DEPARTMENT OF RESOURCE MANAGEMENT
Planning Services Division

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STAFF REPORT

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Mike Yankovich
Program Manager

Agenda Item No. 1

To: Solano County Planning Commission

From: Karen Avery, Senior Planner

Subject: Amendment No. 1 to Use Permit No. U-81-19 for Vineyard RV Park, LLC project located at 4985 Midway Road, adjacent to the City of Vacaville, in a "CR" Commercial Recreation Zoning District

Date: March 19, 2015

I. RECOMMENDATION:

The Planning Commission ADOPT the Addendum to the Mitigated Negative Declaration Vineyard RV Park Expansion Project, and

ADOPT the proposed Resolution APPROVING Amendment No. 1 of Use Permit No. U-81-19 based on the recommended Findings and subject to the recommended Conditions of Approval attached thereto, and ADOPTING the Mitigation and Monitoring Plan as recommended by staff.

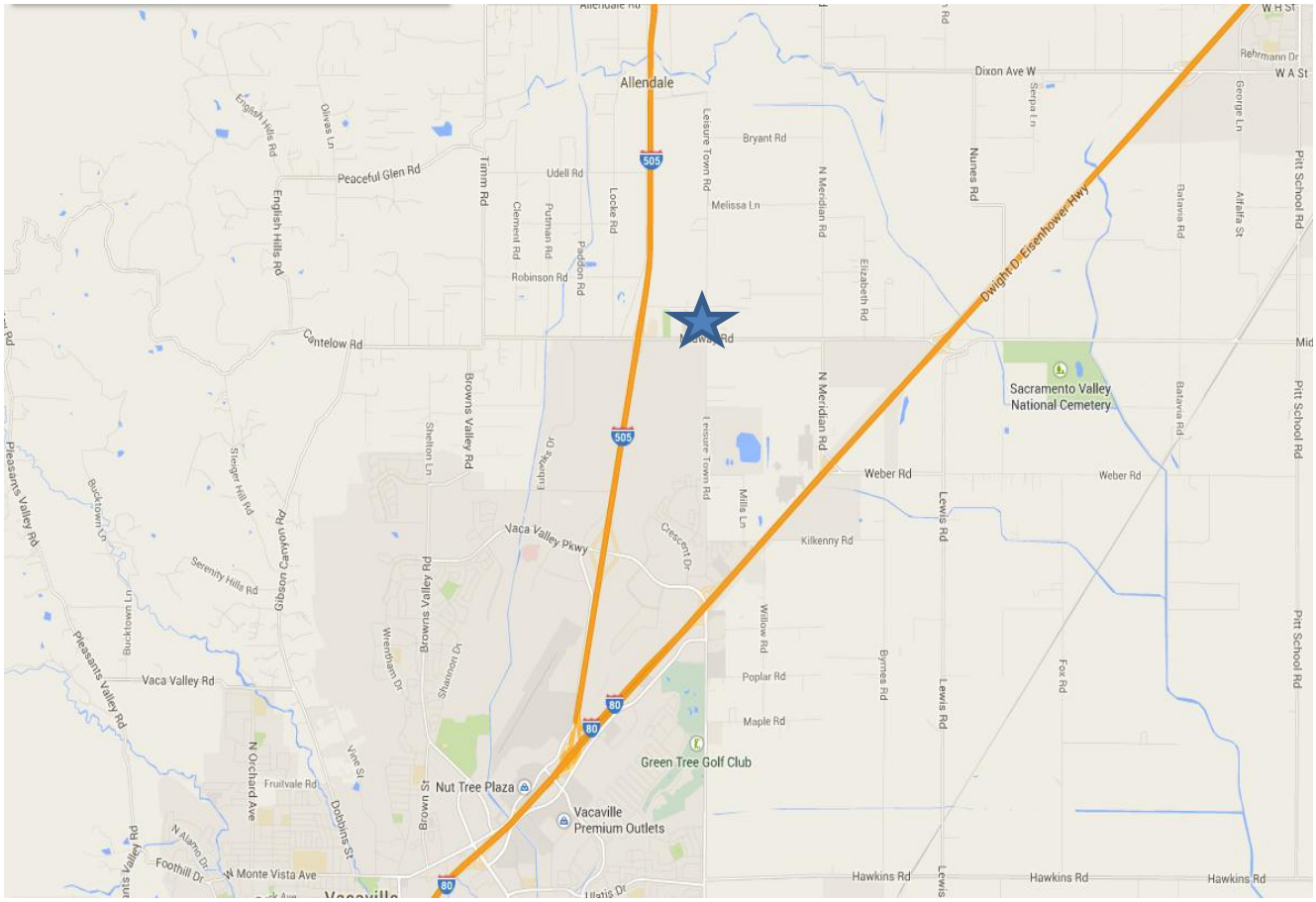
II. ACTION REQUESTED:

Amendment No. 1 to Use Permit No. U-81-19 to expand an existing RV Park to add a four acre adjacent parcel to the Park. Expansion would include 50 RV spaces, a 625 sq. ft. restroom/shower facility, a 20' x 20' in-ground swimming pool and a 4' x 6' monument sign.

III. ENVIRONMENTAL ANALYSIS:

A Mitigated Negative Declaration for a minor revision to U-81-19-MR3 was adopted by the Planning Commission in May 19, 2009. An Addendum to the Mitigated Negative Declaration has been prepared for consideration by the Planning Commission.

IV. PROJECT MAP



V. BACKGROUND:

A. Prior approvals: See Background Discussion Below

B. Applicant/Owner: Vacaville RV Park – George & Sheila Bertram

C. General Plan land use designation/zoning: Commercial Recreation and Commercial Recreation (CR)

D. Existing use: Vacant with partial graveled area

E. Adjacent zoning and uses:

North: Rural Residential (RR-5) – Single family dwellings
South: City of Vacaville – North Village Proposed Development
East: Vineyard RV Park with Rural Residential beyond
West: Vacant with paintball facility beyond

Project Background

In January 1976, the property was re-zoned to “P” Park. The site was approved as a day-use park in December of 1976. In 1978, a use permit was obtained to establish overnight RV parking; however the use permit was never exercised. In 1981, under new ownership, a use permit to establish overnight RV camping was approved by the Solano County Planning Commission and that permit was valid until 1991. An extension for a renewal was applied for and granted in 1991 by the Solano County Board of Supervisors. The 1991 extension permit was valid through 2007. In 1994, the Solano County Board of Supervisors removed RV parks as a conditional use in the “P” Park zoning district and the Vineyard RV Park became a legal non-conforming use. In 2007, the applicant applied for an extension and expansion of the use permit. In 2008, the Solano County Board of Supervisors approved the Solano County General Plan changing the General Plan designation from “Park and Recreation” to “Commercial Recreation” which allowed RV park uses. To be consistent with the 2008 General Plan, the applicant applied for and was granted a Rezoning to Commercial Recreation in 2009. The newly formed Commercial Recreation District allows RV parks with an approved use permit. The expansion of Vineyard RV Park was approved in May 2009 by the Planning Commission and a fourth Minor Revision was approved by the Zoning Administrator in 2011. The fourth Minor Revision was to amend Condition of Approval No. 4 in regards to adding ramps and/or decks to RV sites as needed for ADA compliance.

Site Description

The four acres to be added to the Vineyard RV Park are to the west and adjacent to the existing park. A row of mature eucalyptus trees follows the shared western boundary. To the north and directly east of the four acre parcel is vacant land and to the south is within the City of Vacaville North Village Development project. The four acre parcel is vacant except for a gravel area that has been used to store landscaping and maintenance equipment for the existing RV Park. The parcel is accessed from a driveway located off Midway Road.

VI. Current Existing Operations

As noted above, the applicant was granted an expansion of the Park in 2009. That expansion included adding 248 new RV sites, 8,776 sq. ft. of new buildings, two landscape/detention ponds, and a new swimming pool. The expansion was approved in phases and the applicant is currently working on Phase I which includes constructing new RV sites and portions of the detention ponds on the eastern side of the Park.

Utilities

There are connections to PG&E for natural gas and electricity. The RV Park utilizes a septic system and is proposing to add a new septic system to serve the four acre addition. The RV Park operates a community water system that uses groundwater from two existing wells for drinking water. The water system is regulated by the State Water Resources Control Board which issues permits, performs inspections and monitors water quality. No new water well is proposed with this expansion. The RV Park utilizes Solano Irrigation Water for irrigation.

Hours of Operation

The administrative offices are open from 8:00 a.m. to 8:00 p.m. 7 days a week. A park manager lives on-site to handle late check-ins, emergencies and maintenance issues during non-office hours.

VII. Project Description

The applicant is requesting an Amendment to the Use Permit to expand the existing Vineyard RV Park by adding a four acre parcel located directly to the west of the existing RV Park. The parcel is vacant of structures and a small portion of the parcel has been graveled for outdoor storage of landscape maintenance equipment by the previous and current owner. The site can be accessed from Midway Road and the applicant is proposing to extend one of the roads within the existing campground to connect to a proposed road within the four acre expansion. (See Exhibit C Site Plan)

The proposed development of the four acre addition would include constructing 50 gravel recreational vehicle spaces, a 625 square foot ADA compliant restroom/shower facility, a 20' x 20' in-ground swimming pool and a 4' x 6' monument sign. Water will be provided from the existing water well on the adjacent parcel and a new septic system will be installed to serve the restroom/shower facility. No changes are proposed for the hours of operation or number of employees.

The 4' x 6' monument sign (Exhibit D) will be located within the boundaries of the park as opposed to along Midway Road. Lighting for the sign will be contained in an overhead arbor.

VIII. Discussion and Analysis

The Department of Resource Management staff has reviewed the project for consistency with the Solano County General Plan, the Solano County Zoning Regulations, and the California Environmental Quality Act (CEQA).

General Plan & Zoning Consistency
The Solano County General Plan designation of the property is Commercial Recreation which allows campgrounds and special occupancy vehicle parks. The Zoning designation is Commercial Recreation which allows recreation vehicle parks and campgrounds as a conditionally permitted use. The proposed expansion is consistent with both the Solano County General Plan and Zoning Regulations.

Environmental Analysis
A Mitigated Negative Declaration (MND) for the 2009 Minor Revisions project was drafted to analyze the potential environmental impacts of the expansion of the RV Park by adding 248 RV spaces and 8,776 sq. ft. of buildings to an existing RV Park. The Planning Commission adopted the MND on May 21, 2009 which included mitigation measures for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality and Noise.

Review of the four acre expansion concluded that the project will not result in new impacts beyond those analyzed the Vineyard RV Mitigated Negative Declaration (2009). The proposed amendment to the project will not alter the impact findings and mitigation measures as presented in the MND. As a result, there will be no new significant impacts and no substantial increase in severity of impact previously identified in the MND. None of the conditions described in the CEQA Guidelines calling for preparation of a subsequent EIR or Mitigation Negative Declaration have occurred, and thus an Addendum to the 2009 Vineyard RV Park Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the proposed project.

An Addendum (Exhibit E) has been prepared and Addendum is to be considered along with the previously adopted Mitigated Negative Declaration by the Planning Commission prior to making a decision on the project.

Other Review and Comments

The application was reviewed by other Divisions with the Department of Resource Management and their comments are as follows:

Solano County Environmental Health Division

Because of the size of the project, the Environmental Health Services Division does not have jurisdiction with respect to the adequacy of the on-site disposal system and potable water. The State of California Central Valley Regional Water Quality Control Board and the State Water Resources Board will provide the necessary septic and water permits. However, the Solano County Environmental Health Division Consumer Section is the responsible agency for review of the plans prior to construction of the new pools and hot tub (spa). Conditions of approval reflecting this information is included below.

Public Works Engineering Division

Midway Road along the frontage of the subject property was annexed to the City of Vacaville in 1995. Any traffic related issues should be addressed by the City of Vacaville for design, encroachment or safety issues. The project will require grading and site work for the facilities. Conditions of approval requiring the applicant to apply for the appropriate permits are listed below.

Building Division

The Building Division reviewed the application and commented that the construction related to this project comes under the authority of the Department of Housing and Community Development and all building permits will be issued by the State of California.

The application for expansion was sent to State and local agencies for review and comment:

Dixon Fire Department

The project has been reviewed by the Dixon Fire Protection District and they submitted comments concerning the interior roads, road surfaces, fire sprinkler systems, and specific requirements for addressing each campsite. These comments have been included as conditions of approval listed below.

Solano Irrigation District

The Solano Irrigation District (SID) reviewed the application for expansion and noted that the property is located within the SID boundaries and is subject to assessments and Rules and Regulations of the District. SID provided the requirements necessary if the property owner chooses to add SID water for irrigation. These requirements are listed in the conditions of approval below.

City of Vacaville

As noted, Midway Road is maintained by the City of Vacaville. City staff and the applicant have met to discuss the improvements that will be required along Midway Road as a result of the expansion project. The City of Vacaville has recommended conditions of approval specifically from the City's Traffic and Engineering staff. These improvements are listed as conditions of approval below.

IX. CEQA Findings

With the inclusion of the Addendum, staff has determined that this project will not have a significant effect on the environment and recommends that the Planning Commission adopt the prepared Addendum to the Mitigated Negative Declaration.

X. FINDINGS FOR USE PERMIT APPROVAL

Based on the discussion above, staff recommends that the Planning Commission make the following findings in regard to this project:

1. **The establishment, maintenance or operation of a use or building applied for are in conformity to the General Plan for the County with regard to traffic circulation, population densities and distribution, and other aspects of the General Plan considered by the Zoning Administrator or Planning Commission to be pertinent.**

   The continued operation of the RV Park and the Amendment to expand to include an adjacent four acre parcel as discussed under General Plan and Zoning Consistency in the Discussion and Analysis section of the staff report, the establishment, maintenance and operation of the proposed project is consistent with all pertinent goals, policies and programs of the Solano County General Plan.

2. **Adequate utilities, access roads, drainage and other necessary facilities have been or are being provided. Adequate facilities will be provided.**

   The site has existing electrical power, domestic and irrigation water and wastewater treatment on-site. External access to the site will continue to be via Midway Road.

3. **The applicant exhibits proof that such use will not, under the circumstances of the particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through the neighborhood as such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County; provided that if any proposed building or use is necessary for the public health, safety or general welfare, the finding shall be to that effect.**

   The applicant has shown evidence to support making this mandatory finding. The Solano County Development Review Committee has reviewed the Amendment to the Use Permit and determined that the amendment will not present a detrimental or injurious impact on surrounding properties.

XI. Recommendation

Based on the application materials submitted by the applicant, the information contained in the Addendum to the Mitigated Negative Declaration including the mitigation measures incorporated into the project as conditions of approval, and as discussed in this report, staff recommends that the Planning Commission find that the project is consistent with the applicable provisions of the General Plan and Zoning Regulations, and all other applicable plans, policies, ordinances and regulations.

The Use Permit Findings, Reclamation Plan Findings, CEQA Findings, as attached to this staff report, describe the potentially significant impacts to a level that is less than significant, the means of mitigating such impacts to a level less than significant, as the reasons for recommending approval of the project.

XII. Conditions of Approval

Conditions have been amended to reflect the four acre expansion project using strikethrough of conditions being removed and underline to reflect new language or new conditions:

1. The proposed use shall be established in accord with the application and development application plans for Use Permit U-81-19 MR3 approved in 2009 by the Planning Commission and in accordance by plans submitted on October 28, 2014, for Amendment No. 1, prepared by Peter Goodman, and as approved by the Solano County Planning Commission

2. The permittee shall take measures necessary to prevent offensive dust, noise, odor and trespassing to neighboring properties during construction and operation of the recreational vehicle park

3. The property shall be kept free of trash, scrap metal, discarded material, and other miscellaneous debris at all times.

4. Except for necessary ramps/decks needed for ADA compliance or improvements made by the park owner in compliance with the State of California Department of Housing and Community Development rules and standards, no permanent structures, including decks, patios, and awnings shall be attached to recreational vehicles or located within recreational vehicle space sites.

5. Occupancy of the RV spaces shall be limited to a temporary period, not exceeding twelve months, where permanent residency is prohibited, except for the designated quarters for park employees.

6. Should the use be found during any review to be operating as a public nuisance or to be failing in any of the conditions of the permit, the permit will be subject to revocation by Solano County Department of Resource Management.

7. The fence along the entire site perimeter including the four acre expansion as well as the interior fence between the park development and the K-1 Spill, shall be maintained and kept in good repair.

8. All landscaping along Midway Road shall conform to the City of Vacaville street landscaping standards and shall be maintained and kept in an orderly manner to prevent weeds.

9. The landscaping along Wadkins Road shall conform to plans (Sheet L-2 of the 2009 plans) ~~submitted plans with the project application.~~ Trees shall be properly watered and trimmed as necessary in order to provide adequate screening to nearby property owners.

~~10. Prior to issuance of the conditional use permit, the permittee shall pay current Vacaville Unified School District school mitigation fees for each of the four permanent employee housing units. The permittee shall obtain a receipt from Vacaville Unified School District indicating the fees have been paid and shall submit the receipt to Solano County Department of Resource Management.~~

~~11. This conditional use permit is valid upon approval by the Board of Supervisors of the Commercial Recreation rezoning.~~

12. The use permit shall be granted for a 30 year period (March 19, 2045) with the provision that extensions of 10 year increments may be applied for after the initial 30 year period. A compliance review shall be conducted ~~in one year, 2010~~, by the Department of Resource Management ~~with subsequent compliance reviews being conducted~~ every five years beginning in ~~2016~~ 2020. The purpose of the compliance review is to ensure the use on the property remains as approved. The cost associated with those reviews shall be charged at that time.

13. Minor Revisions to the approved plans of March 2009 and October 2014 shall be approved by the Solano County Zoning Administrator. These minor revisions may include changes to proposed fencing, landscaping, parking, signage and driveways.

Public Works Engineering

14. The permittee shall provide detailed improvement plans for the onsite improvements and submit them to the County of Solano Public Works Division for review and approval. This review and approval shall be done through the grading permit process. Final approval of the plans and project construction shall be in strict compliance with California Department of Housing and Community Development permits but not in contradiction to Solano County Code.

Dixon Fire Protection District

15. The roads throughout the park shall need to be at least twenty feet (20') wide, with a forty foot (40') inside turning radius, and the posted NO PARKING - FIRE LANE. Should parking be desired, minimum road width shall be 32'. The road surface shall be approved materials and be all-weather capable of supporting a 75,000# fire apparatus.

16. At the entrance to the park the island shall accommodate the turning radius of the fire department apparatus, maintain a vertical clearance of no less than 13'6" as required in the California Fire Code (CFC). The width of the access shall be approved by the fire department. The same requirements shall be applied to all islands located in the park.

17. Any new buildings in excess of 3,000 square feet need to have an approved fire sprinkler system installed, except buildings used for agricultural purposes.

18. A second access road, which is available for the fire department use, shall be installed at an approved location and meet the fire department needs and requirements.

19. A site map shall be posted at an approved location that shall show all the campsites and their approved numbering system. The site map shall be illuminated.

20. Signs with the campsite number ranges shall be required to clearly guide guests and emergency vehicles through the park.

21. Each campsite shall be addressed with a four-inch (4") high number and it shall be clearly visible from the access roadway. The address number shall be of contrasting construction material compared to what it is mounted on.

22. No open fires are permitted. This information is to be made clear to all guests and it is to be included in the rental contract.

Environmental Health Division

23. The permittee shall obtain all required permits from the State of California Central Valley Regional Water Quality Control Board. The permittee shall forward all copies of Regional Water Quality Control Board correspondence and permits to Solano County Department of Resource Management, Environmental Health Services Division.

24. The permittee shall obtain all required permits from the State Water Resources Board. The permittee shall forward all copies of State Water Resources Board correspondence and permits including information relative for water distribution including pipeline easements, encroachments

and storage facilities to Solano County Department of Resource Management, Environmental Health Services Division.

25. The permittee shall obtain all required permits for park development from the State of California Department of Housing and Community Development.

26. A Health and Safety plan check is required with plans and specifications submitted to this office prior to the construction of the hot tub (spa) and pool. The hot tub shall meet commercial standards for swimming pool and spas as defined in the California Health and Safety Code.

Solano Irrigation District

27. New Irrigation Service

a. The new irrigation service shall be installed at the Developer's expense and per the District's standard specifications and details, latest revision.

b. The District shall review and approve the plans for the installation of the new service.

c. The Developer shall sign and pay for a District work order to cover all costs associated with staff time to review plans, attend meetings, and inspection.

d. The Developer shall be required to enter into a standard Protection of Facilities agreement prior to approval of the plans.

City of Vacaville

~~27. Interim Road Improvements~~

~~a. The Permittee shall construct Interim Midway Road Improvements which shall include required grading, roadway, and drainage improvements on the north side of existing Midway Road to provide for a minimum 65' long left turn pocket with a 60' bay taper, for access to RV park in conformance with City standards.~~

28. Road Improvements

~~b. The Permittee shall construct Ultimate Midway Road improvements which shall include the grading, roadway, streetlight and drainage improvements to provide ultimate widening of the north side of Midway Road to a ultimate half width of twenty-eight (28') to face of curb with curb and gutter, widening up to 6' further to provide the required left turn pocket provided as interim improvement.~~

~~c. The permittee shall enter a Deferred Improvement Agreement (DIA) with the City of Vacaville prior to issuance of a County Building Permit. The DIA will describe the timing and triggers for the Permittee to provide Interim and Ultimate Road Improvements of Midway Road.~~

~~d. In accordance with the Deferred Improvement Agreement, the Permittee shall dedicate the necessary Ultimate Road Improvements right of way prior to issuance of a County Building Permit for Phase I Improvements.~~

~~e. In accordance with the Deferred Improvement Agreement, the Permittee shall obtain an Encroachment Permit from the City of Vacaville and initiate construction of the Interim Road Improvements within two years of substantial completion of Phase I.~~

~~f. In accordance with the Deferred Improvement Agreement, the Permittee shall obtain and Encroachment Permit from the City of Vacaville and initiate construction of Ultimate Rod Improvements within one year of notice from the City. The Ultimate Road Improvements may be required to begin simultaneously with the North Village Development's improvements on the south side of Midway Road, but will not be required before these improvements are initiated.~~

~~g. The Permittee shall provide improvements plans that include layout of Interim and Ultimate Road Improvements that conform to the Interim and Ultimate Road Improvements as described above and meet City standards. Issuance of Encroachment permits to accomplish work within City right-of-way, including Interim and Ultimate Road Improvements, is subject to review and approval of final plans by the City of Vacaville.~~

a. The frontage of APN 0106-210-260 shall be landscaped to help screen the RVs from view. At a minimum, the new landscaping shall include large hedges similar to the existing landscape along the frontage of the Vineyard RV Park.

b. In regards to the proposed project, the storm water runoff from this site shall not exceed pre-development levels for either the 10 or 100 year events, which would be the City's standard if development was within the City.

c. The City/County limit line is located at the North right-of-way line of Midway Road. Any work within Midway Road right-of-way will require a City Encroachment Permit prior to any construction.

d. North Village is an approved planned residential community located directly across Midway Road from the proposed project. The North Village Specific Plan calls for the ultimate section of Midway Road to be 56' wide, with two, fourteen foot wide lanes in each direction. North Village is conditioned to provide widening to provide for the two eastbound lanes on the south side of Midway Road when North Village Parkway is connected to Midway Road and opened to traffic. A mechanism, (i.e. Deferred Improvement Agreement), needs to be established for the ultimate improvement of Midway Road along the Vineyard RV project frontage and the project design needs to account for this future widening, including but not limited to, including a sight distance clear zone on the plans based on future roadway alignment.

e. Based on the Vineyard RV project traffic study, a left turn pocket for eastbound traffic at the project's entrance is not warranted for existing conditions. However, a review of cumulative traffic is expected to increase such that the warrant would be met. Therefore, the deferred improvement agreement (or other mechanism) for future frontage improvements, needs to include provisions for a left turn pocket at the time warrants establish a need for this improvement.

Mitigation Measures

Air Quality:

29. During construction, the Project Permittee shall require the construction contractor to implement the following YSAQMD's best management practices to reduce dust emissions and avoid localized health impacts; this mitigates the potential impact to less than significant.

    a. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

    b. Plant vegetative ground cover in disturbed areas as soon as possible.

    c. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.

    d. Maintain at least two feet of freeboard on haul trucks.

    e. Sweep streets if visible soil material is carried out from the construction site.

    f. Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel or a 6 to 12 inch layer of wood chips or mulch.

Biological Resources:

30. The application shall have a survey conducted by a qualified biologist (e.g., experienced with the nesting behavior of bird species of the region) within two weeks prior to the commencement of construction activities (grading) or tree removal that would occur during the nesting/breeding season of native bird species potentially nesting/roosting on the site (typically February through August in the project region). The intent of the survey shall be to determine if active nests of special-status bird species or other species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 200 feet (500 feet for raptors) of the construction zone. The survey area shall include all onsite trees and shrubs within 500 feet of the construction zone, as well as the entire undeveloped/cleared area (as it provides potential burrowing owl and California horned lark nesting habitat). The survey shall be timed such that the last survey is concluded no more than two weeks prior to initiation of construction or tree removal work. If ground disturbance activities are delayed, then an additional pre-construction survey shall be conducted such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities.

31. If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through consultation with the CDFG, taking into account factors such as the following:

    a. Noise and human disturbance levels at the project site at the time of the survey and the noise and disturbance expected during construction activities;

    b. Distance and amount of vegetation or other screening between the disturbance zone and the nest; and

    c. Sensitivity of individual nesting species and behaviors of the nesting birds.

Limits of construction to avoid an active nest should be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel should be instructed on the sensitivity of nest areas. The biologist should serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

32. Prior to construction activities occurring during the non-nesting season of burrowing owl (typically September through January), a qualified biologist shall conduct a clearance survey for wintering burrowing owls. The survey shall be conducted no more than 14 days prior to commencement of restoration activities. If non-breeding burrowing owls are observed within the disturbance footprint, they shall be excluded from all occupied burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

Cultural Resources:

33. If historic or prehistoric artifacts or cultural soils are encountered during construction or earth moving operations, work shall cease in that area, a qualified archaeologist notified, and a significance evaluation carried out. If human remains are encountered, all work shall be stopped in the immediate vicinity of the find-spot, and the Solano County Coroner and a qualified archaeologist must be notified immediately. If the remains are deemed to be those of a prehistoric Native American, the coroner shall notify the Native American Heritage Commission, and the Commission will designate a “Most Likely Descendant”.

Geology and Soils:

34. Prior to issuance of a grading permit, the project (including all portions of the site) shall follow the suggested measures contained in the Geotechnical Investigation Report. A qualified geotechnical engineer shall conduct a general review of final plans and specifications to evaluate that earthwork and foundation recommendations have been properly interpreted and implemented during design. All earthwork during construction will be appropriately monitored by a qualified geotechnical engineer, including site preparation, placement of all engineered fill and trench backfill, construction of slab and roadway subgrades, and all foundation excavations.

Hydrology and Water Quality:

35. The project shall develop and implement a Storm Water Pollution Prevention Plan, including an Erosion Control Plan component and a post-construction Storm Water Control Plan for the project site. The Plans shall include Best Management Practices (BMPs), and operations and maintenance specifications, including operation and maintenance funding.

36. For post-construction storm water discharges, the project permittee shall prepare a C.3 Storm Water Control Plan (SCP). The SCP shall utilize BMPs to control and reduce concentrations of petroleum-based constituents in surface water runoff. Such BMPs shall be maintained on a routine basis to assure optimum performance.

37. The historical flow of water across the property line on the west side shall be maintained and drainage shall be preserved in order to satisfy Chapter 31 of Solano county’s Grading, Drainage, Erosion Control and Land Leveling Ordinance. All flows shall be allowed to leave the property to the west as has been done under existing conditions.

38. Additional checking or choking of storm water flow shall be incorporated into the existing retention/detention basin design to provide assurance that no potential negative impact will occur.

Noise:

39. Project construction and grading shall be limited to 7:30 a.m. to 5:00 p.m. (Monday thru Saturday) to avoid quiet hours in the existing Vineyard RV Park, and to avoid noise disturbance to adjacent properties to the north and east.

Attachments:
Exhibit A: Draft Resolution
Exhibit B: APN Map
Exhibit C: Site Plan
Exhibit D: Sign Illustration
Exhibit E: Addendum/Mitigated Negative Declaration

SOLANO COUNTY PLANNING COMMISSION
RESOLUTION NO. XX

WHEREAS, the Solano County Planning Commission has considered the application for Amendment No. 1 to Use Permit No. U-81-19 of Vineyard RV Park, to amend the existing conditional use permit to add 50 RV sites, 625 sq. ft. restroom/shower facility, a 20' x 20' in-ground swimming pool and a 4' x 6' monument sign to an existing recreational vehicle park. The property is located at 4985 Midway Road, Vacaville, in a "CR" Commercial Recreation Zoning District, APN 0106-210-470, 260 and;

WHEREAS, the Commission has reviewed the report of the Department of Resource Management and heard testimony relative to the subject application at the duly noticed public hearing held on March 19, 2015 and;

WHEREAS, the Commission finds on the basis of the whole record before it (including the the Mitigated Negative Declaration and Addendum No. 1), that there is no substantial evidence that the project will have a significant effect on the environment; and

WHEREAS, after due consideration, the Planning Commission has made the following findings in regard to said proposal:

1. **The establishment, maintenance or operation of a use or building applied for are in conformity to the General Plan for the County with regard to traffic circulation, population densities and distribution, and other aspects of the General Plan considered by the Zoning Administrator or Planning Commission to be pertinent.**

   The continued operation of the RV Park and the Amendment to expand to include an adjacent four acre parcel as discussed under General Plan and Zoning Consistency in the Discussion and Analysis section of the staff report, the establishment, maintenance and operation of the proposed project is consistent with all pertinent goals, policies and programs of the Solano County General Plan.

2. **Adequate utilities, access roads, drainage and other necessary facilities have been or are being provided. Adequate facilities will be provided.**

   The site has existing electrical power, domestic and irrigation water and wastewater treatment on-site. External access to the site will continue to be via Midway Road.

3. **The applicant exhibits proof that such use will not, under the circumstances of the particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through the neighborhood as such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County; provided that if any proposed building or use is necessary for the public health, safety or general welfare, the finding shall be to that effect.**

   The applicant has shown evidence to support making this mandatory finding. The Solano County Development Review Committee has reviewed the Amendment to the Use Permit and determined that the amendment will not present a detrimental or injurious impact on surrounding properties.

Exhibit A

BE IT, THEREFORE, RESOLVED, that the Planning Commission of the County of Solano does hereby ADOPT the Addendum No. 1 to the Mitigated Negative Declaration and APPROVE Amendment No. 1 of Use Permit No. U-81-19; subject to the following conditions of approval:

1. The proposed use shall be established in accord with the application and development application plans for Use Permit U-81-19 MR3 approved in 2009 by the Planning Commission and in accordance by plans submitted on October 28, 2014, for Amendment No. 1, prepared by Peter Goodman, and as approved by the Solano County Planning Commission

2. The permittee shall take measures necessary to prevent offensive dust, noise, odor and trespassing to neighboring properties during construction and operation of the recreational vehicle park

3. The property shall be kept free of trash, scrap metal, discarded material, and other miscellaneous debris at all times.

4. Except for necessary ramps/decks needed for ADA compliance or improvements made by the park owner in compliance with the State of California Department of Housing and Community Development rules and standards, no permanent structures, including decks, patios, and awnings shall be attached to recreational vehicles or located within recreational vehicle space sites.

5. Occupancy of the RV spaces shall be limited to a temporary period, not exceeding twelve months, where permanent residency is prohibited, except for the designated quarters for park employees.

6. Should the use be found during any review to be operating as a public nuisance or to be failing in any of the conditions of the permit, the permit will be subject to revocation by Solano County Department of Resource Management.

7. The fence along the entire site perimeter, including the four acre expansion, as well as the interior fence between the park development and the K-1 Spill, shall be maintained and kept in good repair.

8. All landscaping along Midway Road shall conform to the City of Vacaville street landscaping standards and shall be maintained and kept in an orderly manner to prevent weeds.

9. The landscaping along Wadkins Road shall conform to plans (Sheet L-2 of the 2009 plans) Trees shall be properly watered and trimmed as necessary in order to provide adequate screening to nearby property owners.

10. The use permit shall be granted for a 30 year period (March 19, 2045) with the provision that extensions of 10 year increments may be applied for after the initial 30 year period. A compliance review shall be conducted, by the Department of Resource Management every five years beginning in 2020. The purpose of the compliance review is to ensure the use on the property remains as approved. The cost associated with those reviews shall be charged at that time.

11. Minor Revisions to the approved plans of March 2009 and October 2014 shall be approved by the Solano County Zoning Administrator. These minor revisions may include changes to proposed fencing, landscaping, parking, signage and driveways.

Public Works Engineering

12. The permittee shall provide detailed improvement plans for the onsite improvements and submit them to the County of Solano Public Works Division for review and approval. This review and approval shall be done through the grading permit process. Final approval of the plans and project construction shall be in strict compliance with California Department of Housing and Community Development permits but not in contradiction to Solano County Code.

Dixon Fire Protection District

13. The roads throughout the park shall need to be at least twenty feet (20') wide, with a forty foot (40') inside turning radius, and the posted NO PARKING - FIRE LANE. Should parking be desired, minimum road width shall be 32'. The road surface shall be approved materials and be all-weather capable of supporting a 75,000# fire apparatus.

14. At the entrance to the park the island shall accommodate the turning radius of the fire department apparatus, maintain a vertical clearance of no less than 13'6" as required in the California Fire Code (CFC). The width of the access shall be approved by the fire department. The same requirements shall be applied to all islands located in the park.

15. Any new buildings in excess of 3,000 square feet need to have an approved fire sprinkler system installed, except buildings used for agricultural purposes.

16. A second access road, which is available for the fire department use, shall be installed at an approved location and meet the fire department needs and requirements.

17. A site map shall be posted at an approved location that shall show all the campsites and their approved numbering system. The site map shall be illuminated.

18. Signs with the campsite number ranges shall be required to clearly guide guests and emergency vehicles through the park.

19. Each campsite shall be addressed with a four-inch (4") high number and it shall be clearly visible from the access roadway. The address number shall be of contrasting construction material compared to what it is mounted on.

20. No open fires are permitted. This information is to be made clear to all guests and it is to be included in the rental contract.

Environmental Health Division

21. The permittee shall obtain all required permits from the State of California Central Valley Regional Water Quality Control Board. The permittee shall forward all copies of Regional Water Quality Control Board correspondence and permits to Solano County Department of Resource Management, Environmental Health Services Division.

22. The permittee shall obtain all required permits from the State Water Resources Board. The permittee shall forward all copies of State Water Resources Board correspondence and permits including information relative for water distribution including pipeline easements, encroachments and storage facilities to Solano County Department of Resource Management, Environmental Health Services Division.

23. The permittee shall obtain all required permits for park development from the State of California Department of Housing and Community Development.

24. A Health and Safety plan check is required with plans and specifications submitted to this office prior to the construction of the hot tub (spa) and pool. The hot tub shall meet commercial standards for swimming pool and spas as defined in the California Health and Safety Code.

Solano Irrigation District

25. New Irrigation Service

    a. The new irrigation service shall be installed at the Developer's expense and per the District's standard specifications and details, latest revision.

    b. The District shall review and approve the plans for the installation of the new service.

    c. The Developer shall sign and pay for a District work order to cover all costs associated with staff time to review plans, attend meetings, and inspection.

    d. The Developer shall be required to enter into a standard Protection of Facilities agreement prior to approval of the plans.

City of Vacaville

26. City Requirements

    a. The frontage of APN 0106-210-260 shall be landscaped to help screen the RVs from view. At a minimum, the new landscaping shall include large hedges similar to the existing landscape along the frontage of the Vineyard RV Park.

    b. In regards to the proposed project, the storm water runoff from this site shall not exceed pre-development levels for either the 10 or 100 year events, which would be the City's standard if development was within the City.

    c. The City/County limit line is located at the North right-of-way line of Midway Road. Any work within Midway Road right-of-way will require a City Encroachment Permit prior to any construction.

    d. North Village is an approved planned residential community located directly across Midway Road from the proposed project. The North Village Specific Plan calls for the ultimate section of Midway Road to be 56' wide, with two, fourteen foot wide lanes in each direction. North Village is conditioned to provide widening to provide for the two eastbound lanes on the south side of Midway Road when North Village Parkway is connected to Midway Road and opened to traffic. A mechanism, (i.e. Deferred Improvement Agreement), needs to be established for the ultimate improvement of Midway Road along the Vineyard RV project frontage and the project design needs to account for this future widening, including but not limited to, including a sight distance clear zone on the plans based on future roadway alignment.

    e. Based on the Vineyard RV project traffic study, a left turn pocket for eastbound traffic at the project's entrance is not warranted for existing conditions. However, a review

of cumulative traffic is expected to increase such that the warrant would be met. Therefore, the deferred improvement agreement (or other mechanism) for future frontage improvements, needs to include provisions for a left turn pocket at the time warrants establish a need for this improvement.

Mitigation Measures

Air Quality:

27. During construction, the Project Permittee shall require the construction contractor to implement the following YSAQMD's best management practices to reduce dust emissions and avoid localized health impacts; this mitigates the potential impact to less than significant.

    a. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

    b. Plant vegetative ground cover in disturbed areas as soon as possible.

    c. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.

    d. Maintain at least two feet of freeboard on haul trucks.

    e. Sweep streets if visible soil material is carried out from the construction site.

    f. Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel or a 6 to 12 inch layer of wood chips or mulch.

Biological Resources:

28. The application shall have a survey conducted by a qualified biologist (e.g., experienced with the nesting behavior of bird species of the region) within two weeks prior to the commencement of construction activities (grading) or tree removal that would occur during the nesting/breeding season of native bird species potentially nesting/roosting on the site (typically February through August in the project region). The intent of the survey shall be to determine if active nests of special-status bird species or other species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 200 feet (500 feet for raptors) of the construction zone. The survey area shall include all onsite trees and shrubs within 500 feet of the construction zone, as well as the entire undeveloped/cleared area (as it provides potential burrowing owl and California horned lark nesting habitat). The survey shall be timed such that the last survey is concluded no more than two weeks prior to initiation of construction or tree removal work. If ground disturbance activities are delayed, then an additional pre-construction survey shall be conducted such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities.

29. If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through consultation with the CDFG, taking into account factors such as the following:

a. Noise and human disturbance levels at the project site at the time of the survey and the noise and disturbance expected during construction activities;

b. Distance and amount of vegetation or other screening between the disturbance zone and the nest; and

c. Sensitivity of individual nesting species and behaviors of the nesting birds.

Limits of construction to avoid an active nest should be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel should be instructed on the sensitivity of nest areas. The biologist should serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

30. Prior to construction activities occurring during the non-nesting season of burrowing owl (typically September through January), a qualified biologist shall conduct a clearance survey for wintering burrowing owls. The survey shall be conducted no more than 14 days prior to commencement of restoration activities. If non-breeding burrowing owls are observed within the disturbance footprint, they shall be excluded from all occupied burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

Cultural Resources:

31. If historic or prehistoric artifacts or cultural soils are encountered during construction or earth moving operations, work shall cease in that area, a qualified archaeologist notified, and a significance evaluation carried out. If human remains are encountered, all work shall be stopped in the immediate vicinity of the find-spot, and the Solano County Coroner and a qualified archaeologist must be notified immediately. If the remains are deemed to be those of a prehistoric Native American, the coroner shall notify the Native American Heritage Commission, and the Commission will designate a "Most Likely Descendant".

Geology and Soils:

32. Prior to issuance of a grading permit, the project (including all portions of the site) shall follow the suggested measures contained in the Geotechnical Investigation Report. A qualified geotechnical engineer shall conduct a general review of final plans and specifications to evaluate that earthwork and foundation recommendations have been properly interpreted and implemented during design. All earthwork during construction will be appropriately monitored by a qualified geotechnical engineer, including site preparation, placement of all engineered fill and trench backfill, construction of slab and roadway subgrades, and all foundation excavations.

Hydrology and Water Quality:

33. The project shall develop and implement a Storm Water Pollution Prevention Plan, including an Erosion Control Plan component and a post-construction Storm Water Control Plan for the project site. The Plans shall include Best Management Practices (BMPs), and operations and maintenance specifications, including operation and maintenance funding.

34. For post-construction storm water discharges, the project permittee shall prepare a C.3 Storm Water Control Plan (SCP). The SCP shall utilize BMPs to control and reduce concentrations of petroleum-based constituents in surface water runoff. Such BMPs shall be maintained on a routine basis to assure optimum performance.

35. The historical flow of water across the property line on the west side shall be maintained and drainage shall be preserved in order to satisfy Chapter 31 of Solano county's Grading, Drainage, Erosion Control and Land Leveling Ordinance. All flows shall be allowed to leave the property to the west as has been done under existing conditions.

36. Additional checking or choking of storm water flow shall be incorporated into the existing retention/detention basin design to provide assurance that no potential negative impact will occur.

Noise:

37. Project construction and grading shall be limited to 7:30 a.m. to 5:00 p.m. (Monday thru Saturday) to avoid quiet hours in the existing Vineyard RV Park, and to avoid noise disturbance to adjacent properties to the north and east.

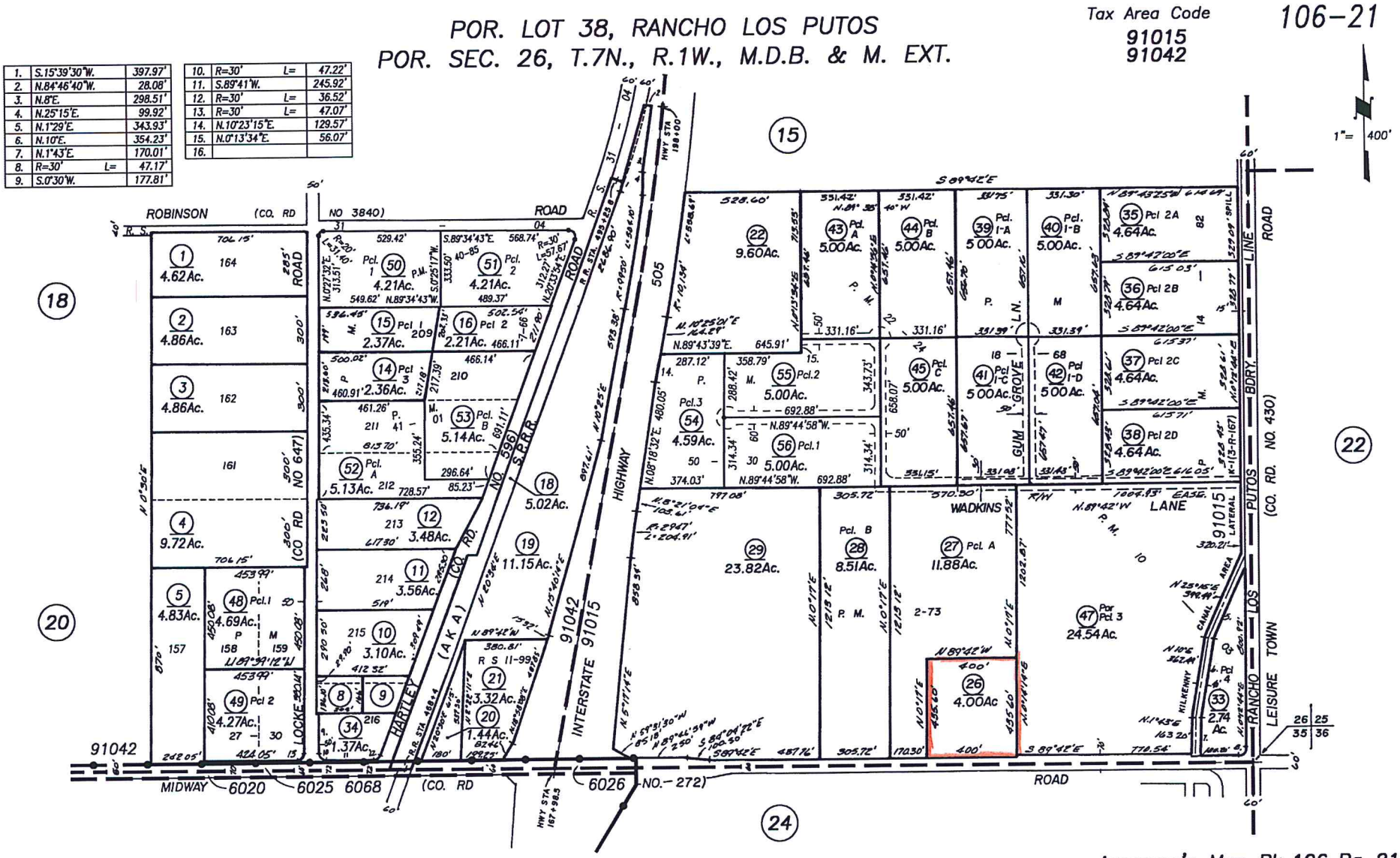
****

I hereby certify that the foregoing resolution was adopted at the regular meeting of the Solano County Planning Commission on March 19, 2015 by the following vote:

AYES: Commissioners _____
_____

NOES: Commissioners _____
EXCUSED: Commissioners _____

By: _____
Bill Emlen, Secretary



Locke - Paddon Col. No. 9 , R.M. Bk. 5 Pg. 3

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

REVISION	DATE	BY
R.S. 31-04	6-21-13	Cr
210-54,55,56 (Pm)	4-6-12	Cr
210-52&53 Pm	8-4-98	FG
210-50&51 Pm	3-2-98	FG

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

Assessor's Map Bk. 106 Pg. 21
County of Solano, Calif.
14-15

Exhibit B

VINEYARD RV PARK

Minor Revision #5 for
Use Permit #U-81-19

Lands of George and Sheila Bertram Living Trust
(aka Lands of Vacaville RV Park, LLC)
4985 Midway Road
Vacaville, California 95687
A.P. No. 0106-210-260

Property Owner: George and Sheila Bertram Living Trust
1530 Armstrong Avenue
Novato, CA 94945
contact: George A. Bertram III, 415 860-3316, georgebertram3@gmail.com

Architect: Peter M. Goodman
Mill Valley, CA 94941
contact: Peter Goodman, 415 828-9919, petermgoodman@comcast.net

Engineer: Jim Campi Engineering
Fairfield, CA 94534
contact: Jim Campi, 707 864-5618, jim@campi.pro

Surveyor: Mike Buti Land Surveyor
Sonoma County, CA
Vacaville RV Park

Applicant: Vacaville RV Park, LLC
1530 Armstrong Avenue
Novato, CA 94945
contact: Carl Bertram, 415 269-8123, carlbertram@gmail.com

8/15/14

LICENSED ARCHITECT
PETER M. GOODMAN
NO. C-13286
REN. 12/31/15
STATE OF CALIFORNIA

Scale: 1" = 50'-0" @11" x 17"

Scale: 0 50' 100'

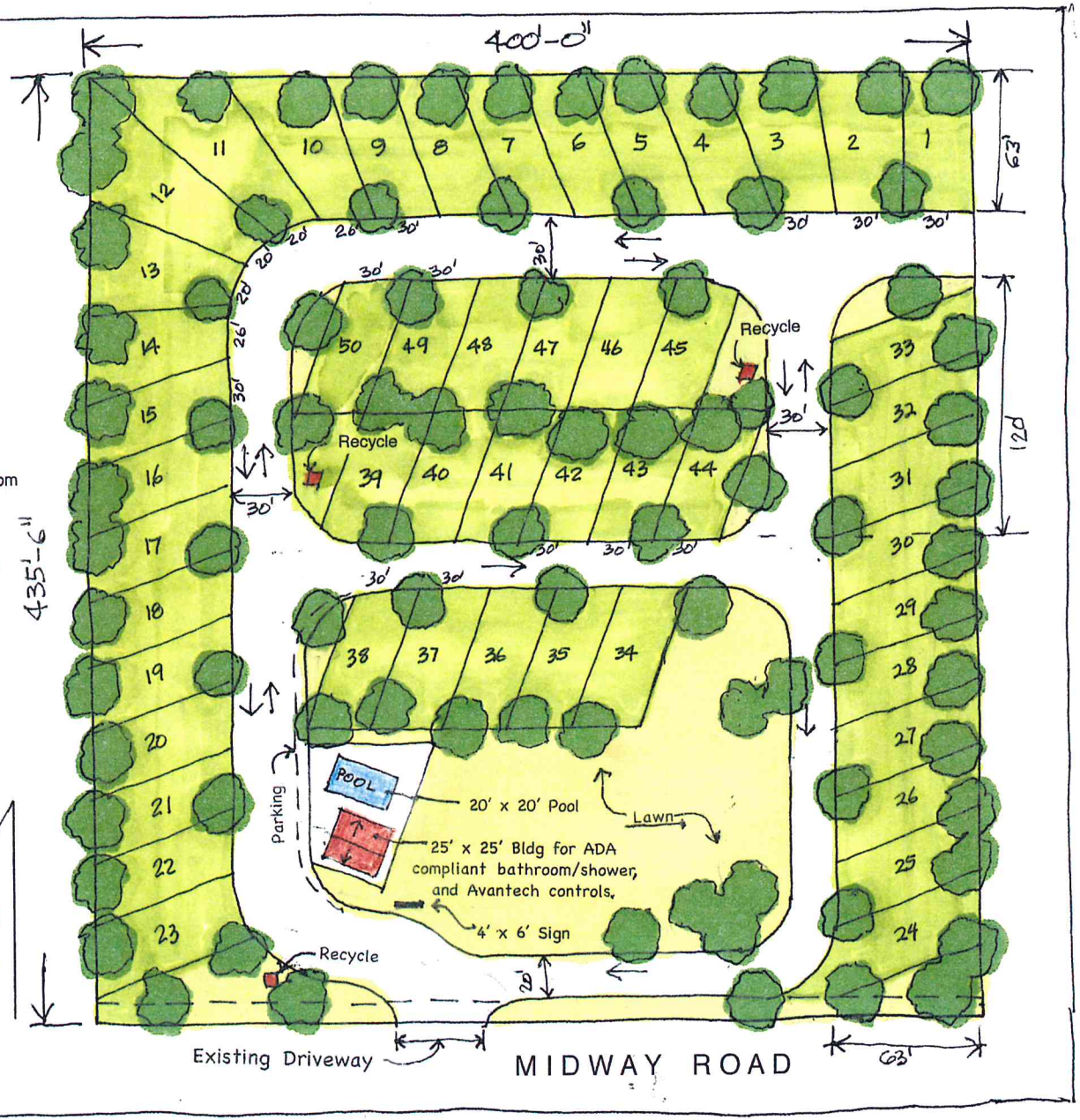
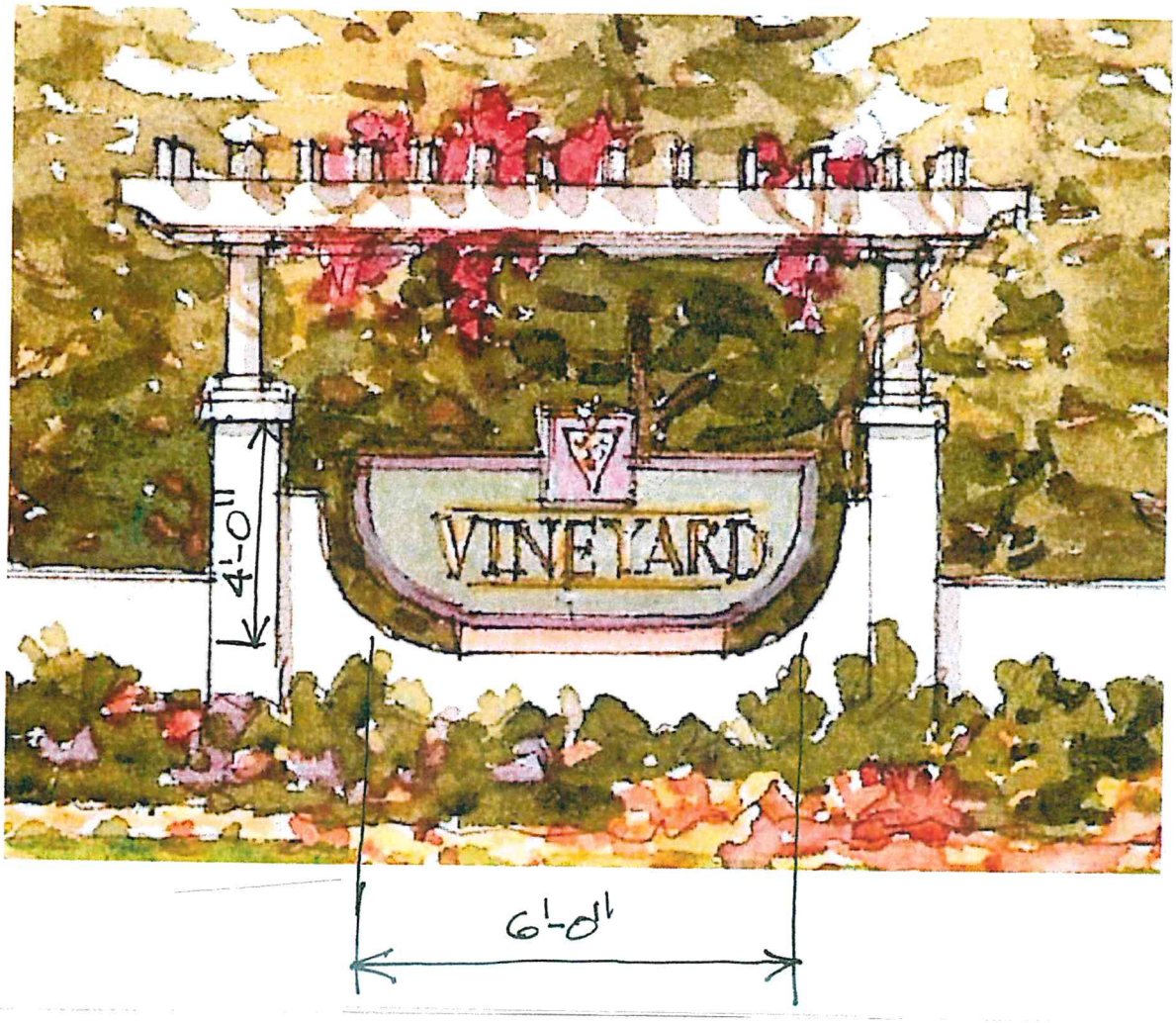


Exhibit C



The sign will be painted wood with
two overhead LED spot lights.
(sign is 4 feet tall and 6 feet wide)

Exhibit D

Solano County
DEPARTMENT OF RESOURCE MANAGEMENT
CEQA ADDENDUM NO. 1
Initial Study and Mitigated Negative Declaration

Project Title: **Vineyard RV Park Amendment**

Application No.: **Amendment No. 1 to Use Permit U-81-19**

Project Location: **4985 Midway Road, in a "CR: Zoning District, North of the City of Vacaville**

Assessor Parcel No.: 0106-210-470 and 0106-210-260

Introduction:
The Mitigated Negative Declaration (MND) for the original project was drafted to analyze the potential environmental impacts of the expansion of the RV Park by adding 248 RV spaces and 8,776 sq. ft. of buildings to an existing RV Park. The Planning Commission adopted the MND on May 21, 2009 which included mitigation measures for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality and Noise. Along with the Use Permit approval, the Planning Commission reviewed and recommended approval of a Rezoning of the property from "Park" to "Commercial Recreation" to be consistent with the 2008 Solano County General Plan. The Board of Supervisors subsequently approved the Rezoning in June 2009.

California Environmental Quality Act
Under the California Environmental Quality Act (CEQA), an Addendum to an adopted Mitigated Negative Declaration is needed if minor technical changes or modifications to the proposed project do not result in any new significant impacts or a substantial increase in the severity of the previously identified impacts. The Addendum does not need to be circulated for public review; however, the Addendum is to be considered along with the previously adopted Mitigated Negative Declaration by the Planning Commission prior to making a decision on the project.

Project Description:
The applicant is requesting an Amendment to the Use Permit to expand the existing Vineyard RV Park by adding a four acre parcel located directly to the west of the existing RV Park. The parcel is vacant of structures and a small portion of the parcel has been graveled for outdoor storage of landscape maintenance equipment by the previous and current owner. The site can be accessed from Midway Road and the applicant is proposing to extend one of the roads within the existing campground to connect to a proposed road within the four acre expansion.

The proposed development of the four acre addition would include constructing 50 gravel recreational vehicle spaces, a 625 square foot ADA compliant restroom/shower facility, a 20' x 20' in-ground swimming pool and a 4' x 6' monument sign. Water will be provided from the existing water well on the adjacent parcel and a new septic system will be installed to serve the restroom/shower facility. No changes are proposed for the hours of operation or number of employees.

Exhibit E

The revised project will remain consistent with the approved Use Permit and would continue with the same Conditions of Approval and Mitigation Measures as previously approved by the Planning Commission

Environmental Review:

I. Aesthetics
The applicant intends to follow the same landscape plans for the perimeter of the addition as proposed with the previous expansion. The landscape plan includes constructing a 6' high wooden fence with an additional 2' lattice top with Italian cypress trees and oleanders planted along the fence to provide additional screening. No new impacts are expected than previously identified in the MND.

II. Agricultural Resources
The parcel is zoned by the County for Commercial Recreation and the parcel has not been used as farmland within recent history. The parcel is not under a Williamson Act Contract. No new impacts to agriculture are expected.

III. Air Quality:
The proposed amendment to add 50 RV spaces and 625 sq. ft. building would not result in any effects to air quality more severe than those described in the previously adopted MND. Thresholds for potential pollutants were analyzed and found there was the potential to impact neighboring property owners during the construction phases of the project. The four acre parcel will have the same requirements and mitigation measures to reduce dust emissions during the construction period as identified and adopted in the MND.

> Mitigation III-1
> During construction, the Project Applicant shall require the construction contractor to implement the following Yolo Solano Air Quality Management District's best management practices to reduce dust emissions and avoid localized health impacts.
>
> - Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
> - Plant vegetative ground cover in disturbed areas as soon as possible.
> - Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil and wind exposures.
> - Maintain at least two feet of freeboard on haul trucks.
> - Sweep streets if visible soil material is carried out from the construction site.
> - Treat access to a distance of 100 feet from the paved road with a 6-inch layer of gravel or a 6 to 12 inch layer of wood chips or mulch.

IV. Biological Resources:
The MND for the 2009 Vineyard RV Expansion identified mitigation measures to prevent the loss of any special-status bird species from occurring. The implementation of these measures would also ensure compliance with the Migratory Bird Treaty Act and California Fish and Wildlife Code, which protect active nests of all native bird species. The proposed amendment to add 50 RV spaces and 625 sq. ft. building would not result in any effects to biological resources more severe than those described in the previously adopted MND. The mitigation measures contained in the Biological Resources section would be adequate to mitigate any potential impacts to native birds.

Mitigation IV-1
Within two weeks of the commencement of construction activities or tree removal that would occur during the nesting/breeding season of native bird species potentially nesting/roosting on the site (typically February through August in the project region), the applicant shall have a survey conducted by a qualified biologist (e.g., experienced with the nesting behavior of bird species of the region). The intent of the survey shall be to determine if active nests of special-status bird species or other species protected by the Migratory Bird Treaty Act and/or the California Fish and Wildlife Code are present in the construction zone or within 200 feet (500 feet for raptors) of the construction zone. The survey area shall include all onsite trees, and shrubs within 500 feet of the construction zoned, as well as the entire undeveloped/cleared area (as it provides potential burrowing owl and California horned lark nesting habitat). The survey shall be timed such that the last survey is concluded no more than two weeks prior to initiation of construction or tree removal work. If ground disturbance activities are delayed, then an additional pre-construction survey shall be conduct such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities.

If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through consultation with the CDFW, taking into account factors such as the following:

A. Noise and human disturbance levels at the project site at the time of the survey and the noise and disturbance expected during construction activities;
B. Distance and amount of vegetation or other screening between the disturbance zone and the nest; and
C. Sensitivity of individual nesting species and behaviors of the nesting birds.

Mitigation IV-2
Prior to construction activities occurring during the non-nesting season of burrowing owl (typically September through January), a qualified biologist shall conduct a clearance survey for wintering burrowing owls. The survey shall be conducted no more than 14 days prior to commencement of restoration activities. If non-breeding burrowing owls are observed within the disturbance footprint, they shall be excluded from all occupied burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFW protocols. Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

V. Cultural Resources
The proposed amendment to add 50 RV spaces and 625 sq. ft. building would not result in any effects to cultural resources more severe than those described in the previously adopted MND. The mitigation measure to protect any find of cultural resources would be adequate to mitigate any potential impacts.

Mitigation V-1
If historic or prehistoric artifacts or cultural soils are encountered during construction or earth moving operations, work shall cease in that area, a qualified archaeologist notified, and a significance evaluation carried out. If human remains are encountered, all work shall be stopped in the immediate vicinity of the find-spot, and the Solano County Coroner and a qualified archaeologist must be notified immediately. If the remains are deemed to be those of a prehistoric Native

American, the coroner shall notify the Native American Heritage Commission, and the Commission will designate a "Most Likely Descendent".

VI. Geology and Soils

In 2006, a geotechnical investigation conducted by Matriscope Engineering Laboratories, Inc. of the project site found near surface expansive soils. The report recommended various measures to address site preparation, earthwork and foundation development to address the on-site expansive soils. Since similar conditions may likely be found on the adjacent four acre parcel, the mitigation measure above would be adequate to mitigate any potential issues with possible expansive soils.

Mitigation VI-2
The project (all portions of the site) shall follow the suggested measures contained in the Geotechnical Investigation Report (Matriscope 2006). A qualified geotechnical engineer shall conduct a general review of final plans and specifications to evaluate that earthwork and foundation recommendations have been properly interpreted and implemented during design. All earthwork during construction will be appropriately monitored by a qualified geotechnical engineer, including site preparation, placement of all engineered fill and trench backfill, construction of slab and roadway subgrades, and all foundation excavations.

VII. Hazards and Hazardous Materials

The addition of the four acre parcel to the project will have no further impacts to hazards or hazardous materials than previously identified in the MND.

VIII. Hydrology and Water Quality

During the previous expansion, studies were conducted in regards to the quality and supply of on-site water including a water supply assessment and well inspection. The RV Park currently purchases irrigation water from Solano Irrigation District and will continue to do so for this expansion. Staff has received confirmation from the State Water Resources Board that there is adequate well water to serve the four acre expansion. There is an Erosion Control Plan in place for the existing RV Park and the applicant has submitted a Drainage Plan for the four acre addition. Solano County Public Works Engineering has reviewed the Drainage Plan and has determined that it is sufficient. To ensure that run-off on the new four acre parcel will not degrade water quality; the same Mitigation Measures identified in the MND shall remain in effect.

Mitigation Measure VIII-1
The project shall develop and implement a Stormwater Pollution Prevention Plan, including an Erosion Control Plan component and a post-construction Storm Water Control Plan for the project site. The Plans shall include Best Management Practices (BMPs), and operations and maintenance specifications, including operation and maintenance funding.

Mitigation Measure VIII-2
For post-construction stormwater discharges, the project applicant shall prepare a C.3 Stormwater Control Plan (SCP). The SCP shall utilize BMPs to control and reduce concentrations of petroleum-based constituents in surface water runoff. Such BMPs shall be maintained on a routine basis to assure optimum performance.

Mitigation Measure VIII-3
The historical flow of water across the property line on the west side shall be maintained and drainage shall be preserved in order to satisfy Chapter 31 of Solano County's Grading, Drainage, Erosion Control and Land Leveling Ordinance. All flows shall be allowed to leave the property to the west as has been done under existing conditions.

Mitigation Measure VIII-4
Additional checking or choking of storm water flow shall be incorporated into the existing retention/detention basin design to provide assurance that no potential negative impact will occur.

IX. Land Use and Planning
There were no impacts noted in the previous MND and none are expected with the addition of the four acre portion.

X. Mineral Resources
The four acre addition is not located within a Mineral Resource Zone; therefore no mineral resources will be impacted.

XI. Noise
A noise impact evaluation was conducted by Miller Environmental Consultants which concluded that noise from heavy equipment used during construction required mitigation to avoid disturbing neighboring property owners to the north and east. The previous expansion is being constructed in phases and the Mitigation Measure to reduce impact on residential neighbors will remain in effect.

Mitigation Measure XI-4
Project construction shall be limited to 8 a.m. to 8 p.m. to avoid quiet hours in the existing Vineyard RV Park, and to avoid noise disturbance to adjacent properties to the north and east.

XII. Population and Housing
The addition of 50 RV campsites for temporary occupancy in an existing RV park would not induce substantial growth in population and housing.

XIII. Public Services
No impacts to public services are expected. Water and sewer will continue to be provided on-site.

XIV. Recreation
The addition of 50 RV spaces would not substantially increase the use of local or regional parks.

XV. Transportation/Traffic
Regardless of the project, the City of Vacaville will be widening Midway Road because of planned residential development to the south of Midway Road. The RV Park is responsible for to pay their "fair share" and have signed a Deferred Improvement Agreement with the City of Vacaville and will sign an additional agreement with this expansion.

XVI. Utilities and Service Systems
The addition would use and an existing water well and on-site septic. Staff has received confirmation from the State Water Resources Board that there is adequate well water to serve the new RV sites. No additional impacts are expected with the new sites.

XVII. Mandatory Findings of Significance

The addition of the proposed 50 RV sites, 625 sq. ft. restroom/shower facility and swimming pool will not have any further impacts to the environment than those previously identified in the adopted MND.

Conclusion and Findings

Review of the project has concluded that the project will not result in new impacts beyond those analyzed the Vineyard RV Mitigated Negative Declaration (2009). The proposed amendment to the project will not alter the impact findings and mitigation measures as presented in the MND. As a result, there will be no

new significant impacts and no substantial increase in severity of impact previously identified in the MND. None of the conditions described in the CEQA Guidelines calling for preparation of a subsequent EIR or Mitigation Negative Declaration have occurred, and thus an Addendum to the 2009 Vineyard RV Park Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the proposed project.

This Addendum to the Vineyard RV Park (adopted by the PC May 21, 2009) finds that the proposed project will not result in the substantial increase of any previously identified impacts in the previous Mitigated Negative Declaration.

RECIRCULATED MITIGATED NEGATIVE DECLARATION
OF THE
SOLANO COUNTY DEPARTMENT OF RESOURCE MANAGEMENT

PROJECT TITLE:

Use Permit U-81-19 mr 3/Z-08-02 Vineyard RV Park

PROJECT DESCRIPTION AND LOCATION:

To renew and amend a conditional use permit to add 248 new RV sites and 8,776 sq. ft. of buildings for a total of 358 RV sites and 13,244 sq. ft. of buildings. To request a zoning amendment to the Solano County Zoning Regulations to include "recreational vehicle parks" as a conditional use in the "P" Park zoning district. The property is located at 4985 Midway Road in a "P" Zoning District, less than 1 mile north of the City of Vacaville, APN: 0106-210-470.

FINDINGS:

The Solano County Department of Resource Management has evaluated the Initial Study which was prepared in regards to the project. The County found no potentially significant adverse environmental impacts likely to occur. The County determined that the project qualifies for a Mitigated Negative Declaration. The Initial Study of Environmental Impact, including the project description, findings and disposition, are attached.

MITIGATION MEASURES INCORPORATED INTO PROJECT DESCRIPTION:

III. Air Quality

b-c. Mitigation III – 1

During construction, the Project Applicant shall require the construction contractor to implement the following YSAQMD's best management practices to reduce dust emissions and avoid localized health impacts; this mitigates the potential impact to less than significant.

- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Maintain at least two feet of freeboard on haul trucks.
- Sweep streets if visible soil material is carried out from the construction site.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel or a 6 to 12 inch layer of wood chips or mulch.

With implementation of these measures, project construction would not be expected to

violate any air quality standard or contribute to an existing or projected air quality violation in the project vicinity.

IV. Biological Resources

a. Mitigation IV - 1 and 2 Nesting Birds

The implementation of the mitigation measures listed below would prevent the loss of any special-status bird species from occurring. The implementation of these measures would also ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, which protect active nests of all native bird species. These measures would reduce this impact to a less than significant level.

Mitigation IV -1

Within two weeks of the commencement of construction activities or tree removal that would occur during the nesting/breeding season of native bird species potentially nesting/roosting on the site (typically February through August in the project region), the applicant shall have a survey conducted by a qualified biologist (e.g., experienced with the nesting behavior of bird species of the region). The intent of the survey shall be to determine if active nests of special-status bird species or other species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 200 feet (500 feet for raptors) of the construction zone. The survey area shall include all onsite trees and shrubs within 500 feet of the construction zone, as well as the entire undeveloped/cleared area (as it provides potential burrowing owl and California horned lark nesting habitat). The survey shall be timed such that the last survey is concluded no more than two weeks prior to initiation of construction or tree removal work. If ground disturbance activities are delayed, then an additional pre-construction survey shall be conducted such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities.

If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through consultation with the CDFG, taking into account factors such as the following:

A. Noise and human disturbance levels at the project site at the time of the survey and the noise and disturbance expected during construction activities;

B. Distance and amount of vegetation or other screening between the disturbance zone and the nest; and

C. Sensitivity of individual nesting species and behaviors of the nesting birds.

Limits of construction to avoid an active nest should be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel should be instructed on the sensitivity of nest areas. The biologist should serve as a construction

monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

Mitigation IV - 2
Prior to construction activities occurring during the non-nesting season of burrowing owl (typically September through January), a qualified biologist shall conduct a clearance survey for wintering burrowing owls. The survey shall be conducted no more than 14 days prior to commencement of restoration activities. If non-breeding burrowing owls are observed within the disturbance footprint, they shall be excluded from all occupied burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

V. Cultural Resources

a. **Mitigation V - 1**
If historic or prehistoric artifacts or cultural soils are encountered during construction or earth moving operations, work shall cease in that area, a qualified archaeologist notified, and a significance evaluation carried out. If human remains are encountered, all work shall be stopped in the immediate vicinity of the find-spot, and the Solano County Coroner and a qualified archaeologist must be notified immediately. If the remains are deemed to be those of a prehistoric Native American, the coroner shall notify the Native American Heritage Commission, and the Commission will designate a "Most Likely Descendant".

VI. Geology and Soils

d. **Mitigation Measure VI - 1**
The project (all portions of the site) shall follow the suggested measures contained in the Geotechnical Investigation Report (Matriscope 2006). A qualified geotechnical engineer shall conduct a general review of final plans and specifications to evaluate that earthwork and foundation recommendations have been properly interpreted and implemented during design. All earthwork during construction will be appropriately monitored by a qualified geotechnical engineer, including site preparation, placement of all engineered fill and trench backfill, construction of slab and roadway subgrades, and all foundation excavations.

VIII. Hydrology and Water Quality

f. **Mitigation Measure VIII - 1**
The project shall develop and implement a Stormwater Pollution Prevention Plan, including an Erosion Control Plan component and a post-construction Storm Water Control Plan for the project site. The Plans shall include Best Management Practices

(BMPs), and operations and maintenance specifications, including operation and maintenance funding.

Mitigation Measure VIII- 2

For post-construction stormwater discharges, the project applicant shall prepare a C.3 Stormwater Control Plan (SCP). The SCP shall utilize BMPs to control and reduce concentrations of petroleum-based constituents in surface water runoff. Such BMPs shall be maintained on a routine basis to assure optimum performance.

Mitigation Measure VIII-3

The historical flow of water across the property line on the west side shall be maintained and drainage shall be preserved in order to satisfy Chapter 31 of Solano County's Grading, Drainage, Erosion Control and Land Leveling Ordinance. All flows shall be allowed to leave the property to the west as has been done under existing conditions.

Mitigation Measure VIII-4

Additional checking or choking of storm water flow shall be incorporated into the existing retention/detention basin design to provide assurance that no potential negative impact will occur.

XI. Noise

d. Mitigation Measure XI – 1
Project construction shall be limited to 8 a.m. to 8 p.m. to avoid quiet hours in the existing Vineyard RV Park, and to avoid noise disturbance to adjacent properties to the north and east.

PREPARATION:

This Mitigated Negative Declaration was prepared by the Solano County Department of Resource Management. Copies may be obtained at the address listed below.

Michael Yankovich, Planning Program Manager
Solano County Dept. of Resource Management
675 Texas Street, Suite 5500, Fairfield, CA 94533
(707) 784-6765

Solano County Department of
Resource Management
675 Texas Street, Suite 5500 • Fairfield, California 94533 • (707) 784–6765

INFORMATION Required of Applicant as Part I of Initial Study Environmental Impacts	For Office Use Application Number or Title U-81-19 mr3 & Z-08-02

The following information is required of the applicant for all projects that require a permit and which the Department of Resource Management determines are subject to review pursuant to the California Environmental Quality Act (CEQA). Complete disclosure of environmental data is required and is in the best interest of the applicant to avoid uncertainty as to compliance with CEQA. Please consult with Department personnel for assistance in understanding or completing the following questionnaire. Answers may be continued under Section V or attach additional sheets if necessary.

I. PROJECT DESCRIPTION AND PURPOSE: Fully describe the nature of the proposed project, all existing and proposed uses on/of the property, and existing and proposed structures/development on the property. Submit complete and accurate drawing/plot plan(s). If the project will be phased, the anticipated phasing schedule should be described. Attach additional sheets if necessary.

A. Project description:

Our goal is to redevelop the Vineyard RV Park into a premier, environmentally friendly destination RV resort. We will combine cutting-edge environmental technology to sustain on-site resources while providing generous amenities and visitor services that will appeal to today's sophisticated RV travelers.

The new "Vineyard RV Resort" will attract visitors by distinguishing itself as a premier Recreational Vehicle destination Resort.

B. Is this part of a larger project? Yes _____ No __X__ If yes, explain:

II. NECESSARY PERMITS FOR THIS PROJECT:

(List below all other permits you will need during the development of this project. Indicate if application for necessary permits has been made.)

A. Federal agencies (for example: Corps. of Engineers):

U.S. Army Corps of Engineers, Section 404 Permit

B. State and Regional agencies (for example: BCDC, Air Quality Management District):

-State Water Resources Control Board, Water Rights Permits
-Regional Water Quality Control Board, Central Valley Region
-California Department of Fish and Game, Section 1600 Streambed Alteration Agreement.

-State of California, Department of Housing and Community Development.

C. Other local agencies (including County agencies, special district, cities, etc.):

Solano County Department of Resource Management
Solano County Department of Environmental Health Services

III. PROJECT DETAILS:

A. EXISTING CONDITIONS

Describe in general the project site and surrounding properties as they presently exist; including but not limited to, information on existing land uses, unique physical and topographic features, soil stability, plants and animals, cultural, historical, or scenic aspects, and any other information which would assist the Department in understanding the project's environmental setting. Clear, representative color photographs may be submitted to show the project area. Draw in property boundaries on the photographs.

1. Project site:

The overall project site currently consists of an existing RV park situated in the southwest portion of the site and undeveloped fields in the northwest corner and northeast portion of the site. The RV resort is developed with roads, RV parking sites, the park office and maintenance buildings, and other related infrastructure. There are numerous non-native eucalyptus trees in clustered stands throughout this area. Non-building areas consist of roads and lawns. There are no native or naturalized habitats within this area.

The undeveloped fields on the site formerly supported dense eucalyptus forest but the landowner recently removed most of the trees. These areas currently support a mix of weedy, non-native annual grasslands and bare, scraped areas. There are scattered piles of dirt, chipped trees and cut eucalyptus branches in the northwest corner of the site.

A maintained drainage ditch traverses diagonally from north to south through the center of the site. This ditch is roughly 15 feet wide from top of ditch to top of ditch. Another man-made ditch runs along the southeast edge of the site though most if not all of it appear to be on the adjacent land. This ditch is also roughly 25 feet wide from top of ditch to top of ditch.

Please refer to Attachment III-A-1.

2. Surrounding Properties:

The surrounding properties support a mix of rural residential development and open non-native annual grasslands. The property to the south includes some areas that have been established as vernal pool-grassland mitigation lands.

Please refer to attachment III-A-2.

3. **Existing use of land:**

Approximately 8 acres of the property is presently permitted for a 109-space R.V. Park plus one mobile home permitted by Use permit U-81-19 (Revised). There are approximately 17 acres of undeveloped property.
Please refer to attachment III-A-3, Use Permit, U-81-19 (2nd Revision).

4. **Describe number and type of existing structures:**

	TYPE	NUMBER
a. Residential	Mobile Home	1
b. Agricultural	None	0
c. Commercial	Recreational	0
d. Industrial	None	3
e. Other	Office Buildings	1

5. **Describe existing vegetation on site, including number and type of existing trees.**

The undeveloped fields are dominated by weedy, non-native annual grasslands with scattered to dense eucalyptus trees around the edges of the property. A mix of non-native annual grasses and weeds dominates the grasslands.

6. **If in agricultural use, describe type of use or crop (cattle, sheep, hay, vegetables, fruit, etc).**

There is no agricultural use on site.

7. **Slope of property:**

Flat or sloping (0 - 6% slope)	24.5	acres
Rolling (7 - 15% slope)	0	acres
Hilly (16 - 24% slope)	0	acres
Steep (> 24% slope)	0	acres

8. **Describe existing drainage conditions on site. Indicate direction of surface flows, adjacent parcels affected.**

Please refer to Attachment # III-A-8.

9. Describe land uses on adjacent parcels (specify types of crops if agricultural):

North: Rural Residential
South: Scheduled for housing developement (North Village Project)
East: Rural Residential
West: Agricultural, Park Zoning (undeveloped)

10. **Distance to nearest residence(s) _____ or other adjacent use(s): _____ (ft/mi):**

Please refer to Attachment # III-A-10.

11. Describe and indicate location of any power lines, water mains, pipelines or other transmission lines which are located on or adjacent to the property:

Please refer to Sheet # C-2: Existing Conditions.

12. Describe number and location of natural creeks or water-courses through or adjacent to the property. Specify names (if any). Indicate whether ephemeral (brief flows following rains), intermittent (seasonal flows during wet season), or perennial (year-round flows):

The drainage ditch that runs through the site is a part of the north fork of Gibson Canyon Creek, an ephemeral drainage that drains a watershed of approximately 740 acres of rural ranchettes and agricultural land. This ditch is roughly 15 feet wide from top of ditch to top of ditch.

Please refer to Sheet # C-2: Existing Conditions and C-5: Preliminary Grading and Drainage.

13. Describe number and location of man-made drainage channels through or adjacent to the property. Specify names, if any:

The portion of the north fork of Gibson Canyon Creek that runs through the property is currently maintained as a drainage ditch, and presumably has been for some time. Another man-made ditch runs along the southeast edge of the site though most if not all of it appear to be on the adjacent land. This ditch is also roughly 25 feet wide from top of ditch to top of ditch.

Please refer to Attachment III-A-8.

14. Identify and describe any on-site or adjacent marshes, wetlands, vernal pools, wet meadows, riparian (i.e. dependant on water bodies) vegetation, etc.:

There are no wetland or riparian habitats on the site.

15. Are there any unique, sensitive, rare, threatened, or endangered animals, plants, or habitats on the project site or located in close proximity which may be affected by the project?
Yes X No _____ Don't Know _____ If yes, please list:

The two special-status species identified as having potential to occur on the site include western burrowing owl (*Athene cunicularia hypugea*) and Swainson's hawk (*Buteo swainsonii*). Western burrowing owls use small mammal burrows as burrowing/nesting sites and forage in grasslands and open scrublands. Though not observed during the reconnaissance site visit, the undeveloped fields provide potential foraging habitat for this species. It is possible but unlikely that western burrowing owls nest on the site since no ground squirrels or other small mammals were observed during the site visit and no small mammal burrows were incidentally observed.

Swainson's hawks are summer nesting migrants to the Central Valley and are known from the project region. The large eucalyptus trees on and adjacent to the site provide suitable nesting habitat for this species as well as other protected raptor species. No obvious large nests were observed on or adjacent to the site during the site visit. The undeveloped fields provide suitable foraging habitat though the apparent low-density or lack of small mammals makes the area suboptimal for foraging due to lack of prey.

There are numerous special-status vernal pool species known from the project region including vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus packardi*). There are no vernal pools on the project site so these species have no potential to occur. The project site is north of the known range of California tiger salamander (*Ambystoma californiense*) in the region.

California red-legged frogs are known from the adjacent Coastal Ranges to the west of the site. While the ditches on the site provide seasonal wetland habitat, it is highly unlikely California red-legged frogs would occur on the site given the low-quality habitat within the ditch.

16. Describe existing vehicle access(s) to property:

Access to the site is by way of a boulevard entrance on Midway Road. An additional controlled emergency access is provided at the Southwest corner of the property.

Please refer to Sheet # C-2: Existing Conditions.

17. List and describe the nature and location of all existing easements serving or affecting the property, including access, utility, and other public or private easements (see deed or recent preliminary title report).

Please refer to Sheet # C-2: Existing Conditions.

B. PROPOSED CHANGES TO PROJECT SITE

1. Topography and grading (attach copy of grading plan showing existing and proposed topography and drainage patterns.)

a. Percent of site previously graded: 50 %.
b. Project area (area to be graded or otherwise disturbed): 24.5 acres.
c. Estimate amount of soil to be moved (cut and/or fill):
   Less than 50 cubic yds _____
   More than 50 cubic yds _____
   More than 1000 cubic yds __X__
d. Estimate amount of soil to be:
   Imported __0__ yds
   Exported __0__ yds
   Used on site 44,000 yds.

2. Number, size and type of trees, and type and quantity of vegetation to be removed. (size of trees = diameter at 42 in. above grade).

There are approximately 413 Eucalyptus trees on site, approximately 80 feet tall, all of which will be removed as part of the redevelopment.

3. Number, type, and use of existing structures to be removed, and removal schedule:

All existing structures will be removed during the 2nd phase of construction, which includes a total of 5 existing structures – four park buildings and one mobile home. All salvageable

materials will be recycled and reused in new park structures. All existing asphalt/concrete will be ground on site and reused as road base.

4. Describe proposed fencing and/or visual screening (landscaping):

There will be an eight-foot high wooden fence on the perimeter of the property plus landscaping to buffer the site surrounding properties.

See Sheet # L-5: Details and Notes.

5. Proposed access to project site (road name, driveway location, etc.):

A driveway on Midway Road will access the site. Additional emergency access will be located at the west boundary of Midway Road.

See Sheet # S-3: Overall Site Plan and Sheet # S-4: Site Plan South.

6. Proposed source and method of water supply:

The Vineyard RV Resort is a community water system that uses only groundwater, and has a minimum of two approved domestic water sources. The source of the domestic water supply will remain as the 2 existing permitted wells (4800753-001 and 4800753-002) that are currently in operation at this site. The addition of 2 - 10,000 gallon storage tanks will allow for an adequate supply of stored water when combined with a conservative combined refill rate of 100 gallons per minute from the wells. The resort will be supplied with water from a duplex pumping system that will meet the required flow and pressure. The well report validates that the yields are adequate to support the required daily demand and either well be itself could support the water demand in case of emergency or down time due to maintenance.

7. Proposed method of sewage disposal (specify agency if public sewer):

The proposed sewage disposal system will utilize a series of drip distribution fields to manage wastewater production at the resort. Effluent will be collected at each of the recreational vehicle lots, administrative facilities, restrooms and laundry facilities and routed through gravity main lines to one of two separate, central processing areas. At each of these processing areas sewage will be settled, aerobically treated (to better than secondary treatment standards) and then pumped to a series of drip distribution fields located in both the recreational vehicle lots and common areas of the resort. All recreational vehicles entering the facility will be required to purge their black water tanks in the resort holding tanks for off-site disposal.

The sewage disposal system will be approved by the California Regional Water Quality Control Board, Central Valley Region.

Please refer to Attachment # III-B-7.

8. Provisions for solid/hazardous waste disposal (specify company or agency if applicable):

Provisions for solid waste disposal are:

All solid waste will be disposed of in cans by solid waste trailers and disposed at Hayfork Landfill and through Vacaville Sanitary.

The Resort will provide a highly efficient dedicated recycling center on site. This site will recycle all recyclable items, such as glass, cans, paper and green waste. There will be dedicated recycling bins located at each garbage pick up area throughout the park.

Provisions for hazardous waste disposal are:

None. We do not expect any hazardous wastes on the property.

See Sheet # S-3: Overall Site Plan.

9. List hazardous materials or wastes handled on-site:

There will be two hazardous materials stored on the property. Gasoline is the first hazardous material to be stored on the property. There will be approximately be one, five gallon or less container of gasoline that will be stored in an appropriate storage container.

Propane is the second hazardous material to be stored on the property. The propane will be stored in a State of California approved and certified container.

There will not be any hazardous waste handled or stored on the property.

10. Duration of construction and/or anticipated phasing:

Phase 1: Phase 1 will be approximately 12-24 months in duration and will include the construction of sites 1-167.

Phase 2: Phase 2 will be approximately 12-24 months in duration. Phase 2 will commence after receiving all final permits from all governmental agencies allowing the first one hundred and sixty seven R.V. sites to be occupied. Phase 2 shall include the relocating of any current occupants of the existing park to Phase One, plus the grubbing and recycling all landscaping materials.

Phase 3: Phase 3 will be approximately 12-24 months in duration and will include the build out of sites 168-369 as well as all office/park buildings and recreational amenities.

11. Will the proposed use be affected by or sensitive to existing noise in the vicinity? If so, describe source (e.g. freeway, industrial) of and distance to noise source.

There is no existing noise in the vicinity that could affect the proposed use.

C. PROPOSED SITE UTILIZATION

1. RESIDENTIAL PROJECTS
Number of structures:
Single Family _____
Multi-family _____

Accessory _____
If multi-family, number of units _____ Maximum height _____

Not Applicable. The project is a Recreational Vehicle Park.

2. NON-RESIDENTIAL PROJECTS (Commercial, Industrial, Agricultural, Other)

a. Lot coverage **Building coverage:** 0.31 acres, (1 %)
Surfaced area: 3.19 acres, (13%)
Landscaped or open: 21.05 acres, (86%).

b. Total floor area: 12,904 Square Feet

c. Number of stories:

One-story buildings: Engineering building, mechanical building
Two-story buildings: Administration building, meeting and recreation building and community service building.

Maximum height: Twenty-eight feet

d. Proposed hours of operation:

Hours of Operation: 8:00 a.m. to 8:00 p.m.
Months of operation: Year round
Days of operation: 7 days a week

e. Proposed construction schedule:

Daily construction schedule: 7:30 a.m. to 4:30 p.m.

Days of construction: Monday – Saturday

Will this project be constructed in phases?

Yes. Proposed phasing is as follows:

Phase 1: Phase 1 will be approximately 12-24 months in duration and will include the construction of sites 1-167.

Phase 2: Phase 2 will be approximately 12-24 months in duration. Phase 2 will commence after receiving all final permits from all governmental agencies allowing the first one hundred and sixty seven R.V. sites to be occupied. Phase 2 shall include the relocating of any current occupants of the existing park to Phase One, plus the grubbing and recycling all landscaping materials.

Phase 3: Phase 3 will be approximately 12-24 months in duration and will include the build out of sites 168-369 as well as all office/park buildings and recreational amenities.

f. Maximum number of people using facilities:

At any one time: 742 maximum
Throughout day: 742 maximum

g. Total number of employees: 8 to 10
Expected maximum number of employees on site: 8
During a shift: 4
During day: 5

h. Number of parking spaces proposed:

There will be forty-one total parking spaces. Four of the forty-one will be for handicap parking.

Please see Sheet # S-3: Overall Site Plan.

j. Radius of service area:

Not Applicable. We have no large service trucks coming onto the property.

k. Type of loading/unloading facilities:

Not Applicable. Except for propane deliveries, no other regular delivery service is expected.

l. Type of exterior lighting proposed:

A combination of moderate height street lamps and low-level accent lighting will be used on-site. All lighting will be shielded from adjacent properties and designed to provide safety without unnecessary night pollution. Solar lighting will also be used wherever possible for accent lighting in plantings.

Please see Sheet # L-5: Details and Notes.

m. Describe all anticipated noise-generating operations, vehicles or equipment on-site:

Possible noise-generating operations include all pumps, swimming pool, group/recreational facilities, play areas, etc. Possible noise-generating equipment/vehicles include landscaping equipment (lawn mowers, blowers, etc.), golf carts/maintenance vehicles to be operated between 9:00 a.m. – 5:00 p.m., Monday – Friday except in emergencies.

n. Describe all proposed uses that may emit odors detectable on or off-site:

Various uses, which may emit odors detectable on or off-site, include septic systems. The system will be housed in a building, which will capture and reduce emitted odors.

IV. ENVIRONMENTAL CHECKLIST:

Indicate the following items applicable to the project or its effects. Discuss in Section V below all items checked "Yes" or "Maybe". Attach additional sheets as necessary. Will the proposed project result in:

A. Change in existing natural features including any bays, tidelands, lakes, streams, beaches, natural landforms or vegetation.

YES. The project will involve modifying the portion of the north fork of Gibson Canyon Creek that flows through the site by constructing two ponds in line with the channel
MAYBE _____
NO _____

B. Change in scenic views or vistas from existing residential areas, public lands or roads.

YES. There will be a buffer screen of plantings and 8 foot fence on the property line.
MAYBE _____
NO _____

C. Change in scale, pattern or character of general area of project.
YES _____
MAYBE _____
NO. The existing portion of the park is being redeveloped at the same density with a more comprehensible open space circulation pattern.

D. Increased amounts of solid waste or litter.

YES. Increased amounts of litter will be regularly picked up from designated trash areas and taken to a landfill for disposal. Materials that can be recycled will be taken to the local recycling area. The increased amounts of solid waste will be disposed of in our new septic system.
MAYBE _____
NO _____

E. Dust, ash, smoke, fumes or odors on site or in vicinity.
YES _____
MAYBE _____
NO. There will not be an increase in dust, ash, smoke, fumes or orders on site or in the vicinity.

F. Change in ground water quality or quantity.
YES _____
MAYBE _____
NO. There is to be no expected change in the ground water quality with this project. An increased quantity of water will be required for this site. The well yields are adequate to support the water demands of the project. No water treatment is currently required for this supply and no water quality change is anticipated with this water supply.

Additionally, the Resort has converted the irrigation of the property from well water to a completely separate distribution system that is supplied from water purchased from Solano Irrigation District.

G. Alteration of existing drainage patterns, or change in surface water quantity or quality.

YES. There will be increased runoff as a result of additional impervious surfaces, which will be mitigated by detention ponds on site. RV parking areas normally paved will be surfaced with aggregate allowing substantial amounts of runoff to be absorbed in the ground.

Please refer to Attachment # V-1: Detention Ponds and Sheet # C-5: Preliminary Grading and Drainage.
NO _____
MAYBE _____

H. Change in existing noise or vibration levels.

YES _____
MAYBE _____
NO. There will be no change in existing noise or vibration levels.

I. Construction on filled land or construction or grading on slopes of 25% or more.

YES _____
MAYBE _____
NO. There will be no construction on filled land. There will be no construction or grading slopes of 25% or more.

J. Storage, use or disposal of materials potentially hazardous to man or wildlife, including gasoline and diesel fuel. (See Environmental Health Division for assistance or information).

YES. There will be two hazardous materials stored on the property. Gasoline is the first hazardous material to be stored on the property. There will be approximately be one, four gallon or less container of gasoline that will be stored in an appropriate storage container. Propane is the second hazardous material to be stored on the property. The propane will be stored in a State of California approved and certified container. There will not be any hazardous waste handled or stored on the property that could potentially be hazardous to man or wildlife other than what is stated above. *See Attachment #4-J: Cut Sheet.*
NO _____
MAYBE _____

K. Increase in demand for public services (police, fire, water, sewer, etc.)

YES _____
NO _____
MAYBE. There may be an increase in demand for police and fire services, but not water and sewer.

L. Increase in fossil fuel consumption (electricity, natural gas, oil, etc.).
YES _____
NO _____
MAYBE. We anticipate the park to consume more electricity given the increase in number of sites. We do not anticipate any increase in natural gas or oil consumption.

We hope to offset the potential increases by designing efficient solar electric generating panels on the buildings. *Please refer to attachment # IV-L: Reducing our Carbon Footprint.*

M. Change in use of or access to an existing recreational area or navigable stream.
YES _____
MAYBE _____

NO. There will be no change in use of or access to an existing recreational area or navigable stream.

N. Change in traffic or vehicular noise on road system in immediate vicinity.
YES _____
NO _____
MAYBE. See attachment "Traffic Study for the Vineyard R.V. Park" for a description of the potential change in traffic or vehicular noise on road system in immediate vicinity.
Please see Attachment III-C-2-i.

O. Increased hazards for vehicles, bicycles or pedestrians.
YES _____
MAYBE _____
NO. There will be no increased hazards for vehicles, bicycles or pedestrian from this project.

P. Removal of agricultural or grazing lands from production.
YES _____
MAYBE _____
NO. There will be no removal of agricultural or grazing lands from production. There are no agricultural or grazing lands in existence on the property.

Q. Relocation of people.
YES. The only relocation of people will be moving from one section of the park to another during the phases 1 and 2 of construction. See section C-2-e for a description of the proposed phasing schedule.
NO _____
MAYBE _____

V. ADDITIONAL INFORMATION OR COMMENTS REGARDING POSSIBLE ADVERSE ENVIRONMENTAL EFFECTS OF THIS PROJECT. IN ORDER TO MAKE THIS APPLICATION COMPLETE, PLEASE SUBMIT ANY ADDITIONAL DATA, INFORMATION OR SPECIAL STUDY REPORTS THAT MAY BE NECESSARY TO DETERMINE WHETHER THE PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT, TO EVALUATE ANY ADVERSE IMPACTS, AND TO DETERMINE HOW THEY MAY BE MITIGATED. ADD PAGES AS NECESSARY.

1. *See Attachment V-1: "Detention Ponds".*
2. *See Attachment V-2: "McLEAN & WILLIAMS, INC., WELL INSPECTION REPORT, dated October 17,2007".*

3. *See Attachment V-3: "Environmental Agua, Inc., Hague Quality Water report" and "Explanation of Water Consumption".*
4. *See Attachment V-4: "Matriscope Engineering Laboratories, Inc. - Geotechnical Investigation Report, dated July 2006".*

VI. VERIFICATION OF INFORMATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:

Date filed: 10-26-07

Printed Name: George A. Bertram III, Managing Partner, Vacaville R.V. Park, LLC.

Phone: 415-897-1271

Mailing Address: George A. Bertram III
1530 Armstrong Ave.
Novato, CA 94945

- For Office Use -

VII. STAFF REVIEW
By: Date:
Comments:
T:\PLANNING\Planning Templates\Front Counter Application and Instruction Forms\APPLIC05 Initial Study Part 1.docMay 6, 2005

DEPARTMENT OF RESOURCE MANAGEMENT
INITIAL STUDY OF ENVIRONMENTAL IMPACTS

The following analysis is provided by the Solano County Department of Resource Management as a review of and supplement to the applicant's completed "Part I of Initial Study". These two documents, Part I and II, comprise the Initial Study prepared in accordance with the State CEQA Guidelines, Section 15063.

A. BACKGROUND

Project Title:	Vineyard RV Park Expansion
Application Number:	Use Permit U-81-19 mr3/Z-08-02
Project Location:	The project property address is 4985 Midway Road in unincorporated Solano County
Assessor Parcel No.(s):	0106-210-470
Project Sponsor's Name and Address:	George A Bertram III 1530 Armstrong Ave. Novato, CA 94945
General Plan Designation:	"Park and Recreation" (PR) – Commercial Recreation (CR) Certification of 2008 General Plan Adopted November 4, 2008
Zoning Designation:	Sec. 28-28. Park (P) Districts (P) District – zoning amendment request to specifically add "Recreational Vehicle Park" as a conditional use. Amend Sec. 28-28. Park (P) District – (C) add (5) Recreation vehicle parks.
Environmental Setting *(Describe In Detail)*:	The project site is in unincorporated Solano County, just north of the City of Vacaville city limits. It lies along the western margin of the Central Valley, and on the eastern flank of the Northern Coast Ranges. Nearby roads include Highway 505 one third of a mile to the west, and the property is bounded by Midway Road to the south, Leisuretown Road to the east, and Wadkins Lane to the north. Access to the site is off of Midway Road on the southern edge of the property. The 24.54-acre project site consists of the existing Vineyard RV Park in the southwest portion of the site. The developed area is separated from a large undeveloped area in the northeast corner by a channel that is part of the Gibson Creek Watershed. This undeveloped area is referred to in this report as the expansion area, and is currently disked fields. There is another large undeveloped area in the northwest portion of the site, adjacent to the existing RV Park. In total, the developed area of the existing RV Park covers approximately 15 acres and the two undeveloped areas cover approximately 10 acres (Part I of Initial Study-Environmental Impacts). Surrounding properties are developed with residences (north and east), farmed or grazed (east and south), or are vacant and undeveloped (west). The project site and several of the surrounding properties have stands of non-native eucalyptus trees. The area is sparsely populated, but the tract across Midway Road, to the south within the City Limits of Vacaville, has been approved for residential and mixed-use development. The property to the south also includes some areas that have been established as vernal pool-grassland mitigation lands. The surrounding properties are therefore a mix of rural residential development, eucalyptus groves, agricultural fields, and open non-native annual grasslands. The RV park is developed with paved roads, RV parking sites, park office and maintenance buildings, and related infrastructure. Specifically, there are 109 campsites, one mobile home, a single story office and laundry building, three small, single-story, permanent buildings

	(Gazebo Club and kitchen, restrooms/ showers, Arbor Clubhouse) and several sheds and outbuildings. There is a total of 4,168 total square feet of building space. The office building is occupied by the park management, while the other three permanent buildings are used by visitors to the RV park. The site also has a swimming pool, playground, BBQ and propane tank refill facility. Two permitted wells, which are located in a fenced enclosure on the west side of the developed portion of the RV Park, provide potable water to residents. There are five approved septic systems, with nine septic tanks and three leach fields. The largest leach field occupies about 2.5 to 3 acres in the undeveloped area in the northwestern part of the property. On the developed portion of the site, non-building and unpaved areas consist of gravel roads, lawns and other landscaping. Large eucalyptus (Eucalyptus globules) trees are found throughout this area. There are no native or naturalized habitats within the developed portion of the site. The proposed expansion area formerly supported dense eucalyptus forest, which along with the other eucalyptus in the area were planted in the 1800's by the railroad. The landowner removed the trees in the expansion area (excluding those around the perimeter of the site) in May and early June of 2006 to allow geotechnical work to be conducted. This area is currently a field that is disked every 4-6 months, with sparse vegetation characteristic of disturbed areas, and bare dirt. A leach field is located in this area. An open drainage channel, referred to as the "Westerly Channel" in this document, passes through the site (See Figure 2). A second channel, called the SID K-1 Spill (also referred to as the Kilkenny Canal), runs east of the property. Both drainages originate off the property. The Westerly Channel is a maintained drainage ditch that traverses the site from the northwest to southeast through the center of the site, separating the developed portion of the project site from the recently cleared, expansion area. It is part of the north fork of Gibson Canyon Creek, an ephemeral drainage that drains a watershed of approximately 1165 acres of rural ranchettes and agricultural land (Neil's Vineyard Property, Solano County: Hydrology Analysis, Oberkamper and Associates, September 5, 2008) The onsite portion of the Westerly Channel is roughly 10-15 feet wide from top of bank to top of bank, and contains some wetland-associated vegetation. At the time of a biological survey, standing water and vegetation within the ditch was sparse, but some wetland-associated vegetation was observed. The banks of the Channel and adjacent areas do not currently support riparian plant species (Vineyard RV Park Project Biological Evaluation Report, Pacific Biology, 4/18/08). The SID K-1 Spill is located to the east of the project site, outside of the property boundary. This channel is roughly 15 feet wide from top of bank to top of bank. The banks of this channel and adjacent areas also do not currently support riparian plant species. The site is essentially sloping or flat (0-6%) at about 98 feet above mean sea level. Site topography slopes slightly to the south and east. While special status species were not found in the biological survey, there is a potential for special status bird species to use the undeveloped portion of the property. Subsequent biological surveys will therefore be done before construction on the project site. An onsite soils study found that the near surface soils consist primarily of clay loams, with some areas of loams and sandy loams. (Soil Profile, Hydrometer, and Monitoring Well Report, Dauwalder Engineering Inc., 6/19/06). Clay soils may be expansive. The USDA Soil Conservation Service maps the site soils as Clear Lake Clay, San Ysidro sandy loam and San Ysidro sandy loam, thick surface. This soil type has slow infiltration rates, a high water

	table, and soils are often clayey. It is underlain by alluvium consisting of unconsolidated non-marine stream and basin deposits. (USDA Natural Resources Conservation Service – Soils Maps, Web Soil Survey). Based on monitoring well data, the groundwater levels on the proposed site generally are deeper than 11 feet below surface (Soil Profile, Hydrometer, and Monitoring Well Report, Dauwalder Engineering Inc., 6/19/06). Another site geotechnical study reported groundwater levels generally deeper than 9 feet at the northeastern portion of the property.
Surrounding Land Uses:	
North	Scattered housing along Wadkins Lane with limited farming activities.
South	Across Midway Road, there are currently undeveloped fields just within the City of Vacaville's city limits. The North Village Project is a pending residential development for the site.
East	On the edge of the property at the southern end are a couple houses. Across Leisure Town Road there is a mix of houses and fields.
West	Beyond the fence line there is an open field, on the other side of which is another small RV Park. Beyond this Park is Highway 505.

B. PROJECT DESCRIPTION: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.

This project sponsors goals and objectives are as follows:

Goals:

1. Maintain and enhance the environmental quality of an existing privately developed recreation facility that expands quality public recreation opportunities in Solano County.

2. Provide R.V. Resort plans, design and construction that preserves the diverse natural resources for the land and redevelops, expands and enhances the public enjoyment of the existing commercial recreational vehicle park and related facilities

3. To improve, expand and maintain a privately developed recreational vehicle park and related facilities that demonstrates a balanced economic land use and environmentally sound "green" qualities including conservation, water recycling, land restoration, public health and safety.

Objectives:

1. The primary objective is to provide adequate and diversified recreational opportunities and facilities to meet the demands of an expanding population.

2. Project sponsor seeks to provide a 21st century R.V. Resort that demonstrates conservation and land restoration based on sustainable land use and economic viability.

3. The objective is to secure a zoning text amendment and conditional use permit to allow a vibrant and sustainable economic use of the land to continue and expand while providing a safe and diverse recreation facility for public recreation and enjoyment while at the same time managing a land use that enhances, environmental quality and sustainability.

The existing recreational vehicle park and facilities was permitted in 1981 by Solano County Planning Commission Resolution 3399 (UP-81-19). December 8, 1992 the Solano County Board of Supervisors granted Land Use Permit U-81-19 permitting expansion of the existing park. The applicant is now proposing the redevelopment and further expansion, in multiple phases, of the existing

Vineyard RV Park into an approximately 24-acre premier recreational vehicle destination resort. The proposed project will have 358 RV sites, five new buildings, four of which would include an employee apartment unit (subject to alternate permit approval from California Department of Housing and Community Development), two landscape/detention ponds, hot tub, swimming pool and other necessary infrastructure. The project is located north of Midway Road, between Leisure Town Road and Interstate 505 in Solano County, as shown on Figures 1 and 2.

Zoning Code Amendment:

The governing zoning for the project site is Park (P) District. Conditional Use permits have been granted (see below) and recreational vehicle park and facilities have existed on the property for over 27 years. Currently, the "P" Park District no longer permits recreational vehicle parks. The applicant, at the request of County staff and based on the fact that the existing recreational vehicle park is proposed for redevelopment and expansion to an RV resort, is requesting a zoning code amendment to establish recreational vehicle parks as a use that is conditionally permitted in the "P" District with the issuance of a use permit.

Conditional Use Permit:

The applicant is requesting renewal and further amendment of a conditional Land Use Permit U-81-19 (revised) amended and approved by the Solano County Board of Supervisors on December 8, 1992. The revised use permit will add 248 new RV sites and 8,776 sq ft of buildings for a total of 358 RV sites and 13,244 square feet of buildings (Part I of Initial Study- Environmental Impacts) and two detention ponds with a total surface area of 61,380 square feet. Phase I of the project proposes developing the expansion area, located in the eastern portion of the property on the other side of the Westerly Channel from the existing development. Covering approximately 10 acres of undeveloped land, Phase I would last approximately 12-24 months in duration, expand the RV Park's parking facilities by 159 sites, and construct the associated infrastructure including roadways, underground utilities, and landscaping. A new sewage treatment facility would also be constructed to serve this side of the development. The proposed site plan is shown on Figure 2. The project also proposes building two landscape/detention ponds inline with the Westerly Channel to serve as onsite floodwater retention-detention basins sized for the 100-year storm flow, fire prevention and irrigation, as well as providing aesthetic values and improving habitat.

Phase II would be approximately 12-24 months in duration, and commence after receiving all final permits from all governmental agencies allowing the first 159 RV sites to be occupied. It would include the relocation of any current occupants of the existing park to Phase I, plus the grubbing and recycling of all landscaping materials in the existing RV Park.

Phase III would be approximately 12-24 months in duration and would include the redevelopment of the area of the former RV Park, along with the undeveloped area in the northwest corner of the site. Sites 160-358 are proposed for development in this phase, along with five buildings (two for meeting and recreation, one each for administration, community services, and utilities), hot tub, swimming pool, and associated infrastructure and landscaping.

Other proposed improvements in Phase III include development of the second sewage treatment plant. Both plants would collect effluent at each of the RV lots, administrative facilities, restrooms, and laundry facilities via gravity lines. At each of these processing areas, sewage would be settled, aerobically treated, and then pumped to a series of drip distribution fields located in both the RV lots and common areas of the resort. Both plants would achieve tertiary treatment standards. All recreational vehicles entering the facility would be required to purge their black water tanks in the resort holding tanks for off-site disposal.

The domestic water supply would be supplied by the 2 existing permitted wells. The addition of two 10,000-gallon water tanks would allow for an adequate supply of stored water when combined with a conservative refill rate of 100 gallons per minute from the wells. These tanks would be housed in a building. The resort would be supplied with water from a duplex pumping system that would meet the required flow and pressure. Water for irrigation would be purchased from the Solano Irrigation District (SID). Increased water usage from onsite wells is expected to be approximately 15,000 gallons per day (see section VIII for full discussion of water supply/demand).

Internal roads would be sized and designed to accommodate large emergency vehicles as required in the California Fire Code, including two crossings over the Westerly Channel that would have a 20 foot clear width and be able to support a minimum 75,000 pound load for fire equipment. These crossings would also be sized to meet minimum hydrologic requirements. New buildings in excess of 3,000 square feet would have an approved fire sprinkler system installed. A left turn lane off of Midway Road would also be added to accommodate expected traffic levels.

The property's Wadkins Lane frontage would be lined with a swale capable of diverting high water flows equally into the Westerly

Channel and the SID K-1 Spill. The swale would have a row of trees on either side, and some remaining eucalyptus trees along the Lane. A landscape of dense vegetation would characterize the site's Midway Road frontage. The site's frontage on Leisuretown Road would also be landscaped with trees. Approximately half the project site is currently cleared and grubbed. During the course of the project the entire 24.54 acres would be graded or otherwise disturbed. Approximately 44,000 cubic yards would be excavated or moved, and subsequently balanced on site, raising the remainder of the site by about six inches (Part I of Initial Study- Environmental Impacts). There will be no earth import or export to or from the site.

C. ADDITIONAL DATA

NRCS Soil Classification:	Clear Lake Clay (0-2% slopes; class 2), San Ysidro sandy loam (0-2% slopes; class 4), San Ysidro sandy loam, thick surface (0-2% slopes).
Agricultural Preserve Status/Contract No.:	None
Non-renewal Filed (date):	N/A
Airport Land Use Referral Area:	No
Alquist Priolo Special Study Zone:	No. Not located near fault.
Primary or Secondary Management Area of the Suisun Marsh:	No
Primary or Secondary Zone identified in the Delta Protection Act of 1992:	No
Other:	None

D. OTHER AGENCIES WITH REQUIRED APPROVALS (RESPONSIBLE, TRUSTEE AND AGENCIES WITH JURISDICTION)

California Department of Housing and Community Development, City of Vacaville Traffic Division, Caltrans, California Department of Health Services, California Division of Drinking Water, Solano County Department of Resource Management, California Department of Fish and Game, U.S Army Corp of Engineers, Solano Irrigation District, and California Regional Water Quality Control Board, Solano County Division of Environmental Health Services.

E. CONSISTENCY WITH EXISTING GENERAL PLAN, ZONING, AND OTHER APPLICABLE LAND USE CONTROLS

(CEQA requires a discussion of the consistency of a project with the existing General Plan, Zoning, and other applicable local and regional land use controls. However, mere inconsistency(s) with such plans, policies, or other land use controls would not in every case lead to an adverse physical impact(s). Those policy inconsistencies that would not necessarily result in an adverse physical impact(s) are discussed in this section. Those policy inconsistencies that could potentially result in one or more physical impacts are evaluated here and also in the pertinent category under Section F, below).

General Plan Consistency

The 24.54-acre project site is currently designated "Park and Recreation" by the Solano County Land Use and Circulation Element (LUCE). In a General Plan update, approved by County voters November 4, 2008, the project land use designation would change to "Commercial Recreation" which would specifically allow RV park use. In the current General Plan and in the proposed Updated General Plan the existing RV park land use is consistent with governing policy. The Land Use/Zoning Consistency Guide, Table 11 of the Land Use and Circulation Element, and the "Park" zoning designation is consistent with the "Park and Recreation" General Plan designation. Furthermore, the proposed RV park use and subsequent expansions have conditional use permits granted by the County Planning Commission in June 1981 (U-81-19) and Solano County Board of Supervisors in December 1992. Finally, the current permitted use, and proposed redevelopment and expansion satisfies the objectives and policies of the General Plan Park and

Recreation Element as follows:

The primary goal of Recreation Land Use according to Chapter IV of the LUCE is to:

> Maintain and enhance the environmental quality of Solano County by managing and preserving its diverse natural resources for the use and enjoyment of the lives of present and future generations. The primary objective is to provide adequate and diversified recreational opportunities and facilities to meet the demands of an expanding population.

Among the policies of the Recreation and Land Use Element (page 11) is:

> *Private Recreation Areas, Objective 9, Policy a:*
> The County shall encourage privately developed recreation facilities that expand public recreation opportunities.

The project is therefore consistent with the goals, objectives, policies and programs of the County's General Plan and (by reference to Table 11) also consistent with the "Park and Recreation" designation of the LUCE.

Zoning Consistency

Background

The property was rezoned to "P" Park District in January 1976. The site was subsequently developed as a day use park which was approved by the Planning Commission in 1976. In 1978, the owner obtained a use permit to establish overnight recreational vehicle park facilities; however, the use permit was never exercised. In 1981, a new owner requested a use permit to establish overnight recreational vehicle camping. Such facilities were allowed within the "P" Park District with an approved conditional use permit. The permit was approved and valid through 1991. In 1991, the property owner applied for a time extension for the 1981 approved use permit. This permit was approved by the Board of Supervisors and was valid through December 2007.

At some time during the 1990's the Board of Supervisors removed recreational vehicle park facilities as a conditional use permit in the Solano County Zoning Regulations. As a result of this action, the existing recreational vehicle park facilities operating in the "P" Park District became legal non-conforming uses.

Current Zoning

Since the current zoning designation is "P" Park and the current facility is considered a legal non-conforming use, the Solano County Zoning Regulations prevents the expansion of legal non-conforming uses.

The applicant is requesting a zoning code amendment to add "Recreation Vehicle Parks" to the list of conditional uses allowed in the "P" Park zoning district.

Zoning Code Amendment to the "P" Park District

There are approximately 841± acres of land zoned "P" in Solano County. There are currently three operating recreational vehicles parks located within the "P" Park zoning district in the County. Other properties zoned Park includes all of the Solano County Parks (Lake Solano, Rockville Trails, etc.). There is one other parcel in the County zoned "Park" which is located off Rockville Road and it is currently being used as a public horse stable under a conditional use permit. The requested zoning text amendment will allow the existing RV parks to apply for use permits for any changes or expansions to their existing legal non-conforming facilities. Property owners with other parcels zoned "P" Park District, could apply for new recreational vehicle parks, but the General Plan does not provide for new sites or locations at this time.

With the approval of the Zoning Code Text Amendment, the Use Permit for Vineyard RV Park can be considered by the Planning Commission.

Other Applicable Land Use Controls

Building and development plans will primarily conform to the requirements of the State Department of Housing and Community Development. The proposed park expansion will also meet County code requirements that are found to be within the County's jurisdiction. These may include zoning code consistency determination with the lighting, signage, landscaping, parking, colors, and

trash enclosures. Landscaping will be required by conditions of approval along the Midway Road frontage, within the entrance area, and along the perimeter.

Adequate access will be provided per in order to address the City of Vacaville's traffic concerns, addressing the ultimate build out of Midway Road pursuant to the City's Land Use and Development Codes. Impacts from traffic capacity at Interstate 505 and the on-ramps and off-ramps at Midway Road will be reviewed and addressed to suit concerns by Caltrans District 4. Planned improvements include widening the north side of Midway Road along the proposed project frontage and development of an eastbound left- turn pocket into the project entrance. Internal road plans will also conform to the requirements of the California Fire Code.

Water supply will continue to be provided by wells permitted by State of California Department of Health Services, as well as irrigation from the Solano Irrigation District. The State of California Division of Drinking Water will need to make a determination as to requirements, permitting, and the adequacy of the existing and proposed water distribution system for potable water. Any proposed water system improvements need approval from the State of California Division of Housing and Urban Development and the State of California Division of Drinking Water.

Sewage disposal will be on site, with wastewater collection, treatment, and disposal conforming to the requirements of the Central Valley Water Quality Control Board (CVWQB). Disposal plans will also address concerns expressed by the City of Vacaville regarding impacts to their wells located on the south side of Midway Road.

Plans for the two new detention ponds proposed inline with the on-site ditch must be approved by the Solano County Department of Resource Management in accordance with section 1-6 on Drainage in Open Channels (Road Improvement Standards And Land Development Requirements, Solano County, 2/28/06) insofar they are not in conflict with State of California, Department of Housing and Community Development, or other State or Federal jurisdictions. Onsite construction must also conform to the standards of the Solano County Code Chapter 31 on Grading, Drainage, Land Leveling, and Erosion Control. In particular, the detention ponds and other associated improvements must detain increased flows from a storm with return periods of 10 and 100 years with 0.5 feet of freeboard. As construction activities would occur in the channel and within areas potentially under the jurisdiction of the Army Corps of Engineers and CDFG, permits from these agencies would be required prior to project implementation. Specifically, a Section 404 permit from the Corps and a Streambed Alteration Agreement from the CDFG may be required to authorize the proposed work. Certification by the Regional Water Quality Control Board (RWQCB) also would be required. A Health and Safety plan check from the Solano County Division of Environmental Health Services is required prior to the construction of the hot tub (spa) pool.

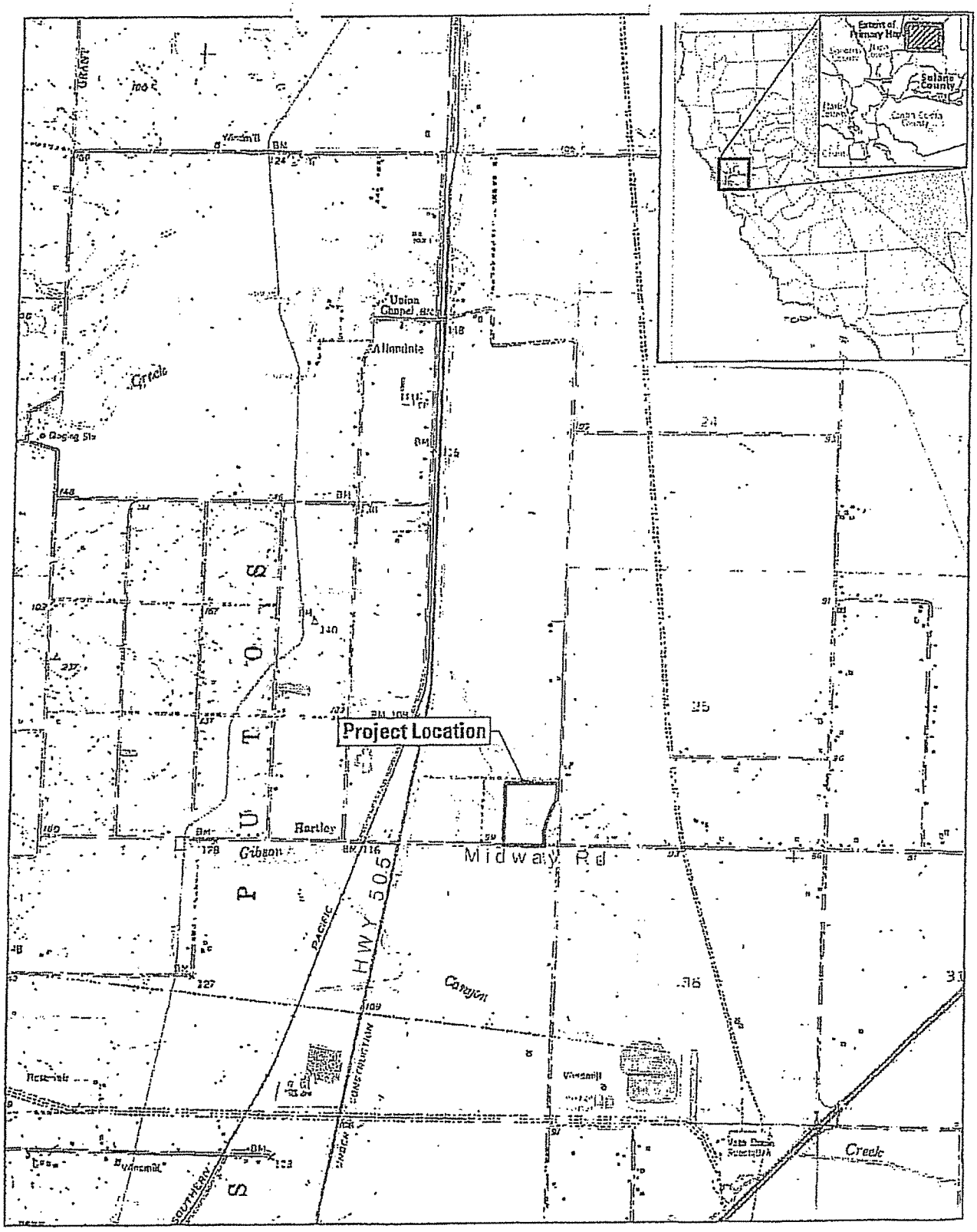
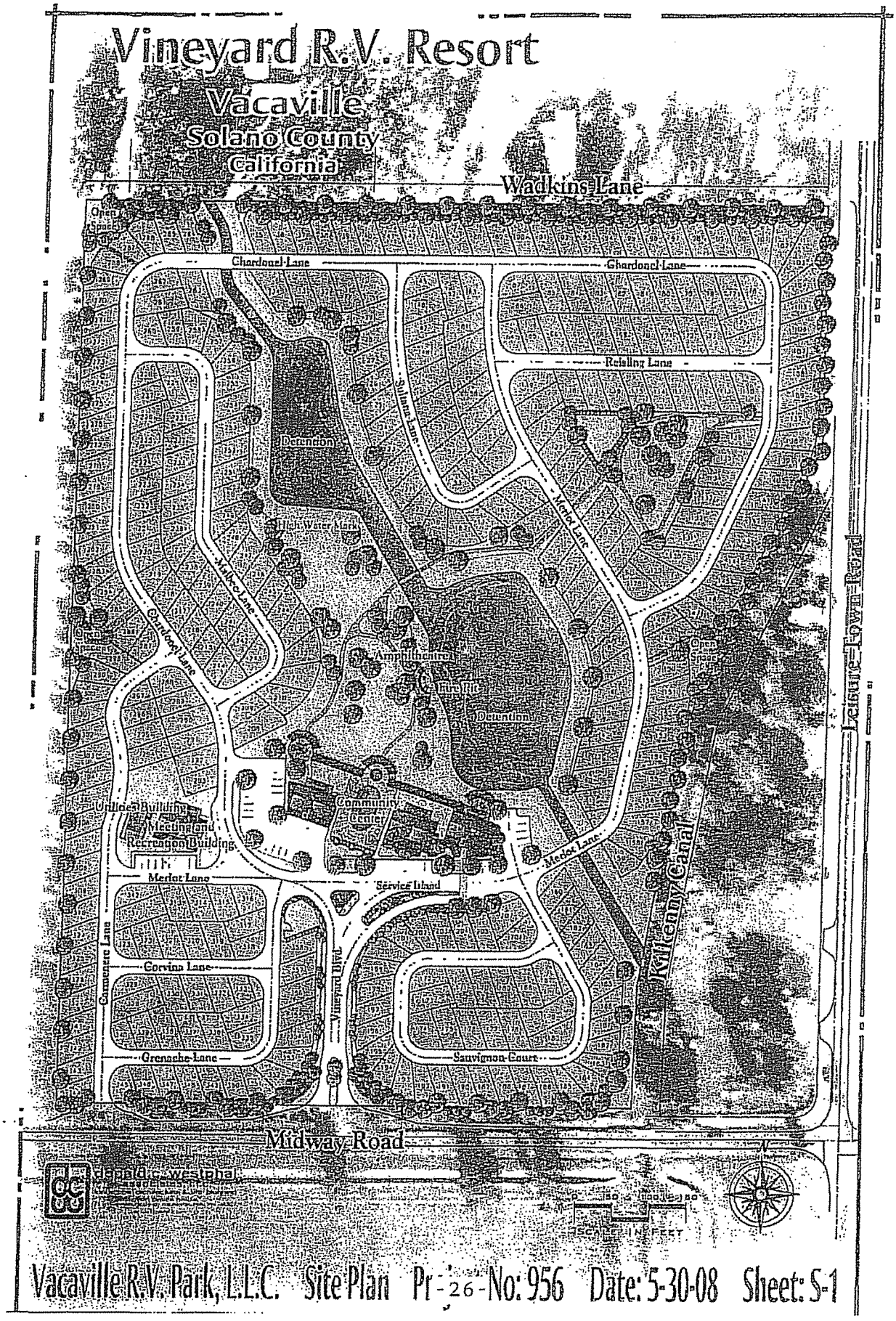


Figure 1
Project Location

Source: USGS Maps



Vacaville R.V. Park, L.L.C. Site Plan Pr-26-No: 956 Date: 5-30-08 Sheet: S-1

F. ENVIRONMENTAL REVIEW CHECKLIST

Brief explanation or reference of all answers following each issue: (For source citations, see Section G below).

I. AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of light or glare which would have a substantial adverse effect on day or nighttime views in the area?			X	

DISCUSSION:

I.a. Have a substantial adverse effect on a scenic vista?

The project site and surrounding area are largely flat with sparse residential development. Well-established landscaping largely shields the existing RV Park from visibility along its southern extent along Midway Road. Drivers and residents along Leisuretown Road to the east also have limited site lines into the RV Park. This is due to the distance from the road to the existing park across the bare field that was recently cleared of Eucalyptus, and the screening effect of remaining eucalyptus trees that line the route. Along the northern boundary is the private Wadkins Lane, which has several homes with views of the property. These sight lines are similarly limited by a row of eucalyptus trees. Existing views of the site are presented in Figure 3.

The proposed expansion in Phase I would change these existing conditions by bringing RV parking sites closer to Leisuretown Road and Wadkins Lane. Some eucalyptus trees along Wadkins Lane would be removed to accommodate proposed construction. The existing landscaping along Midway Road, consisting of oleanders and pines, would be removed in Phase II of the project, exposing travelers to views into the project site. The removal of the existing landscaping is required for the reconfiguration of Midway Road and addition of a left turn lane into the project. There is also a housing development proposed across Midway Road that would potentially have site lines into the project site. In order to reduce aesthetic impacts of proposed development, the project proposes significant landscaping.

Landscaping is proposed along the Midway Road frontage outside of the future right of way, and within the entrance area. Conditions of Use Permit approval would require that landscape and irrigation plans be submitted to the City of Vacaville Traffic Division. The minimum width of on-site landscaping areas parallel and adjacent to Midway Road would be 10-feet.

The property's Wadkins Lane frontage would be lined with a swale capable of diverting high water flows equally into the Westerly Channel and the SID K-1 Spill. The swale would have a row of trees on either side, and some remaining eucalyptus trees along the Lane. The site's frontage on Leisuretown Road would also be landscaped with trees. Perimeter landscaping would have at a minimum two twenty-four-inch (24") box street shrubs for each 50 feet of street frontage or fraction thereof. In addition, sufficient shrubs or other foliage would be installed to provide suitable screening of the interior of the project site. Trees and plant materials would be selected for their screening qualities and their ability to attain full growth within reasonable time periods to achieve these objectives.

Where parking areas are located adjacent to landscaped areas, the required width of landscaping would be exclusive of vehicle overhang.

The two proposed 10,000-gallon water storage tanks would be enclosed within a building to mitigate potential visual impacts. With these requirements, the project will have a ***less than significant impact.***

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

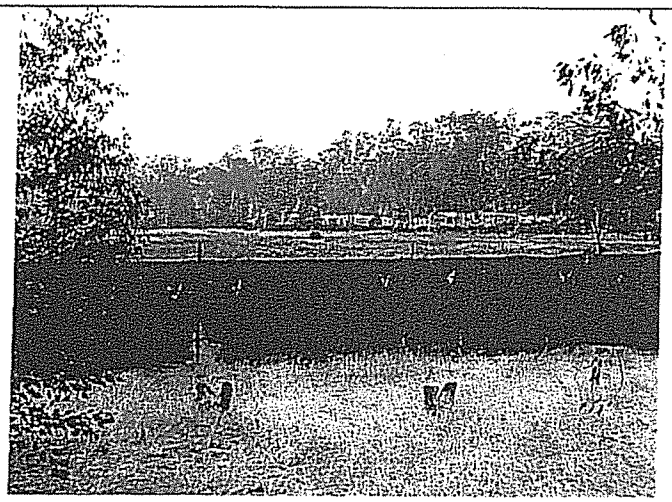
Interstate 505 as it passes in the vicinity of the project site is identified as a scenic roadway to protect a foreground view of flat grassland (Solano County General Plan, Scenic Roadways Element). As the proposed project is not within this area, nor similarly characterized, the project would have *no impact.*

I.c. Substantially degrade the existing visual character or quality of the site and its surroundings?

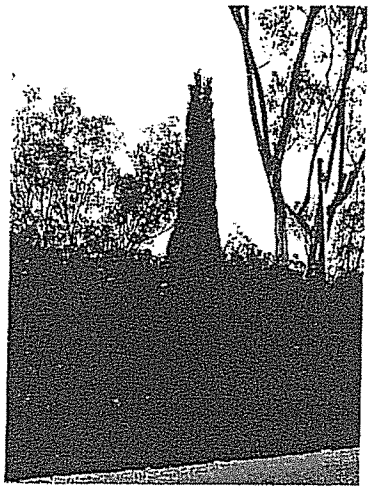
See item I.a. above.

I.d. Create a new source of light or glare, which would have a substantial adverse effect on day or nighttime views in the area?

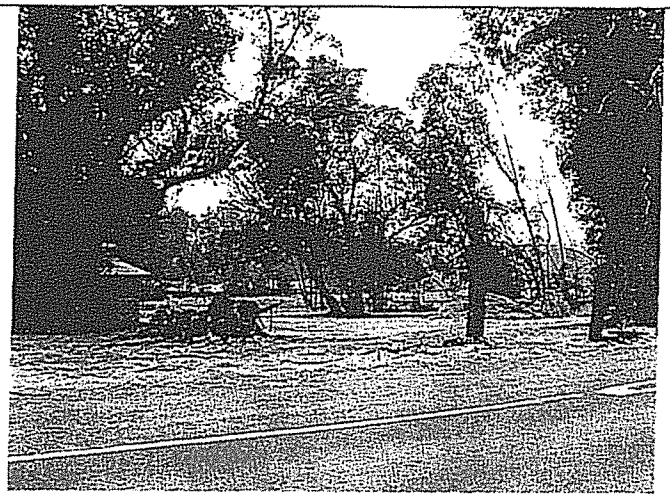
Proposed development would expand the area that would need to be lit at night. Therefore, interior lighting system would have to be shielded, and a combination of moderate height street lamps and low-level accent lighting will be used on-site. All lighting would be shielded from adjacent properties and designed to provide safety without unnecessary night pollution. Solar-powered lighting would also be used wherever possible for accent lighting in plantings. The project would have a *less than significant impact.*



View of proposed expansion area from Wadkins Lane



View of existing RV park from Midway Road



View of expansion area from Leisuretown Road

View of expansion area from Leisuretown Road

FIGURE 3: SITE PHOTOGRAPHS FROM ADJACENT ROADWAYS

II. AGRICULTURAL RESOURCES (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland). Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime or Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Prime or Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

DISCUSSION:

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

The project is proposed on land that is not currently used for agriculture. As indicated by the California Department of Conservation Farmland Mapping and Monitoring Program, a portion of the expansion area is Clear Lake Clay (CeA), which is described as prime farmland if irrigated. A small area in the developed portion of the extreme southeast corner of the project site is described as San Ysidro sandy loam (SfA), which is listed as Farmland of statewide significance. Other lands in this project area are not designated as prime farmland or farmlands of statewide importance. As the land in the expansion area is currently not farmed, and is zoned Park, its conversion is expected to have a ***less than significant impact*** on agricultural lands.

II.b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project is on land zoned by the County as Park, part of which is used for an RV Park and part of which is vacant. There are no Williamson Act contracts for the parcel, and it has not been used as farmland within recent history. No changes to the environment are proposed that would convert existing agricultural land to a non-agricultural use. Therefore, ***no impacts*** to agriculture are anticipated.

II.c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Prime or Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As indicated by the California Department of Conservation Farmland Mapping and Monitoring Program, portions of parcels to the north and south are either prime or farmlands of statewide importance. Project development, however, is not foreseen to impede or conflict with their further agricultural development. Furthermore, the parcel to the south has been approved for urban development. Therefore, ***no impacts*** to agriculture are anticipated.

III. AIR QUALITY Based on the significance criteria established by the Bay Area Air Quality Management District, 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?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
f. Conflict with the state goal of reducing greenhouse gas emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32, California Global Warming Solutions Act of 2006?			X	

DISCUSSION:

Setting

The project site is located in Solano County, within the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The YSAQMD is the regional government agency charged with protecting human health and property from the harmful effects of air pollution in Yolo and the northeast portion of Solano Counties. The District is located in the Sacramento Valley Air Basin (SVAB), which is bound by the North Coast Ranges to the west and the Northern Sierra Nevada Mountains to the east and is relatively flat in the huge valley between these mountains.

Temperatures in the SVAB typically range from 20 to 115 degrees Fahrenheit with summer highs in the 90s and winter lows occasionally below freezing. The rainy season usually occurs from November through March with an annual average rainfall of 20 inches. Prevailing winds are from the south and moderate in strength. Due to the topography of the SVAB, the potential for trapping and concentrating pollutants increases when stable conditions are present, particularly in the autumn and early winter. These conditions have the effect of exacerbating the pollution levels in the area and increasing the likelihood of violating federal or state standards.

The YSAQMD is currently designated as a non-attainment area for State and national ozone standards and a non-attainment area for the state respirable particulate matter (PM10) standard. Both ozone and PM10 are considered "criteria" pollutants because they are one of several prevalent air pollutants know to be hazardous to human health. As required by federal and state air quality laws, the 1994 Sacramento Area Regional Ozone Attainment Plan and the 8-hour Ozone Rate of Progress Plan have been prepared to address ozone non-attainment issues. The Ozone Attainment Plan sets out stationary source control programs and statewide mobile source control programs for attainment of the 1-hour ozone standard. The Ozone Rate of Progress Plan continues the strategies found in the 1-hour Ozone Attainment Plan. The USEPA's June 2005 revocation of the 1-hour ozone standard and enacting the 8-hour ozone standard required air districts to prepare a new attainment demonstration State Implementation Plan (SIP). An 8-hour ozone attainment demonstration plan for the Sacramento Metropolitan Area is currently under development and will contain additional control measures to demonstrate that the region will attain the 8-hour standard by the target date, 2013 (YSAQMD, 2007).

Table III-1 is an overview of air pollutant monitoring in the project area over the past three years. The state 1-hour ozone standard was exceeded at least one day each year. The state 8-hour ozone standard was exceeded at least four days each year. The state PM10 standard was exceeded one day in the year 2006. Carbon monoxide (CO) concentrations have been declining over the years and are expected to continue declining with technological advancements of cleaner burning motor vehicles and motor vehicle fuels and retirement of older, more polluting vehicles.

TABLE III-1
SUMMARY OF MONITORING DATA FOR THE PROJECT AREA, 2005-2007

	State Standard	National Standard	Pollutant Concentration by Year [a]		
Pollutant			**2005**	**2006**	**2007**
Ozone					
Highest 1-hour average, ppm [b]	0.09	0.12 [c]	**0.101**	**0.108**	**0.103**
Days over State Standard			1	4	1
Days over National Standard			0	0	0
Highest 8-hour average, ppm	0.07	0.08	**0.080**	**0.088**	**0.078**
Days over State Standard			5	10	4
Days over National Standard			0	2	0
PM10					
Highest 24-hour average, $\mu g/m^3$ [b]	50	150	35.0	60.0	42.3
Days over State Standard			0	1	0
Days over National Standard			0	0	0
Annual average, $\mu g/m^3$	20	NA [d]	16.4	18.2	14.7
CO					
Highest 8-hour average, ppm	9.0	9	3.09	2.94	2.70
Days over Standard			0	0	0

NOTE: **Bold** values are in excess of applicable standard. NA = Not Applicable or Not Available.

[a] Data was collected at the Vacaville-Ulatis Road monitoring station for 1-hour and 8-hour ozone, Vacaville-Merchant Street monitoring station for PM10, and Vallejo-304 Tuolumne Street monitoring station for CO. The stations are approximately five miles southeast, six miles southwest, and 30 miles southwest, respectively, of the project site. There were no closer stations measuring CO concentrations.

[b] ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

[c] Federal One Hour Ozone National Ambient Air Quality Standard was revoked on June 15, 2005

[d] Federal Annual PM10 National Ambient Air Quality Standard was revoked on December 17, 2006

SOURCE: California Air Resources Board (ARB), *Summary of Air Quality Data, Gaseous and Particulate Pollutants*, 2005, 2006, and 2007 data are from the ARB web site at www.arb.ca.gov/adam.

Project construction would involve use of equipment and materials that would generate dust and emit ozone precursor emissions (i.e., reactive organic gases, or ROG, and nitrogen oxides, or NOx).

Through its Rules and Regulations, YSAQMD is the agency that regulates point source, area source, and certain mobile source emissions, and establishes permitting requirements for stationary sources. With respect to the construction phase of the project, applicable YSAQMD regulations would relate to nuisance (e.g., dust), architectural coatings, paving materials, permit requirements, and asbestos. Project construction would be subject to the requirements of YSAQMD Rule 2.5 – Nuisance to prevent quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public (e.g., dust emissions or odors); Rule 2.11 – Particulate Matter to prohibit release or discharge into the atmosphere, from any source, particulate matter in excess of 0.3 grains per cubic foot of exhaust volume; Rule 2.14 – Architectural Coatings to limit the quantity of volatile organic compounds (VOCs) in architectural coatings sold and applied in the District; Rule 2.28 – Cutback and Emulsified Asphalts to limit the emissions of organic compounds from the use of cutback and emulsified asphalts in paving materials, paving, and maintenance operations; Rule

3.1 – General Permit Requirements to provide an orderly procedure for the review of new sources of air pollution and of the modification and operation of existing sources through the issuance of permits; and Rule 9.9 – Asbestos to limit the emission of asbestos to the atmosphere and require appropriate work practices and waste disposal procedures.

With respect to the operational-phase of the project, emissions would be generated primarily from motor vehicle trips to and from the project site. The traffic study prepared for this project estimates a net increase of 79 PM peak hour trips. The net increase is based on the incremental value, which represents the difference between project year emission values from the 358 RV sites and existing emission values from the existing 109 RV sites. Using the general rule of thumb that peak hour traffic is 10 percent of the average daily trip, the net new average daily trips generated by the proposed project would be 790 daily trips. An air quality analysis has been conducted (the results presented below) to determine whether the project exceeds the significance criteria identified in the YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts.

The YSAQMD has identified the following thresholds of significance for criteria pollutants of concern. The thresholds apply to both construction and operational impacts.

Reactive Organic Gases (ROG)	10 tons/year
Nitrogen Oxides (NOx)	10 tons/year
Respirable Particulates (PM10)	80 lbs/day
Carbon Monoxide (CO)	Violation of a state ambient air quality standard for CO

The YSAQMD estimates whether or not a project's traffic impact would potentially violate the CO standard at any given intersection if either of the following criteria is true:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to an unacceptable LOS (typically LOS E or F); or
- A traffic study indicates that the project would substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

Impacts Assessment

Based on the traffic study, intersections near the project site would operate at an LOS of C or better with the project and therefore would not violate the CO standards.

URBEMIS2007 (version 9.2.4) was used to estimate air emissions from the project. URBEMIS2007 uses EMFAC vehicle emission factors developed by the California Air Resources Board. The results are presented in Table III-2. As can be seen in Table III-2, project-related construction activities would generate PM10 emissions that would exceed the YSAQMD threshold. Construction-related ROG and NOx emissions are below the significance criteria and operations-related emissions from the project would be less than significant based on YSAQMD significance criteria.

TABLE III-2
ESTIMATED AIR POLLUTANT EMISSIONS FROM CONSTRUCTION AND OPERATIONAL ACTIVITES

Scenario	Criteria Air Pollutants ROG (tons/year)	NOx (tons/year)	PM10 (lbs/day)
YSAQMD Threshold of Significance	*10*	*10*	*80*
Construction Emissions [a]	4	4	249
Significant? (Yes or No)	No	No	Yes
Operational Emissions (2010) [b]	5	5	12
Significant? (Yes or No)	No	No	No

[a] Calculation of construction-related emissions is based on the assumption of no import or export of soil.

[b] Calculation of operational emissions is based on the incremental value, which represents the difference between project year emission values and existing emission values, the traffic study estimate of a net increase of 79 p.m. peak hour trips generated by the project, and the assumption of no hearths.

SOURCE: Miller Environmental Consultants, 2008.

Greenhouse Gases

Gases that trap heat in the atmosphere are called greenhouse gases. The major concern is that increases in greenhouse gases are causing Global Climate Change, a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. The principal greenhouse gases are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). To account for the warming potential of greenhouse gases, greenhouse gas emissions are often quantified and reported as CO2 equivalents (CO2e). Emission sources are generally reported in metric tons/year of CO2e.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions).

The 2020 target reductions are currently estimated to be 174 million metric tons/year of CO2e emissions. CARB staff has identified 44 recommended early actions that have the potential to reduce greenhouse gas emissions by at least 42 million metric tons/year of CO2e emissions by 2020, representing about 25 percent of the estimated reductions needed by 2020. The 44 measures are in the sectors of fuels, transportation, forestry, agriculture, education, energy efficiency, commercial, solid waste, cement, oil and gas, electricity, and fire suppression.

In addition to identifying early actions to reduce greenhouse gases, the CARB has also developed mandatory greenhouse gas reporting regulations pursuant to requirements of AB 32. The regulations will require reporting for facilities that make up the bulk of the stationary source CO2e emissions in California. The regulations identify major facilities as those that generate more than 25,000 metric tons/year of CO2e. Cement plants, oil refineries, electric generating facilities/providers, co-generation facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons/year of CO2e, make up 94 percent of the point source CO2e emissions in California (CARB, 2007).

At this time there are no statewide guidelines for greenhouse gas emission impacts, but this will be addressed through the provisions of Senate Bill 97 ("SB 97"), which was enacted in 2007. SB 97 "2007 Statutes, Ch. 185" acknowledges that local agencies must

analyze the environmental impact of greenhouse gases under CEQA. Furthermore, the bill requires the State Office of Planning and Research "OPR" to develop CEQA guidelines for the effects and mitigation of greenhouse gas emissions. The guidelines are not yet available (OPR has until July 1, 2009 to draft the new greenhouse gas guidelines and the State Resources Agency will thereafter have until January 1, 2010 to certify and adopt the regulations). In the interim, local agencies must analyze the impact of greenhouse gases. There is currently no adopted threshold, so for this analysis, the project is considered to have a significant impact if it would be in conflict with the AB 32 State goals for reducing greenhouse gas emissions.

As with other individual projects the specific emissions from this project would not be expected to individually have an impact on Global Climate Change (AEP, 2007). Furthermore, greenhouse gas impacts are considered to be exclusively cumulative impacts; there are no non-cumulative greenhouse gas emission impacts from a climate change perspective (CAPCOA, 2008).

III.a. Conflict with or obstruct implementation of the applicable air quality plan?

When a project is proposed in a city or county with a general plan that is consistent with the District's Air Quality Attainment Plan (AQAP) and SIP strategies, and if the project is consistent with the land use designation of the general plan, then the project is considered consistent with applicable air quality plans and policies.

The project is consistent with the Solano County General Plan's land use designation for the project area. The applicable air quality management plans are the 1994 Sacramento Area Regional Ozone Attainment Plan and the 8-hour Ozone Rate of Progress Plan. The County's General Plan is consistent with these AQAP because data and projections from the General Plan are incorporated into the AQAP. The project, therefore, is consistent with the AQAP. This is a ***less-than-significant impact*** because the project would not conflict with the region's air quality management plans.

III.b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project would be located in a region that experiences occasional violations of ozone and PM10 standards, as shown in Table Air-1. The carbon monoxide standard is no longer violated at YSAQMD monitoring stations and recorded levels are declining statewide. As discussed above, the project traffic would cause a less than significant increase in carbon monoxide levels.

The project would affect local pollutant concentrations in two ways. First, during project construction, the project would affect local particulate concentrations by generating dust. Over the long-term, the project would result in an increase in emissions due to related motor vehicle trips. No substantial on-site stationary and area sources are proposed as part of the project. But even if there were, they would likely be subject to YSAQMD permit requirements and presumed to have a less-than-significant effect on local pollutant concentrations.

Site clearance and grading could generate substantial amounts of dust (including PM10) from fugitive sources, such as demolition, earthmoving activities and vehicle travel over unpaved surfaces, and lesser amounts of other criteria pollutants from the operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. As shown in Table III-2, construction activities would result in significant quantities of dust, and as a result, local visibility and PM10 concentrations would be adversely affected on a temporary basis during the construction period. In addition, larger dust particles would settle out of the atmosphere close to the construction site resulting in a potential soiling nuisance for adjacent uses.

As shown in Table III-2, construction-related activities generate a significant level of dust and thus mitigation measures are required. However, even projects not exceeding District PM10 thresholds should implement best management practices to reduce dust emissions and avoid localized health impacts (YSAQMD, 2007). URBEMIS2007 provides a mitigation component that was used in the analysis below. The following mitigation measures were included in URBEMIS2007 and resulted in the emission levels shown in Table III-3.

- Apply soil stabilizers to inactive areas;
- Replace ground cover in disturbed areas quickly; and
- Water exposed surfaces twice daily.

TABLE III-3
ESTIMATED AIR POLLUTANT EMISSIONS FROM
CONSTRUCTION *WITH MITIGATION MEASURES*

Scenario	Criteria Air Pollutants ROG (tons/year)	NOx (tons/year)	PM10 (lbs/day)
YSAQMD Threshold of Significance	*10*	*10*	*80*
Construction Emissions *with Mitigation Measures* [a]	4	4	59
Significant? (Yes or No)	No	No	No

[a] Includes implementation of the following mitigation measures: apply soil stabilizers to inactive areas; replace ground cover in disturbed areas quickly; and water exposed surfaces twice daily.

SOURCE: Miller Environmental Consultants, 2008.

With regards to asbestos in demolition activities, particularly demolition of buildings built prior to 1980, the California Air Resources Board (CARB) Enforcement Division is responsible for enforcing the Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) regulation under Title 40 CFR Part 61, Subpart M, (enforced locally under YSAQMD Regulation IX, Rule 9.9). The Asbestos NESHAP requires a thorough inspection of the facility, by an accredited inspector, be conducted for all renovations and all demolitions with exemptions for:

- Renovations or demolitions of single family residential dwellings comprised of four or fewer residential dwelling units, except where the intended use is for residential property with five or more units, or commercial or industrial property; or
- Renovations where the combined amount of Regulated Asbestos-Containing Material (RACM) is less than 260 linear feet, or less than 160 square feet, or less than 35 cubic feet.

Mitigation Measure III - 1
During construction, the Project Applicant shall require the construction contractor to implement the following YSAQMD's best management practices to reduce dust emissions and avoid localized health impacts; this mitigates the potential impact to less than significant.

- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Maintain at least two feet of freeboard on haul trucks.
- Sweep streets if visible soil material is carried out from the construction site.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel or a 6 to 12 inch layer of wood chips or mulch.

With implementation of these measures, project construction would not be expected to violate any air quality standard or contribute to an existing or projected air quality violation in the project vicinity.

As discussed above, once occupied, the project would result in an increase in emissions primarily due to related motor vehicle and truck traffic, but the levels were analyzed and determined to be less than significant. Therefore operational emissions associated with the project would not lead to further violations of the ambient air quality standards in the area.

III.c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Based on the *YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts,* project emissions that are not consistent with the AQAP, SIP, or exceed District thresholds will have a significant cumulative impact unless offset. As discussed earlier the project is consistent with AQAP. However, as shown in Table III-2, the proposed project would result in construction-related PM10 emissions that exceed the YSAQMD thresholds. Therefore the project's individual impact on regional air quality would be considered significant. As identified in b) above, implementation of Mitigation Measure III.a would reduce project construction PM10 emissions to a less than significant level, as shown in Table III-3, and thus the project's cumulative impacts would be ***mitigated to less than significant.***

III.d. Expose sensitive receptors to substantial pollutant concentrations?

Some land uses are considered more sensitive to air pollution than others. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, schools, convalescent facilities, and residential areas. The closest existing residential area includes the 111 RV sites and one mobile home located in the project area, which would be demolished during Phase 3 of construction. Additional residential areas near the project site include existing residences 90-200 feet to the north across Wadkins Road and 70-140 feet to the west along Leisure Town Road. Future residents of the proposed North Village Project would be approximately 100 feet south of the project site.

In April 2005, the California Air Resources Board (ARB) published *Air Quality And Land Use Handbook: A Community Health Perspective*. This handbook is intended to give guidance to local governments in the siting of sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, near sources of air pollution. Recent studies have shown that public exposure to air pollution can be substantially elevated near freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities.

The project does not include siting of sensitive receptors that would be considered inconsistent with the *Air Quality and Land Use Handbook* (CARB, 2005). Also, as noted earlier, with the inclusion of mitigation measures for addressing construction-related PM10 levels, the project would not generate significant emissions level and therefore not expose sensitive receptors to substantial pollutant concentrations. This impact would be ***less than significant.***

IIIe. Create objectionable odors affecting a substantial number of people?

As a general matter, the types of land use development that pose potential odor problems include refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations. As proposed, no such uses would occupy the project site.

The proposed sewage disposal system would utilize a series of drip distribution fields to manage wastewater production at the resort. Effluent would be collected at each of the recreational vehicle lots, administrative facilities, restrooms and laundry facilities and routed through gravity main lines to one of two separate, central-processing areas. At each of these processing areas, sewage would be settled, aerobically treated (to better than secondary treatment standards) and then pumped to a series of drip distribution fields located in both the recreational vehicle lots and common areas of the resort. All recreational vehicles entering the facility would be required to purge their black water tanks in the resort holding tanks for off-site disposal. The tanks will be underground. Any gases generated by the system will be treated with a charcoal filter and dispersed through underground pipes.

The sewage disposal system would adhere to the regulations of and be approved by the California Regional Water Quality Control Board, Central Valley Region and be subject to YSAQMD Rule 2.5 – Nuisance. There is currently a sewage disposal system at the site for the existing RV Park. There have been no odor complaints against or from the project site during the past year (YSAQMD, 2008).

Compliance with applicable rules and regulations would ensure that the project would not create objectionable odors that would affect a substantial number of people. Therefore, this is a ***less than significant impact.***

III.f. Conflict with the state goal of reducing greenhouse gas emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32, California Global Warming Solutions Act of 2006?

This air quality report uses three types of analyses to determine whether the project could be in conflict with the State goals for reducing greenhouse gas emissions. The analyses are as follows:

A. Any potential conflicts with the CARB's 44 early action strategies.

B. The relative size of the project. The project's greenhouse gas emissions are compared to the size of major facilities that are required to report greenhouse gas emissions (25,000 metric tons/year of CO_2e)[1] to the state; and the project size is compared to the estimated greenhouse reduction state goal of 174 million metric tons/year of CO_2e emissions per year by 2020. As noted above, the 25,000 metric ton annual limit identifies the large stationary point sources in California that make up 94 percent of the stationary emissions. If the project's total emissions are below this limit, its total emissions are equivalent in size to the smaller projects in California that as a group only make up 6 percent of all stationary emissions. It is assumed that the activities of these smaller projects will not conflict with the State's ability to reach AB 32 overall goals. In reaching its goals the ARB will focus upon the largest emitters of greenhouse gas emissions.

C. The basic energy efficiency parameters of a project to determine whether its design is inherently energy efficient.

With regard to Item A, the project does not pose any apparent conflict with the CARB early action strategies. As mentioned above, the 44 measures are in the sectors of fuels, transportation, forestry, agriculture, education, energy efficiency, commercial, solid waste, cement, oil and gas, electricity, and fire suppression. None of the early action strategies are applicable to recreational vehicle parks.

With regard to Item B, project construction greenhouse gas emissions would be approximately 349 metric tons/year of CO_2e and project operations would be approximately 2,545 metric tons/year of CO_2e (including emissions from vehicle trips, space heating and indirect emissions from the use of electricity). The project would not be classified as a major source of greenhouse gas emissions (actually operational emissions would be about 10 percent of the lower reporting limit, which is 25,000 metric tons/year of CO_2e).

When compared to the overall State reduction goal of approximately 174 million metric tons/year of CO_2e, the maximum greenhouse gas emissions for the project (2,545 metric tons/year of CO_2e or 0.001 percent of the State goal) are quite small and should not conflict with the State's ability to meet the AB 32 goals.

With regard to Item C, the project proponent conducted a carbon footprint study and identified measures to incorporate into the design, construction, and operations of the project to reduce the project's carbon footprint. Some of the measures include: buy locally, recycle construction waste, purchase sustainable building materials and office supplies, expand on their current recycling program, encourage environmentally sustainable transportation, and implement renewable energy and conservation practices into the design, construction, and operations of the project. In addition, daily electrical, water, and energy consumption, and waste generation from an RV would potentially be less than from a typical single-family residence because of the RV's smaller size.

The review of Items A, B, and C indicates that the project would not conflict with the State goals in AB 32 and therefore this impact would be ***less than significant.***

[1] The State of California has not provided guidance as to quantitative significance thresholds for assessing the impact of greenhouse gas emissions on climate change and global warming concerns. Nothing in the CEQA Guidelines directly addresses this issue.

IV. 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 by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Sect. 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
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?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

DISCUSSION:

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

A biological resources assessment of the project site was prepared by Pacific Biology (Vineyard RV Park Project Biological Evaluation Report, Pacific Biology, April 18, 2008). The study by Pacific Biology reviewed the latest version of the California Natural Diversity Data Base (CNDDB) for the project quadrangle (i.e., Allendale) and an approximately 10-mile radius around the project site. The database review served to create lists of locally occurring special-status plant and wildlife species. A reconnaissance-level field survey of the project site was then conducted to assist in determining if special-status plant and wildlife species that have been documented in the project area might be present on or adjacent to the project site.

According to the report prepared by Pacific Biology, the project site is currently in a disturbed condition and contains a combination of a developed area, a ruderal area recently cleared of eucalyptus trees, and a maintained drainage ditch that does not support riparian vegetation. Given the absence of suitable habitat, no special-status plant species are expected to occur on the project site. Therefore, ***no project-related impacts*** to special-status plant species would occur.

Special-status wildlife species include those that are state or federally listed as Threatened or Endangered, proposed for listing as Threatened or Endangered, designated as state or federal candidates for listing, a federal Bird of Conservation Concern, a state Species of Special Concern, a state Fully Protected Animal, or that may otherwise be considered "rare" under Section 15380 of the CEQA Guidelines. Review of the CNDDB and knowledge of the project region identified 21 special-status wildlife species that are known to occur in the project area. Of these species, the project site provides potential habitat for Swainson's hawk, burrowing owl, Cooper's hawk, California horned lark, loggerhead shrike, and white-tailed kite. The potential occurrence of these species on the project site is discussed below, and as appropriate, avoidance measures are recommended to prevent project-related impacts to the species from occurring. The remaining 15 identified special-status known to occur in the project region are not expected to occur on the project site

due to the lack of suitable habitat, and are listed in the Biological Report.

Impact IV-a (1) Foraging Birds
The California Department of Fish and Game (CDFG) has developed policies to protect suitable Swainson's hawk foraging habitat within a 10-mile radius of an active nest. CDFG (1994) has identified the following vegetation types/agricultural crops as foraging habitat for Swainson's hawk: alfalfa; fallow fields; beet, tomato, and other low-growing row or field crops; dry-land and irrigated pasture, rice land (when not flooded); and cereal grain crops (including corn after harvest). While the project site is located just over a mile from an active Swainson's hawk nest and numerous nests occur in the surrounding area, the site is not expected to provide this type of primary foraging habitat for a number of reasons. First, the undeveloped area was formerly a eucalyptus forest that was recently cleared. It therefore did not historically provide potential foraging habitat. Second, at the time of the site visit the cleared area had recently been disked, and according to the owner, regular disking will continue until the area is developed as an RV park. Finally, large areas of foraging fitting the CDFG description of suitable habitat surround the project site.

For these reasons, it is not expected that the loss of marginal and transitionally occurring foraging habitat associated with development of the project site would have a substantial adverse affect on Swainson's hawk through habitat modification, by substantially reducing the habitat of the species, or by reducing the number or restricting the range of the species. Therefore, impacts to Swainson's hawk from the loss of foraging habitat on the project site would be ***less than significant.***

Impact IV-a (2) Nesting Birds
Although not the species' preferred habitat, the remaining on-site stands of eucalyptus, shrubs and cleared area could potentially provide nesting sites for numerous special status species that are listed below:

Swainson's hawk (*Buteo swainsoni*), *Federal Bird of Conservation Concern, California Threatened.* This species generally nests in riparian areas or in large isolated trees adjacent to or within easy flying distance to agricultural areas providing suitable foraging habitat. Valley oaks (Quercus lobata), Fremont's cottonwood (Populus fremontii), willows (Salix spp.), sycamores (Platanus spp.), and walnuts (Juglans spp.) are the preferred nest trees for Swainson's hawk (Bloom 1980, Estep 1989).

Although the project site does not contain the preferred species of trees for nesting by Swainson's hawk, given the presence of large eucalyptus trees and nearby foraging habitat, the species could nest on or near the project site. Should an active Swainson's hawk nest be present on or near the project site, construction-related activities could result in the direct loss or abandonment of a nest during that year's nesting season. Therefore, the potential for loss of an active Swainson's hawk nest is a ***potentially significant impact.***

Burrowing owl (*Athene cunicularia*), *Federal Bird of Conservation Concern, California Species of Special Concern.* No suitable ground squirrel or other small mammal burrows were observed on the project site during the field visit. Regular disking limits the potential that ground squirrels or other small mammals could occupy the site and excavate suitable burrows. Regular disking also limits the potential for successful nesting by the species should a suitable burrow occur and the species occupy the site in the future. Given these factors, the project site provides marginal habitat for the species. However, the species has been observed nesting approximately 0.5 mile south of the project site (Figure 3). While suitable burrow/nesting habitat is not currently present, there is some potential that a suitable small-mammal burrow or other structure (i.e., open culvert or pipe) could occur in the future and be occupied by a burrowing owl prior to project commencement.

There is a low potential that burrowing owl(s) could occur on the site in the future, either as a winter migrant or potentially attempting nesting. Should the species occur on the site when construction activities commence, the proposed project could result in the disturbance or loss of burrowing owls. Loss of an active burrowing owl nest or harm to an individual owl would be a ***potentially significant impact.***

Cooper's hawk (*Accipiter cooperi*), *California Species of Special Concern.* This medium-sized hawk preys on a variety of bird species, small mammals, and reptiles. Breeding pairs generally select nest sites within dense stands of live oak woodland, riparian habitats, or other wooded areas. Nesting also occasionally occurs in sparsely wooded areas, including suburban areas and parks. Although the species' preferred nesting habitat is not present, the species could still use the onsite eucalyptus trees for nesting.

Should an active Cooper's hawk nest be preset on or near the project site, construction-related activities could result in the direct loss or abandonment of a nest during that year's nesting season. This is a ***potentially significant impact.***

White-tailed kite (*Elanus leucurus*), *California Fully Protected.* This species typically nests in trees, often in isolated stands, surrounded by open foraging habitat. Nests are built on top of oaks, willows, or other dense broad-leafed deciduous trees within partially cleared or cultivated fields, grasslands, marsh, riparian, woodland, and savanna habitats. Given the presence of suitable

nesting and nearby foraging habitat, this species could nest on the site.

Should an active white-tailed kite nest be preset on or near the project site, construction-related activities could result in the direct loss or abandonment of a nest during that year's nesting season. This is a ***potentially significant impact.***

California horned lark (*Eremophilia alpestris actia*), *California Species of Special Concern.* This ground nesting species occurs in grasslands, disturbed areas, and agricultural fields. The undeveloped/cleared areas provides potential nesting habitat for this species.

Should an active California horned lark nest be preset on or near the project site, construction-related activities could result in the direct loss or abandonment of a nest during that year's nesting season. This is a ***potentially significant impact.***

Loggerhead shrike (*Lanius ludovicianus*), *Federal Bird of Conservation Concern, California Species of Special Concern.* This species is a predatory passerine that generally forages in grasslands and agricultural areas with scattered shrubs, trees, fences or other perches. Nesting habitat includes coastal scrub, other shrubby vegetation, and small trees. There is a limited amount of potential nesting habitat bordering the undeveloped/cleared portion of the project site, and given the extent of agricultural fields in the region, the species likely occurs in the project area.

Should an active loggerhead shrike nest be preset on or near the project site, construction-related activities could result in the direct loss or abandonment of a nest during that year's nesting season. This is a ***potentially significant impact.***

Mitigation IV - 1 and 2 Nesting Birds
The implementation of the mitigation measures listed below would prevent the loss of any special-status bird species from occurring. The implementation of these measures would also ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, which protect active nests of all native bird species. These measures would reduce this impact to a ***less than significant*** level.

Mitigation IV -1
Within two weeks of the commencement of construction activities or tree removal that would occur during the nesting/breeding season of native bird species potentially nesting/roosting on the site (typically February through August in the project region), the applicant shall have a survey conducted by a qualified biologist (e.g., experienced with the nesting behavior of bird species of the region). The intent of the survey shall be to determine if active nests of special-status bird species or other species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 200 feet (500 feet for raptors) of the construction zone. The survey area shall include all onsite trees and shrubs within 500 feet of the construction zone, as well as the entire undeveloped/cleared area (as it provides potential burrowing owl and California horned lark nesting habitat). The survey shall be timed such that the last survey is concluded no more than two weeks prior to initiation of construction or tree removal work. If ground disturbance activities are delayed, then an additional pre-construction survey shall be conducted such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities.

If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through consultation with the CDFG, taking into account factors such as the following:

A. Noise and human disturbance levels at the project site at the time of the survey and the noise and disturbance expected during construction activities;

B. Distance and amount of vegetation or other screening between the disturbance zone and the nest; and

C. Sensitivity of individual nesting species and behaviors of the nesting birds.

Limits of construction to avoid an active nest should be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel should be instructed on the sensitivity of nest areas. The biologist should serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

Mitigation IV - 2
Prior to construction activities occurring during the non-nesting season of burrowing owl (typically September through January), a qualified biologist shall conduct a clearance survey for wintering burrowing owls. The survey shall be conducted no more than 14 days prior to commencement of restoration activities. If non-breeding burrowing owls are observed within the disturbance footprint, they shall be excluded from all occupied burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

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

The entire 24.54-acre project site is in a disturbed condition and contains developed areas, a ruderal area recently cleared of eucalyptus trees, and a drainage ditch. These types of disturbed and altered habitats are of low botanical value and do not provide suitable habitat for any special-status plant species. None of these plant communities/land uses are considered to be sensitive. Many of the special-status plant species documented in the surrounding project occur within vernal pools and other seasonally wet habitats. As vernal pools or other potentially suitable seasonally wet areas are not present on the project site, these species are not expected to occur.

The project site consists of an existing RV park situated on approximately 15-acres in the west portion of the site and 10-acres of undeveloped land recently cleared of eucalyptus trees in the east portion of the site. The Westerly Channel, a drainage ditch that crosses the property, separates the developed portion of the project site from the recently cleared, expansion area. This drainage is part of the north fork of Gibson Canyon Creek. There is a second channel, the SID K-1 Spill, located adjacent to the east of the project site outside of the property boundary.

Vollmar Consulting conducted a federal jurisdictional wetland delineation on the undeveloped portion of the property that is proposed for development in Phase I of the project (Vineyard RV Park, Vacaville CA: Delineation of Potential Jurisdictional Waters of the United States, Vollmar Consulting, June 2008). The delineation was conducted to identify and delineate wetlands and 'other waters' of the United States within the project site that are potentially under the jurisdiction of the U.S. Army Corps of Engineers (COE) through Section 404 of the Clean Water Act (CWA). There are no potential 'navigable waters' within the project site. The results of this delineation are preliminary and must be reviewed and verified in writing by the COE to be considered an official delineation.

The only potential jurisdictional Waters of the U.S. identified on the site is the Westerly Channel, which is a man-made drainage ditch that traverses diagonally from north to south across the site (see Figure 4 – Wetlands Map). This ditch has an established bed and banks, with a total delineated area of 0.170 acres. The channel passes through a culvert where it both enters and exits the project site and apparently conveys surface water run-off. It is shown as part of a blue-line stream mapped on the USGS Allendale 7.5' topographic quadrangle. It has an average width of approximately 10 feet across the delineated wetland within the ditch bottom and is sparsely to intermittently vegetated within the delineated area with a predominance of hydrophytic plant species such as tall nut-sedge (Cyperus eragrostis), curly dock (Rumex crispus), and prickly lettuce (Lactuca serriola). Total vegetative cover at the time of the field work was about 10%. It is assumed the total cover and distribution of wetland vegetation varies from year to year based on seasonal rainfall and flow conditions. During the biological study, a small ponded area, approximately 2 feet wide and 8 inches deep, was present and contained pacific tree frog (*Hyla regilla*) tadpoles. Wetland hydrology was indicated by the presence of soil saturation within 12 inches of soil surface more than four weeks after any significant rain in the region. Hydric soils were indicated by the presence of oxidized root zones, concretions and mottles in a sandy loam soil.

Three additional areas on the site showed surface indicators of wetland vegetation, hydrology and soil (Figure 4) but were not delineated as potential jurisdictional features due to the apparently artificial source of hydrology. According to the landowner, two of the features (west of the drainage ditch) are watered by near-surface sewage leach lines from the RV Park and the third area (east of the drainage ditch) is watered by a near-surface leaky sewer line. These areas support some wetland plants such as curly dock, Mediterranean barley (Hordeum marinum var. gussoneanum), and Italian ryegrass (Lolium multiflorum) and had a cover of green grass and/or subsurface moisture at the time of the field visit when all the other grassland areas on the site were mostly brown or fading. The persistence of green grass in these areas appeared to be due to the local enhancement of surface hydrology from the subsurface leach lines or leaky sewer, as evidenced by a foul smell around the area east of the drainage ditch.

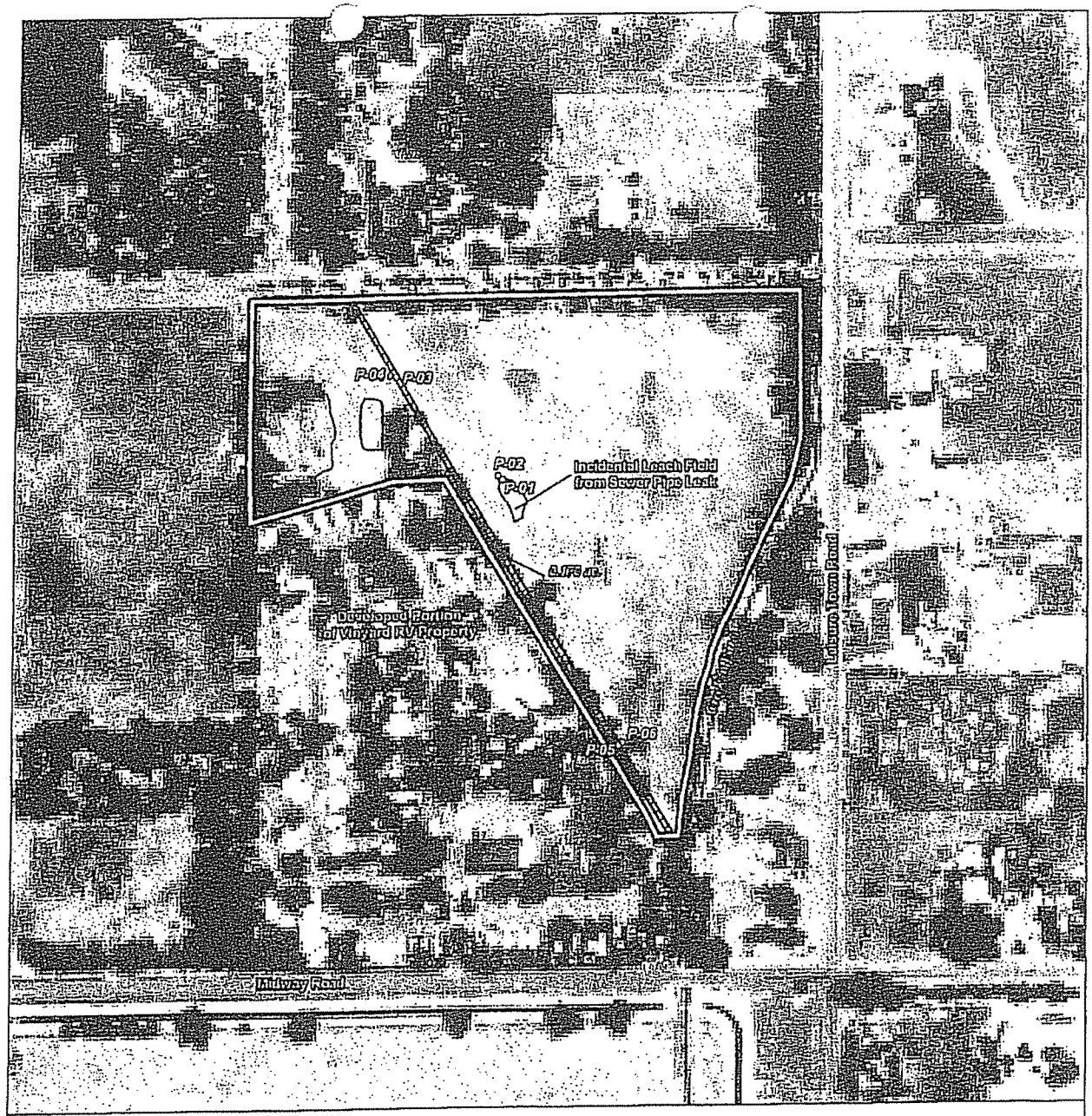


Figure 3
Wetlands

Source: Vollmar Consulting

The proposed project does not include any in channel modifications to the SID K-1 Spill. In order to increase the development area onsite, however, a slope levee is planned along the channel at the property line. The proposed project does include increasing the width of the Westerly Channel and construction of two detention ponds within and adjacent to portions of the existing drainage within the project. Both the widened channel and proposed detention ponds would be lime-treated to create an impermeable water barrier. A swale also is proposed to be constructed along the northern boundary of the property (see sections VIII d-f). All of these improvements are intended to provide additional flood protection and accommodate 100-year flood flows while maintaining the function of the drainage ditch and connectivity to upstream and downstream areas. These improvements are planned to meet the standards of Solano County Department of Resource Management in accordance with section 1-6 on Drainage in Open Channels (Road Improvement Standards And Land Development Requirements, Solano County, 2/28/06). Onsite construction must also conform to the standards of the Solano County Code Chapter 31 on Grading, Drainage, Land Leveling, and Erosion Control. As construction activities would occur in the channel and within areas under the jurisdiction of the Corps and CDFG, permits from these agencies would be required prior to project implementation. Specifically, a Section 404 permit from the Corps and a Streambed Alteration Agreement from the CDFG would be required to authorize the proposed work. Changes to the SID K-1 Spill require SID approval, as would the impacts of project improvements on the area downstream of where the two channels combine. Finally, certification by the Regional Water Quality Control Board (RWQCB) would also be required.

While permits/agreements/certifications from regulatory agencies and compliance with the specified permit/agreement conditions would be required, the widening of the drainage ditch and creation of the detention ponds would not result in the loss of wetlands or riparian habitat. Additionally, the drainage ditch would still be present and would function in a similar, but improved capacity. Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act or on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFG or USFWS. As such, impacts to jurisdictional resources would be *less than significant.*

IV.c. Have a substantial adverse effect on federally protected wetlands as defined by Sect. 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

See discussion under IV.b, above.

IV.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?

As described, the project site is partially developed and does not contain features generally associated with wildlife movement corridors. While wildlife movement corridors often occur within creeks and other drainages, the onsite drainage does not contain cover, such as riparian vegetation, that is generally associated with such wildlife movement routes. Nonetheless, as the project site is within an area characterized by sparse development and large expanses of agricultural and undeveloped lands, common species of wildlife are expected to make local movements between the project site and surrounding areas.

Given the extent of surrounding undeveloped lands, the project site does not provide a unique pathway or linkage between discrete areas of open space. Therefore, the project site is not considered to be part of an established wildlife movement corridor. Additionally, as the western portion of the project site is currently developed, the extent of surrounding undeveloped lands, and that the onsite drainage ditch would still be present, the proposed project would not create a barrier to local or regional wildlife movement. Therefore, potential impacts to a wildlife movement corridor would be *less than significant.*

IV.e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project is not in conflict with any local policies or ordinances protecting biological resources and the project is expected to have *no impact.*

IV.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?

As the project site is not within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, the proposed project would not conflict with such a plan and the project is expected to have *no impact.*

V. 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 as defined in ∋15064.5?		X		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to ∋15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

DISCUSSION:

V.a. Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

Archeological Resource Service (ARS) of Petaluma, CA conducted an archeological evaluation to determine if the project could adversely affect cultural, historical or archeological resources (A Cultural Resources Survey of the Vineyard RV Park Property, Archeological Resource Service, May 28, 2008). ARS reviewed their own files as well as the information on file at the Regional Office of the California Historical Resources Information System (CHRIS) to determine the presence or absence of previously recorded historic or prehistoric cultural resources within or adjacent to the project area. ARS also checked appropriate historic references to determine the potential for historic era archaeological deposits or features to be located within the project area, such as standing structures greater than 45 years of age. The Native American Heritage Commission (NAHC) was contacted to determine if there are sites listed in the Sacred Lands File within or near the current project area. Letters for a request of comment regarding traditional use of the area were sent to the seven local Native American contact persons provided by the NAHC.

The review of CHRIS materials and other historical references identified one or more cultural resources within a one-mile radius of the project area (CHRIS; File No. 07-1505). Leisure Town Road (formerly Road 430) is a historic feature (CA-Sol-383H). A survey conducted in advance of a joint PGT-PG&E Pipeline Expansion Project carried out in the early 1990s identified an isolated artifact located roughly one mile southeast of the southeast corner of the current project area. In 1993, Cultural Resources Unlimited identified artifacts associated with a historic ranch building located ¾ of a mile directly south of the project site (Archaeological Site Record for CA-Sol-382H. Record on file at the NWIC, Rohnert Park, CA, Derr, Eleanor H. and Rick Derr, 1993b). A prior study by the Archaeological Study Center at CSU Sacramento identified three areas with moderate cultural resource sensitivity in the project vicinity. These included the margins of Gibson Canyon Creek (at a distance of one half-mile or greater from the current project), the T-Bar Knoll, located adjacent to the current project area on the east side of Leisure Town Road, and a vernal pool site located about a mile and a half southeast of the current project area. No definable zones of potential historic sensitivity were identified, but members of the Archaeological Study Center located three historic structures/structure complexes. These were all located outside of the one-mile radius buffer for this project. Other studies reviewed by ARS did not identify any cultural resources within the buffer.

A search of the Sacred Lands File did not indicate the presence of Native American cultural resources in the immediate project area (Personal Communication, Debbie Pilas-Treadway, Native American Heritage Commission, 2008). In addition, no responses have been received from contacted Native American representatives.

As all of the previous cultural resources evaluations carried out within one mile of the Vineyard RV Park property have involved only "cursory" or "moderate" surveys of their respective study parcels (A Cultural Resources Survey of the Vineyard RV Park Property, Archeological Resource Service, 5/28/08), ARS performed a surface examination of all accessible parts of the project area. This was to determine the presence or absence of any potentially significant historic or prehistoric cultural deposits and assess the potential impact of development on resources where present.

Despite the initial assessment of the area as being moderately archaeologically sensitive based on knowledge of prehistoric lifeways and settlement patterns, no cultural resources were detected during the surface examination. Along with the absence of any recorded sites in the vicinity that stand to be affected by the proposed development of the property, ARS concluded that further archaeological

study or monitoring is not warranted at this time. They cautioned that due to the very geophysical nature of the area – being an alluvial floodplain – prehistoric sites may exist below the current ground surface, beneath thousands of years of river, stream, and windblown sediment. As noted above, prehistoric habitation sites found throughout this area are marked by the presence of midden deposits, anthropogenic soils that are essentially the long-term build-up of organic debris. These soils typically include faunal bone, shell, and carbonized organic material – the byproducts of food preparation and consumption activities – and are very dark in color due to the build-up of charcoal carbon from domestic hearths. Implementation of Mitigation V-1 would reduce this potential impact to ***less than significant.***

Mitigation V - 1
If historic or prehistoric artifacts or cultural soils are encountered during construction or earth moving operations, work shall cease in that area, a qualified archaeologist notified, and a significance evaluation carried out. If human remains are encountered, all work shall be stopped in the immediate vicinity of the find-spot, and the Solano County Coroner and a qualified archaeologist must be notified immediately. If the remains are deemed to be those of a prehistoric Native American, the coroner shall notify the Native American Heritage Commission, and the Commission will designate a "Most Likely Descendant".

V.b ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to ∋15064.5?***

See discussion in Item IV.a. above.

V.c. ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

The site is level land with no unique geological features. The project would involve minimal excavation in recently disked or otherwise developed lands and therefore have minimal potential to affect any paleontological resources. Therefore, this impact would be ***less than significant.***

V.d. ***Disturb any human remains, including those interred outside of formal cemeteries?***

See discussion in Item IV.a. above.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to 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 for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Pub. 42).			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?				X
iv. Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	

DISCUSSION:

VI.a. i-ii. Exposure of people or structures to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map for the area or based on other substantial evidence of a known fault or strong seismic ground shaking?

No faults were identified as potentially impacting the site in accordance with the Alquist-Priolor Earthquake Fault Zoning Map for the area. However, other major fault systems exist in the area including the Coast Ranges-Central Valley Fault (Great Valley) Thrust Segment. Based on the USGS, the Great Valley fault system is characterized by a series of poorly defined thrust fault system that trends northwest-southeast and dips westward and forming the western boundary of the Sacramento and San Joaquin Valleys. An earthquake on the Central Valley fault system could cause significant seismic shaking at the project site. A number of large historic earthquakes have occurred on this fault system, including the 1892 Vacaville/Winters (moment magnitude (Mw) = 6.8), 1889 Antioch (Mw = 6.3), and the 1983 Coalinga (Mw = 6.5) earthquakes. As such, an earthquake on the Coast Range-Central Valley Fault system could cause significant seismic shaking at the site. However, all new buildings will be required to conform to the latest seismic structural standards of the Uniform Building Code as a minimum standard, and impacts are considered to ***be less than significant.***

VI.a. iii-iv. Exposure of people or structures to seismic ground failure, including liquefaction, or landslides?

The project site is essentially level and therefore not prone to landslides. Based on monitoring well data, the groundwater levels on the proposed site generally are deeper than 11 feet below surface (Soil Profile, Hydrometer, and Monitoring Well Report, Dauwalder Engineering Inc., 6/19/06). The project soils are not highly granular and the site is not subject to extreme seismic shaking, therefore the site's liquefaction hazards are minimal. (Health and Safety Element of the Solano County General Plan, May 1977). Therefore this impact is ***less than significant.***

VI.b. Result in substantial soil erosion or the loss of topsoil?

Project construction would involve a small amount of earthmoving activity for excavation, grading, and soil stockpiling. These activities could result in contamination of adjacent surface waters from construction-related sediments. Following the completion of construction activities, the Proposed Project could result in increased pollutants from roadway runoff (silt from the roadway and oil and grease dripped from trucks using the roadway) that could result in long-term degradation of storm water runoff originating from the project site, and eventually impact nearby wetlands.

The increase in impermeable surfaces from proposed grading and infrastructure may cause additional water runoff that may lead to soil erosion. Further, the construction of two ponds will require extensive soil excavation and storage. However a drainage plan has been submitted and it indicates that the proposed conditions in a 100 year event produces a 4 cubic feet per second decrease in the flow (Vineyard RV Resort Hydrologic And Hydraulic Analysis, Oberkamper and Associates, May 2008). See section VIII.a. for a complete discussion of the hydrologic assessment. The construction would also incorporate appropriate mitigation to reduce on-site erosion (see Item VIII-f).

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

See VI.a.iii, above.

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

Matriscope Engineering Laboratories, Inc. performed a geotechnical investigation of Phase 1 of the proposed project (Geotechnical

Investigation Report Phase I of Vineyard RV Park, Matriscope Engineering Laboratories, Inc., July 25, 2006). During the investigation, near surface expansive soils were encountered. The Geotechnical Investigation Report recommended various measures to address site preparation, earthwork and foundation development to address on-site expansive soils found on the Phase 1 portion of the site. Similar conditions would be likely on the remainder of the site, and measures recommended for Phase 1 also would therefore be applicable to the rest of the site. As all project development would be done in accordance with these suggested measures, impacts are expected to be ***less than significant with mitigation incorporated.***

Mitigation Measure VI - 2
The project (all portions of the site) shall follow the suggested measures contained in the Geotechnical Investigation Report (Matriscope 2006). A qualified geotechnical engineer shall conduct a general review of final plans and specifications to evaluate that earthwork and foundation recommendations have been properly interpreted and implemented during design. All earthwork during construction will be appropriately monitored by a qualified geotechnical engineer, including site preparation, placement of all engineered fill and trench backfill, construction of slab and roadway subgrades, and all foundation excavations.

*VI.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?***

Campi Engineering conducted a site evaluation of the project site including soil analysis, percolation testing and groundwater monitoring (Letter from Campi Engineering, 9/24/07). The finding of the evaluation was that the site could accommodate a new sewage disposal system to serve the park expansion. Based on the site plan, Campi Engineering determined that the most appropriate sewage disposal system to serve the property is a clustered drip distribution system utilizing geotextile filtration and ultraviolet disinfection to achieve tertiary treatment standards. Sewage disposal will come under the oversight of the Central Valley Regional Water Quality Control Board, who will approve the final sewage disposal plans. The project will have a ***less than significant impact.***

VII. 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?			X	
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Govt. Code §65962.5 and, as a result, would create a significant hazard to the public or the environment.				X
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, public use airport, or private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

DISCUSSION:

*VII.a. **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Small quantities of construction materials, some of which may be toxic or hazardous, would be used on-site during construction. After construction one, five gallon or less container of gasoline would be stored in an appropriate storage container. Propane would also be stored on the property in State of California approved and certified containers (several 250- or 500 –gallon tanks). There would be no other routine use or transport of hazardous materials associated with the proposed project. There may be a very small risk of release of hazardous materials (paints, solvents, and fuels) during construction. The project's hazardous materials impacts would be ***less than significant.***

VII.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?***

See section VIIa, above.

VII.c. ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The project site is approximately ¼ mile from Bridges of Solano school, at 5063 Midway Road. However, proposed construction and operation of the RV Park would not have any potential to affect students or staff at that school. Therefore this impact would be ***less than significant.***

VII.d. ***Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Govt. Code §65962.5 and, as a result, would create a significant hazard to the public or the environment.***

A site evaluation for hazardous materials was conducted in March 2006. (Envirovision, Inc., Phase I Site Evaluation Assessment, 3/10/06). The following tasks were performed during the assessment:

- Review of the Environmental Database Report detailing sites of known hazardous materials use, storage or releases within a one mile radius of the subject property
- Historical Site Review (Aerial Photographs, Sanborn Fire Insurance maps, City Directories)
- Local Agency Review (Building Department, Planning Department, Fire Department)
- Site inspection and interview(s)
- Preparation of final report detailing the results of the assessment

During the investigation, an area in the northern portion of the property where various hazardous materials are stored was identified that could eventually impact soil and groundwater quality. Items kept in this area included:

- Empty above-ground storage tanks labeled "Unleaded" and "Diesel"
- Two 55-gallon steel drums, one of which is rusted and empty and the other is labeled "motor oil" and appeared to be partially filled.
- A discarded automobile battery.
- A 32-gallon garbage can filled with used oil cans and oily waste water.

As recommended in the Phase I Site Evaluation Assessment, the above-mentioned items were removed in 2006 by the previous owner, Mike Ambrose (Personal communication with George Bertram, Sept. 11, 2008). Therefore these items will not pose a hazard either to the public or the environment.

The project site is not listed on a list of hazardous materials sites (Phase I Environmental Site Assessment, March 10, 2006 Envirovision, Inc.), and the proposed project would have *no impact.* See also Item VII.a., above.

VII.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, public use airport, or private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

The Nut Tree Airport is the closest airport to the project site. However, the proposed project is not located within its land use plan area of influence, or within a two-mile radius of the airport. (Solano County Airport Land Use Commission, pers. com., June 2008) The project is also not proposing any improvements that would create a safety hazard, so there would be *no impact.*

VII.f. ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The Dixon Fire Department has reviewed the preliminary project plans and recommended some modifications to the proposed project (City of Dixon Fire Department Letter, dated 11/29/07). Their proposals have been incorporated into a revised project plan. As agreed upon with Fire District staff, the road would be less than 20 feet wide, but shoulders of gravel or another traffic bearing surface would be provided so that a total width of 20 feet is available to allow fire apparatus to park using one shoulder and still leave adequate space for traffic to pass using the other shoulder. Appropriate areas within the project site shall be labeled "NO PARKING FIRE LANE." All road surfaces would be approved materials and all weather capable of supporting a 50,000-pound fire apparatus. Furthermore, as required in the California Fire Code, the entrance to the park would be designed to accommodate the turning radius of fire-fighting equipment and maintain a turning radius of no less than 13' 6". The width of the access and islands also would accommodate these requirements. All road and access plans would be reviewed and subject to approval by the Dixon Fire Department as part of the conditions of approval. There also would be an emergency plan in place for necessary evacuations, including the use of the additional access road on the western site boundary and Midway Road. With these conditions the project would have ***no impact*** on emergency response (including fire response).

VII.g. ***Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

According to maps of the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) adopted on November 7, 2007, the project site is located in a Low Fire Hazard Severity Zone (FHSZ) of the State Responsibility Area of California, based on factors including fuels, terrain, and weather.

The proposed development would be required to comply with California SRA Fire Safe Regulations and the latest adopted California Fire Codes as applicable, including but not limited to maintenance of a clear zone of 100 feet minimum from proposed structures. Therefore this impact would be ***less than significant.***

VIII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?				X
e. 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?			X	
f. Otherwise substantially degrade water quality?		X		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X

VIII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?			X	

DISCUSSION:

VIII.a. Violate any water quality standards or waste discharge requirements?

The project site is over one acre in area, and would be subject to regulation under the United States Environmental Protection Agency's (U.S. EPA) National Pollutant Discharge Elimination System (NPDES). These regulations require the preparation of a Stormwater Pollution Prevention Program (SWPPP) for projects over one acre. The SWPPP would include standard erosion control features such as soil stockpile covering, silt barriers, and limitations on rainy season work, which would minimize the potential for construction-generated stormwater contamination. As described in VI.b., above, conditions of approval would require an approved grading/drainage and Erosion Control Plan by the County and/or California Department of Housing and Community Development prior to construction.

Project construction would involve a significant amount of earthmoving activity. Proposed development would require grading to prepare the soil and subsoil for construction, as well as excavation of soil for the two ponds inline with the Westerly Channel. These activities could result in contamination of adjacent surface waters from construction-related sediments. Following the completion of construction activities, the proposed project could result in increased pollutants from roadway runoff (silt from the roadway and oil and grease dripped from RVs or trucks using the roadway) that could result in long-term degradation of storm water runoff originating from the project site, and eventually impact on site or downstream wetlands.

Implementation of the SWPPP, along with an approved grading/drainage and erosion control plan utilizing the latest BMP technologies as required by Mitigation Measures VI-1 and VI-2, above, would reduce the water quality impacts associated with project construction and operation to a ***less than significant*** level by substantially limiting erosion potential both during and post-construction.

*VIII.b. **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

A water supply assessment for the proposed project was conducted by Environmental Aqua Inc. (Letter from Environmental Aqua, Inc., 10/22/07). The assessment was based on the Well Inspection Report conducted by McLean & Williams, Inc. for the wells on the project site (Well Inspection Report, McLean & Williams, Inc., 10/17/07). The assessment assumed water demand for 376 sites and any additional water used such as in the RV office/s, pool fill, restrooms, laundry mat and for RV Park personnel, rounding up to an increased number of 400 total hookups. The required service volume is 50 gallons per hookup per day, totaling an estimated 20,000 gallons of daily water usage per 24-hour period.

The existing Vineyard RV resort is on a community water system that currently uses only groundwater, and has a minimum of two approved domestic water sources. The source of the domestic water supply would remain as the two existing permitted wells (4800753-001 and 4800753-002) that currently provide both household and irrigation water. The addition of two 10,000-gallon storage tanks would allow for an adequate supply of stored water for household demand when combined with a conservative combined refill rate of 100 gallons per minute from the wells. The resort would be supplied with water from the storage tanks with a duplex pumping system that would meet required flows of 2 gallons per minute per site at 20 pounds per square inch of pressure (psi). The well report concluded that the yields are adequate to support the required daily demand and either well by itself could support the water demand in case of emergency or down time due to maintenance.

The Resort has also converted the irrigation of the property from well water to a completely separate distribution system supplied with water purchased from the Solano Irrigation District (SID). Prior to converting to SID water usage during winter (November - March) was approximately 7,500 gallons per day (gpd), with 2,500 gpd for irrigation. During summer months (April – October) water usage

was approximately 10,000 gpd, with 5,000 gpd for irrigation. With a planned expansion of the equivalent number of units by 360%(3.6 X 5,000 =18,000), the net increase in groundwater usage in the redeveloped property could be expected to be 18,000 (proposed)– 5,000 (current)= 13,000 (net) gpd. This is rounded up to approximately a 15,000 gpd increase expected from the expansion. As stated, the well yields are adequate to support this amount of increased water demand from the project and no change in the ground water quality is expected (Environmental Aqua, October 22, 2007). Therefore, a *less than significant impact* would occur.

VIII.c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?

See discussion on IV.b. above.

VIII.d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?

See discussion of item VIII.e, below.

VIII.e. 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?

d.- e. The Solano County Road Improvement Standards And Land Development Requirements as adopted on 2/28/06 requires that ponds and other associated improvements convey the flows from a storm with a return period of 100 years with 0.5 feet of freeboard. There are two open channels that impact the project site, the Westerly Channel and the SID K-1 Spill, referred to as the Easterly Channel in the hydrological report prepared for the project (Neil's Vineyard Property, Solano County: Hydrology Analysis, Obercamper and Associates, September 5, 2008). The watershed area that drains into these two channels is over 1165 acres of agricultural land and rural ranchettes, primarily in the North Fork of Gibson Canyon Creek. The site itself consists of 24.5 acres, referred to herein as the Local Shed.

A hydrology study of the entire Gibson Canyon Creek Watershed was performed by Borcalli and Associates, Inc. and later modified by Wood Rogers, Inc in May 2004. The Wood Rogers' modifications included revising the precipitation data, the watershed boundaries, and the infiltration data per the Solano County Water Agency Hydrology Manual as prepared by West Yost & Associates. The portion of this modified report pertaining to the North Fork of Gibson Canyon Creek was used as the basis of a site analysis by Oberkamper and Associates.

During peak 100-year rain events there are two overflow conditions that affect flows through the site. The first overflow condition occurs at the Sweeney Creek Spill west of Interstate 505, resulting in diversion of peak flows into the Westerly Channel. The second overflow condition occurs along Leisuretown Road at a driveway crossing of the SID K-1 Spill located approximately one mile south of Bryant Road. The Wood Rogers' model diverts the portion of the flow that exceeds the capacity of the existing structures as a spill across Leisuretown Road. Further investigation of this crossing, however, revealed that flows actually spilled to the west, and the hydrology model was adjusted accordingly.

Oberkamper and Associates analyzed data from the Wood Rogers' report obtained from the County using HEC -1 to determine the design flow for the 100 year rain event for both the Westerly Channel and the SID K-1 Spill. HEC-RAS was then used to model the 100-year design flow through both drainage channels to determine improvements necessary to convey the flow.

Based on this analysis, the Westerly Channel was determined to be insufficiently sized. A new trapezoidal channel with a 20 foot bottom and 2:1 side slopes was therefore proposed, which could accommodate peak flows. The Easterly Channel with over-bank was determined to be sufficiently sized to carry the 100-year flow. However, in order to increase the development area available onsite, a slope bank levee is proposed along the channel at the property line.

A swale is proposed to be constructed along the northerly boundary of the property, directing flows from 100-year flows into both channels. This would effectively combine the flow hydrographs of both channels, with a resulting peak flow equal to that where the channel crosses Midway Road and equalize the water surface elevations of the two channels for all of the floodwaters from the north. The calculated flows for those entering the channels onsite were based on this natural equalization. Thus the total flows entering the site were determined to be 1155cfs, with this amount being added to that from the Local Shed. The improvements are sized to handle these increased flows.

The 100-year peak rate of flow for the 24.5 acre Vineyard site is 16 cfs based on the existing conditions. The rate of flow for the improved site is 20 cfs. The peak rate of flow for the site will increase by 4 cfs due to the increase in impervious area. During the 100-year storm event, the time for the overall flow to reach Midway will be increased by 10 minutes because of the addition of the ponds to the system. Increasing the flow time to Midway by 10 minutes will decrease the peak flow by 8 cfs as shown in the hydrograph summary table. The increase of 4 cfs combined with the decrease of 8 cfs results in a net decrease in flow leaving the site of 4 cfs for the 100-year event. Additionally, the time of peak for the 24.5-acre site would occur more than 2 hours in advance of the peak through the site from the 1165+ acre watershed. Due to this lag time the peak flow from the site would not increase the peak rate of flow that passes through the site. This analysis of the development of the project site has been accepted by the Solano County Water Agency (Email from David Okita to Karen Avery, dated June 16, 2008). Therefore this project would provide **no impact.**

VIII.f. Otherwise substantially degrade water quality?

The project site is over one acre in area and would be subject to regulation under the United States Environmental Protection Agency's (U.S. EPA) National Pollutant Discharge Elimination System (NPDES). These regulations require the preparation of a Stormwater Pollution Prevention Program (SWPPP) for projects over one acre. The SWPPP would include standard erosion control features such as soil stockpile covering, silt barriers, and limitations on rainy season work, which would minimize the potential for construction-generated stormwater contamination. The applicant has prepared an Erosion Control Plan for the proposed project (Erosion Control Plan 1:50 Vineyard RV Resort, Oberkamper and Associates).

Implementation of the SWPPP, as required by Mitigation Measure VI-1, would reduce the water quality impacts associated with project construction and operation to a ***less than significant*** level by substantially limiting erosion potential both during and post-construction.

Following the completion of construction activities, the proposed project would result in increased pollutants from rooftop runoff, parking-lot runoff, and the likely use of landscaping herbicides, pesticides, or fertilizer. These activities could result in long-term degradation of storm water runoff originating from the project site, and eventually impact San Francisco Bay, due to increased levels of petroleum hydrocarbons, oil and grease, or landscaping chemicals compared to existing site conditions. In addition, potential sediment loading could occur as a result of erosion at the stormwater outfall. Compliance with the NPDES Permit section C.3 procedures, as required by Mitigation Measure VI - 2, would reduce these ***potentially significant impacts*** associated with potential long-term water quality degradation to a ***less than significant*** level.

Mitigation Measure VIII - 1
The project shall develop and implement a Stormwater Pollution Prevention Plan, including an Erosion Control Plan component and a post-construction Storm Water Control Plan for the project site. The Plans shall include Best Management Practices (BMPs), and operations and maintenance specifications, including operation and maintenance funding.

Mitigation Measure VIII- 2
For post-construction stormwater discharges, the project applicant shall prepare a C.3 Stormwater Control Plan (SCP). The SCP shall utilize BMPs to control and reduce concentrations of petroleum-based constituents in surface water runoff. Such BMPs shall be maintained on a routine basis to assure optimum performance.

Mitigation Measure VIII-3

The historical flow of water across the property line on the west side shall be maintained and drainage shall be preserved in order to satisfy Chapter 31 of Solano County's Grading, Drainage, Erosion Control and Land Leveling Ordinance. All flows shall be allowed to leave the property to the west as has been done under existing conditions.

Mitigation Measure VIII-4

Additional checking or choking of storm water flow shall be incorporated into the existing retention/detention basin design to provide assurance that no potential negative impact will occur.

As described above in VI.e, the construction shall incorporate appropriate mitigation to reduce on-site erosion from construction. On site improvements would therefore have a ***less than significant impact with mitigation incorporated.***

VIII.g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

VIII.h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

g.-h. The property is located in the North Fork of Gibson Canyon Creek drainage basin. According to FEMA flood maps, the property is not located within a mapped 100-year floodplain (Solano County General Plan Draft Environmental Impact Report, Chapter 4.5 Hydrology and Water Resources). As discussed above, there are some overbank flows adjacent to the existing stream channels. The project drainage system is designed to accommodate those flows through the site, therefore there would be *no impact.*

VIII.i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?

The proposed in stream improvements would be managed so as to convey peak flows past the structures retaining water in the ponds, so as not to flood site residents. Therefore, there would be a *less than significant impact.*

IX. 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?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, Local Suisun Marsh Protection Program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.				X
c. Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				X

DISCUSSION:

IX.a. Physically divide an established community?

The project site is located in unincorporated Solano County, with the primary surrounding land uses currently agricultural or dispersed rural residential development. There is a proposed higher density housing development proposed to the south, within Vacaville City limits. However, the proposed project would not divide this proposed development. It is not located within an established community and development of the project would not physically divide an established community, it would have *no impact.*

IX.b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, Local Suisun Marsh Protection Program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The current General Plan designation is "Park and Recreation" and the new General Plan (adoption pending) will be Commercial Recreation. As stated in the project description, the applicant is requesting a zoning code amendment to specifically allow recreation vehicle parks in the "Park" zoning district with approval of a conditional use permit. As such, the proposed project is consistent with the general plan and zoning designations, and there is *no impact.*

IX.c. Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?

As the project site is not within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, the proposed project would not conflict with such a plan and the project is expected to have *no impact.*

X. 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?				X
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?				X

DISCUSSION:

X.a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

The subject property does not contain known mineral resources nor is it located within a Mineral Resource Zone. Therefore, no mineral resources will be lost and *no impacts* will occur. (Geology and Soils Background Report, Solano County General Plan Update, EDAW, August 28, 2006)

X.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?

See item X.a. above.

XI. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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 or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION:

The analysis presented in this section is based on noise measurements and a noise impact evaluation conducted by an independent noise consultant, Miller Environmental Consultants, in May 2008.

Introduction to Noise Descriptors

To describe noise environments and to assess impacts on noise-sensitive areas, a frequency weighting measure, which simulates human perception, is commonly used. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA)[2] is cited in most noise criteria. Decibels are logarithmic units that conveniently compare the wide range of sound intensities to which the human ear is sensitive. Table XI-1: Typical Noise Levels identifies decibel levels for common sounds heard in the environment.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are equivalent A-weighted sound level over a given time period (L_{eq});[3] average day-night 24-hour average sound level (L_{dn})[4] with a nighttime increase of 10 dBA to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL),[5] also a 24-hour average that includes both an evening and a nighttime weighting. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 - 60 dBA range, and high above 60 dBA. Outdoor day/night sound levels (L_{dn}) vary over 50 dBA, depending on the specific type of land use. The L_{dn} noise levels average approximately 35 dBA in wilderness areas, 40 to 50 dBA in small towns or wooded residential areas, 75 dBA in major metropolis downtown areas, and 85 dBA near major freeways and airports. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones, they nevertheless are considered to be adverse levels of noise with respect to public health because of sleep interference.

County of Solano Standards

The applicable noise standards governing the project site are set forth in the Health and Safety Element of the existing Solano County General Plan adopted in 1977. Per this document, non-transportation- and transportation-related noise shall be controlled at its source through the following policies:

> The introduction of any fixed point, permanent, non-residential, noise-emitting land use (industrial, commercial, public utility, etc.) shall be prohibited if the projected noise emission level will exceed one or more of the following:
>
> a. 50 dBA CNEL as measured at the boundary of a nearby residential zone.
>
> b. 60 dBA CNEL as measured at the boundary of a nearby commercial zone, business zone, (personal service, offices), or noise-sensitive industrial or manufacturing zone (research, communications, etc.).

For transportation noise sources, such as roadway traffic, the General Plan establishes a residential exterior noise level criterion of 60 dBA CNEL and an interior noise level standard of 45 dBA CNEL (County of Solano, 1977).

County of Solano Code

Most of the references to noise in the Solano County Code are contained in Section 28: Zoning and are generally nuisance-based rather than numerically based. The County currently does not have a noise ordinance. The codes that would apply to the project include the following:

> Section 28-50. Use permits, g: Action, (29) Removal of natural material shall show that adequate controls or measures will be taken to prevent offensive noise, dust, vibrations or standing water; shall not create finished grades of a greater slope than two to one; and shall be so located that generated traffic will not constitute a hazard or nuisance to surrounding property.
>
> Sec. 28-56. Performance standards
>
> (a) Applicability. No land or building in any district shall be used or occupied in any manner so as to create any ... noise or vibration... in such a manner or in such amount as to adversely affect the surrounding area or adjoining premises; provided, that any use permitted by this chapter may be undertaken and maintained if it conforms to the regulations of this section limiting dangerous and objectionable elements (County of Solano, 2008).

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[2] A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level") measured in dB. An A–weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.

[3] The Equivalent Sound Level (L_{eq}) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.

[4] L_{dn} is the day-night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

[5] CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10-decibel penalty in the night between 10:00 p.m. and 7:00 a.m. It is similar to the L_{dn}, but with an additional evening penalty.

TABLE XI-1: TYPICAL NOISE LEVELS		
Noise Level (dBA)	**Outdoor Activity**	**Indoor Activity**
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80-90	Diesel truck at 50 feet	Loud television at 3 feet
70-80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60-70	Commercial area	Normal speech at 3 feet
40-60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20-40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10-20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

Source: modified from Caltrans Technical Noise Supplement, 1998

Significance Criteria

The proposed project would result in a significant noise impact if it would:

- Increase traffic noise on area roads by more than 3 dBA, CNEL in a location that would cause existing CNEL noise level to no longer be acceptable;
- Increase ambient noise levels such that any of the County of Solano's established noise guidelines are violated; or
- Expose residential units to noise levels from existing or proposed sources that would exceed the County of Solano's noise standards (60 dBA CNEL for exterior noise levels or 45 dBA CNEL for interior noise levels).

The significance of project-related noise impacts is also determined by comparison of project-related noise levels to existing no-project noise levels. An increase of at least 3 dB is usually required before most people will perceive a change in noise levels, and an increase of 5 dB is required before the change will be clearly noticeable. A common practice has been to assume that minimally perceptible to clearly noticeable increases of 3 to 5 dBA represent a significant increase in ambient noise levels. If existing noise levels are already high (i.e., greater than or equal to 60 dBA), a 3 dBA increase is considered significant if it affects sensitive receptors. If existing noise levels are higher than 65 dBA, a 1.5 dBA increase is considered significant if it affects sensitive receptors (FICON, 1992).

Existing Conditions

The primary existing noise source in the project area is the traffic on streets that surround the project site. Traffic-related noise can also be heard from Interstate 505, approximately 1,800 feet to the west of the project site.

There are currently noise-sensitive land uses on the southwestern portion of the project site: 109 existing RV sites and one mobile home. These would be demolished during Phase 3 of construction. Nearby land uses include existing residences 90-200 feet to the north across Wadkins Road and 70-140 feet to the east along Leisure Town Road. Future residents of the proposed North Village Project would be approximately 100 feet south of the project site; south of Midway Road. Residences are considered sensitive noise receptors.

Short-term noise measurements were taken on May 31, 2008 at five locations. The noise measurements, including a description of the location, noise sources and results, are summarized in Table XI-2.

When measurements were not affected by passing vehicles, background noise levels ranged from 46 to 53 dB. Although 24-hour noise measurements were not taken at the project area, the Ldn can be expected to fall within a 45 to 55 dBA range. The primary noise source during the measurements was vehicle noise along the local roadways, within Vineyard RV Park and from Interstate 505. Other noise sources included horses and riders, barking dogs, basically quiet activities within Vineyard RV Park, and birds.

TABLE XI-2: SUMMARY OF EXISTING NOISE MEASUREMENTS

Location	Time Period	Leq (dBA) & L90 (dBA)	Noise Sources
1. Approx. 50' south of the center of Midway Road and 0.5 mile east of Leisure Town Road	Saturday May 31, 2008 4:05 - 4:15 p.m.	5-minute Leqs 62, 63 dBA 5-minute L90s (background) 49, 48 dBA	Traffic from Midway was primary source. Cars, some medium trucks (RVs and farm trailers), and some motorcycles. Maximum vehicle pass-by noise 64-74 dBA.
2. 25' north of Vineyard RV Park pool	Saturday May 31, 2008 4:33 - 4:43 p.m.	5-minute Leqs 59, 57 dBA 5-minute L90s (background) 53, 50 dBA	Swimmers, traffic along I-505, birds. Background noise levels due to traffic on I-505 and without swimmers ranged from 50-55 dBA. Max. noise (screaming) of swimmers 70 dBA.
3. Approx. 50' south of the center of Midway Road; across from Midway RV Park	Saturday May 31, 2008 5:01 - 5:11 p.m.	5-minute Leqs 61, 64 dBA 5-minute L90s (background) 51, 49 dBA	Traffic from Midway was primary source. Motorcycle pass-by noise level reached 80 dBA. Noise levels from traffic on I-505 ranged from 50-56 dBA.
4. Approx. 50' south of the center of Midway Road; between Vineyard RV Park entrance and Leisure Town Road	Saturday May 31, 2008 5:21 - 5:31 p.m.	5-minute Leqs 59, 61 dBA 5-minute L90s (background) 51, 50 dBA	Traffic from Midway was primary noise source. Traffic along I-505 could also be heard. Background noise came from the creek and wind. Noise levels from traffic on I-505 were about 50 dBA. Vehicle pass-by levels ranged from 62-68 dBA.
5. North of intersection of Midway Road and Leisure Town Road; 50' west of Leisure Town Road	Saturday May 31, 2008 5:41 - 5:51 p.m.	5-minute Leqs 58, 53 dBA 5-minute L90s (background) 46, 46 dBA	Traffic from Midway was primary source. Vehicle pass-by levels ranged from 67-74 dBA. Noise levels from traffic on I-505 were about 45-56 dBA.

Source: Miller Environmental Consultants, 2008

XI.a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The noise measurements and observations indicate that most areas near the project site, with the exception of areas near Interstate 505, should be in compliance with County General Plan noise standards for residential developments.

Review of estimated 1995 noise contours (Figure 7 in the Health and Safety Element of Solano County's General Plan) indicates that the project site is generally located in an area with noise levels less than 60 dBA CNEL. These background sound levels are consistent with the land use compatibility for noise in residential areas.

Impact of Existing Noise Levels on Future Residents

The proposed site plan shows that the new RV sites would be northeast of the existing RV sites and set back from Midway Road by 250 feet so none of the new sites would experience noise levels from traffic as high as what was measured at Noise Measurement Locations 1, 3, and 4. Assuming an attenuation rate of 4.5 dBA per doubling of distance, the outside areas of these new RV sites would experience maximum noise levels of up to 54 dBA Leq due to traffic along Midway Road.

The impact of existing noise levels on future RV site residents would be less than significant.

Impact of Project-Related Noise on Sensitive Receptors

Traffic

The most sensitive location for noise would be the existing residences north and east of the project site across Wadkins and Leisure Town Roads, respectively and the future residents of the proposed North Village Project south of the project site across Midway Road. As reported in the traffic section of this Initial Study, the project would generate a net increase of 43 a.m. peak hour vehicle trips and 79 p.m. peak hour vehicle trips. The traffic report shows that the added project traffic would be small relative to existing traffic levels. Peak hour (p.m.) intersection turning data from the traffic study were analyzed to determine project increases and resulting traffic-generated noise increases on roadway links near the project site. The resulting noise increases are shown in Table XI-3. The minor increase in traffic from this project would increase peak hour noise levels by less than 1.0 dBA at all locations. This is below the 1.5-dBA criteria for a significant impact for areas with existing noise levels above 65 dBA and would not be perceptible. This would therefore be a less than significant impact and no mitigation would be required.

TABLE XI-3
PEAK-HOUR TRAFFIC NOISE LEVELS ALONG MIDWAY ROAD IN THE PROJECT VICINITY

Roadway Segment	P.M. Peak Hour Noise Levels, dBA, Leq			
	Existing	Existing Plus Project	Increase (Existing Plus Project vs. Existing)	Significant? (Yes or No)[a]
1. Midway Road east of Vineyard RV Park entrance.[b,c]	65.6	65.8	0.2	No
2. Midway Road west of Vineyard RV Park entrance.[b,c]	65.9	66.6	0.7	No

a Considered significant if the incremental increase in noise is greater than 1.5 dBA Leq in an existing noise environment greater than 65 dBA Leq. The rule of thumb is that Ldn or CNEL is within +/- 2 dBA or the peak hour Leq under normal traffic conditions (Caltrans, 1998).

b Road center to receptor distance is 15 meters (approximately 50 feet) for all roadway segments. Noise levels were determined using FHWA Traffic Noise Prediction Model (FHWA RD-77-108).

c The analysis considered the vehicle mix based on observations – cars 85%, medium trucks 14%, and heavy trucks 1%. Traffic speeds for all vehicle classes were set at 45 mph.

RV site operations typically do not generate excessive noise levels that would be a nuisance to surrounding developments. Park rules prohibit unreasonably loud and disturbing noise at all times.[6] Existing and future noise-generating operations include pumps, swimming pool, group/recreational facilities, play areas, etc. Existing and future noise-generating equipment/vehicles include landscaping equipment (lawn mowers, blowers, etc.), golf carts/maintenance vehicles to be operated between 9:00 a.m. – 5:00 p.m., Monday – Friday except in emergencies. None of these activities would be incompatible in this area designated for RV park/residential. Existing noise levels at the project site's existing pool were less than 60 Leq 25 feet from the pool fence. During busier times, noise from the pool would be louder but still would not substantially affect off-site residences. These levels indicate the site is quiet and somewhat isolated from surrounding traffic noise. Noises that were measured during this period came from swimmers in the pool. In summary, the area is generally quiet now and additional RV sites would be a ***less-than-significant impact*** to adjacent land uses.

Construction noise is discussed in Item XI.d. below.

XI.b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The project would not be exposed to any sources of significant vibration.

XI.c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed redevelopment would be expected to have a noise level similar to a residential area. Sensitive receptors to noise include on-site residents, residences north and east of the project site and future residents south of the project site. While the project would generate noise at the property line, the expected noise levels would not represent a substantial increase over the existing noise levels from traffic on the streets. County of Solano Code (Sec. 28-56. Performance standards) regulates land uses so as not to adversely affect surrounding areas with noise or vibration. The proposed project would be required to comply with existing code requirements, which would reduce the impact of the proposed project on ambient noise levels to a ***less than significant*** level.

XI.d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Project construction may result in substantial temporary increases in noise in the project vicinity. Proposed grading and construction of the project would result in temporary noise increases due to the operation of heavy equipment. Construction noise sources range from about 76 to 85 dBA Leq at 50 feet for most types of construction equipment with slightly higher levels of about 88 to 91 dBA Leq at 50 feet for certain types of earthmoving equipment. If construction noise were to occur at night it would be a significant impact of adjacent properties to the north and east.

Community noise standards are provided in Policy 4 of the Noise Element of the Solano County general plan, as follows:

- The introduction of any fixed point, permanent, non-residential, noise-emitting land use (industrial, commercial, public, etc.) shall be prohibited if the projected noise emission level will exceed one or more of the following:

  a. 50 dBA CNEL as measured at the boundary of a nearby residential zone.

  b. 60 dBA CNEL as measured at the boundary of a nearby commercial zone, business zone (personal service, offices), or noise-sensitive industrial or manufacturing zone (research, communications, etc).

- The noise element also identifies maximum allowable noise levels from construction equipment. The maximum allowable noise levels vary by equipment type and are in the range of 75 to 80 dBA for most equipment and as high as 95 dB for pile driving equipment.

The County of Solano Code (Sec. 28-50. Use permits) regulates construction noise as follows:

"(29) Removal of natural material shall show that adequate controls or measures will be taken to prevent offensive noise...and

[6] The #1 Rule on the Vineyard RV Park Rules and Regulations addresses noise. 1. UNREASONABLY LOUD AND DISTURBIND NOISE IS PROHIBITED AT ALL TIMES. Quiet time is 10:00 pm to 8:00 am. No motorcycles, diesel vehicles or other vehicles with a louder than normal exhaust may operate inside the Park. No generators are to be used in the park. All guests should be courteous to other guests; insuring noise levels are acceptable even during the day. No loud music or TV allowed at any time.

shall be so located that generated traffic will not constitute a hazard or nuisance to surrounding property."

Project compliance with existing code requirements would limit noise disturbance from project operation to a less than significant level. No additional mitigation measures would be required.

Mitigation Measure XI – 1
Project construction shall be limited to 8 a.m. to 8 p.m. to avoid quiet hours in the existing Vineyard RV Park, and to avoid noise disturbance to adjacent properties to the north and east.

XI.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 or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

The project is not located within an airport land plan or within two miles of an airport. There would be no impact.

XI.f. ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

The project is not within the vicinity of a private airstrip. There would be *no impact.*

XII. **POPULATION AND HOUSING** Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial 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)?			X	
b. Displace substantial amounts of existing housing or numbers of people, necessitating the construction of replacement housing elsewhere?				X

DISCUSSION:

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

The project proposes adding approximately 249 RV campsites to the existing park. The project would only allow Recreational Vehicles as described in the California Health and Safety Code, Section 18010.

The proposed RV Resort also would include four on-site employee-housing units. These units would be subject to an alternate permit approval granted by the State Department of Housing and Community Development. These new units would not induce substantial population growth in the area.

The only new infrastructure to be created by the proposed project is a left turn lane off Midway Road and the onsite sewage treatment capacity, which would be sized to accommodate project flows only. Therefore the project's potential growth-inducing impact would be *less than significant.*

XII.b. ***Displace substantial amounts of existing housing or numbers of people, necessitating the construction of replacement housing elsewhere?***

The project would not displace any existing housing. Therefore the project would have *no impact.*

XIII. PUBLIC SERVICES 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 following public services:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire Protection?			X	
b. Police Protection?			X	
c. Schools?			X	
d. Parks?			X	
e. Other public facilities?			X	

DISCUSSION:

Impact XIII.a. Fire Protection

See section VII.f. above. As described, internal roads will be sized and designed to accommodate large emergency vehicles as required in the California Fire Code. Emergency access will also be provided with an additional access road on the western site boundary and Midway Road. Furthermore, all new buildings in excess of 3,000 square feet would be required to have an approved fire sprinkler installed. The project has been reviewed by the Dixon Fire Department, which has confirmed that the project meets their needs for site access, numbering and fire safety for open fires (Letter from Ed Tubbs to Ron Glas, dated June 26, 2008). The project will have a ***less than significant impact.***

XIII.b-e.

Except for fire services, the project would have a minimal effect on public services for the project site or the general area.

- The project site is serviced by the Solano County Sheriffs Department. The Sheriff's Department has adequate facilities and staff to provide service in the area including the proposed RV park expansion
- Due to the demography of RV park users (i.e., often older residents), it is not expected that this project would require new schools or additional school facilities.
- The project includes onsite recreational facilities and therefore would have minimal impacts to park facilities.
- Waste Water Treatment Plant Facilities. The project would include expanded on-site wastewater treatment facilities. Therefore no off-site wastewater treatment plants would be impacted.

Other than fire impacts, approval of this proposed subdivision would have a ***less than significant impact*** on public services.

XIV. 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 facilities would occur or be accelerated?			X	
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	
c. Eliminate or impact existing recreational facilities?				X

DISCUSSION:

XIV.a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

While this project would be a recreational resource, due to the culture of RV users there may be an increased usage of regional parks and recreational facilities in the vicinity of the project, in relationship to the increased number of campers. The small increase in park use would not cause substantial physical deterioration and, therefore, *less than significant impacts* are anticipated.

XIV.b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The project is the expansion of a recreational vehicle park. The potential effects on the environment of this expansion are described in this Initial Study. As noted elsewhere in this document, some of these impacts may be *potentially significant* but all are mitigable to a *less than significant* level.

XIV. c. Eliminate or impact existing recreational facilities?

The project would expand existing recreational opportunities/facilities. The facilities would remain operational during construction. Therefore the project would not eliminate or adversely impact any such facilities.

XV. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause an increase in traffic which would create a significant impact on the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, on congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

DISCUSSION:

XV. a,b. Cause an increase in traffic which would create a significant impact on the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, on congestion at intersections) or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The project consists of the expansion of an existing RV park that currently has 109 campsites and one apartment unit to include 358

sites and four apartments. The project is proposed to be phased, with most or all of the 249 new sites and four apartment units constructed on land that is currently vacant prior to redeveloping the existing 111 sites. The project site is located on the north side of Midway Road, between Leisure Town Road and Interstate 505 (I-505) in the County of Solano.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation, 7th Edition. The trip generation potential of the project as planned was developed using the published standard rates for Apartment (Land Use #220) and Campground/Recreational Vehicle Park (Land Use #416) as these descriptions most closely match the currently proposed project. The Campground/Recreational Vehicle Park land use is described by ITE as recreational sites that accommodate campers, trailers, tents and recreational vehicles on a transient basis ... [and often include] rest rooms with showers, recreational facilities such as a swimming pool, convenience store and a laundromat.

The ITE rates for RV parks are based on the total number of occupied spaces. In order to translate these rates to the number of total spaces for the project site, vacancy records collected during a 6-month period in 2007 by Vineyard RV Resort staff were reviewed. The average occupancy of the existing RV park during the highest three months was 87.4 percent. This percentage was applied to convert the ITE rates for occupied spaces to rates for total spaces.

Based on the application of these assumptions the proposed expansion project is expected to generate an average of 47 trip ends during the a.m. peak hour and 86 trip ends during the p.m. peak hour. These results are summarized in Table XV-1.

Trip Distribution

The pattern used to allocate new project trips to the street network was determined by reviewing existing traffic volumes on Midway Drive near the site's existing entrance based on a 7-day machine count; a copy is enclosed for reference. The data collected indicates that Midway Drive carries 3,100 trips per day, with directional volumes of 1,500 trips daily eastbound and 1,600 westbound, or a nearly even split. However, based on the likelihood that the majority of project trips will be to and from US 505 via Midway Road, 80 percent of project traffic was assigned to and from the west and only 20 percent to and from the east.

Table XV-1
Trip Generation Summary

Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Existing									
Campground/RV Park	111 sites	0.17	19	8	11	0.32	36	25	11
Proposal									
Apartment	3 du	0.51	2	0	2	0.62	2	1	1
Campground/RV Park	354 sites	0.17	60	25	35	0.32	113	78	35
Total			62	25	37		115	79	36
Net Increase			**43**	**17**	**26**		**79**	**54**	**25**

Note: du = dwelling units

Note: Since the traffic study was completed, the number of existing campground sites was changed from 111 to 109, the number of proposed apartments changed from three to four, and the number of proposed campground sites was changed from 354 to 358. These changes are not large enough to substantively change the numbers in this table.

Operational Analysis

The California Department of Transportation (Caltrans) has an adopted Level of Service (LOS) Standard published in the *Guide for the Preparation of Traffic Impact Studies*. It allows for a minimum of LOS C operation at intersections.

The project's potential impact on the I-505/Midway Road interchange was evaluated. Existing traffic volumes provided by the City of Vacaville show that both intersections at the I-505/Midway Road interchange are currently operating at LOS C or better during the a.m. and p.m. peak hour periods. With the addition of project trips to existing traffic volumes, both intersections are expected to

continue operating at LOS C or better during both peak periods, with minimal change in average delay. The Level of Service calculations are summarized in Table XV-2.

Table XV- 2
Summary of Peak Hour Level of Service Calculations

Intersection / Approach		*Existing Conditions*				*Existing plus Project*			
		AM Peak		*PM Peak*		*AM Peak*		*PM Peak*	
		Delay	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*
1.	US 505/Midway Rd	1.1	A	0.9	A	1.4	A	1.3	A
	Southbound Ramp	*9.9*	*A*	*11.1*	*B*	*10.3*	*B*	*12.2*	*B*
2.	US 505/Midway Rd	3.7	A	8.9	A	3.7	A	10.2	B
	Northbound Ramp	*10.4*	*B*	*16.1*	*C*	*10.6*	*B*	*18.7*	*C*

Notes: Delay is in average seconds of delay per vehicle, LOS = Level of Service
Results indicated in *italics* represent operation of the stop-controlled approaches

Caltrans and the City of Vacaville Traffic Division have reviewed the project proposal and recommended conditions of approval based upon a mutual agreement reached with the applicant. The City of Vacaville's conditions for improvements to Midway Road are described in the letter from Tim Burke to Karen Avery, dated July 2, 2008. These conditions were agreed to as described in the Letter from George Bertram to Tim Burke, dated July 22, 2008 and are part of the proposed project.

The project is not expected to have a significant impact to the I-505 and Midway Road interchange. The traffic impacts of the buildout of the North Village Development are expected to be significant during peak hours, resulting in planned improvements including signalization. This would occur with or without the Vineyard RV project. Since the proposed project contributes to the cumulative impacts at the northbound ramp intersection, the project would make a fair share contribution to the signalization. Based on a proportional share methodology from the Caltrans traffic impact study guidelines, the project should pay 6.9% of the cost of these planned improvements. Assuming $250,000 for signalization at this intersection, the project's fair share would be $17,181. Since signalization does not appear to be needed at the I-505 South ramp, there does not appear to be any nexus in requiring the project to pay a proportional share of this portion of the work (Letter from Dalene Whitlock of W-trans to George Bertram, dated July 25, 2008).

With these proposed improvements, the project is expected to have a ***less than significant impact.***

XV.c. ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

The project is not located within an airport influence area. The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. *No impacts* are anticipated.

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

The project as designed meets applicable County of Solano standards, so is not expected to result in any safety hazards. *No impacts* are anticipated.

XV.e. ***Result in inadequate emergency access?***

See discussion in VII.f. above. As described, access to the proposed project would be via a private street that connects to the north side of Midway Road between US 505 and Leisure Town Road, at the midpoint of the project site frontage. A secondary access connecting to Midway Road is located at the west end of the project frontage. The main entry drive leads to an interior street system of one- and two-way streets that loop around the project site, providing interior circulation.

Using the AutoTURN software and dimensions for the Dixon Fire District's design vehicle, site circulation was evaluated to ensure that fire response vehicles could enter the site and negotiate all of the interior curves. The project traffic engineers determined that the

interior street system would be adequate to allow a 33-foot ladder truck to maneuver while staying within the roadway. As discussed with Fire District staff, the road would be less than 20 feet wide, but shoulders of gravel or another traffic bearing surface would be provided so that a total width of 20 feet is available to allow fire apparatus to park using one shoulder and still leave adequate space for traffic to pass using the other shoulder.

XV.f. Result in inadequate parking capacity?

On-site parking will consist of RV spaces that can accommodate the RV as well as a towed vehicle. Additionally, 46 spaces are proposed around the community buildings, or approximately one parking space for every eight RV spaces. There are no requirements specifically for RV parks in the County's Zoning Code, but a review of the requirements for Mobile Home Park indicates that guest parking at a ratio of one space for every four home sites would be applied. The number of guests at an RV park would be substantially less than at a mobile home park, so a supply of approximately half as many guests parking spaces per RV space appears appropriate, and is expected to be adequate to accommodate the park demand generated by the site.

XV.g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project would not conflict with any applicable policies relative to alternative modes because it would not substantially alter traffic volumes, flows, roadways, sidewalks, bus routes or stops, bike routes, or other alternative transportation infrastructure.

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f. Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g. Not comply with federal, State, and local statutes and regulations related to solid waste?				X

DISCUSSION:

XVI.a-b. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The current Vineyard RV Park has a sewage disposal system utilizing five approved septic systems, nine septic tanks and three leach fields. The proposed sewage disposal system would change the locations of these facilities, reducing the total number, and change the methods of collection and processing. Effluent would be collected at each of the recreational vehicle lots, administrative facilities, restrooms and laundry facilities and routed through gravity main lines to one of two separate, central-processing areas. At each of

these processing areas sewage would be settled, aerobically treated (to better than secondary treatment standards) and then pumped to a series of drip distribution fields located in both the recreational vehicle lots and common areas of the resort. The fields would use a clustered drip distribution system utilizing geotextile filtration and ultraviolet disinfection to achieve tertiary treatment standards. All recreational vehicles entering the facility would be required to purge their black water tanks in the resort holding tanks for off-site disposal.

Campi Engineering conducted a thorough site evaluation of the project site, including soil analysis, percolation testing, and groundwater monitoring (Letter dated September 24, 2007). The finding was that the site would accommodate the proposed sewage disposal system to serve the park expansion, without damaging on site or neighboring wells. In response to incompleteness questions from the County in a letter dated 12/12/07, Campi Engineering further analyzed the potential for contamination of the City of Vacaville's test well located southwest of the intersection of Midway and Leisuretown Roads (Letter from Campi Engineering to Ron Glas, 7/3/08). This study determined that there is expected to be no significant impact either from surface contamination at the well head or subsurface contamination through the aquifer and the well's annular space. The sewage disposal system would be approved by the California Regional Water Quality Control Board, Central Valley Region. Therefore, it is expected that impacts would be ***less than significant.***

XVI.c. ***Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

See discussion in section XII c-f. As noted in that section, the project would not require new off-site storm drainage infrastructure.

XVI.d. ***Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

As described in section VII.b., above, the onsite well has sufficient capacity to provide for the proposed expansion based on an anticipated 400 units needing 50 gpd, totaling 20,000 gallons per day. The County Environmental Health Division would require that evidence of adequate domestic water be demonstrated prior to approval of the Final Map. Adequate water for fire suppression purposes will also be provided by water tanks as discussed in the project description above.

In preparation for a change of ownership of the Vineyard Park Water System, change of classification to a community water system, and certification of both on site wells as active sources of supply, a complete test of the full suite of potential contaminants was performed by a State-certified analytical laboratory. Wells on the project site were tested for a full suite of potential contaminants including organic and inorganic chemicals, pesticides and herbicides, microorganisms, radionuclides, and secondary drinking water contaminants. This test, along with the other necessary assessments, resulted in certification of the water supply system by the State of California Department of Health Services Drinking Water Program in May 2007. This study also establishes a water quality baseline that will be important as proposed development occurs up-gradient from well sites.

Therefore, impacts are considered to be ***less than significant.***

XVI.e-g.

Wastewater would be handled with on-site septic tanks and leachfields, which are required to meet Solano County Environmental Health standards. Local landfills have adequate capacity to accommodate the project's solid waste needs (Pers. Comm., Scott Pardini, Operations Manager at Vacaville Sanitary, 6/24/08). ***No impacts*** are anticipated.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to 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 an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?		X		

XVII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

*XVII.a. **Have the potential to 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 an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?***

As discussed in this document, construction-related activities could result in the direct loss or abandonment of nesting sites for special status species including Swainson's hawk, burrowing owl, Cooper's hawk, California horned lark, loggerhead shrike, and white-tailed kite during that year's nesting season. In addition, prehistoric sites that could be encountered during project construction may exist below the ground surface. Impacts to these resources can be mitigated to a ***less than significant level*** by mitigation measures identified in this document.

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

There are no large projects planned in the County that would have a cumulative impact on this project. Within the City of Vacaville, however, across Midway Road from the project site, the North Village Project has been approved. That project totals 882 acres and proposes 2499 residential units, some of which would front Midway Road. (Residential Status Report, City of Vacaville Community Development Department, 3/1/08) as well as an office business park and commercial uses, community college education center, park and school uses, and open space (170 acres). Construction has begun on residential development on the north side of Vaca Valley Parkway between I-505 and Leisuretown Road.

At full buildout of the Midway Village project, development in this area is expected to have an impact on traffic levels along Midway Road. The applicant is therefore accommodating expected future improvement of this road in the proposed plan by installing a left turn lane off Midway Road, and moving the line of development back from the ROW. This would allow room for the future upgrading of the road to four lanes. Therefore the project's contribution to cumulative impacts would be less than cumulatively considerable.

Furthermore, the project is not expected to have a significant impact to the I-505 and Midway Road interchange. However, the traffic impacts of the buildout of the North Village Development are expected to be significant during peak hours, resulting in planned improvements to the interchange including signalization. This would occur with or without the Vineyard RV project. Since the proposed project contributes to the cumulative impacts at the northbound ramp intersection, the project would make a fair share contribution to the signalization. As discussed, the project's fair share is estimated to be $17,181. (Letter from Dalene Whitlock of W-trans to George Bertram, dated July 25, 2008).

The project's contribution to cumulative drainage impacts would be mitigated to no-effect by the proposed on-site detention basins. There would be no other cumulatively considerable project contributions to environmental impacts.

XVII.c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

As described in this Initial Study, the project could have potentially significant adverse impacts to humans from hazardous materials, air quality, and water quality. However, these impacts would be mitigated to a less than significant level by the measures identified in this document.

G. SOURCES USED AS REFERENCE – These documents are available for review at 675 Texas Street, Suite 5500, Fairfield, CA 94533

A. Previous Environmental Documents: None

B. Other References:

1) Solano County Zoning Ordinance
2) Personal conversation with Jim Louie, Senior Planner, 6/25/08
3) Road Improvement Standards And Land Development Requirements, Solano County, 2/28/06
4) Solano County General Plan, Scenic Roadways Element, May 1977
5) Solano County Code Chapter 31 on Grading, Drainage, Land Leveling, And Erosion Control
6) Letter from John Heiser, Department of Environmental Management, 3/3/08
7) Geology and Soils Background report, Solano County General Plan Update, EDAW, 8/28/06
8) Sacramento Region Important Farmland 2004 and Urban Change 1984-2004, California Department of Conservation, Division Of Land Resource Protection, Farmland Mapping and Monitoring Program, July 2007
9) USDA Natural Resources Conservation Service – Soils Maps. (Web Soil Survey)
10) Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Association of Environmental Professionals (AEP), 2007
11) CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, California Air Pollution Control Officers Association (CAPCOA), 2008
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H. INITIAL STUDY PREPARATION

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I. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following summary checklist indicates those potentially significant environmental impacts identified in the above analysis which have not been mitigated to a level of insignificance.

Aesthetics		Agricultural Resources		Air Quality	
Biological Resources		Cultural Resources		Geology and Soils	
Hazards and Hazardous Materials		Hydrology & Water Quality		Land Use and Planning	
Mineral Resources		Noise		Population and Housing	
Public Services		Recreation		Transportation/Traffic	
Utilities & Service Systems		Mandatory Findings of Significance			

J. EVALUATION AND RECOMMENDATION

On the basis of the information available to it in the record and the boxes checked in Sect. IV of this Initial Study, the Solano County Department of Resource Management finds:

— that the proposed project COULD NOT have a significant effect on the environment, and recommends that a NEGATIVE DECLARATION be prepared.

X that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the checklist have been added to the project and agreed to by the applicant, and recommends that a MITIGATED NEGATIVE DECLARATION be prepared.

— that the project MAY have a significant effect on the environment, and recommends that an ENVIRONMENTAL IMPACT REPORT be required.

— that the proposed project MAY have a significant effect(s) on the environment, but that one or more of its potentially significant adverse effects 1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) have been adequately addressed by mitigation measures based on said earlier document, as described above, and recommends that an ENVIRONMENTAL IMPACT REPORT be required, but that it analyze only those effects that have not been addressed in said earlier document.

— that the proposed project MAY have a significant effect(s) on the environment, but that all of its potentially significant adverse effects 1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) have been adequately addressed by mitigation measures based on said earlier document, as described above, and recommends that no further environmental review is necessary.

This disposition constitutes the official action of the Solano County Department of Resource Management pursuant to Article III.B of the Solano County EIR Guidelines.

Karen Avery
Signature

3/11/09
Date

K. INCORPORATION OF MITIGATION MEASURES INTO THE PROPOSED PROJECT

By signature of this document, the project proponent amends the project description to include the mitigation measures as set forth in Section F.

Signature

3/11/09
Date