefore, the New Zoning Code would not impair implementation of or physically interfere with an emergency response/evacuation plan. There would be no impact in this regard, and no further analysis is required.

4.9.2 Mitigation Measures

None required.

4.10 HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:				
i. Result in substantial erosion or siltation on- 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- 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; or	<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 checked="" type="checkbox"/>	<input 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"/>

4.10.1 Environmental Impact Analysis

- a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Finding: Less Than Significant Impact

Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments, and pesticide residues, from roadways, parking lots, rooftops, and landscaped areas, and deposit them into adjacent waterways via the storm drain system. New construction allowed by the Proposed Project could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil, greases, and other chemicals into nearby water bodies.

Construction Impacts

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Future construction activities associated with new development or redevelopment within the Project Area could negatively affect water quality if grading and other earthmoving activities during construction would expose soils, which could be eroded and deposited into downstream receiving waters. This in turn would increase the amount of turbidity and sediment in these water bodies, which could impact aquatic life. Chemicals or fuels could accidentally spill and be washed into receiving waters.

Future development within the Project Area would also be required to comply with state and local water quality regulations designed to control erosion and protect water quality during construction. This includes compliance with the requirements of the SWRCB's Construction General Permit, which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for projects that disturb one acre or more of land. The SWPPP must include erosion and sediment control (Best Management Practices [BMPs] that would meet or exceed measures required by the Construction General Permit, as well as BMPs that control hydrocarbons, trash, debris, and other potential construction-related pollutants). Construction BMPs would include inlet protection, silt fencing, fiber rolls, stabilized construction entrances, stockpile management, solid waste management, and concrete waste management.

Post-construction stormwater performance standards are also required to specifically address water quality and channel protection events. Implementation of these BMPs would prevent or minimize environmental impacts and ensure that discharges during the construction phase of new projects within the project area would not cause or contribute to the degradation of water quality in receiving waters. The City also requires submittal of a Grading and Erosion Control Plan with a building permit application. In addition, the City requires project applicants to install hydrodynamic devices, or other BMPs, to remove pollutants from stormwater runoff and to show the location of these devices or controls on plans submitted with the building permit application.

Compliance with local and State regulatory requirements and implementation of construction BMPs would minimize discharges during the construction phase of new projects allowed by the General Plan and the New Zoning Code.

Operational Impacts

Post-construction impacts from development could affect drainage patterns and increase the overall amount of impervious surface, thus creating changes to stormwater flows and water quality. Increasing the total area of impervious surfaces can result in a greater potential to introduce pollutants to receiving waters. However, Vallejo is primarily built-out and future development within the Project Area will consist mostly of infill sites, redevelopment of existing sites, and intensification of existing land uses. Therefore, most of these areas have already been developed with a high percentage of impervious surface and redevelopment typically results in a lesser amount of impervious surfaces, as a result of more recently enacted state and local regulatory requirements. Open areas in the northeast portion of the City will remain open space and other areas of open space throughout the City would be maintained.

Water quality in stormwater runoff is regulated locally by the Municipal Regional Stormwater Permit (MRP), which includes the C.3 provisions set by the San Francisco RWQCB. Provision C.3 of the MRP addresses post-construction stormwater requirements for new development and redevelopment projects that add/or replace 10,000 square feet or more of impervious area or special land use categories that create and/or

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

replace 5,000 square feet of impervious surfaces, such as auto service facilities, retail gas stations, restaurants, and uncovered parking lots. These regulated projects are required to meet certain criteria: 1) incorporate site design, source control, and stormwater treatment measures into the project design; 2) minimize the discharge of pollutants in stormwater runoff and non-stormwater discharge; and 3) minimize increases in runoff flows as compared to pre-development conditions. Additionally, projects within the City that drain to a natural water body must also construct and maintain hydrograph modification measures to ensure that estimated post-project runoff peaks and durations do not exceed estimated pre-project peaks and duration. Low impact development (LID) methods are the primary mechanisms for implementing such controls.

Effective December 1, 2011, new development projects and redevelopment projects must treat 100 percent of the calculated runoff with LID treatment measures that include harvesting and reuse, infiltration, evapotranspiration, or biotreatment/bioretenion. Effective December 2, 2012, projects that create or replace 2,500 square feet or more, but less than 10,000 square feet, of impervious surface must implement site design measures to reduce stormwater runoff. Project applicants must also prepare an Operation and Maintenance (O&M) Plan to maintain the stormwater treatment measures and execute agreements that these treatment measures will be maintained in perpetuity.

All regulated projects within the Project Area must prepare a Stormwater Management Plan (SWMP) that includes the post-construction BMPs that control pollutant levels. All SWMPs would be reviewed and approved by the City prior to the issuance of grading or building permits. In areas within the Project Area that have soils with low permeability and/or areas with high water tables, BMPs that do not rely on infiltration are most appropriate. Also, regulated projects within the hydromodification mapped areas of Vallejo and that create and/or replace one acre or more of impervious surface must ensure that stormwater runoff from the project does not exceed the erosion potential of the receiving stream as compared to pre-project existing conditions.

The City requires submittal of a Grading and Erosion Control Plan with a building permit application. In addition, the City requires project applicants to install hydrodynamic devices, or other BMPs, to remove pollutants from stormwater runoff and to show the location of these devices or controls on plans submitted with the building permit application. All projects would be required to meet the requirements of the City's Municipal Code Chapter 12.40, Excavation, Grading and Filling, and Chapter 12.41, Stormwater Management and Discharge Control.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts to water quality under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code would actually result in beneficial environmental effects on water quality and storm water runoff due to increased development standards, new design guidelines, and the imposition of general site regulations that address water quality and storm water runoff. Specifically, the Hillside Development

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

chapter includes provisions to minimize impacts of hillside development, including impacts to water quality. The Landscaping chapter aims to increase the incidence of permeable surfaces, which would improve local water quality. The Water-Efficient Landscape Requirements chapter aims to improve water quality by using compost, mulch, and efficient irrigation equipment to prevent erosion.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address water quality and storm water runoff. Therefore, the New Zoning Code would not violate any water quality standards and would not substantially degrade water quality. Additionally, the New Zoning Code would not substantially alter the existing drainage patterns such that erosion or flooding would occur. Impacts would remain less than significant, consistent with the findings of the GP Final EIR, and no further analysis is required.

- b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

Finding: Less Than Significant Impact

Although the City is largely built out, development allowed by the Proposed Project may result in an increase in impervious surface, which could decrease groundwater recharge. In addition, there may be a potential diversion of groundwater to surface water if short-term construction dewatering is required in areas with a shallow groundwater table. These activities could result in a decrease in groundwater recharge to the Napa-Sonoma Lowlands Sub-basin of the Napa-Sonoma Valley Groundwater Basin for which beneficial uses have been established by the San Francisco Bay Basin Plan. However, implementation of LID measures and on-site infiltration, as required under the C.3 provisions of the MRP, would minimize the amount of impervious surface with redevelopment projects as compared to existing conditions and increase the potential for groundwater recharge. Also, the use of site design features as per the C.3 provisions and implementation of mandated water use efficiency measures will ensure there is no depletion of groundwater recharge.

The Proposed Project would not use or deplete groundwater resources. Water supplied to the City from the Vallejo Water Department is currently 100 percent from surface water supplies and has five sources: State Water Project, Vallejo Permit Water, Solano Project Water, Lakes Frey and Madigan, and Lake Curry. The City has no intention to seek or investigate groundwater supply for future demand.

There may be the potential diversion of groundwater to surface water if short-term construction dewatering is required in areas near the Napa River with a shallow groundwater table. Dewatering of excavation pits of trenches may be required during construction. However, this temporary diversion is not anticipated to adversely impact groundwater resources because required excavations would intersect only the shallow groundwater table, would not impact the regional groundwater system, and would not result in regional groundwater drawdown. Dewatering activities would require obtaining a discharge permit from the Vallejo

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Flood and Wastewater District (VFWD) to discharge excavated water to the sanitary sewer system. Alternatively, project applicants could obtain coverage under the appropriate dewatering permit from the San Francisco Bay Regional Water Quality Control Board (RWQCB) and implement all required BMPs and WDRs contained in the permit. These existing regulatory requirements would ensure that the discharge of construction dewatering would not significantly impact groundwater quality.

Additionally, the General Plan contains policies and actions to ensure that new development projects would minimize impacts to groundwater. These include Policy-1.14, Action NBE-1.14A, Action NBE-1.14B, and Action NBE-1.14C, which promote water conservation, provide support for the Community Water Conservation Program, and promotes the distribution of water conservation techniques and services to residents.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts to groundwater under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project would actually result in beneficial environmental effects on groundwater due to increased development standards, new design guidelines, and the imposition of general site regulations that address storm water runoff and allow for storm water runoff to infiltrate into the ground. Specifically, the Hillside Development chapter includes provisions to minimize impacts of hillside development, including impacts to water quality. The Landscaping chapter aims to increase the incidence of permeable surfaces, which would improve local water quality. The Water-Efficient Landscape Requirements chapter aims to improve water quality by using compost, mulch, and efficient irrigation equipment to prevent erosion.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address groundwater, including those set forth by the RWQCB for groundwater dewatering. Therefore, the New Zoning Code would not substantially deplete groundwater supplies, interfere with groundwater recharge, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

c) Would the project 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- or off-site;

Finding: Less Than Significant Impact

New development or development and land use changes allowed by the Proposed Project could result in an increase in impervious surfaces. This in turn could result in an increase in stormwater runoff, higher

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

peak discharges to drainage channels, and the potential to cause erosion or siltation in drainage swales. However, future development is not anticipated to require alteration of the course of any existing streams or rivers. Most of the future development sites are in infill areas that are already developed or paved and new development on these sites would not create a substantial increase in the amount of impervious surfaces.

All new development and redevelopment would be required to implement construction phase BMPs as well as post-construction site design measures, source control measures, and stormwater treatment measures. Typical construction BMPs to minimize erosion and siltation include silt fences, fiber rolls, catch basin inlet protection, water trucks, street sweeping, and stabilization of truck entrance/exits. Each new development or redevelopment project that disturbs one or more acre of land would also be required to prepare and submit a SWPPP to the SWRCB that describes the measures to control discharges from construction sites. The City also requires preparation and submittal of an Erosion and Sediment Control Plan for review by the City Engineer prior to the issuance of grading permits.

Once projects within the Project Area have been constructed, there are C.3 requirements for new development or redevelopment projects which create and/or replace 10,000 square feet or more of impervious surface or 5,000 square feet or more of impervious surface for special land use categories. These requirements would include source control measures, site design measures, LID, and treatment measures that address stormwater runoff and would reduce the potential for erosion or siltation. Additionally, regulated projects subject to water treatment measures would require LID features, such as harvesting and reuse, bioretention areas, pervious paving, green roofs, flow-through planters, tree well filters, and media filters. Systems must be designed to treat stormwater runoff volume equal to 80 percent of the annual runoff from the site, a flow design basis of 0.2 inch/hour intensity, or equivalent method. All regulated projects must also include an O&M Plan and maintenance agreement for review and approval by the City. In addition, all projects would be required to meet the requirements of the Vallejo Municipal Code Chapter 12.41, Stormwater Management and Discharge Control, and Chapter 12.40, Excavation, Grading, and Filling, which includes the preparation of erosion and sediment control plans.

The General Plan also contains policies and actions that would ensure that new development would minimize stormwater runoff impacts that could create substantial erosion or siltation. These include Policy NBE-5.4, Action NBE-5.4A, Action NBE-5.4B, Policy NBE-5.6, and Action NBE-5.6D, which prohibit development in area where it is determined that the potential risk from natural hazards cannot be mitigated to acceptable levels; require geotechnical studies; require drainage and erosion control measures for landslide-prone or geologically hazardous hillside areas; and prohibit development, grading, and land modification activities that would adversely affect the local drainage system or create unacceptable erosion impacts.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code would result in beneficial environmental effects on groundwater due to increased development standards, new design guidelines, and the imposition of general site regulations that address storm water runoff and allow for storm water runoff to infiltrate into the ground. Specifically, the Hillside Development chapter includes provisions to minimize impacts of hillside development, including impacts to water quality. The Landscaping chapter aims to increase the incidence of permeable surfaces, which would improve local water quality. The Water-Efficient Landscape Requirements chapter aims to improve water quality by using compost, mulch, and efficient irrigation equipment to prevent erosion.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address water quality and storm water runoff. Therefore, the New Zoning Code would not create or contribute runoff water or provide additional sources of polluted runoff. Impacts would be less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

- ii. **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- 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; or**
- iv. **Impede or redirect flows.**

Finding: Less Than Significant Impact

New development or redevelopment and land use changes allowed by the Proposed Project could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities. However, the Proposed Project does not propose future development that would require alteration of the course of an existing stream or river. Most of the future development allowed by the Proposed Project would be located in infill areas or already developed areas that are paved and contain existing storm drain systems, and new development on these sites would not create a substantial increase in the amount of impervious surface.

During the construction phase, new development and redevelopment would be required to prepare SWPPPs and erosion and sediment control plans, thus limiting the discharge of pollutants from the site. Additionally, new development or redevelopment projects would need to construct adequately sized storm drainage systems to convey on-site stormwater runoff to existing storm drain facilities. The on-site systems would be subject to City and Vallejo Flood and Wastewater District (VFWD) review to verify that they are designed to accommodate increased flows and would not exceed the capacity of downstream drainage systems.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Projects that involve the disturbance of one acre or more of land would be subject to NPDES construction permit requirements, including preparation of a SWPPP, which includes BMPs to limit the discharge of sediment and non-stormwater discharges from the site. Projects that involve the creation and/or replacement of more than 10,000 square feet of impervious surfaces would trigger the implementation of source control measures and site design measures to address stormwater runoff, as per the C.3 provisions of the MRP. In addition, stormwater treatment measures are required to contain site runoff, using specific numeric sizing criteria based on volumes from redevelopment sites are typically less than the rates and volumes under existing conditions. All detention or stormwater treatment facilities would be designed to the standards of the MRP and City. This would minimize the amount of stormwater runoff from new development and redevelopment sites within the City.

During operations, projects must implement BMPs and LID measures that minimize the amount of stormwater runoff and associated pollutants. All plans and construction activities are subject to the inspection and approval of the City Engineer, which ensures that selected BMPs and stormwater treatment features are appropriate for the expected pollutants in groundwater. The preparation of SWMPs are also required for new development and redevelopment projects which specify the stormwater control and treatment measures that will be used to minimize the discharge of pollutants in stormwater.

Additionally, all projects that connect to the City's existing storm drain system must be designed in accordance with the VFWD's storm drain design standards, which requires design to a 15-year level of protection for projects less than 640 acres and a 100-year level of protection for projects greater than 640 acres. This will also minimize the potential for flooding with new development. The SWMP specifies stormwater treatment measures that limit the rate and volume of stormwater runoff, as per the C.3 provisions of the MRP. Additionally, a connection permit would be required along with hydraulic calculations that verify that the site runoff would not exceed the capacity of the existing storm drain system, if necessary, to accommodate increased flows from the development.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not permit land uses of greater density than permitted under the General Plan, with the exception of about 72 65 parcels with a total of 12.54 acres that would be redesignated in the Land Use Map allowing increases in density. This includes 43 parcels comprising a total of 7.87 acres along Sonoma Boulevard south of the Downtown that would be reclassified from Primarily Single-Family to Neighborhood Corridor, redesignated to eliminate a conflict between the General Plan and the Sonoma Boulevard Specific Plan and Housing Element. Because 21 other parcels covering 16.01 acres are proposed for reclassification to less intense classifications, on the balance, this change would not increase the potential for surface water impacts. Moreover, any new development would be subject to current requirements that mandate on-site retention or treatment of increased flows. Therefore, there would be no new surface runoff impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The New Zoning Code would actually result in beneficial environmental effects on groundwater due to increased development standards, new design guidelines, and the imposition of general site regulations that address storm water runoff and allow for storm water runoff to infiltrate into the ground. Specifically, the Hillside Development chapter includes provisions to minimize impacts of hillside development, including

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

impacts to water quality. The Landscaping chapter aims to increase the incidence of permeable surfaces, which would improve local water quality. The Water-Efficient Landscape Requirements chapter aims to improve water quality by using compost, mulch, and efficient irrigation equipment to prevent erosion.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address water quality and storm water runoff. Therefore, the Proposed Project would not create or contribute runoff water, provide additional sources of polluted runoff, or impede and redirect flows. Impacts would be less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Finding: Less Than Significant Impact

Flood Hazard

Future development in the Project Area could result in the placement of residential structures in existing Federal Emergency Management Agency (FEMA)-designated Special Flood Hazard Areas (SFHAs), a 100-year floodplain, or future zones of tidal inundation resulting from predicted mid-century sea level rise. However, these structures would not impede or redirect flood flows.

There are opportunity areas and specific plan areas located within the 100-year floodplain. However, the City has adopted standards for construction in floodplain areas that comply with the National Flood Insurance Program (NFIP). The NFIP regulations for development require 1) that all new construction have the lowest floor (including basements) elevated or floodproofed to an elevation equal to or above the base floor elevation and 2) that until a regulatory floodway has been designated, no new construction (including fill) is permitted within Zone AE unless it is demonstrated that the cumulative effect of the proposed development will not increase the water surface elevation of the 100-year flood more than one foot at any point within the community.

BCDC has published sea level rise inundation maps for low-lying areas within San Francisco Bay. Much of the coastal area of Vallejo is vulnerable to a projected sea level rise of 16 inches by the year 2050 and a sea level rise of 55 inches by 2100. These sea level rise inundation predictions by BCDC relate to tidal flooding and storm surge, but do not incorporate coincident watershed flooding, which would increase flood hazards in areas affected by sea level rise and increases in tide levels.

Construction within SFHAs is governed by the Vallejo Municipal Code Chapter 7.68: Flood Management Regulations, which sets forth standards for development that would minimize flood hazard risks, including anchoring and floodproofing; a requirement that residential construction has the lowest floor, including the basement, at or above the base flood elevation; a requirement that non-residential construction be elevated to floodproofed with structural components capable of equalizing hydrostatic flood forces on exterior walls; and a requirement that all new and replacement water supply and sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from systems into floodwaters.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations that address flood impacts. Therefore, the Proposed Project would not create or contribute to flood hazards. Impacts would be less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

Tsunami and Seiche Zones

A seiche is a standing wave occurring in an enclosed or partially enclosed body of water, such as a lake, reservoir, or bay. There are no enclosed or partially enclosed large bodies of water in the City. Therefore, the potential for inundation from a seiche is considered remote. A seiche could theoretically occur in Lake Chabot or one of the other three reservoirs that have dam inundation areas within the City as a result of an earthquake or other disturbance. There are no other large bodies of water or aboveground storage tanks within Vallejo. The flooding impact from a seiche in the reservoirs, in the unlikely event that one occurs, would be much less than the dam inundation zones. The long distances of shallow water in San Francisco Bay and San Pablo Bay would minimize waves generated by a seiche. No impacts relative to a seiche would occur.

Mudflows (also called debris flows) result from the downslope movement of soil and/or rock under the influence of gravity. The City is not located downslope from any steep hillsides. The City is not at risk from inundation by mudflow. Most of the City is relatively flat and is not subject to debris flows. However, there are locations along the southern tip of Mare Island, the waterfront areas along the east side of Mare Island Strait and the Carquinez Strait, and the mountainous areas of northeast Vallejo that are mapped as susceptible to mud flows. Most of those areas are either open space or are not occupied by residences or commercial development. The opportunity areas and specific plan areas that are the focus of the General Plan are outside of the areas prone to mud flow. No impacts from mudflow would occur.

A tsunami is a large ocean wave caused by a significant undersea disturbance such as earthquakes. Areas susceptible to a tsunami in the City include the low-lying beachfront areas. There are various precautions and warning systems that would be implemented by the City and other agencies in the event of a tsunami. The National Oceanic and Atmospheric Administration (NOAA) operates the National Tsunami Warning Center and the Pacific Tsunami Warning Center that alert local authorities to order the evacuation of low-lying areas, as necessary. The risk of flooding due to tsunami is considered to be very low for the City. However, given the low elevation of the coastal area of Vallejo and its proximity to San Pablo Bay, there is a potential for flooding to occur. California Office of Emergency Services has developed tsunami inundation maps for the Bay Area and areas of Vallejo are within the tsunami inundation evacuation zone.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The City of Vallejo's Emergency Operations Plan and Emergency Operations Center would be activated when an emergency situation occurs. Warnings of imminent or actual emergencies are activated by the City of Vallejo Public Information Officer contacting the County Public Information Officer to coordinate and draft a public message for broadcast to all available commercial radio and television stations in the impacted area. The Emergency Alert System would also be activated in the event of an emergency. Due to the infrequent nature of tsunamis and relatively low predicted tsunami wave height in the Project Area, the Proposed Project is relatively safe from tsunami hazards. Furthermore, any new development would be subject to the City's flood elevation standards for lands within SFHAs, as defined by FEMA.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan.

The Proposed Project, by itself, does not propose or authorize any development. Pursuant to CEQA, future new land uses that occur pursuant to the Proposed Project would be subject to their own environmental review on a project-by-project basis to assess potential tsunami risk. The Proposed Project would not develop new land uses at significant risk from inundation by seiche, tsunami, or mudflow. Impacts would be less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

4.10.2 Mitigation Measures

None required.

4.11 LAND USE AND PLANNING

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

4.11.1 Environmental Impact Analysis**a) Would the project physically divide an established community?****Finding: Less Than Significant Impact**

The physical division of an established community typically refers to the construction of a physical feature (such as a wall, highway, or railroad tracks) or the removal of means of access (such as local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. The General Plan does not contain specific development proposals but rather would act as the constitution for development, regulating all projects permitted under the General Plan. The General Plan contains goals and policies that would guide development in Vallejo through 2040. As such, the General Plan does not contain proposals for modifications to roadways, new bridges, or rail lines that could physically divide an established community.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts to under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project would have beneficial environmental effects on communities due to development standards, new design guidelines, and the imposition of general site regulations that aim to create connected, complete neighborhoods. For example, setback and buffering standards in the Proposed Project would provide for appropriate transitions that would enhance the interface between new and existing development. The Proposed Project also includes design guidelines that encourage new development to maintain and enhance existing neighborhood urban design patterns that emphasize pedestrian-orientation and human-scale.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses and construction of a physical feature or the removal of a means of access that occurs pursuant to the Proposed

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Project would be required to conform to all applicable regulations and standards of the Zoning Code, as updated, and the General Plan. Compliance with the Zoning Code and the General Plan would ensure that future new land uses would be compatible with surrounding uses. Therefore, the Zoning Code would not physically divide an established community. Impacts would be less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Less Than Significant Impact

The Proposed Project is specifically intended to achieve consistency with local and regional plans, including the City's General Plan and CAP.

Plan Bay Area

The Metropolitan Transportation Commission's (MTC) and Association of Bay Area Governments' (ABAG) Plan Bay Area is the Bay Area's Regional Transportation (RTP)/Sustainable Communities Strategy (SCS). There are six Priority Development Areas (PDAs) in Vallejo including 149 acres in Vallejo's Downtown/Waterfront area and 75 acres along Sonoma Boulevard, and is designated as such under Plan Bay Area General Plan. PDAs are transit-orientated, infill development opportunity areas within existing communities. The General Plan places various commercial, office, mixed-use, and residential uses in the PDAs, along with associated parks, open spaces, and community amenities. The mix, range, and intensity of uses are consistent with Plan Bay Area.

The Proposed Project contains a number of measures that align with Plan Bay Area's goals. The Proposed Project encourages multi-modality and reduced use of private vehicles by creating incentives for residential and commercial development close to transit, establishing standards for bicycle storage, promoting the development of small retail and services close to housing, and establishing new trip reduction measures.

Solano County General Plan

The Solano County General Plan was last comprehensively updated in 2008. The Solano County General Plan is a long-range guide for land use in the unincorporated areas in the county, including land outside of City limits but within its SOI. The Proposed Project does not propose changes to or alter existing land use designations or development standards to lands within the sphere of influence. All land beyond the City limits remain within the County's jurisdiction until annexation by the City.

Bay Plan

BCDC is responsible for implementation of the Bay Plan, which is an enforceable plan that guides the future protection and use of San Francisco Bay and its shoreline. The General Plan land use map is largely consistent with Plan Map 2 of the Bay Plan. However, the Bay Plan designates a portion of Mare Island as "water-related industry," while the General Plan designates this area for open space, in alignment with the Mare Island Specific Plan. As discussed in the GP Final EIR, the General Plan designation provides a

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

greater level of environmental protection than the designation in the Bay Plan, and no environmental impact would result from this inconsistency.

Basin Plan

The San Francisco RWQCB's Basin Plan designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan.

General Plan 2040

The City's General Plan proposes and describes how the City intends to develop and establishes the goals and policies to provide a basis for growth and change in the Project Area. The Plan is used as a point of reference by public officials when making decisions on subdivisions, capital improvements, neighborhood rehabilitation, and public acquisition. The Proposed Project will be one of the principal tools for implementing the General Plan. The Project includes amendments to the General Plan and revisions to the General Plan Land Use Map that are intended to correct a number of inconsistencies between the General Plan land use policies and land use classifications shown on the Land Use Map and inconsistencies between the adopted Plan, the Sonoma Boulevard Specific Plan, and the Housing Element. For this reason, the proposed revisions, which are identified in Table 2, General Plan Land Use Changes, will not result in any additional or new impacts.

Regulations contained within the Proposed Project support the key objectives of the General Plan, including, but not limited to, facilitating mixed-use development through the establishment of new mixed-use districts and promoting pedestrian- and transit-oriented multi-family housing, and mixed-use commercial centers in the Mixed use and Commercial Districts chapters. The Proposed Project includes revised parking regulations in the expanded Chapter 3: Community and People that provides for multimodal transportation that addresses the needs of pedestrians and bicyclists as well as motor vehicles, establishes more flexible approaches to parking that will minimize the amount of land needed to accommodate automobiles, and establishes development standards that will meet urban design objectives and insulate adjacent land uses from adverse impacts as well as ensure efficiency and meet environmental standards. The Proposed Project, therefore, would not conflict with the General Plan and would, instead, implement its policies.

Climate Action Plan

As discussed in the Greenhouse Gas Emissions discussion above, the Proposed Project will help to achieve the GHG reduction goals established by the City's CAP. The Proposed Project fosters the development of a sustainable, multi-modal community to reduce per capita VMT and GHG emissions through increased design standards, new design guidelines, and the imposition of general site regulations. The land use and development regulations that the Proposed Project establishes for the various zoning districts are intended to promote mixed-use development and other approaches that will reduce the need to rely on single-occupant automobiles to conduct day-to-day activities. The Proposed Project includes provisions that are specifically designed to reduce VMT including the Transit-Oriented Development chapter and the Trip Reduction Measures chapter. Additionally, the Landscaping chapter establishes

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

standards for significant new landscaping/open space that will help to promote carbon sequestration, and the Off-street Parking and Loading Regulations chapter supports opportunities for alternative modes of travel with requirements for bicycle parking, vehicular parking, and pedestrian facilities. Overall, the standards and regulations in the Proposed Project would promote the achievement of sustainable communities.

As explained above, the Proposed Project would make other revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan.

The Proposed Project would not allow new development in areas where such development is prohibited under the General Plan and with the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan. A number of these proposed revisions are specifically intended to allow for higher density development in mixed-use areas and close to public transit. Therefore, there would be no new impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations and standards of the Zoning Code, as updated, and the General Plan. Compliance with the New Zoning Code and the General Plan would ensure that future new land uses would be compatible with surrounding uses. Therefore, the New Zoning Code does not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would remain less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

Habitat Conservation Plan

The only HCP or natural community plan applicable to the Proposed Project is the Solano HCP. The Solano HCP provides a framework for promoting the protection and recovery of natural resources, including endangered species, and aims to streamline the permitting process for planned development, infrastructure, and maintenance activities.

The City is a participant in the Solano HCP. The General Plan would regulate development projects covered by the Solano HCP. The policies and regulations of the two plans are to be implemented in tandem and no aspect of the General Plan conflict with or impairs implementation of the Solano HCP.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The Proposed Project would have beneficial environmental effects on local habitats communities due to development standards and new design guidelines. For example, the Landscaping chapter requires that

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

native species and natural areas be protected and preserved where possible. The Water-Efficient Landscape Requirements chapter would protect existing habitats and create new habitat by promoting the use of native local plants.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations and standards of the Zoning Code, as updated, and the General Plan. Compliance with the Zoning Code and the General Plan would ensure that future new land uses would be compatible with surrounding uses. Therefore, the Zoning Code would not physically divide an established community. Impacts would remain less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

4.11.2 Mitigation Measures

None required.

4.12 MINERAL RESOURCES

MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

4.12.1 Environmental Impact Analysis

- a) **Would the project 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?**

Finding: No Impact

Implementation of the Proposed Project would not result in the loss of availability of a known mineral resource. There would be no Project activities that would impede the access to mineral resources, and there are no resources located in the Proposed Project area which could be impacted. Therefore, there would be no impact.

- b) **Would the project 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?**

Finding: No Impact

As discussed above, the Proposed Project is not located in an area designated as a known aggregate Mineral Resource Zone. Therefore, there would be no impact.

4.12.2 Mitigation Measures

None required.

4.13 NOISE

NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne 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"/>

4.13.1 Environmental Impact Analysis

- a) Would the project result in generation of a 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?**

Finding: Less Than Significant Impact With Mitigation Incorporated

The City is an urban community with a diverse mix of land uses. Sources of noise within the Project Area include vehicular traffic and mechanical equipment associated with the operation of existing buildings and businesses.

Noise levels in the City are regulated by the General Plan, Vallejo Municipal Code, and CBC. The General Plan addresses land use noise compatibility. Key provisions of the General Plan include limits on hours of operation, site planning, setbacks, sound walls, and landscaping. In particular, project-level review is required to ensure compliance with indoor/outdoor noise standards for sensitive uses. Collectively, these policies ensure that new development proposed under the General Plan would not result in substantial permanent increases in overall community noise within the City.

The Vallejo Municipal Code primarily addresses exterior noise levels from stationary sources. The portions of the Vallejo Municipal Code that deal with noise or vibration are contained in the following sections:

- Chapter 2.68 (specifically addressing h Marina noise disturbance)
- Chapter 7.84 (noise as a nuisance/disturbance factor)

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- Chapter 7.90 (noise generated from motor vehicles operated on public and private property); and
- Chapter 12.40 (noise from construction activities).

The CBC primarily addresses interior noise levels in residential and school facilities.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project would have beneficial environmental effects on noise due to increased development standards, design guidelines, and the imposition of general site regulations that would minimize noise impacts from new projects. The Noise chapter implements the General Plan policies on noise exposure and land use compatibility policies. The purpose of these noise standards is to establish the principles and context for the application of noise limits, standards for noise exposure, and land use compatibility, and requirements for reasonable noise attenuation measures; protect noise sensitive uses from excessive noise exposure from other uses; establish regulations for maximum noise limits and procedures for enforcing them; and prevent any land use from generating sound that exceeds specific maximum levels based on the type uses and type of noise.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations and standards of the New Zoning Code, as updated, and the General Plan. Compliance with the New Zoning Code, as updated, and the General Plan would ensure that future new land uses are designed to minimize operational noise levels.

Long-Term Operational Noise

The noise-related portions of the General Plan Nature and Built Environment Element contain multiple policies that would serve to prevent or mitigate substantial permanent increase to ambient noise levels from long-term operations. Key provisions of these policies include discouraging new sensitive uses and encouraging businesses to use quiet equipment and machinery. Collectively, these policies would serve to ensure that development allowed under the Proposed Project would not result in substantial permanent increases in the ambient noise level in the Project Area, and impacts would remain less than significant.

Transportation-Related Noise

Development of land uses allowed under the General Plan, as well as development in adjacent communities, would result in increases in traffic that would cause substantial permanent increases in ambient noise levels in the project vicinity. There would be multiple major road segments that would experience substantial permanent increases in ambient noise levels, including near sensitive land uses.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

General Plan Policy NBE-5.13 and associated Action NBE-5.13A, as well as General Plan Policy NBE-5.15 and associated Actions NBE-5.15A, NBE-5.15B, NBE-5.15C, NBE-5.15D, and NBE-5.15F provide strategies for reducing noise effects at sensitive land uses and for implementing noise mitigation; primarily with respect to traffic noise. Collectively, these policies would serve to reduce noise from vehicles at the source and to otherwise shield sensitive uses from extensive noise.

The GP Final EIR determined that while these policies could reduce or prevent significant increases in ambient noise at sensitive land uses, the measures would not be universally feasible and some of the most effective noise-attenuation measures would be infeasible or inappropriate in a majority of locations where sensitive land uses already exist. The GP Final EIR proposes a number of mitigation measures to help mitigate this impact. However, these measures were found to be infeasible, and noise impacts were thus found to be significant and unavoidable.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density than permitted under the General Plan and would not allow urban new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new noise impacts that have not been previously examined or adequately addressed in the GP Final EIR.

Rather the New Zoning Code would have beneficial environmental effects on noise due to increased development standards, design guidelines, and the imposition of general site regulations that would minimize noise impacts from new projects. The new Noise chapter, implements the General Plan policies on noise exposure and land use compatibility policies. The purpose of these noise standards is to establish the principles and context for the application of noise limits, standards for noise exposure, and land use compatibility, and requirements for reasonable noise attenuation measures; protect noise sensitive uses from excessive noise exposure from other uses; establish regulations for maximum noise limits and procedures for enforcing them; and prevent any land use from generating sound that exceeds specific maximum levels based on the type uses and type of noise.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations and standards that address noise. Pursuant to CEQA, future new land uses that occur pursuant to the proposed New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts related to construction noise. Therefore, the New Zoning Code would not result in a significant noise impact due to transportation related activity not examined or adequately addressed in the GP Final EIR.

Temporary Construction Noise

Noise from construction equipment and various construction-related activities is frequently a cause of temporary or periodic increases in ambient noise levels. General Plan Policy NBE-5.13 and associated Actions NBE-5.15B and NBE-5.13C, as well as General Plan Policy NBE-5.14 and associated Action NBE-5.14A are aimed at reducing temporary and/or periodic increases in ambient noise.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The GP Final EIR found that, although the provisions of the proposed change to the noise ordinance (Action NBE-5.13C) would serve to reduce noise impacts from construction by limiting it to daytime hours, it is likely that in certain cases, these and other available methods to reduce noise would be inadequate to prevent a significant impact. As such, the GP Final EIR implemented Mitigation Measure NOI-4 to reduce construction impacts to a less than significant level.

The Noise chapter of the New Zoning Code establishes construction hours applicable to construction. In addition, the Director will issue application requirements and establish standard conditions of approval to ensure that the measures included in Mitigation Measure NOI-4 would be applied on a case-by-case basis during the project review process. The GP Final EIR found that, with implementation of this mitigation measure, impacts would be less than significant.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow urban new development in areas where such development is prohibited under the General Plan. Therefore, potential noise impacts under the Proposed Project would not significantly exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project would actually have beneficial environmental effects on noise due to increased development standards, design guidelines, and the imposition of general site regulations that would minimize noise impacts from new projects. The Noise chapter of the New Zoning Code implements the General Plan policies on noise exposure, permitted construction hours, and land use compatibility policies. The purpose of these noise standards is to establish the principles and context for the application of noise limits, standards for noise exposure, and land use compatibility, and requirements for reasonable noise attenuation measures; protect noise sensitive uses from excessive noise exposure from other uses; establish regulations for maximum noise limits and procedures for enforcing them; and prevent any land use from generating sound that exceeds specific maximum levels based on the type uses and type of noise. The Noise chapter provides noise standards for construction that are consistent with GP Final EIR Mitigation Measure NOI-4.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations and standards that address noise. Pursuant to CEQA, future new land uses that occur pursuant to the Proposed Project would be subject to their own environmental review on a project-by-project basis to assess impacts related to noise. Therefore, the Proposed Project would not expose people to noise levels above existing standards and would not result in a substantial temporary or permanent increase in noise levels, and the Proposed Project would not result in a significant noise impact not examined or adequately addressed in the GP Final EIR. Impacts would remain less than significant with incorporation of Mitigation Measure NOI-4, and no further analysis is required.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Finding: Less Than Significant Impact

Construction activities associated with new development projects has two potential effects. First, vibration at high enough levels can result in human annoyance. Second, ground-borne vibration can potentially damage the foundations and exteriors of older and potentially historic structures. Construction activities could occur as close as 25 feet from sensitive receptors or pile driving could occur.

Short-Term Construction-Related Vibration Impacts

Vibration from construction activities rarely reaches the level that can damage structures, but ground-borne vibration and ground-borne noise can reach perceptible audible levels in buildings that are close to the construction site. However, construction would typically be localized and would occur intermittently for varying periods of time.

New development may occur under implementation of the Proposed Project. However, without specific development details, it is not possible to quantify potential construction vibration impacts.

Overall, vibration impacts related to construction would be short-term, temporary, and generally restricted to the areas in the immediate vicinity of active construction equipment. Construction would be localized and would occur intermittently for varying periods of time. Because specific, project-level information is not available, it is not possible to quantify the construction vibration impacts at specific sensitive receptors. Nonetheless, construction-related vibration or ground-borne noise could potentially result in future annoyance and/or architectural damage at adjoining land uses.

Long-Term Vibration Impacts

High levels of vibration are usually associated with heavy industrial uses. The industrial uses of the sort that would continue to be permitted in Vallejo under the General Plan are very rarely associated with vibration that is sufficiently intense or sustained so as to cause either human discomfort or architectural/structural damage. Given the land use designations implemented as part of the General Plan, there are limited areas within the Project Area where residential or other sensitive land uses would interface – to a notable degree – with industrial operations. Despite the potential for vibration impacts from juxtaposition of sensitive land uses and land uses with the potential to generate vibration, appropriate setbacks, buffers, use restrictions, and/or other measures can largely eliminate these impacts.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The Performance Standards chapter of the New Zoning Code includes vibration performance Standards. The New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow urban new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new vibration impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations and standards that address vibration. Pursuant to CEQA, future new land uses that occur pursuant to the New

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts related to ground-borne vibration. Therefore, the New Zoning Code would not result in a significant ground-borne vibration impact not examined or adequately addressed in the GP Final EIR. Impacts would remain less than significant, and no further analysis is required.

- 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?**

Finding: Less Than Significant Impact

The closest public airport to City is the Napa County Airport, which is located approximately 7.8 miles to the north of the Vallejo City Hall. Other public facilities include Buchanan Field Airport in Concord and the Sonoma Valley Airport in Sonoma; both located approximately 12 miles from the City. While aircraft that utilize these public airports, airfields, and heliports could fly over the city and could generate noise levels that may be momentarily audible or noticeable, these aircraft operations would not significantly contribute the City's community noise environment. There are no other major sources of aircraft related noise in the City. There would therefore be no impact related to airport noise, and no further impact is required.

4.13.2 Mitigation Measures

Mitigation Measure NOI-4 Construction Noise Reduction Measures

During individual project review, the Planning Division shall consider project-level noise impacts as part of the environmental evaluation and approval process for individual development proposals. Where deemed necessary, the specific measures below shall be part of the conditions of approval.

Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays. The New Zoning Code restricts construction activity to occur between 7:00 am and 6:00 pm on weekdays and 9:00 am and 6:00 pm on Saturdays.

Prior to the start of construction activities, the construction contractor shall:

- Maintain and tune all proposed equipment in accordance with the manufacturer's recommendations to minimize noise emission.
- Inspect all proposed equipment and should fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds that are no less effect than as originally equipped by the manufacturer.
- Post a sign, clearly visible at the site, with a contact name and telephone number of the City's authorized representative to respond in the event of a noise complaint.
- Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation

April 2021

- Limit unnecessary engine idling to the extent feasible.
- Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters.
- Use low-noise emission equipment.
- Limit use of public address systems.
- Minimize grade surface irregularities on construction sites.

4.14 POPULATION AND HOUSING

POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

4.14.1 Environmental Impact Analysis

- a) Would the project 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)?**

Finding: Less Than Significant Impact

At the time of production of the GP Final EIR certified in 2017, the Project Area (City of Vallejo and SOI) had a population of 117,918, with 42,078 households and 31,670 jobs.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts on population growth under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable standards (such as maximum density) of the Zoning Code, as updated, and the General Plan. Therefore, the New Zoning Code would not induce substantial population growth. Impacts would remain less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

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

Finding: Less than Significant

At the time of production of the GP Final EIR in 2017, the Project Area (City and SOI) had a population of 117,918, with 42,078 households and 31,670 jobs.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

As redevelopment occurs under the General Plan, there is potential for individual development projects to result in the removal of existing housing units. However, all redevelopment of parcels would be voluntary in nature. The General Plan serves as the constitution of development within the City, providing the overall parameters of density and intensity for urban land use designations, but does not contain specific development proposals, and no direct impacts related to the displacement of housing would occur. Moreover, Policies G.1 and G.2 from Vallejo's Housing Element would minimize potential impacts related to the displacement of housing units by assisting the private sector in maintaining and improving the condition of existing housing units and by enforcing existing housing codes and regulations.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project could result in the demolition of existing residential uses and the displacement of residents. However, these projects would be required to conform to all applicable federal, State, and local regulations that address tenant displacement and may be required to provide relocation assistance and/or replacement housing. Therefore, the Proposed Project would not displace substantial numbers of housing or people. Impacts would remain less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

4.14.2 Mitigation Measures

None required.

4.15 PUBLIC SERVICES

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other Public Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.1 Environmental Impact Analysis

- 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:**

i. **Fire Protection?**

Finding: Less Than Significant Impact

Overall, the Vallejo Fire Department (VFD) meets response time goals in much of the City, where incidents are generally clustered in proximity to higher call-volume fire stations. However, maintaining response time goals in outlying areas of the City, such as Hiddenbrooke, Mare Island and portions of the southern waterfront, is more challenging due to the City's steep terrain, winding street network, or limited access.

Much of the growth under the implementation of the General Plan will occur in opportunity areas within the City that are, with the exception of Mare Island, in close proximity to an existing and operational fire station. Although future development would increase calls for fire protection service throughout the City, demand is likely to be concentrated in the opportunity areas, and as a result, in close proximity to an operational fire station. The VFD has indicated that anticipated growth under implementation of the General Plan could be served by reopening the closed fire stations, located at 970 Nimitz Avenue on Mare Island, and 1335 Fulton Avenue, in Glen Cove.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

New development would be required to comply with the latest fire building codes and regulations, such as the CBC, California Fire Code, and California Health and Safety Code, which would serve to reduce potential fire hazards by ensuring that future development is constructed in accordance with the latest fire building codes.

The Proposed Project, which includes amendments to the General Plan, would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

Additionally, the Proposed Project includes measures to reduce risk from wildfires in the Natural Hazard Reduction chapter, as well as establishing fire performance standards. Implementation of these standards would reduce the risk of fire within the Project Area, thereby mitigating the demand for new or physically altered fire protection facilities to maintain acceptable levels of fire response.

The Proposed Project, by itself, does not propose or authorize any development. All new land uses would be required to conform to all applicable federal, state, and local regulations that address fire safety, including the City's Fire Code. Therefore, the Proposed Project would not result in substantial adverse impacts on fire and police services. Impacts would remain less than significant, consistent with the findings of the GP Final EIR, and no further analysis is required.

ii. Police Protection?

Finding: Less Than Significant Impact

The Vallejo Police Department (VPD) does not have an adopted response time goal and prioritizes service according to level of urgency. In 2010, the VPD averaged a response time of 5.8 minutes for Priority 1 calls, 22.8 minutes for Priority 2 calls, and 27 minutes for Priority 3 calls. As of 2014 the VPD has been operating at a staffing level of 0.85 officers per 1,000 residents.

The VPD has identified a need to replace its existing police station due to the age of and inadequate size of the facilities. Project growth allowed by the General Plan would contribute to the need for a new police station. In January 2020, the Vallejo City Council adopted a resolution to amend the General Plan and Zoning Map to allow a new police station at an existing building along the waterfront at 400 Mare Island Way. This project included a separate environmental assessment which determined that renovating and earthquake retrofitting an existing building that is less than 10,000 square feet met the definition for an exemption under the CEQA.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The New Zoning Code, by itself, does not propose or authorize any development. All new land uses would be required to conform to all applicable federal, state, and local regulations that address police safety. Therefore, the Proposed Project would not result in substantial adverse impacts on fire and police services. Impacts would be less than significant and consistent the findings of the GP Final EIR, and no further analysis is required.

ii. Schools

Finding: Less Than Significant Impact

Publicly funded primary and secondary education in the City is provided by the Vallejo City Unified School District (VCUSD). Additionally, there are a number of private, predominantly parochial schools that offer primary and secondary education in the community. VCUSD operates 25 school facilities within the City limits, serving learners from pre-school through adult education.

The vast majority of VCUSD funding comes from State sources, including Local Control Funding Formula revenue, which can be used for any educational purpose, and Other State Revenues, the use of which is restricted to a specified purpose such as instructional materials, After School Education and Safety programs, and Common Core State Standards implementation. Federal funding is provided primarily in the form of grants to enhance services to low income and immigrant students. VCUSD also receives funds from school impact fees. School Facilities Impact Mitigation Fees are required for construction of single-family and multi-family residential units within the city limits. In 2014, the fee for new residential construction occurring outside of CFD No. 2 and No. 3 was \$2.24 per square foot of living space, and the fee for commercial/industrial development was \$0.36 per square foot of building space. Additionally, in the past, VCUSD has funded facilities improvements through the use of general obligation bonds, repaid through local property taxes.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to pay developer fees to mitigate impacts on schools. Therefore, the Proposed Project would not result in substantial adverse impacts on schools. Impacts would be less than significant and consistent the findings of the GP Final EIR, and no further analysis is required.

iii. Parks

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Finding: Less Than Significant Impact

The discussion of impacts to Parks and Recreation, is included in Section 4.16, below.

iv. Other Public Facilities – Libraries?

Finding: Less Than Significant Impact

Public library services are provided by the Solano County Library (SCL), which operates eight branch libraries in five cities throughout the county, including two branches in Vallejo: the John F. Kennedy Library, at 505 Santa Clara Street, and the Springstown Library, at 1003 Oakwood Avenue. SCL also operates branches in Fairfield, Rio Vista, Suisun City, and Vacaville, plus the County Law Library and the Hall of Justice in Fairfield. Touro University, California Maritime Academy, and Solano County Community College also operate libraries in the City; however, these facilities are reserved for students and faculty and are not open to the general public.

More than 60 percent of library funding comes from taxes, including revenues from Measure B, and a subsequent sales tax measure, Measure L, a one-eighth percent sales tax passed by Solano County voters in 1998 and renewed in 2012. These funds are critical to library operations, accounting for approximately 23 percent of the SCL budget in Fiscal Year 2015-2016. Measure B expired in 2014. However, these funds are succeeded by Measure L, which provides an extension of those funds until 2030.

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density or height than permitted under the current General Plan; the Proposed Project would not allow new development in areas where such development is prohibited under the General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project, by itself, does not propose or authorize any development. As part of the planning and development review process, all new development projects that occur pursuant to the Proposed Project would be evaluated on a case-by-case basis to determine the level of and demand for libraries that would be generated by the project. Therefore, the Proposed Project would not result in substantial adverse impacts on libraries. Impacts would remain less than significant and consistent with the findings of the Final EIR, and no further analysis is required.

4.15.2 Mitigation Measures

None required.

4.16 RECREATION

RECREATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.1 Environmental Impact Analysis

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) **Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Finding: Less Than Significant Impact

Per the City of Vallejo Municipal Code, the City has established a parkland standard of 4.25 acres per 1,000 people. General Plan Action CP-3.4A maintains this standard. The City currently has 9.73 acres of parkland per 1,000 residents, therefore exceeding its standard. The City would continue to exceed this standard in 2040 based on projected population growth and existing and planned park and recreational facilities.

Existing State and local regulations would serve to ensure existing parks are maintained such that increased use from future development allowed by the Proposed Project would not result in the substantial physical deterioration of parks and recreational facilities or accelerate the deterioration of parks and recreational facilities. State regulations include the Improvement Act of 1911, under which the City established 14 Landscape Management Districts (LMDs) to develop and maintain parks and recreational facilities, and the 1972 Lighting and Landscaping Act, under which the City established 12 LMDs to maintain parks and serve new neighborhoods. Local regulations include Measure K, which provided maintenance funding for park facilities through 2018. Current funding is provided through other ongoing measures to ensure maintenance of recreational areas.

Existing regional and local plans, including the Solano County and City General Plans, the GVRD Master Plan, and the Vallejo Trails Master Plan, serve to ensure that future growth as a result of development in the Project Area would occur in a manner such that substantial physical deterioration of the facility would not occur or be accelerated. Future development would also be required to comply with General Plan policies that promote adequate park and recreational facility maintenance.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would not allow new development in areas where such development is prohibited under the General Plan and, with the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not allow land uses of greater density or height than permitted under the current General Plan. Therefore, potential impacts under the Proposed Project would not dramatically exceed those assessed in the GP Final EIR in scope, severity, or nature.

The Proposed Project would improve access to outdoor space due to increased development standards, design guidelines, and the imposition of general site regulations that address open space. These include requirements for providing open space in residential and mixed-use development, increased standards for landscaping, and provisions requiring development along the shoreline to provide and maintain public access consistent with applicable State and BCDC requirements. The New Zoning Code includes requirements regarding the provision of open space in RMD and RHD Districts and the provision of open space in Mixed-Use Districts. The New Zoning Code also includes a Parks, Recreation, and Open Space (PROS) District that would limit the type and extent of development in open areas and preserve parks and recreational areas throughout the City.

The Proposed Project, by itself, does not propose or authorize any development. As part of the planning and development review process, all new residential development projects would be evaluated on a case-by-case basis to determine the level of and demand for parks that would be generated by the project. Therefore, the Proposed Project would not result in substantial adverse impacts on parks. Impacts would remain less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

4.16.2 Mitigation Measures

None required.

4.17 TRANSPORTATION

TRANSPORTATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersection(s) or incompatible uses (e.g. farm equipment))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.1 Environmental Impact Analysis**a) Would the project conflict with a program plan, ordinance, or policy addressing the circulation systems, including transit, roadway, bicycle and pedestrian facilities?****Finding: Less Than Significant Impact with Mitigation Incorporated**

The General Plan contains policies and actions to address the performance of the City's roadway network. Policy MTC-2.5 requires the maintenance of a street classification system that establishes user mode priorities and associated performance metrics for each type of street. Action MTC-2.5A requires the establishment of performance standards for each street type that include adequate emergency vehicle use. Action MTC-2.5B requires the establishment of Level of Service E or better as an advisory standard to be considered along with metrics for pedestrian, bicycle, transit, and emergency access performance, with the prioritization of metrics to be determined by the street type and context. Action MTC-2.5D requirements include the use of traffic management techniques, adjustments to traffic signal timing, and installation of speed management to meet performance standards for all modes of transportation. Action MTC-2.5E requires the continued collection of both City and Regional transportation impact fees so that development makes a fair share contribution to improvements needed to maintain established standards for all modes of transportation, including for traffic flow, roadway safety, and pavement condition.

The General Plan found that all but one non-freeway facility were projected to operate at level of service (LOS) D or better under General Plan buildout. However, the road diet portion of SR-29 between Curtola Parkway and Nebraska Street would operate at Level-of-Service E. With the reduced traffic-carrying capacity of SR-29 in this section, the roadway would be able to serve the projected traffic but would experience congestion at peak hours. This was considered a significant impact. The GP Final EIR introduces Mitigation Measures TRANS-1a.1, TRANS-1a.2, and TRANS-1b to reduce the severity of project traffic-related impacts. However, the GP Final EIR conservatively ruled that these mitigation measures could not fully mitigate these impacts. As such, these impacts were considered significant and unavoidable.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Additionally, as noted in the GP Final EIR, widening of Fairgrounds Drive is proposed in the Solano360 Specific Plan. This widening, among other measures, is anticipated to alleviate flow problems in the area. The GP Final EIR concluded that these mitigation measures could not completely mitigate traffic impacts, and these impacts were conservatively considered to be significant and unavoidable.

The Proposed Project includes the establishment of new requirements that would reduce VMT and lessen impacts on the circulation system. The Trip Reduction Measures chapter of the New Zoning Code would apply to new multi-unit development with 10 units or more, new non-residential development of 10,000 square feet or more, and large employers who are not currently subject to BAAQMD trip reduction requirements. Additionally, the City has adopted new VMT thresholds to implement the General Plan and meet the intent of SB 743 and guidelines from Caltrans and CARB.

Bicycle and Pedestrian Network

Unsafe conditions for bicyclists and pedestrians may exist when traffic volumes, average speeds, and roadway configurations are such that an individual experiences undue exposure to conflicts with motor vehicles. Currently, the City has no standardized metric by which to evaluate this exposure. However, the General Plan puts forth a number of policies and actions that are supportive of expanding the bicycle network and creating a network of complete streets, as follows:

- Action MTC-1.3A requires pursuit of One Bay Area grants and other funding to better connect regional transit and the local bicycle and pedestrian network, including through physical infrastructure, wayfinding signage, and real-time information displays.
- Policy 2-1 requires the prioritization of pedestrian, bicycle, and automobile safety over traffic flow. Action MTC-2.1A requires the preparation of a citywide Bicycle and Pedestrian Master Plan that builds on the 1998 Plan, identifies improvements needed to close gaps in the network and work toward a “Vision Zero” target for eliminating traffic fatalities and reducing non-fatal collisions.
- Action MTC-2.1B requires the prioritization of completion of sidewalk and bicycle projects in the Bicycle and Pedestrian Master Plan as City resources allow.
- Action MTC-2.2A requires collaborating with the GVRD and senior advocacy organizations to develop a “safe routes for seniors” program.
- Policy MTC-2.4 requires the maintenance of a transportation network that provides mobility for all ages and abilities and for all areas of the community.
- Policy MTC-2.5 requires the maintenance of a street classification system that established user mode priorities and associated performance metrics for each type of street.
- Action MTC-2.5C requires that quality and connectivity of bicycle facilities be considered in establishing performance metrics.
- Policy MTC-2.7 requires complete streets via increased accessibility for and use of streets by pedestrians, bicyclists, and transit riders.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- Action MTC-2.7C requires the establishment of City regulations to improve walking and biking opportunities in new development, including features such as sidewalks, signage, streetscape improvements, bike lanes, and secured bicycle parking.
- Action MTC-2.7D requires the adoption of the National Association of City Transportation Officials Urban Street Design Guide and Urban Bikeway Design Guide to direct future improvement projects. Action MTC-3.1A requires collaborating with Caltans, Solano County, Soltrans, and the Solano Transportation Authority to identify and seek funding for improvements that make intra-city travel easier, including for transit, bicycles, and pedestrians.
- Action MTC-3.4B requires the pursuit and private funding to expand and link the network of pedestrian and bicycle paths and facilities beginning in selected transit-oriented priority areas.

The GP Final EIR found that impacts on biking and pedestrian facilities would be less than significant. The Proposed Project includes a number of provisions that will promote pedestrian and bicycle use by protecting and improving access to such facilities. These include new regulations in the Transit-Oriented Development chapter, which are specifically intended to promote development that will provide a safe and comfortable environment for pedestrians and bicyclists. The Proposed Project also includes standards addressing bicycle parking and pedestrian access in the Off-Street Parking chapter.

Public Transit

The General Plan is expected to increase the demand for transit in the City through intensified development, increasing the demand for transportation improvements in some areas. However, the General Plan supports growth in areas where robust transit lines already exist. Additionally, the General Plan calls for continued collaboration between the City and public transportation agencies. Impacts on transit services would be less than significant.

The New Zoning Code implements the goals and policies of the City's General Plan. For example, the New Zoning Code sets standards addressing bicycle parking and pedestrian access and establishes new provisions to incentivize transit-oriented development to maximize opportunities for alternative modes of travel.

The GP Final EIR acknowledged that there would be significant traffic impacts at some City intersections due to localized traffic from individual projects and regional cut-through traffic. With the exception of the 72 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess traffic impacts. Therefore, the Proposed Project would not result in a significant impact on the transportation system not examined or adequately addressed in the GP Final EIR. This impact would remain less than significant with the incorporation of mitigation, and no further analysis is required.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

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

Finding: Less Than Significant Impact

As discussed above, in Section 4.3 – Air Quality, the City’s adoption of VMT thresholds, in October 2020 would hold new development VMT generation at or below Citywide VMT generation levels, for the baseline and cumulative scenarios. This is expected to result in declining VMT over time, as compared to a business as usual condition with no VMT limits. As the City’s new VMT thresholds were adopted after the GP Final EIR was certified, this evaluation of VMT summarizes the consistency of the new VMT thresholds with General Plan 2040 and the New Zoning Code, in support of the City’s goals and policies. Furthermore, VMT was not evaluated in the GP Final EIR, and the analysis herein provides an evaluation of potential impacts related to VMT resulting from Proposed Project implementation.

City VMT Thresholds of Significance

The new VMT thresholds listed below balance the City’s priorities with respect to competing objectives, including the City’s geographic and transportation context, GHG reduction goals, interest in achieving the state’s GHG reduction goals, and General Plan 2040 goals and policies related to land use mix, economic development, and housing provision.⁹

Threshold 1: Project Generated VMT (Residential and Office/Industrial Projects) – Baseline

Project-generated Residential Tour-based VMT per resident (for residential projects measured by analyzing the miles a person in a new project will travel to get to routine, necessary places), Home-Based-Work Tour VMT per employee (for office/industrial projects) or Total VMT per service population (for mixed-use projects) is no higher than the baseline citywide Residential Tour VMT per resident, Home-Based-Work Tour VMT per employee, or Total VMT per service population.

Threshold 2: Project Generated VMT (Residential and Office/Industrial Projects) – Cumulative

Project-generated Residential Tour VMT per resident (for residential projects), Home-Based-Work Tour VMT per employee (for office/industrial projects), or Total VMT per service population (for mixed-use projects) is no higher than the cumulative Citywide Residential Tour VMT per resident, Home-Based-Work Tour VMT per employee, or Total VMT per service population. This threshold does not apply if it can be demonstrated that VMT rates are declining at the time of the analysis.

Threshold 3: Project’s Effect on VMT (Residential and Office/Industrial Projects) – Cumulative

The project reduces or has no effect on the citywide total VMT under cumulative conditions.

Threshold 4: Project-Generated VMT and Project’s Effect on VMT (Other Project Types)

VMT thresholds for other project types (for example, institutional, destination hotel, or cultural projects) would be developed using considerations unique to the individual project. The thresholds will incorporate

⁹ Fehr & Peers, City of Vallejo CEQA Transportation Analysis Guidelines, July 2020, Revised October 2020.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

the principles of Thresholds 1, 2 and 3, i.e., projects that are not expected to generate VMT above a relevant baseline level and/or are not expected to increase VMT in the cumulative condition would be considered to have a less than significant impact with respect to VMT.

VMT Mitigation Measures

The City's VMT Guidelines are consistent with the goals and policies of General Plan and also include VMT mitigation measures to reduce potential VMT impacts by making available the following choices to future project applicants:

- Modify the project's built environment characteristics to reduce VMT generated by the project.
- Implement transportation Demand Management (TDM) measures to reduce VMT generated by the project.
- Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels.

Potential VMT Reduction Measures

As part of the City's SB 743 Implementation Study, key VMT reduction measures that are appropriate to the City's land use, urban form and transportation context were identified, as follows:

- Increase transit accessibility: provide transit stops, fund or contribute to shuttle service, provide transit subsidies to project residents or employees, or other actions that increase the ability of residents or employees to use transit.
- Provide pedestrian network improvements: eliminate sidewalk gaps which create barriers to offsite activity centers, or enhance the width or design of existing off-site sidewalks or paths.
- Provide bicycle network improvements: eliminate bike facility gaps, add new bike lanes, protected bike lanes, or off-street multi-use paths connecting to key off-site activity centers.
- Provide traffic calming measures: construct off-site traffic calming measures which slow auto traffic and create a more comfortable walking and bicycling environment.
- Implement a car-sharing program: provide car sharing within a project, or contribute funding to an off-site car sharing site, reducing the need for site employees to commute by car or the need for site residents to own a car.
- "Un-bundle" private parking: lease parking separately from office space or residential units within a project site, thus encouraging site users to consider the independent value of the parking and potentially reducing car use.
- Implement market-rate public parking: price all public parking within a particular area (downtown, for example) to encourage "park once" behavior, reducing automobile circulation.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- Increase transit service frequency: contribute funding to allow transit agencies to provide shorter headways and improve transit trip speed and reliability.
- Encourage telecommuting and alternative work schedules: provide telecommuting incentives to reduce employee commuting by automobile.

An alternative approach to assessing VMT impacts is to conduct a CEQA analysis of the VMT associated with the City's General Plan and use that evaluation to support analysis of individual projects subsequent to the General Plan-level evaluation. This allows the City to set a Citywide VMT reduction target and threshold of significance, and plan VMT reduction strategies and programs in a more holistic, effective, and equitable manner than would be possible using project-by-project impact evaluations. It would also provide opportunities for streamlined review of projects under CEQA Guidelines section 15183.

The Proposed Project, by itself, does not propose or authorize any development. The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would result in beneficial environmental effects with regard to VMT, as result of implementation of VMT reduction measures and mitigation measures available to future project applicants.

Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address reduction of VMT. Future development proposals would be reviewed on a case-by-case basis as they arise to determine the most appropriate VMT reduction measures to reduce traffic impacts. Rather than conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), the Proposed Project would be in alignment with the new VMT thresholds by design. Therefore, impacts related to VMT would be less than significant, and no further analysis is required.

c) Would the project substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than Significant

The Proposed Project, by itself, does not propose or authorize any development. The Proposed Project would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The Proposed Project would result in beneficial environmental effects with regard to design features due to increased development standards, new design guidelines, and the imposition of general site regulations that address safety. For example, a new section Visibility at Intersections, Alleys, and Driveways, provides design standards for ensuring visibility at intersections and along driveways and alleys.

Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations performance standards and design standards address safety, including those of the Proposed Project and the General Plan. Future development proposals would be reviewed on a case-by-case basis as they arise to determine if project layouts, driveway locations, land use types, or actual intensities would result in hazardous conditions. Therefore, the Proposed Project would not substantially increase hazards due to a design feature. Impacts would remain less than significant, and no further analysis is required.

d) Would the project result in inadequate emergency access?

Finding: Less Than Significant Impact

The General Plan establishes safety as a primary goal of the transportation network, in Policy MTC-2.1, 2.2, and 2.3, as well as their implementing actions. In particular, Policy 2.3 calls for the City to “Ensure adequate emergency vehicle access in all areas of the City.” Implementing actions for this policy include Action MTC-2.3A, “Develop and adopt a map of emergency response routes that considers alternative options based on the potential for traffic congestion at peak commute times,” and Action MTC-2.3B, “Continue to involve the Police and Fire Department in the development review process to ensure that applicable requirements for emergency access are met.”

The General Plan promotes a multi-modal transportation network that balances the needs of all transportation modes. Providing for acceptable emergency vehicle response times is contained in the performance standards associated with the Citywide street classification system. Action MTC-2.5C directs staff to establish performance measures that take into consideration the adequacy of emergency access provided by the roadway as measured by the efficacy of emergency access routes and the presence or absence of barriers along primary routes.

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not make changes to existing policies, programs, or regulations that address emergency access. Additionally, with the exception of the ~~72~~ 65 parcels discussed in the Project Description, the Proposed Project would not permit land uses of greater density than permitted under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address emergency access, including Fire Code requirements. Future development proposals would be reviewed on a case-by-case basis by the as they arise to determine if adequate emergency access is provided. Therefore, the New Zoning Code would not result in inadequate emergency access, and impacts would remain less than significant. No further analysis is required.

4.17.2 Mitigation Measures

Mitigation Measure TRANS-1a.1 Sonoma Boulevard Road Diet

The City will work to minimize traffic congestion in the two-lane “road diet” portion of Sonoma Boulevard (approximately between Curtola Parkway and Nebraska Street) through implementation of General Plan policies and actions designed to shift travel by auto to other modes, particularly transit (Policies MTC-1.1, -1.2, -1.3, -2.8, and -2.9 and supporting actions); and through implementation of policies and actions designed to maintain a citywide multi-modal network so that multiple options exist for travel by auto – and other modes – throughout the city (Policies MTC-2.4, -2.5, and -2.7 and supporting actions). The City will

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

also maintain traffic congestion by constructing and operating the road diet portion of Sonoma Boulevard to adequately serve peak hour travel demand, including provision of turn lanes, coordinated signal timing plans, and other traffic engineering measures, as described in the discussion under Impact TRANS-1.

Mitigation Measure TRANS-1a.2 Railroad Avenue Widening

The Mare Island Specific Plan calls for widening of Railroad Avenue to six lanes between G Street and the SR-37 interchange. The City will require that upgrade or a comparable roadway improvement when it is needed as part of the development of the northern section of the Mare Island Specific Plan. In addition, the City will ensure that the Columbus Parkway widening to four lanes between Georgia Street and the City limit is programmed and funded in a timely way in order to provide the capacity when it is needed based on development and associated traffic growth under the proposed General Plan.

Mitigation Measure TRANS-1b Capacity Improvements on SR-37

The City will work with the Solano Transportation Authority and Caltrans to study, identify, program and build capacity improvements on SR-37 between I-80 and west of the Mare Island Interchange, including the following improvements:

- SR-37 ramp realignment and capacity improvements, similar to the project studied in the State Route 37/Mare Island Interchange Project Study Report (August 2001), or an alternative to be developed;
- Widening the Napa River Bridge from four to six lanes (as described in Mare Island Amended and Restarted Specific Plan EIR Mitigation Measure B.10); and
- Widening SR 37 to four lanes between the Napa River Bridge and SR 121 at Sears Point.

4.18 TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significa nt Impact	No Impact
a) 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, or object with cultural value to the California Native American tribe and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.18.1 Environmental Impact Analysis

- a) **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, or object with cultural value to the California Native American tribe and that is:**
- i. **Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
 - ii. **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.**

Finding: Less Than Significant Impact

A tribal cultural resource (TCR) is defined under AB 52 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register or local register

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

of historical resources. Alternately, a resource can be determined to be a TCR if the City, acting as the lead agency, and supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

The Project Area is within the ancestral territory of the Yoche Dehe Wintun Nation. Tribal representatives were contacted as required by AB 52, and Marshall McKay, Yoche Dehe Wintun Nation Tribal Chair, has indicated that the Yoche Dehe Wintun Nation is aware of cultural resources near the Sonoma Boulevard Specific Plan Area.

The General Plan contains several Policies and Actions that would help to protect archaeological resources:

- **Policy NBE-1.9: Cultural Resources.** Protect and preserve archaeological, historic, and other cultural resources.
- **Action NBE-1.9A:** Continue to require that land use activities comply with State requirements and follow best practices to ensure that cultural resources are not impacted, and that appropriate agencies and technical experts are involved in the evaluation and protection of resources and sites.
- **Action NBE-1.9B:** Maintain a dialogue with local Native American groups regarding sensitive cultural resources in Vallejo.

The GP Final EIR determined that implementation of these policies, in conjunction with early consultation with Native American parties who have an interest in the Project Area, would ensure that impacts are less than significant.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code would not permit land uses of greater density than under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The New Zoning Code, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the proposed New Zoning Code would be required to conform to Federal, State, and local guidelines and requirements relating to the discovery of human remains. Pursuant to CEQA, future new land uses that occur pursuant to the New Zoning Code would be subject to their own environmental review on a project-by-project basis to assess impacts on TCRs. Therefore, the New Zoning Code would not significantly disturb TCRs, and impacts would be less than significant. No further analysis is required.

4.18.2 Mitigation Measures

None required.

4.19 UTILITIES AND SERVICE SYSTEMS

UTILITIES and SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 telecommunications 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 supply 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 is 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.1 Environmental Impact Analysis

- a) **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Finding: Less Than Significant Impact

Development under the Proposed Project would be provided with water services from the City water system. In general, existing infrastructure would be preserved in place. However, extensions and/or additions to water, wastewater pipes, electrical and natural gas connections and telecommunications facilities may be required to provide utility service to individual projects and structures. For example, there is a possibility that some water mains within the various zones of the City may need to be upsized for increased flows, particularly in areas of higher increased water demands. In order to specifically determine any required water main upsizing, project-specific water modeling would need to be performed.

Although creation of new or extended infrastructure could create short-term construction-related environmental effects, the work typically would be done in existing street rights of way and subject to

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

compliance with the City's regulations and standard conditions for new construction related to water lines, in addition to the City's requirements for construction projects. This is also applicable to all other utility related impacts.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the New Zoning Code would be required to conform to all applicable regulations that address water, wastewater treatment or stormwater drainage, electrical power, natural gas or telecommunication facilities. Any future development proposals would be required to review utility requirements on a case-by-case basis as they arise, in order to determine if existing utility infrastructure is adequate to accommodate new project-related demand in the future.

b) Would the project have sufficient water supply available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Less Than Significant Impact

The City has capacity to bring surface water from five different sources into three treatment plants in order to serve customers in two different counties (Solano and Napa) and on an active military base (Travis Air Force Base).

The City has five sources of surface water, including the Solano Project Water (Lake Berryessa), State Water Project (Lake Oroville through the Sacramento River), Vallejo Permit Water (Barker Slough), Lakes Frey and Madigan, and Lake Cherry. Of those, the City primarily uses two surface water sources for its drinking water (Lake Berryessa and the Sacramento River). The City's total surface water entitlement, from all sources, exceeds 43,000 acre feet per year (AFY). The City reports that total water system outflows typically average about 20,000 AFY. Therefore, under typical or "normal" conditions, the City's surface water entitlements can accommodate the existing normal water demand.

During dry years, multiple dry years, or drought conditions, the water use rate in the City is reduced through conservation measures. The Water Shortage Contingency Plan for Vallejo was adopted on February 28, 2006 by the Council Resolution No. 06-62 N.C. On August 26, 2014, the City Council adopted Resolution No. 14-102 N.C., implementing outdoor water use restrictions in compliance with the State's July 2014 emergency drought regulation. This resolution imposed restrictions on irrigation of ornamental landscapes or turf with potable water. The City is required to conserve 16 percent compared to 2013 in accordance with the SWRCB's emergency regulations to achieve 25 percent water savings statewide. Pursuant to these regulations, the City reports water use and conservation on a monthly basis to the SWRCB.

The Proposed Project would help conserve water, as new Water-Efficient Landscape Requirements establishes a structure for planning, designing, installing, maintaining and managing water efficient landscapes in new construction and rehabilitated projects.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations that address water conservation. Additionally, future development proposals would be reviewed on a case-by-case basis as they arise to determine if the storm drain facilities are adequate to accommodate water demand. Therefore, the Proposed Project would not require or result in new or expanded water

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

entitlements. Impacts would remain less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

- c) Would the project 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?**

Finding: Less Than Significant Impact

Future development projects would have a significant impact if they would result in a determination by the Vallejo Flood and Wastewater District that it does not have adequate capacity to serve the proposed Project's projected demand in addition to its existing commitments. RWQCB Order No. R2-2012-0017 (NPDES Permit No CA0037699), adopted February 8, 2012, prescribes treatment requirements and discharge flow capacity limits. This NPDES Order currently specifies dry weather facility permitted capacity (and design flow) of up to 15.5 million gallons per day (mgd), and wet weather design flow of up to 60 mgd.

According to the GP Final EIR, the current average dry weather flow is less than 10 mgd and the maximum daily wet weather flow between October 2006 and December 2010 was 43.3 mgd average wet weather flow. The estimated net increased wastewater generation rate from buildout proposed by the General Plan will be 2.89 mgd, based on assumed generation rates of 100 gpd/resident and 25 gpd per employee. This increase in wastewater generation would be well within the currently available excess dry weather design flow capacity of greater than 5.5 mgd (15.5 mgd design/permitted flow minus less than 10 mgd current average flow equals greater than 5.5 mgd). In accordance with the General Plan goals, policies, and actions listed in the GP Final EIR Impacts UTIL-4 and UTIL-5, and applicable local and state regulations, and because future development would not exceed the capacity of the wastewater treatment system, the future development under the Proposed Project would not result in a determination that the wastewater treatment facility does not have adequate capacity to serve the proposed Project's demand. Therefore, implementation of the Proposed Project would have a less than significant impact with respect to wastewater treatment capacity.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations related to wastewater treatment capacity. Additionally, future development proposals would be reviewed on a case-by-case basis as they arise to determine if existing wastewater capacity is adequate to accommodate water demand. Therefore, the Proposed Project would not require or result in new or expanded wastewater treatment infrastructure, and impacts would remain less than significant and consistent with the findings of the GP Final EIR. No further analysis is required.

- b) Would the project 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?**
- c) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Finding: Less Than Significant Impact

As described in the GP Final EIR, there is sufficient capacity at existing landfills for development under the Proposed Project. In 2014, CalRecycle reported that, while the overall total of 80,564 tons of solid waste from Vallejo was disposed at 18 different landfills, the majority (98.8 percent or 75,564 tons) went to two landfills – Recology Hay Landfill and Potrero Hill Landfill.

The City's disposal rate per resident in 2014 was 3.7 pounds per day (ppd) of solid waste per person, which was below the CalRecycle target of 5.5 ppd per resident. The disposal rate per business employee in the City in 2014 was 14.55 ppd, which was below the CalRecycle target rate of 24.1 ppd per employee. The City's disposal rates for both residents and employees have been below target rates since 2007.

Full buildout of the General Plan would generate 24,826 new residents and 26,532 new employees. For analysis purposes, solid waste generation is assumed to be the actual 2014 per capita generation rates of 3.7 ppd for residents and 14.5 ppd for employees. Accordingly, the total solid waste generated by the Project's residents and employees is estimated to be 476,570 ppd, or 238 tons per day (tpd).

The total estimated solid waste generation rate for the proposed Project of 238 tpd is 5.5 percent of the daily capacity (i.e., tons per day) of the Potrero Hills Landfill. The solid waste generated from buildout of the proposed Project is also less than 10 percent of the permitted daily capacity of Recology Hay Road Landfill, which has the smaller daily capacity (i.e., 2,400 tons per day) of the two landfills. The daily solid waste generated by the buildout of the General Plan (238 tpd) represents 3.5 percent of the combined daily capacity of both landfills.

As indicated by the GP Final EIR, the following General Plan goals, policies, and actions regarding sustainable development and solid waste in the Project Area would help ensure that new development and redevelopment projects would not have an adverse impact on solid waste capacity, and help minimize the need to construct expanded or new landfills.

- Goal NBE-1: Beautiful City. Preserve and enhance the natural, historic, and scenic resources that make Vallejo special.
- Policy NBE-1.16: Solid Waste Reduction. Promote reduction of the production of solid waste throughout Vallejo.
- Action NBE-1.16A: Continue to update the City's Construction/Demolition Waste Reuse and Recycling Ordinance as higher diversion rates become feasible, necessary, or required.
- Action NBE-1.16B: As funding allows, provide recycling receptacles in parks and public spaces, in addition to trash receptacles.
- Action NBE-1.16C: Continue to partner with CalRecycle and VALCORE Community Recycling to offer and promote backyard composting bins and free composting classes

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations related

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

to solid waste disposal. Additionally, future development proposals would be reviewed on a case-by-case basis with respect to future solid waste disposal. Therefore, the Proposed Project would not result in solid waste in excess of existing solid waste disposal capacity and would comply with all applicable regulations related to solid waste. Impacts would remain less than significant and consistent with the findings of the GP Final EIR, and no further analysis is required.

4.19.2 Mitigation Measures

None required.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

4.20 WILDFIRE

WILDFIRE Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones;				
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"/>

4.20.1 Environmental Impact Analysis

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?
- 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?
- 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?

Finding: No Impact

As discussed in Section 4.9, Hazards and Hazardous Materials, above, State law requires that all local jurisdictions identify very high fire hazard severity zones within their areas of responsibility. Inclusion within these zones is based on vegetation density, slope severity and other relevant factors that contribute to fire severity. The Project Area is not located in a very high fire hazard severity zone, and there are no very high fire hazard areas adjacent to the City.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

Future development under the Proposed Project would be concentrated within urbanized and/or developed areas of the City. Properties most likely to experience redevelopment under the Proposed Project are in established parts of the Project Area that are well served by fire protection infrastructure. Additionally, there are many resources to address wildfires should they arise, including the CFC, which requires the clearance of debris and vegetation within a prescribed distance from structures in wildlife habitat areas.

The Proposed Project would help reduce risk associated with wildfire hazards. The Natural Hazard Reduction section implements General Plan policies pertaining to natural hazards including wildfires. The Wildfire Hazards section establishes additional requirements that apply to all development in areas that General Plan Map NBE-4 identifies as Moderate or High wildfire risk areas. These requirements include additional review of applications for development in these risk areas to identify measures to mitigate risk and a requirement that areas within 100 feet of combustible structures be kept clear of flammable vegetation.

The New Zoning Code would make revisions, additions, corrections, and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. With the exception of the ~~72~~ 65 parcels discussed in the Project Description, the New Zoning Code would not permit land uses of greater density than under the General Plan and would not allow new development in areas where such development is prohibited under the General Plan. Therefore, there would be no new impacts that have not been previously examined or adequately addressed in the GP Final EIR.

The Proposed Project, by itself, does not propose or authorize any development. Future land uses that occur pursuant to the Proposed Project would be required to conform to all applicable regulations that address emergency response and access, including Fire Code requirements. In the event of a large-scale emergency, emergency response would be coordinated between relevant City and County agencies. Therefore, the Proposed Project would not impair implementation of or physically interfere with an emergency response/evacuation plan. There would also be no impacts due to slope, prevailing winds, and other factors, exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. There would be no required 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. Finally, the Proposed Project would not 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. As there would be no impacts with regard to any wildfire risks, no further analysis is required.

4.20.2 Mitigation Measures

None required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project 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"/>

4.21.1 Environmental Impact Analysis

- a) Does the project 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?

Finding: Less Than Significant Impact With Mitigation Incorporated

The New Zoning Code would make revisions, additions, corrections and clarifications to various sections of the Zoning Code to ensure consistency and successful implementation of the General Plan. The New Zoning Code does not authorize any development. Therefore, its adoption would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. GP Final EIR mitigation measures related to Biological Resources, Cultural Resources and Geology and Soils (Paleontology), incorporated herein, would ensure that impacts would remain less than significant.

CITY OF VALLEJO NEW ZONING CODE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Checklist and Environmental Evaluation
April 2021

- b) Does the project have impacts that are individually limited, but cumulative considerable? (“Cumulative 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)?**

Finding: Less Than Significant Impact

The Proposed Project involves the adoption of the City’s New Zoning Code, which guides future development. No specific development projects are authorized as a result of the New Zoning Code; therefore, the New Zoning Code, in itself, would not result in cumulative impacts.

Furthermore, cumulative impacts associated with future development have been evaluated at a programmatic level in the GP Final EIR. Since the New Zoning Code would not permit land uses of greater density than permitted under the General Plan, with the exception of the 72 65 parcels discussed in the Project Description, and would not allow new development in areas where such development is prohibited under the General Plan, adoption of the New Zoning Code would not create new cumulative impacts or increase the significance of cumulative impacts identified in the GP Final EIR. Impacts would be less than significant.

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

Finding: Less Than Significant Impact

As identified throughout the analysis herein, the New Zoning Code would not have an environmental effect that would cause substantial adverse effects on human beings either directly or indirectly. GP Final EIR mitigation measures related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils (Paleontology), Greenhouse Gas Emissions, Noise, and Transportation, incorporated herein, would ensure that impacts would remain less than significant.

4.21.2 Mitigation Measures

See mitigation measures listed above in the applicable discussions of environmental impacts.

5.0 REFERENCES

- California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, Earthquake Zones of Required Investigation. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed April 2020.
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- _____. 2015. City of Vallejo Emergency Operations Plan, February 2015. Available at: <https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=229720>.
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- SWA Group. 2013. Solano 360 Final Specific Plan, Vallejo, California. Available at: <https://www.solanocounty.com/solano360/reports.asp>. Accessed December 2020.

6.0 REPORT PREPARATION

6.1 LIST OF PREPARERS

Preparers	
City of Vallejo	Michelle Hightower
City of Vallejo	Christina Ratcliffe
City of Vallejo	Dylan Brady
Stantec	Christine Abraham
Stantec	Emily Medler
Stantec	Kevin Kohan

ATTACHMENT 1

DRAFT NEW ZONING CODE AND ZONING MAP

https://www.cityofvallejo.net/city_hall/departments_divisions/planning_and_development_services/planning_division/planning_division_document_library

ATTACHMENT 2

MITIGATION MONITORING AND REPORTING PROGRAM

ATTACHMENT 3

COMMENTS RECEIVED AND RESPONSES TO COMMENTS

COMMENTS RECEIVED AND RESPONSES TO COMMENTS

This section of the Final ISMND presents the comment letters received during the public comment period for the Draft ISMND. The only comment letter received was from Caltrans District 4, by Mark Leong District Branch Chief, Local Development – Intergovernmental Review. Each comment in the letter is recopied verbatim from the original letter submitted, assigned a number, and briefly responded to immediately following. The original letter is also provided herein.

RESPONSE TO CALTRANS LETTER

Mark Leong, District Branch Chief, Local Development – Intergovernmental Review

February 9, 2021 – Email Letter Correspondence

Comment 1

Dear Michelle Hightower:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2021 draft MND.

Response 1

This comment is introductory in nature and does not pertain to the content of the Draft ISMND. As such, no further response is required.

Comment 2

Project Understanding

The proposed plan for the City of Vallejo includes a comprehensive update to its Zoning Code (Vallejo Municipal Code Title 16) that includes both text and map amendments to reflect the goals, policies, and implementation measures expressed in General Plan 2040. The proposed New Zoning Code establishes new and modified land use regulations that will guide future development and design throughout the City.

Response 2

This comment provides an accurate review of the proposed Project, and no further response is required.

Comment 3

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

Caltrans commends the Lead Agency regarding Vehicle Miles Traveled (VMT) baselines and mitigation measures. This project supports the State's goals to reduce greenhouse gas emissions and improve multimodal transportation options for land use development.

Response 3

This comment provides guidance on SB 743 and Caltrans' Transportation Impact Study Guide, as well as commending the City for their VMT baselines and mitigation measures, in support of SB 743. As such, no further response is required.

Comment 4

Mitigation Strategies

Caltrans supports the mitigation strategies and reduction measures proposed in the MND, as they align with current State goals and best practices.

We encourage using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Response 4

This comment includes a statement of support for the mitigation strategies and reduction measures included in the Draft ISMND and includes information about TDM program and reporting requirements. As such, no further response is required.

Comment 5

Our comments to the proposed mitigation measures are as follows:

- Mitigation Measure Trans-1a.1 at Sonoma Blvd: The City plans to continue converting the four-lane facility on SR-29/Sonoma Blvd to a two-lane facility (road diet) north of Florida Street. If the Lead Agency proceeds with this project, Caltrans recommends the submitting a detailed transportation study to understand the multimodal operational and safety impacts along SR-29 during construction and forecasted for design years. Mitigation measures as a result of modifying the capacity along SR-29, particularly during peak hours, should be included.
- Mitigation Measure Trans-1b: SR-37 in Solano County extends to the Sonoma Creek Bridge, approximately three quarters of the segment between SR-121 and Mare Island interchange. There are currently on-going interim and ultimate projects on SR-37 in various stages. Caltrans encourages the Lead Agency to participate in the development of these projects to ensure that the proposed mitigation measures are consistent with the proposed projects.

Additionally, please ensure that all pedestrian facilities throughout the project are brought to current ADA standards, and that all street improvements comply with Caltrans Complete Streets policy.

Response 5

This comment includes recommendations regarding proposed transportation mitigation measures. The City will coordinate with Caltrans regarding the conversion of SR-29/Sonoma Boulevard, and additional required studies will be provided prior to implementation. In addition, the City will consider on-going and interim projects related to SR-37 to ensure consistency of mitigation. The City will also comply with applicable ADA requirements for pedestrian facility improvements, as feasible.

Comment 6

Transportation Impact Fees

We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to work with the Lead Agency and local partners to secure the funding for needed mitigation. Traffic mitigation or cooperative agreements are examples of such measures.

Response 6

This comment includes supporting statements for regional transportation improvement measures and mitigation, as well as encouraging cooperation with the City regarding these measures and their funding. As such, no further response is required.

Comment 7

Lead Agency

As the Lead Agency, the City of Vallejo is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing,

scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Response 7

This comment is a statement regarding the City's responsibility for project mitigation, including fair share contributions, financing, scheduling and implementation and monitoring responsibilities. In cooperation with Caltrans, City agrees to discuss project funding and mitigation implementation responsibility as required.

Comment 8

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Response 8

This comment is a conclusion to the Caltrans letter and does not pertain to the content of the Draft ISMND. As such, no further response is required.