

II. SUMMARY

This chapter provides an overview of the proposed project and the findings outlined in this EIR, including a discussion of alternatives and cumulative project impacts.

A. PROJECT UNDER REVIEW

This EIR has been prepared in order to evaluate the environmental impacts of the Vallejo WinCo Foods Project (proposed project) proposed for redevelopment of an approximately 7.64-acre site in the City of Vallejo (City). The project site is currently developed with the Vallejo Elks Lodge #559, which consists of three one- to two-story buildings, totaling approximately 35,057 square feet and associated recreational facilities, surface parking, and landscaping. The proposed project would demolish all existing uses on the site and redevelop the site with a new discount grocery store (WinCo Foods), with a building area of approximately 71,393 square feet, and associated 400 surface parking spaces and landscaping. The building would be situated at the northeast quadrant of the site with the building entrance facing south, and loading, delivery, and trash pick-up areas located at the rear. The WinCo Foods store is proposed to operate seven days a week and up to 24 hours per day, with the exception of Christmas Day. The proposed project would require the following discretionary approvals: Site Development Permit; Environmental Review, and a Major Conditional Use Permit. Refer to Chapter III, Project Description for a detailed description of the project and requested approvals.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in the Initial Study (included in Appendix B) and Chapter IV, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: (1) a summary of the Initial Study findings; (2) potential areas of controversy; (3) significant and significant unavoidable impacts; (4) cumulative impacts; and (5) alternatives to the proposed project. These topics are discussed below.

1. Findings of the Initial Study

The Initial Study identified no impacts to the following environmental issues:

- agricultural and forestry resources
- mineral resources
- population and housing
- school services
- recreation

The Initial Study identified potentially significant impacts to the following environmental issues; however these were mitigated to a less-than-significant level with mitigation measures recommended in the Initial Study (these construction-period measures are standard and would likely apply to any redevelopment activities that could occur on the site):

- biological resources
- cultural resources
- geology and soils
- hazards and hazardous materials

Table II-1, Summary of Impacts and Mitigation Measures from the Initial Study, (located at the end of this Chapter) shows recommended mitigation measures as they relate to each environmental topic. For a complete description of potential impacts and recommended mitigation measures, please refer to the specific discussion in the Initial Study, included as Appendix B to this EIR. Chapter VI, CEQA-Required Assessment Conclusions also summarizes the findings for each topic not discussed in the EIR.

2. Potential Areas of Controversy

Five letters were submitted in response to the NOP, in addition to the verbal comments made at the scoping session. Scoping comments generally included the following concerns: potential for closure of competing businesses and resulting urban decay; traffic, circulation and alternative transportation; storm drainage and water quality; noise; increased pollution and litter; safety; and the range of alternatives to be analyzed. The NOP and scoping comments are included in Appendix A. A discussion of these topics along with recommended mitigation measures, as necessary, are provided in the appropriate topical sections of this EIR and in the Initial Study included in Appendix B. Mitigation measures to be incorporated into the proposed project are recommended as necessary.

3. Significant Impacts

Under CEQA, a significant impact on the environment is defined as "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."¹ The proposed project would result in significant impacts to the following environmental issue topics; however, these impacts can be reduced to less-than-significant levels with implementation of the mitigation measures recommended in this EIR:

- Visual Resources
- Transportation and Circulation
- Air Quality
- Global Climate Change
- Noise
- Hydrology and Water Quality

4. Significant Unavoidable Impacts

Even with implementation of the mitigation measures recommended in Sections IV.C, Transportation and Circulation and IV.E, Global Climate Change, the proposed project would result in the following significant and unavoidable impacts:

- The Redwood Street/Sonoma Boulevard intersection (Intersection #1) would operate at an unacceptable level of service during the PM and Saturday peak hours under Existing Plus Project,

¹ Public Resources Code 15382; Public Resources Code 21068.

Near-Term Plus Project, and Long-Term Plus Project conditions (Impacts TRANS-1, TRANS-9 and TRANS-17);

- The Redwood Street/Fairgrounds Drive/I-80 WB Ramps intersection (Intersection #4) would operate at an unacceptable level of service during the AM and PM peak hours under Existing Plus Project and Near-Term Plus Project conditions and during the AM, PM, and Saturday peak hours during the Long-Term Plus Project conditions (Impacts TRANS-3, TRANS-12, and TRANS-20);
- The Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp intersection (Intersection #5) would operate at an unacceptable level of service during the Saturday peak hour under Existing Plus Project conditions and during the PM and Saturday peak hours under the Near-Term Plus Project and Long-Term Plus Project conditions. This intersection will also experience an unacceptable increase in the vehicle queue length at the eastbound left-turn movement during the PM peak hour under Existing Plus Project conditions (Impacts TRANS-4 , TRANS-6, TRANS-13, and TRANS-21);
- The Admiral Callaghan Lane/I-80 EB Ramps intersection (Intersection #13) would operate at an unacceptable level of service during the AM and PM peak hours under the Long-Term Plus Project conditions and will experience an unacceptable increase in the vehicle queue length at the northbound left-turn movement during the PM peak hour during Long-Term Plus Project conditions (Impacts TRANS-27 and TRANS-28);
- Operation of the proposed project would generate greenhouse gas emissions that would exceed allowable thresholds, resulting in a cumulative contribution to global climate change (Impact GCC-2); and
- Greenhouse gas emissions associated with the proposed project would conflict with policies related to the reduction of greenhouse gases (Impact GCC-3).

5. Cumulative Impacts

As discussed in more detail in Chapter VI, CEQA-Required Assessment Conclusions, the proposed project, in conjunction with other foreseeable projects, would result in the following cumulative impacts:

- The Redwood Street/Sonoma Boulevard intersection (Intersection #1) would operate at an unacceptable level of service during the PM and Saturday peak hours under Long-Term Plus Project conditions (Impact TRANS-17);
- The Redwood Street/Fairgrounds Drive/I-80 WB Ramps intersection (Intersection #4) would operate at an unacceptable level of service during the AM, PM, and Saturday peak hours during the Long-Term Plus Project conditions (Impact TRANS-20);
- The Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp intersection (Intersection #5) would operate at an unacceptable level of service during the PM and Saturday peak hours under the Long-Term Plus Project conditions (Impact TRANS-21);
- The Admiral Callaghan Lane/I-80 EB Ramps intersection (Intersection #13) would operate at an unacceptable level of service during the AM and PM peak hours under the Long-Term Plus Project conditions and will experience an unacceptable increase in the vehicle queue length at the northbound left-turn movement during the PM peak hour during Long-Term Plus Project conditions (Impacts TRANS-27 and TRANS-28);

- Operation of the proposed project would generate greenhouse gas emissions that would exceed allowable thresholds, resulting in a cumulative contribution to global climate change (Impact GCC-2); and
- Greenhouse gas emissions associated with the proposed project would conflict with policies related to the reduction of greenhouse gases (Impact GCC-3).

6. Alternatives to the Proposed Project

Three alternatives to the proposed project are analyzed in Chapter IV of this EIR as summarized below:

- The **No Project alternative** assumes the continuation of existing conditions within the project site.
- The **Off-Site alternative** assumes the proposed project will be developed on a 10.88-acre vacant site, located approximately 1.6 miles northeast of the currently proposed project site at the intersection of Turner Parkway and North Ascot Parkway and east of I-80. The currently proposed project site would remain in its current condition with no additional development or change in use (as described in the No Project alternative).
- The **No Greenhouse Gas Impact alternative** assumes development of a 13,565-square-foot retail grocery store at the proposed project site (a 57,828 square foot reduction, or 81 percent of the proposed development square footage of 71,393 square feet).

Each alternative is compared to the proposed project, and discussed in terms of its various mitigating or adverse effects on the environment. Analysis of the alternatives focuses on those topics for which significant adverse impacts would result from the proposed project. The Off-Site alternative is considered to be the environmentally superior alternative.

C. SUMMARY TABLES

As previously discussed, Table II-1 shows recommended mitigation measures as they relate to each environmental topic in the Initial Study. Information in Table II-2, Summary of Impacts and Mitigation Measures in the EIR, (located at the end of this Chapter, following Table I-1) summarizes the impacts and mitigation measures discussed in Chapter IV of the EIR. Tables II-1 and II-2 are arranged in four columns: (1) impacts; (2) level of significance without mitigation; (3) mitigation measures; and (4) level of significance after mitigation. Levels of significance are categorized as follows: SU = Significant and Unavoidable; S = Significant; and LTS = Less Than Significant. For a complete description of potential impacts and recommended mitigation measures, please refer to the specific discussion in Chapter IV.

Table II-1: Summary of Impacts and Mitigation Measures from the Initial Study

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
IV. BIOLOGICAL RESOURCES			
Impacts to nesting birds.	S	<p><u>BIO-1</u>: If feasible, vegetation removal activities shall occur during the non-breeding season (September 1–January 31). If such activities are scheduled during the breeding season, a qualified biologist retained by the project applicant shall conduct a preconstruction nest survey of all trees or other suitable nesting habitat in and within 100 feet of the limits of work. The survey shall be conducted no more than 15 days prior to the start of work. If the survey indicates the potential presence of nesting birds, the biologist shall report to the City of Vallejo Planning Manager and shall determine an appropriately sized buffer around the nest in which no work shall be allowed until the young have successfully fledged. The size of the nest buffer shall be determined by the biologist in consultation with the California Department of Fish and Game, and will be based on the nesting species and its sensitivity to disturbance. In general, buffer sizes of up to 250 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>	LTS
V. CULTURAL RESOURCES			
Impacts to archaeological resources.	S	<p><u>CULT-1a</u>: If prehistoric or historical archaeological deposits are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery.</p> <p>If the archaeological deposit cannot be avoided, it shall be evaluated for its California Register of Historical Resources eligibility to determine if it qualifies as a historical resource under CCR Title 14(3) Section 15064.5(a). If the deposit is not eligible, a determination shall be made as to whether it qualifies as a “unique archaeological resource” under CCR Section 15064.5(3)(c) and PRC Section 21083.2. If the evaluation determines that the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible, adverse effects on the resource shall be mitigated. Mitigation may consist of</p>	LTS

Table II-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>V. CULTURAL RESOURCES <i>Continued</i></p>		<p>excavation of the archaeological deposit in accordance with a data recovery plan (see CEQA Guidelines Section 15126.4(b)(3)(C)); recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. Upon completion of the evaluation, the archaeologist shall prepare a report to document the methods and results of the assessment. The report shall be submitted to the City of Vallejo Community Development Department for review and the Northwest Information Center.</p> <p><u>CULT-1b</u>: The project applicant shall inform the construction contractor(s) of the sensitivity of the project site prior to any groundbreaking activities for archaeological deposits. The City shall verify that the following directive has been included in the appropriate contract documents:</p> <p><i>“If prehistoric or historical archaeological deposits are discovered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel should not collect or move any archaeological materials or human remains and associated materials. Archaeological resources can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone-milling equipment (e.g., mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains.”</i></p>	
<p>Impacts to paleontological resources.</p>	<p>S</p>	<p><u>CULT-2a</u>: Should paleontological resources be encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If found to be significant, and</p>	<p>LTS</p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>V. CULTURAL RESOURCES <i>Continued</i></p>		<p>project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and submitting the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Vallejo Community Development Department for review and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.</p> <p><u>CULT-2b</u>: Prior to any groundbreaking activities, the project applicant shall inform the construction contractor(s) of the sensitivity of the project site for paleontological resources. The City shall verify that the following directive has been included in the appropriate contract documents:</p> <p><i>“The subsurface of the construction site may be sensitive for paleontological resources. If paleontological resources are encountered during project subsurface construction and a paleontologist is not on site, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials.</i></p> <p><i>Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, and bison. Paleontological resources also include plant imprints, petrified wood, and animal tracks.”</i></p>	

Table II-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Impacts to human remains interred outside of formal cemeteries.	S	<p><u>CULT-3</u>: Any human remains encountered during project ground-disturbing activities shall be treated in accordance with California Health and Safety Code Section 7050.5. The project applicant shall inform its contractor(s) of the sensitivity of the project site for human remains. The City shall verify that the following directive has been included in the appropriate contract documents:</p> <p><i>“If human remains are uncovered, work within 25 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted—if one is not already on site—to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains or associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.”</i></p>	LTS
VI. GEOLOGY AND SOILS			
Impacts to related to seismic and soil constraints.	S	<p><u>GEO-1</u>: Prior to the issuance of any site-specific grading or building permits, the recommendations of the Geotechnical Report shall be incorporated into the project design, in compliance with City of Vallejo guidelines, and as submitted to the Chief Building Official and City Engineer for review and approval. The Geotechnical Report describes the proposed project’s geotechnical conditions and addresses potential geohazards such as fault rupture, seismic shaking, liquefaction, landslides, lateral spreading, and expansive soils. The project plans shall incorporate the recommendations of the Geotechnical Report and identified building techniques appropriate to minimize seismic damage to the proposed structures and minimize effects of the presence of expansive soils. All mitigation recommendations, design criteria, and specifications set forth in the Geotechnical Report shall be implemented as a condition of project approval.</p>	LTS

Table II-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
VII. HAZARDS AND HAZARDOUS MATERIALS			
Impacts related to unknown existing soil contamination.	S	<p><u>HAZ-1:</u> Prior to project construction, the project applicant shall be responsible for performing an environmental investigation to determine if residues from inorganic or organochlorine pesticides have contaminated exposed shallow soils and shallow soils beneath paved surfaces that would be disturbed during project construction. Representative shallow soil samples shall be collected in areas that will be disturbed during construction in accordance with the Department of Toxic Substances Control (DTSC) guidance document, <i>Interim Guidance for Sampling Agricultural Properties</i>. However, the soil sampling depth should be modified to 1 foot below ground surface or pavement due to likely grading and mixing of soils during redevelopment in the mid- to late-1960s; the DTSC guidance document does not account for agricultural soils disturbed by redevelopment.</p> <p>Analytical results shall be compared to California and federal hazardous waste criteria and screening levels developed by the San Francisco Bay Regional Water Quality Control Board (Water Board). The findings of the investigation shall be used to develop an Excavation/ Construction Risk Management Plan (E/C RMP) to determine if special soil management and disposal procedures or additional construction worker health and safety procedures must be implemented during project construction, as required in Mitigation Measure HAZ-2.</p>	LTS
Impacts related to known existing soil contamination.		<p><u>HAZ-2:</u> Construction shall be conducted under an E/C RMP if the soil investigation determines that contaminants are present above applicable Water Board screening levels or could constitute a hazardous waste, once excavated. The E/C RMP shall incorporate soil analytical data collected during the environmental investigation summarized in Mitigation Measure HAZ-1 to ensure that excavated soils are stored, managed, and disposed of in a manner protective of human health and the environment, and in accordance with applicable laws and regulations. The E/C RMP shall include the following information and shall be approved by the City of Vallejo prior to issuance of a demolition or grading permit:</p>	

Table II-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>VII. HAZARDS AND HAZARDOUS MATERIALS <i>Continued</i></p>		<ul style="list-style-type: none"> • <i>Excavated Soils Management.</i> The E/C RMP shall include measures for testing and managing soils suspected to contain hazardous concentrations of pesticide residues. The E/C RMP shall: (1) provide procedures for evaluating, handling, stockpiling, storing, testing, and disposing of excavated materials during project excavation activities; (2) describe required worker health and safety provisions for all workers potentially exposed to pesticide residues in accordance with State and federal worker safety regulations; and (3) designate personnel responsible for implementation of the E/C RMP. • <i>Construction Worker Health and Safety.</i> A site-specific Health and Safety Plan (HASP) shall be prepared by a certified industrial hygienist for the implementation by the construction contractor. The HASP shall include measures to protect construction workers and the general public by including monitoring, engineering controls, administrative controls, and security measures to prevent unauthorized entry to the construction area. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with state and federal regulations. <p><u>HAZ-3:</u> A hazardous building materials survey shall be performed by a qualified environmental professional retained by the project applicant prior to issuance of a demolition permit. The hazardous building materials surveys shall include inspections of asbestos, lead-based paint, and sources of universal wastes. If asbestos containing materials are determined to be present, the materials shall be abated by a certified contractor in accordance with Bay Area Air Quality Management District regulations and notification requirements. If lead-based paint is present, protective measures and air monitoring shall be implemented by qualified workers during activities that generate potential airborne exposures to lead in accordance with the California Department of Industrial Relations, Division of Occupational Safety and Health regulations and notification requirements. Loose or peeling lead-based paint shall be removed by a qualified worker and disposed of in accordance with existing hazardous waste regulations. If lead, asbestos, or other hazardous building materials are present, then applicable federal and State construction worker health and safety regulations shall be implemented during construction activities.</p>	

Source: LSA Associates, Inc., 2011.

Table II-2: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. LAND USE AND PLANNING POLICY			
<i>There are no significant Land Use and Planning Policy impacts.</i>			
B. VISUAL RESOURCES			
<p><u>VIS-1</u>: The proposed project would create a new source of light and glare affecting day and nighttime views.</p>	S	<p><u>VIS-1</u>: The lighting plan prepared for the project shall be submitted to and reviewed by the City during the Site Development process and shall be approved by the City prior to issuance of a building permit. The City shall verify that the lighting plan includes provisions to ensure that outdoor lighting is designed so that potential glare or light spillover to surrounding properties are minimized through appropriate site design and shielding of light standards. The plan shall also demonstrate that the use of reflective exterior materials is minimized and that proposed reflective material would not create additional daytime or nighttime glare. Measures identified in the lighting plan shall be incorporated into construction plans and implemented by the construction contractor.</p>	LTS
C. TRANSPORTATION AND CIRCULATION			
<p><u>TRANS-1</u>: Intersection #1 – Redwood Street/Sonoma Boulevard operates at an unacceptable LOS D during the PM peak hour and at LOS C during the Saturday peak hour under Existing conditions. This intersection will experience an increase in delay of 0.1 seconds during the PM peak hour and an increase in V/C of 0.05 seconds during the Saturday peak hour under Existing Plus Project conditions.</p>	S	<p><u>TRANS-1</u>: The project applicant shall fund re-timing of the Redwood Street/Sonoma Boulevard signal to optimize the cycle splits. As shown in Table IV.C-9, this intersection improvement would result in this intersection operating at improved levels compared to Existing Without Project conditions during the PM and Saturday peak hours.</p> <p>The significant impact at this intersection can be mitigated with the signal timing optimization. However, the intersection is under Caltrans’ jurisdiction and there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens. Prior to obtaining building permits for the project, the project applicant shall make a written offer to Caltrans to fully fund the signal re-timing at the Redwood Street/ Sonoma Boulevard intersection to optimize cycle splits, and shall provide a copy of this written offer to the City.</p>	SU

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-2:</u> Intersection #3 – Redwood Street/Tuolumne Street operates at an unacceptable LOS D during the PM peak hour under Existing conditions and will experience an increase in V/C of 0.03 during the Existing Plus Project PM peak hour.</p>	<p>S</p>	<p><u>TRANS-2:</u> The project applicant shall fund an adaptive signal retiming program at the Redwood Street/Tuolumne Street intersection that would operate in real time, adjusting signal timing to accommodate changing traffic patterns. The adaptive signal timing program should be implemented at four signalized intersections on Redwood Street between Couch Street and Tuolumne Street as well as at three signalized intersections on Tuolumne Street from Del Mar Avenue to Hospital Drive. The timing program adjusts the split, offset, cycle lengths, and phase order of the signals using sensors to interpret characteristics of traffic approaching an intersection, and using mathematical and predictive algorithms, adapts the signal timings accordingly, optimizing their performance. To implement the adaptive signal timing program, cameras and Ethernet communication would need to be added to the traffic signals and a processor would be installed on the inside of each of the existing traffic cabinets.</p> <p>As shown in Table IV.C-9, this intersection improvement would result in this intersection experiencing a V/C within the acceptable thresholds during the PM peak hour.</p>	<p>LTS</p>
<p><u>TRANS-3:</u> Intersection #4 – Redwood Street/ Fairgrounds Drive/I-80 WB Ramps operates at LOS D during the AM and PM peak hours under Existing conditions and will experience an increase in delay of 0.4 seconds and 1.9 seconds during the Existing Plus Project AM and PM peak hours, respectively.</p>	<p>S</p>	<p><u>TRANS-3:</u> The project applicant shall fund the proportional fair-share to improve operations at the Redwood Street/Fairgrounds Drive/I-80 WB Ramps intersection for adding an exclusive westbound right turn pocket for 150 feet adjacent to the bridge crossing I-80 and restriping the westbound through-shared-right turn lane to a through lane. In addition, the southbound right turn lane should be restriped as a through-shared-right lane. As shown in Table IV.C-9, this intersection improvement would result in this intersection operating at acceptable levels during the AM peak hour.</p> <p>Additionally, although still an unacceptable level of service, this intersection improvement would result in intersection delay of better than pre-project conditions during the PM peak hour.</p> <p>The project's proportionate share of the mitigation costs shall be paid to the City of Vallejo and placed in an escrow account for the exclusive use to construct the identified mitigation. Based on Caltrans' methodology for calculating equitable share in their <i>Guidelines for the Preparation of</i></p>	<p>SU</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-3</u> <i>Continued</i></p>		<p><i>Traffic Impact Studies</i>, the project's proportionate share is 14.8 percent. If the funds are not expended for the mitigation improvement they will be transferred to the project fund as part of the Redwood Parkway/Fairgrounds Drive Improvements. The Redwood Parkway/Fairground Drive Improvements project would absorb the impacts from the WinCo project and provide mitigations through the realignment of the I-80 on/off ramps with Redwood Parkway.</p> <p>The significant impact at this intersection can be mitigated with increased capacity. However, the intersection is under Caltrans' jurisdiction and no funding sources for the remaining improvement costs have been identified; therefore there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens.</p>	
<p><u>TRANS-4</u>: Intersection #5 – Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp will operate at LOS C during the Saturday peak hour under Existing Plus Project conditions and will experience an increase in V/C of 0.07 due to the proposed project.</p>	S	<p><u>TRANS-4</u>: The significant impact at this intersection can be mitigated by retiming the signal to optimize the cycle splits and adding a westbound right-turn lane.</p> <p>The project applicant shall fund re-timing of the Redwood Street/Sonoma Boulevard signal to optimize the cycle splits. However, due to the right-of-way constraints on the northeast corner at this intersection, no feasible mitigation measure has been identified. Additional right-of-way would need to be purchased from private property owners on the north side of the westbound approach in order to obtain proper lane alignment through the intersection. Because right-of-way is needed and it is within the control of the private property owner, the significant impact at this intersection remains significant and unavoidable.</p>	SU
<p><u>TRANS-5</u>: Intersection #6 – Redwood Parkway/Admiral Callaghan Lane (east)/ Project Driveway B will operate at an unacceptable LOS F during the Saturday peak hour under Existing Plus Project conditions and will experience an increase in V/C of 0.13 due to the proposed project.</p>	S	<p><u>TRANS-5</u>: The project applicant shall fund signal re-timing at the Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B intersection to optimize the cycle splits. In addition, the northbound and southbound signal phasing shall be converted from permitted left turns to protected left turns. This improvement requires modifications to the signal to accommodate protected left-turn movement in the northbound and southbound directions. The 95th percentile queue during the Saturday peak hour for this movement is 234 feet; therefore, a 250-foot left-turn pocket for the eastbound left-turn lane is recommended.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>TRANS-5</u> <i>Continued</i>		As shown in Table IV.C-9, these intersection improvements would result in this intersection experiencing a V/C within the acceptable thresholds during the Saturday peak hour.	
<u>TRANS-6</u> : The total queue length of the eastbound left-turn movement at Intersection #5 – Redwood Parkway/ Admiral Callaghan Lane (west)/I-80 EB Off-Ramp is 353 feet during the PM peak hour under Existing Plus Project conditions, 78 feet longer than the turn pocket length. The project is responsible for 71 feet of the total queue, which is equivalent to less than 3 vehicles.	S	<p><u>TRANS-6</u>: Implementation of Mitigation Measures TRANS-3 and TRANS-5 would improve the operation at this intersection and reduce the eastbound left-turn queue. The project applicant shall fund extension of the existing eastbound left-turn pocket at the Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp by 12 feet.</p> <p>The extension of the existing eastbound left-turn pocket by 12 feet would require re-striping of the eastbound approach, which can likely be performed without roadway widening. It is important to note that the extension of this turn pocket by 12 feet may not be feasible without modifying the westbound left-turn pockets at the Redwood Street/Fairgrounds Drive/I-80 WB Ramps intersection. Implementation of this mitigation measure, if approved by Caltrans, may require the reduction of storage capacity for the westbound left-turn pocket at the abovementioned intersection.</p> <p>The significant impact at this intersection can be mitigated with the turn pocket extension. However, the intersection is under Caltrans' jurisdiction; therefore there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens. Prior to obtaining building permits, the project applicant shall make a written offer to Caltrans to fully fund the extension the eastbound left-turn pocket at the Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp by 12 feet and shall provide a copy of this written offer to the City.</p>	SU
<u>TRANS-7</u> : The total queue length of the eastbound left-turn movement at Intersection #6 – Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B is 292 feet during the PM peak hour under Existing Plus Project conditions, 167 feet longer than the turn pocket length. The project is responsible for 235 feet of the total queue, which is equivalent to less than 10 vehicles.	S	<u>TRANS-7</u> : The project applicant shall fund extension of the existing eastbound left-turn pocket at the Redwood Parkway/Admiral Callaghan Lane (east)/Project Driveway B intersection by 75 feet and modification of the signal timing to provide additional green time for the eastbound left turn phase. The extension of this eastbound left-turn pocket would provide sufficient storage to accommodate 95 th percentile queues.	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>TRANS-7</u> <i>Continued</i>		The extension of the existing eastbound left-turn pocket by 75 feet would require reconstruction of the raised median along Redwood Parkway including the relocation of a signal pole, between Admiral Callaghan Lane (west)/I-80 EB Off-Ramp and Admiral Callaghan Lane (east)/Project Driveway B.	
<u>TRANS-8</u> : The total queue length of the northbound left-turn movement Intersection #6 – Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B is 324 feet during the PM peak hour under Existing Plus Project conditions, 245 feet longer than the turn pocket length. The project is responsible for 47 feet of the total queue, which is equivalent to less than 2 vehicles.	S	<u>TRANS-8</u> : The project applicant shall fund extension of the existing northbound left-turn pocket at the Redwood Parkway/Admiral Callaghan Lane (east)/Project Driveway B intersection by 47 feet. The extension of the existing northbound left-turn pocket by 47 feet would require re-striping of the northbound approach, which can likely be performed without roadway widening.	LTS
<u>TRANS-9</u> : Intersection #1 – Redwood Street/Sonoma Boulevard operates at LOS D during the PM peak hour and LOS C during the Saturday peak hour under Near-Term conditions and will experience an increase in delay of 0.2 seconds during the PM peak hour and an increase in V/C of 0.05 seconds during the Saturday peak hour due to the proposed project.	S	<u>TRANS-9</u> : Implement Mitigation Measure TRANS-1. As shown in Table IV.C-12 re-timing of the Redwood Street/Sonoma Boulevard signal to optimize the cycle splits would result in this intersection operating at improved levels compared to Near-Term Without Project conditions during the PM and Saturday peak hours. The significant impact at this intersection can be mitigated with the signal timing optimization. However, the intersection is under Caltrans’ jurisdiction; therefore, there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens. Prior to obtaining building permits for the project, the project applicant shall make a written offer to Caltrans to fully fund the signal re-timing at the Redwood Street/ Sonoma Boulevard intersection to optimize cycle splits, and shall provide a copy of this written offer to the City.	SU
<u>TRANS-10</u> : Intersection #2 – Redwood Street/Broadway Street operates at LOS D during the PM peak hour under the Near-Term conditions and will experience an increase in V/C of 0.03 seconds due to the proposed project.	S	<u>TRANS-10</u> : Implement Mitigation Measure TRANS-2. As shown in Table IV.C-12 adaptive signal retiming at the Redwood Street/ Broadway Street intersection would result in this intersection operating at improved levels compared to Near-Term Without Project conditions during the PM peak hour.	LTS
<u>TRANS-11</u> : Intersection #3 – Redwood Street/ Tuolumne Street operates at LOS D during the PM peak hour under Near-Term conditions and would experience an increase in V/C of 0.03 due to the proposed project.	S	<u>TRANS-11</u> : Implement Mitigation Measure TRANS-2. As shown in Table IV.C-12, this improvement would result in the Redwood Street/ Tuolumne Street intersection experiencing a V/C within the acceptable thresholds during the PM peak hour.	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-12:</u> Intersection #4 – Redwood Street/Fairgrounds Drive/I-80 WB Ramps operates at LOS D during the AM and PM peak hour under the Near-Term conditions and will experience an increase in delay of 0.3 seconds and 2.0 seconds during the AM and PM peak hours respectively due to the proposed project.</p>	<p>S</p>	<p><u>TRANS-12:</u> Implement Mitigation Measure TRANS-3. As shown in Table IV.C-12, this improvement would result in the Redwood Street/ Fairgrounds Drive/I-80 WB Ramps intersection operating at acceptable levels during the AM peak hour. Additionally, although still an unacceptable level of service, this intersection improvement would result in intersection delay of better than Near-Term Without Project conditions during the PM peak hour.</p> <p>The project’s proportionate share of the mitigation costs shall be paid to the City of Vallejo and placed in an escrow account for the exclusive use to construct the identified mitigation. If the funds are not expended for the mitigation improvement, they will be transferred to the project fund as part of the Redwood Parkway/ Fairgrounds Drive Improvements. The Redwood Parkway/Fairground Drive Improvements project would absorb the impacts from the WinCo project and provide mitigations through the realignment of the I-80 on/off ramps with Redwood Parkway.</p> <p>The significant impact at this intersection can be mitigated with increased capacity. However, the intersection is under Caltrans’ jurisdiction and no funding sources for the remaining improvement costs have been identified; therefore there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens.</p>	<p>SU</p>
<p><u>TRANS-13:</u> Intersection #5 – Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off Ramp will operate at LOS C during the PM and Saturday peak hours under the Near-Term conditions and will operate at LOS D during the PM peak hour and experience an increase in delay of 0.07 seconds during the Saturday peak hour due to the proposed project.</p>	<p>S</p>	<p><u>TRANS-13:</u> Implement Mitigation Measure TRANS-11. As shown in Table IV.C-12, the intersection improvement at Redwood Street/Fairgrounds Drive/I-80 WB Ramps would result in the Redwood Parkway/ Admiral Callaghan Lane (west)/I-80 EB Off Ramp intersection operating at acceptable levels during the PM peak hour.</p> <p>The significant impact during the Saturday peak hour can be mitigated by retiming the signal to optimize the cycle splits and adding a westbound right-turn lane. However, due to the right-of-way constraints on the northeast corner at this intersection, no feasible mitigation measure has been identified. Additional right-of-way would need to be purchased from private property owners on the north side of the westbound approach in order to obtain proper lane alignment through the intersection. Because right-of-way is needed and it is within the control of the private property owner, the significant impact at this intersection remains significant and unavoidable.</p>	<p>SU</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-14:</u> Intersection #6 – Redwood Parkway/Admiral Callaghan Lane (east)/ Project Driveway B will operate at an unacceptable LOS E during the Saturday peak hour under Near-Term Plus Project conditions and will experience an increase in V/C of 0.09 due to the proposed project.</p>	S	<p><u>TRANS-14:</u> Implement Mitigation Measure TRANS-5. As shown in Table IV.C-12, this improvement would result in the Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B intersection experiencing a V/C within the acceptable thresholds during the Saturday peak hour.</p>	LTS
<p><u>TRANS-15:</u> The total queue length of the eastbound left-turn movement at Intersection #6 – Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B is 291 feet during the PM peak hour in the Near-Term Plus Project conditions, 166 feet longer than the turn pocket length. The project is responsible for 233 feet of the total queue, which is equivalent to less than 10 vehicles.</p>	S	<p><u>TRANS-15:</u> Implement Mitigation Measure TRANS-7.</p>	LTS
<p><u>TRANS-16:</u> The total queue length of the northbound left-turn movement at Intersection #6 – Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B is 324 feet during the PM peak hour in the Near-Term Plus Project conditions, 244 feet longer than the turn pocket length. The project is responsible for 47 feet of the total queue, which is equivalent to less than 2 vehicles.</p>	S	<p><u>TRANS-16:</u> Implement Mitigation Measure TRANS-8.</p>	LTS
<p><u>TRANS-17:</u> Intersection #1 – Redwood Street/Sonoma Boulevard operates at LOS D during the PM and Saturday peak hours under Long-Term conditions and will experience an increase in delay of 0.4 and 1.9 seconds during the PM and Saturday peak hours, respectively under Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-17:</u> Implement Mitigation Measure TRANS-1. As shown in Table IV.C-15 this improvement would result in the Redwood Street/ Sonoma Boulevard intersection operating at improved levels compared to Long-Term Without Project conditions during the PM and Saturday peak hours.</p> <p>The significant impact at this intersection can be mitigated with the signal timing optimization. However, the intersection is under Caltrans’ jurisdiction; therefore, there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens. Prior to obtaining building permits for the project, the project applicant shall make a written offer to Caltrans to fully fund the signal re-timing at the Redwood Street/Sonoma Boulevard intersection to optimize cycle splits, and shall provide a copy of this written offer to the City.</p>	SU

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-18</u>: Intersection #2 – Redwood Street/Broadway Street operates at LOS F and LOS D during the PM and Saturday peak hours respectively under Long-Term conditions and will experience an increase in V/C of 0.3 seconds and an increase in delay of 2.4 seconds during the PM and Saturday peak hours respectively during Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-18</u>: Implement Mitigation Measure TRANS-2. As shown in Table IV.C-15, this improvement would result in this intersection experiencing a V/C within the acceptable thresholds during the PM and Saturday peak hours.</p>	LTS
<p><u>TRANS-19</u>: Intersection #3 – Redwood Street/Tuolumne Street operates at LOS D during the Saturday peak hour under Long-Term conditions and will experience an increase in the V/C ratio of 0.03 seconds during the Saturday peak hour during Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-19</u>: The project applicant shall fund re-timing of the Redwood Street/Tuolumne Street signal to optimize the cycle splits. As shown in Table IV.C-15, this intersection improvement would reduce the delay at this intersection to an acceptable level during the Saturday peak hour.</p>	LTS
<p><u>TRANS-20</u>: Intersection #4 – Redwood Street/ Fairgrounds Drive/I-80 WB Ramps operates at LOS E during the AM and Saturday peak hours and LOS F during the PM peak hour under the Long-Term conditions and will experience an increase in delay of 5 seconds, 11 seconds, and 9.3 seconds during the AM, PM, and Saturday peak hours respectively during Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-20</u>: Implement Mitigation Measure TRANS-3 and retime the traffic signal to optimize the cycle splits. As shown in Table IV.C-15, this improvement would result in the Redwood Street/ Fairgrounds Drive/I-80 WB Ramps intersection operating at acceptable levels during the AM and Saturday peak hours. Additionally, although still an unacceptable level of service, this intersection improvement would result in intersection delay of better than Long-Term Without Project conditions during the PM peak hour.</p> <p>The project’s proportionate share of the mitigation costs shall be paid to the City of Vallejo and placed in an escrow account for the exclusive use to construct the identified mitigation. If the funds are not expended for the mitigation improvement, they will be transferred to the project fund as part of the Redwood Parkway/ Fairgrounds Drive Improvements. The Redwood Parkway/Fairground Drive Improvements project would absorb the impacts from the WinCo project and provide mitigations through the realignment of the I-80 on/off ramps with Redwood Parkway.</p> <p>The significant impact at this intersection can be mitigated with increased capacity. However, the intersection is under Caltrans’ jurisdiction and no funding sources for the remaining improvement costs have been identified; therefore there is no guarantee that the improvement would be approved by Caltrans by the time the proposed project opens.</p>	SU

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-21</u>: Intersection #5 – Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp operates at LOS D during the PM and Saturday peak hours under Long-Term conditions and will experience an increase in delay of 19.1 and 2.9 seconds during the PM and Saturday peak hours respectively during Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-21</u>: The significant impact at the Redwood Parkway/Admiral Callaghan Lane (west)/I-80 EB Off-Ramp s intersection can be mitigated with increased capacity. However, due to the right-of-way constraints on the southeast corner at this intersection, no feasible mitigation measure has been identified. Additional right-of-way would need to be purchased from private property owners on the east side of the northbound approach in order to obtain proper lane alignment through the intersection. Because right-of-way is needed and it is within the control of the private property owner, the significant impact at this intersection remains significant and unavoidable.</p> <p>It is important to note that improvements for the Redwood Parkway/Fairgrounds Drive Improvements project have been identified by STA to support future traffic demands. Conceptual layouts for the project illustrated the redesign of the I-80/Redwood Street Interchange to a more traditional diamond interchange. This conceptual design also included the realignment of the Fairgrounds Drive further west to be separated from the interchange intersections. Although this project would improve operations at the interchange and STA and City staff believe that the project could be constructed before 2030, the project’s geometric layout is still undefined and the project was not assumed to be constructed by 2030 in the Long-Term analysis. When this project is completed, whether before or after 2030, it will improve operations at this intersection.</p>	SU
<p><u>TRANS-22</u>: Intersection #6 –Redwood Parkway/Admiral Callaghan Lane (east)/ Project Driveway B operates at LOS E during the Saturday peak hour under the Long-Term conditions and will experience an increase in delay of 68.1 seconds during Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-22</u>: Implement Mitigation Measure TRANS 5. As shown in Table IV.C-15, implementation of this mitigation measure would mitigate the impact in the Saturday peak hour.</p>	LTS
<p><u>TRANS-23</u>: The total queue length of the eastbound left-turn movement at Intersection #6 – Redwood Parkway/ Admiral Callaghan Lane (east)/Project Driveway B is 238 feet during the PM peak hour and 244 feet during the Saturday peak hour in the Long-Term Plus Project conditions, 113 and 119 feet longer than the turn pocket length, respectively. The project is responsible for 188 feet of the total queue, which is equivalent to less than 8 vehicles.</p>	S	<p><u>TRANS-23</u>: Implement Mitigation Measure TRANS-7.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-24</u>: The total queue length of the northbound left-turn movement at Intersection #6 – Redwood Parkway/Admiral Callaghan Lane (east)/ Project Driveway B is 549 feet during the PM peak hour in the Long-Term Plus Project conditions, 469 feet longer than the turn pocket length. The project is responsible for 47 feet of the total queue, which is equivalent to less than 2 vehicles.</p>	S	<p><u>TRANS-24</u>: Implement Mitigation Measure TRANS-8.</p>	LTS
<p><u>TRANS-25</u>: Intersection #10 – Redwood Parkway/Ascot Parkway operates at LOS D during the PM peak hour under the Long-Term conditions and will experience an increase in V/C of 0.03 during the PM peak hour during the Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-25</u>: The project applicant shall fund the proportional fair share of adding a second northbound left turn lane to the Redwood Parkway/Ascot Parkway intersection. As shown in Table IV.C-15, this improvement would result in this intersection experiencing a V/C within the acceptable thresholds during the PM peak hour. Based on expected traffic generated by the proposed project and Caltrans’ methodology for calculating equitable share, the project applicant shall contribute 8.5 percent of the mitigation costs to the City for this improvement.</p> <p>The project’s proportionate share of the mitigation cost shall be paid to the City of Vallejo’s Transportation Impact Mitigation Fee (TIMF) Program fund to construct the identified mitigation. If this intersection is currently not included in the TIMF Program, the City shall add this intersection to their TIMF Program during the next evaluation period.</p>	LTS
<p><u>TRANS-26</u>: The total queue length of the northbound left-turn movement at Intersection #10 – Redwood Parkway/ Ascot Parkway is 444 feet during the PM peak hour in the Long-Term Plus Project conditions, 269 feet longer than the turn pocket length. The project is responsible for 34 feet of the total queue, which is equivalent to less than 2 vehicles.</p>	S	<p><u>TRANS-26</u>: Implement Mitigation Measure TRANS-25.</p>	LTS
<p><u>TRANS-27</u>: Intersection #13 – Admiral Callaghan Lane/I-80 EB Ramps, which is unsignalized, operates at LOS D and LOS E during the AM and PM peak hours respectively under the Long-Term conditions and will experience an increase in delay of 0.8 seconds and 4.5 seconds respectively during the Long-Term Plus Project conditions.</p>	S	<p><u>TRANS-27</u>: The project applicant shall fund the proportional fair share to construct a half-signal at the Admiral Callaghan Lane/I-80 EB Ramps intersection. The high southbound through traffic is not anticipated to provide sufficient gaps to adequately serve the northbound left-turn traffic onto I-80 EB. The half-signal would control the southbound through and northbound left-turn movements, while allowing the northbound through and eastbound right-turn traffic to remain uncontrolled. Although this configuration is somewhat rare, there are examples of similar signalization in the Bay Area including on Caltrans facilities. The northbound left turn</p>	SU

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-27</u> <i>Continued</i></p>		<p>queue would occasionally preclude vehicles from turning right out of the project driveway and traveling into the northbound left turn lane at the Admiral Callaghan Lane/I-80 EB Ramps intersection. The project traffic is less than 1 percent of this movement. The queue is expected to be shorter during most periods and the vehicles exiting the project driveway would not have any difficulty getting over to the northbound left turn lane. This intersection satisfies the peak hour signal warrant during the AM peak hour. As shown in Table IV.C-15, this intersection improvement would result in this intersection operating at LOS A and LOS B during the AM and PM peak hours. Based on expected traffic generated by the proposed project and Caltrans' methodology for calculating equitable share, the project applicant should contribute 5.7 percent of the mitigation costs at this location.</p> <p>The project's proportionate share of the mitigation costs shall be paid to the City of Vallejo to be used for construction of the identified mitigation. If the funds are not expended for the mitigation improvement they will be transferred to the project fund as part of the Redwood Parkway/Fairgrounds Drive Improvements. The Redwood Parkway/Fairground Drive Improvements project would absorb the impacts from the WinCo project and provide mitigations through the realignment of the I-80 on/off ramps with Redwood Parkway.</p> <p>The significant impact at this intersection can be mitigated with the installation of a half-signal. However, the intersection is under Caltrans' jurisdiction; therefore there is no guarantee that the improvement would be approved by Caltrans by the time it is needed in 2030.</p>	
<p><u>TRANS-28</u>: The total queue length of the northbound left-turn movement at Intersection #13 – Admiral Callaghan Lane/I-80 EB Ramps is 632 feet during the PM peak hour in the Long-Term Plus Project conditions, 532 feet longer than the turn pocket length. The project is responsible for 57 feet of the total queue, which is equivalent to less than 3 vehicles.</p>	<p>S</p>	<p><u>TRANS-28</u>: Implement Mitigation Measure TRANS-25.</p> <p>The project's proportionate share of the mitigation costs for the Admiral Callaghan Lane/I-80 EB Ramps intersection shall be paid to the City of Vallejo and placed in an escrow account for the exclusive use to construct the identified mitigation. If the funds are not expended for the mitigation improvement they will be transferred to the project fund as part of the Redwood Parkway/Fairgrounds Drive Improvements. The Redwood Parkway/Fairground Drive Improvements project would absorb the impacts from the WinCo project and provide mitigations through the realignment of the I-80 on/off ramps with Redwood Parkway.</p>	<p>SU</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>TRANS-28</u> <i>Continued</i>		The significant impact at this intersection can be mitigated with the turn pocket extension. However, the intersection is under Caltrans' jurisdiction; therefore there is no guarantee that the improvement would be approved by Caltrans by the time it is needed in 2030.	
<u>TRANS-29</u> : The right in/out only limitation at the Admiral Callaghan Lane (west)/Project Driveway A intersection may not be enforceable, resulting in circulation impacts at this intersection and a safety hazard along Admiral Callaghan Lane (west).	S	<u>TRANS-29</u> : To reinforce compliance of the right in/out movements at Project Driveway A, a "pork chop" channelizing island shall be incorporated into the project design prior to final site plan approval. The applicant shall be responsible for the cost and construction of the island, which shall be designed to the satisfaction of the City Engineer.	LTS
D. AIR QUALITY			
<u>AIR-1</u> : Demolition and construction period activities would generate dust and exhaust, and organic emissions from vehicles.	S	<u>AIR-1a</u> : Consistent with guidance from the BAAQMD, the following actions shall be required of construction contracts and specifications for the project: <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • 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]). Clear signage shall be provided for construction workers at all access points. 	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>AIR-1</u> <i>Continued</i>		<ul style="list-style-type: none"> • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • A publicly visible sign shall be posted with the telephone number and person to contact at the City of Vallejo regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations. <p><u>AIR-1b</u>: Consistent with guidance from the BAAQMD, the following actions shall be required of construction contracts and specifications for the project.</p> <ul style="list-style-type: none"> • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more); • Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph; • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and • Replant vegetation in disturbed areas as quickly as possible. 	
E. GLOBAL CLIMATE CHANGE			
<u>GCC-1</u> : Construction activities would cumulatively contribute to global climate change.	S	<u>GCC-1</u> : Implement Mitigation Measure AIR-1.	LTS
<u>GCC-2</u> : Operation of the proposed project would result in GHG emissions that would have a significant physical adverse impact and would cumulatively contribute to global climate change.	S	<p><u>GCC-2</u>: To reduce the project’s impact on Global Climate Change the following measures shall be incorporated into the design and construction of the project:</p> <p><i>Energy Efficiency Measures:</i></p> <ul style="list-style-type: none"> • Design buildings to facilitate use of solar energy for electricity, water heating, and/or space heating/cooling. • Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping. 	SU

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>GCC-2</u> <i>Continued</i></p>		<ul style="list-style-type: none"> • Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems. • Install light colored “cool” roofs and cool pavements. • Install energy efficient heating and cooling systems, appliances and equipment, and control systems. • Install energy-efficient, solar or light emitting diodes (LEDs) for outdoor lighting, as appropriate. <p><i>Water Conservation and Efficiency Measures:</i></p> <ul style="list-style-type: none"> • Create water-efficient landscapes within the development, including climate-appropriate and drought-tolerant species. • Install water-efficient irrigation systems and devices. • Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets and waterless urinals. • Restrict watering methods (e.g. prohibit systems that apply water to non-vegetated surfaces) and control runoff. <p><i>Solid Waste:</i></p> <p>Provide storage areas for recyclables and require recycling and other on-site solid waste reduction measures in compliance with City of Vallejo Public Works Department’s recycling programs and requirements.</p> <p><i>Transportation and Motor Vehicle Measures:</i></p> <ul style="list-style-type: none"> • Develop a transportation demand management (TDM) program that includes trip reduction components such as free transit passes, a dedicated employee transportation coordinator, and carpool matching program. • Provide transit facilities (e.g. bus bulbs/turnouts, benches, shelters). 	

Table II-2 Continued

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>GCC-2</u> Continued		<ul style="list-style-type: none"> • Provide bicycle lanes, sidewalks, and/or paths, incorporated into the proposed street systems and connected to a community-wide network. • Provide bicycle parking at a rate of at least 1:20 vehicle spaces. 	
<u>GCC-3</u> : Greenhouse gas emissions associated with the project would conflict with policies related to the reduction of greenhouse gases.	S	<u>GCC-3</u> : Implement Mitigation Measure GCC-2.	SU
F. NOISE			
<u>NOISE-1</u> : Noise levels from construction activities may range up to 91 dBA L _{max} at the nearest sensitive land uses to the project site resulting in a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project.	S	<p><u>NOISE-1a</u>: The project applicant shall construct a sound wall along the northern project property line prior to commencing any demolition or construction activities. This sound wall shall be constructed of solid block, or equivalent, materials at a minimum height of 8 feet above the finished pad elevation of both the proposed and adjacent properties.</p> <p><u>NOISE-1b</u>: All construction equipment must have appropriate sound muffling devices, which shall be properly maintained and used at all times such equipment is in operation.</p> <p><u>NOISE-1c</u>: Where feasible, the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</p> <p><u>NOISE-1d</u>: The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site.</p> <p><u>NOISE-1e</u>: Except as otherwise permitted, construction activities shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. daily.</p>	LTS
<u>NOISE-2</u> : Construction activities could expose persons in the project vicinity to excessive groundborne vibration or noise levels.	S	<p><u>NOISE-2a</u>: The contractor shall ensure implementation of multi-part Mitigation Measure NOISE-1.</p> <p><u>NOISE-2b</u>: Pile driving shall not be used in construction of the proposed structure unless a detailed vibration impact analysis is performed that determines potential impacts and outlines mitigation measures to reduce such impacts to a less-than-significant level.</p> <p><u>NOISE-2c</u>: The contractor shall ensure that no two or more pieces of heavy construction equipment operate simultaneously within 25 feet of any single point along the northern project property line.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>NOISE-3: Operational noise would result in a permanent increase of more than 5 dBA in ambient noise levels over existing levels without the project for noise sensitive uses in the project vicinity.</p>	<p>S</p>	<p>NOISE-3a: The project applicant shall ensure implementation of Mitigation Measure NOISE-1a.</p> <p>NOISE-3b: A sound wall shall be constructed along the eastern project property line at a height and length that blocks the line of sight to the outdoor active use areas of residential land uses east of the project site. This sound wall shall be constructed on solid block or equivalent sound reflecting or sound absorbing material.</p>	<p>LTS</p>
<p>G. HYDROLOGY AND WATER QUALITY</p>			
<p>HYDRO-1: Construction period activities could generate stormwater runoff that could cause or contribute to a violation of water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise substantially degrade the water quality of Vallejo area streams, Lake Chabot, wetlands, or San Pablo Bay.</p>	<p>S</p>	<p>HYDRO-1: Consistent with the requirements of the statewide Construction General Permit, and as required by the Vallejo Municipal Code, the project applicant shall prepare and implement a SWPPP designed to reduce potential adverse impacts to surface water quality through the project construction period. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled; (2) where not otherwise required to be under a Water Board permit, all non-storm water discharges are identified and either eliminated, controlled, or treated; (3) site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity to the BAT/BCT standard; (4) calculations and design details as well as BMP controls for site run-on are complete and correct, and (5) stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.</p> <p>The SWPPP shall prepared by a Qualified SWPPP Developer. The SWPPP shall include the minimum BMPs required in Attachment D of the Construction General Permit for Risk Level 2 dischargers, or Attachment E for Risk Level 3 dischargers (as applicable, based on final determination of the project's Risk Level status [to be determined as part of the Notice of Intent for coverage under the Construction General Permit]). These include: BMPs for erosion and sediment control, site management/housekeeping/waste management, management of non-stormwater discharges, runoff and runoff</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYDRO-1</u> <i>Continued</i></p>		<p>controls, and BMP inspection/maintenance/repair activities. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction or the Caltrans Storm Water Quality Handbook Construction Site BMPs Manual.</p> <p>The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters (receiving water monitoring is only required for some Risk Level 3 dischargers). A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/maintenance/repair activities. The project applicant shall also prepare a Rain Event Action Plan as part of the SWPPP.</p> <p>The following are the types of BMPs that shall be implemented for the project, subject to review and approval by the Water Board.</p> <p><u>Erosion Control BMPs</u></p> <ul style="list-style-type: none"> • <i>Scheduling.</i> To reduce the potential for erosion and sediment discharge, construction shall be scheduled to minimize ground disturbance during the rainy season. The project applicant shall: <ul style="list-style-type: none"> ○ Sequence construction activities to minimize the amount of time that soils remain disturbed. ○ Stabilize all disturbed soils as soon as possible following the completion of ground disturbing work. ○ Install erosion and sediment control BMPs prior to the start of any ground-disturbing activities. • <i>Preservation of Existing Vegetation.</i> Where feasible, existing vegetation shall be preserved to provide erosion control. • <i>Stabilize Soils.</i> Hydroseeding, geotextile fabrics and mats, mulch, or soil binders shall be used, as appropriate, to reduce erosion on exposed soil surfaces. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYDRO-1</u> <i>Continued</i></p>		<ul style="list-style-type: none"> • <i>Stabilize Streambanks.</i> When working along stream banks or within channels, BMPs shall be implemented to minimize channel erosion and sedimentation. Proper erosion and sediment controls, such as silt fences, mulch, geotextiles, and hydroseeding, shall be used. To the extent possible, existing vegetation that stabilizes the stream banks shall be preserved. • <i>Earth Dikes, Drainage Swales and Slope Drains.</i> Earth dikes, drainage swales, or slope drains shall be constructed to divert runoff away from exposed soils and stabilized areas, and redirect the runoff to a desired location, such as a sediment basin. • <i>Outlet Protection and Velocity Dissipation Devices.</i> Rock, concrete rubble, or grouted riprap shall be installed at culvert and pipe outlets to drainage conveyances, to prevent scour of the soil caused by concentrated high-velocity flows. <p><u>Sediment Control BMPs</u></p> <ul style="list-style-type: none"> • <i>Silt Fence/Fiber Roll.</i> Silt fences or fiber rolls shall be installed around the perimeter of the areas affected by construction, at the toe of slopes, around storm drain inlets, and at outfall areas, to prevent offsite sedimentation. • <i>Street Sweeping and Vacuuming.</i> Areas with visible sediment tracking shall be swept or vacuumed daily, to prevent the discharge of sediment into the stormwater drainage system or creeks. • <i>Storm Drain Inlet Protection.</i> Storm drains shall be protected using a filter fabric fence, gravel bag barrier, or other methods, to allow sediments to be filtered or settle out before runoff enters drain inlets. • <i>Check Dams.</i> Barriers shall be constructed of rock, gravel bags, sand bags, or fiber rolls across a constructed swale or drainage ditch, to reduce the effective slope of the channel. This reduces the velocity of runoff, which allows sediment to settle and reduces erosion. • <i>Sediment Traps.</i> Sediment traps shall be constructed where sediment-laden runoff may enter the stormwater drainage systems or creeks. Sediment traps are appropriate for drainage areas less than five acres. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYDRO-1</u> <i>Continued</i></p>		<ul style="list-style-type: none"> • <i>Sediment Basins.</i> If used onsite, sediment basins shall be designed according to the method provided in the California Stormwater Quality Association Stormwater BMP Handbook—Construction. Sediment basins are appropriate for drainage areas of five acres or greater. <p><u>Wind Erosion Control BMPs</u></p> <ul style="list-style-type: none"> • <i>Dust Control.</i> Potable water shall be applied using water trucks to alleviate nuisance caused by dust. Water application rates shall be minimized to prevent erosion and runoff. • <i>Stockpile Management.</i> Silt fences shall be used around the perimeter of stockpiles, and stockpiles shall be covered to prevent wind dispersal of sediment. <p><u>Tracking Controls</u></p> <ul style="list-style-type: none"> • <i>Stabilized Construction Entrance/Exit.</i> Construction site entrances and exits shall be graded and stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles. • <i>Stabilized Construction Roadway.</i> Access roads, parking areas, and other on-site vehicle transportation routes shall be stabilized immediately after grading is completed, and frequently maintained to prevent erosion and to control dust. • <i>Tire Wash.</i> A tire washing facility shall be installed at stabilized construction access points to allow for tire washing when vehicles exit the site to prevent tracking of dirt and mud onto public roads. <p><u>Non-Stormwater Controls</u></p> <ul style="list-style-type: none"> • <i>Dewatering.</i> The SWPPP shall include a dewatering plan for non-contaminated groundwater specifying methods of water collection, transport, treatment, and discharge. The discharger shall consult with the Water Board regarding any required permit (other than the Construction General Permit) or Basin Plan conditions prior to initial dewatering activities to land, storm drains, or receiving waters. Water produced by dewatering shall be impounded in holding tanks, sediment basins, or other holding facilities to settle the solids and provide other treatment as necessary prior to discharge to receiving waters. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYDRO-1</u> <i>Continued</i></p>		<ul style="list-style-type: none"> • Discharges of water produced by dewatering shall be controlled to prevent erosion. • <i>Illicit Connection/Discharge Detection and Reporting.</i> Contractors shall regularly inspect the site for evidence of illicit connections, illegal dumping, or discharges. Such illicit activities shall immediately be reported to the VSFCDC. • <i>Vehicle and Equipment Cleaning.</i> Construction equipment shall be washed regularly in a designated stabilized area onsite, or offsite. Steam cleaning will not be performed onsite. Phosphate-free, biodegradable soaps shall be used for on-site activities. Wash water from onsite activities shall be contained and infiltrated, to avoid discharges to drain inlets and creeks. <p><i>Vehicle and Equipment Fueling and Maintenance.</i> Vehicles and equipment shall be inspected daily for leaks. Perform vehicle maintenance and fueling off-site whenever possible. If maintenance and fueling must take place onsite, designated areas shall be located at least 50 feet away from storm drain inlets, drainage courses, and receiving waters. Fueling areas shall be protected with berms and dikes to prevent runoff, and to contain spills. Fueling shall be performed on level grade. Nozzles shall be equipped with automatic shutoffs to control drips. Stored fuel shall be enclosed or covered. Drip pans shall be used for all vehicle and equipment maintenance activities. Spill kits shall be available in maintenance and fueling areas, and spills shall be removed with absorbent materials and not washed down with water. If spills or leaks occur, contaminated soil and cleanup materials shall be properly disposed.</p> <ul style="list-style-type: none"> • <i>Paving and Grinding Operations.</i> Proper practices shall be implemented to prevent runoff, and to properly dispose of waste. Paving and grinding activities shall be avoided during the rainy season, when feasible. • <i>Copper Roof Installation.</i> All runoff resulting from the installation, treating, or cleaning of the copper roof shall be discharged to the sanitary sewer system in accordance with VSFCDC requirements. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYDRO-1</u> <i>Continued</i></p>		<p><u>Waste Management and Materials Pollution Control BMPs</u></p> <ul style="list-style-type: none"> • <i>Material Delivery and Storage and Use.</i> Materials such as detergents, concrete compounds, petroleum products and hazardous materials shall be stored in a designated area away from vehicular traffic, drain inlets, and creeks. The materials shall be stored on pallets with secondary containment. Spill clean-up materials, material safety data sheets, a material inventory, and emergency contact numbers shall be maintained in the storage area. • <i>Spill Prevention and Control.</i> Proper procedures shall be implemented to contain and clean-up spills and prevent material discharges into the storm drain system. • <i>Waste Management.</i> Solid waste shall be collected in designated areas, and stored in watertight containers located in a covered area or with secondary containment. Waste shall be removed from the site regularly. Hazardous wastes shall be stored and disposed in accordance with applicable regulatory requirements. • <i>Sanitary/Septic Waste Management.</i> Portable toilets shall be located at least 50 feet away from drain inlets and waterbodies, and away from paved areas. • <i>Stockpile Management.</i> Stockpiles shall be surrounded by sediment controls, covered, and located at least 50 feet from concentrated flows of stormwater, inlets, and creeks. • <i>Concrete Waste Management.</i> Concrete washout shall be performed offsite, or in a designated area at least 50 feet away from storm drain inlets or creeks. A temporary pit or bermed area shall be constructed where the waste can be discharged and allowed to set for proper disposal. • <i>Training.</i> Construction site personnel shall receive training on implementing all BMPs included in the SWPPP. A Qualified SWPPP Practitioner shall perform all BMP inspection/maintenance/repair and site monitoring activities. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>HYDRO-2: Operational period activities could generate stormwater runoff that could cause or contribute to a violation of water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise substantially degrade the water quality of Vallejo area streams, Lake Chabot, wetlands, or San Pablo Bay.</p>	<p>S</p>	<p>HYDRO-2: In accordance with the Municipal Regional Permit (MRP), the project applicant shall implement the following requirements to control pollutants in post-construction stormwater runoff and non-stormwater discharges, which shall be submitted for review with the building permit application to the VSFCDC and the City of Vallejo Public Works Department. If the VSFCDC and City do not have in-house review capacity, a qualified consultant approved by the VSFCDC and the City shall be retained to review the project applicant's submittal.</p> <ul style="list-style-type: none"> • Locations of all stormwater treatment BMPs, sized in accordance with the MRP Provision C.3. shall be shown on a site plan; • Roof runoff shall be directed to vegetated areas, as shown on a site plan; • The following discharges shall be conveyed to the sanitary sewer as shown on a site plan: <ul style="list-style-type: none"> ○ Dumpster drainage areas for covered trash, food waste and compactor enclosures; ○ Areas used for cleaning floor mats, containers, and equipment shall be connected to a grease interceptor and shall discharge to the sanitary sewer; ○ Drains located in loading docks shall be equipped with a spill control valve or equivalent device, which shall be kept closed during periods of operation; ○ The project applicant shall get approval from the VSFCDC on specific sanitary sewer connection and discharge requirements. • The project applicant shall develop BMPs for managing wastewater generated from the cleaning and/or treating of the copper roof over the grocery store customer entrance. The wastewater shall not be discharged into the stormwater drainage system. Alternatively, an alternative material to copper will be used for this architectural detail. • The project applicant shall submit an Operations and Maintenance (O&M) Plan that details the O&M responsibility mechanism and maintenance requirements for all stormwater treatment systems, for the life of the project. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
H. PUBLIC SERVICES			
<i>There are no significant Public Services impacts.</i>			
I. UTILITIES AND INFRASTRUCTURE			
<i>There are no significant Utilities and Infrastructure impacts.</i>			
J. URBAN DECAY			
<i>There are no significant Urban Decay impacts.</i>			

Source: LSA Associates, Inc., 2011.

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