3.0 PROJECT DESCRIPTION

The purpose of this section is to describe the proposed Fairview at Northgate Project (Planned Development; PD17-0007, Tentative Subdivision Map; TM17-0002, Zoning Map Amendment; ZMA 17-0001, Use Permit; UP18-0007, and other associated approvals, (hereinafter referenced as the proposed project or project) in a useful and comprehensible manner to the public, agencies, and decision-makers. For the purposes of the California Environmental Quality Act (CEQA), a complete project description must contain the following information: a) the precise location and boundaries of the project area, shown on a detailed map, preferably topographic, along with a regional map of the project's location; b) a statement of the objectives sought by the project, which should include the underlying purpose of the project and may discuss the project benefits; c) a general description of the project's technical, economic, and environmental characteristics; and d) a statement briefly describing the intended uses of the EIR by the lead or other agencies for decision making, permits or other approvals (State CEQA Guidelines Section 15124). An adequate project description need not be exhaustive but should supply the information necessary for the evaluation and review of the project's effects on the environment.

This Environmental Impact Report (EIR) has been prepared to identify and evaluate potential environmental impacts associated with the proposed project. The information provided in this EIR section meets the requirements of the State CEQA Guidelines Section 15124 and provides a level of detail adequate for public and agency review and consideration of the proposed project and the potential environmental impacts associated with implementation of the proposed project.

3.1 PROJECT LOCATION

The approximately 51.3-acre vacant, undeveloped project site is located along the eastern right-of-way of Admiral Callaghan Lane, south of Turner Parkway and north of Rotary Way on a single Assessor's parcel (APN 0052-320-250). The proposed project site would be accessed via Admiral Callaghan Lane adjacent to the northwest and Turner Parkway to the north. The Interstate 80 (I-80) freeway is located immediately adjacent to the west of Admiral Callaghan Lane. **Figure 3-1: Regional Map**, shows the proposed project site in a regional context. **Figure 3-2: Vicinity Map**, presents the proposed project site and vicinity in a localized context. In this area, I-80 generally trends in a northwest to southwest direction providing access through the City of Vallejo (City). Locally, the project site is accessed by Admiral Callaghan Lane adjacent to the northwest and Turner Parkway to the north. I-80 is immediately adjacent to the northeastern alignment of Admiral Callaghan Lane. North of Turner Parkway is an approximately 130-acre commercial development, Gateway Plaza; tracts of single-family residential developments in Hunter Ranch to the east; and multi-family residential residences in the Quail Ridge Condominiums, as well as single-family residential, and additional commercial uses to the south.

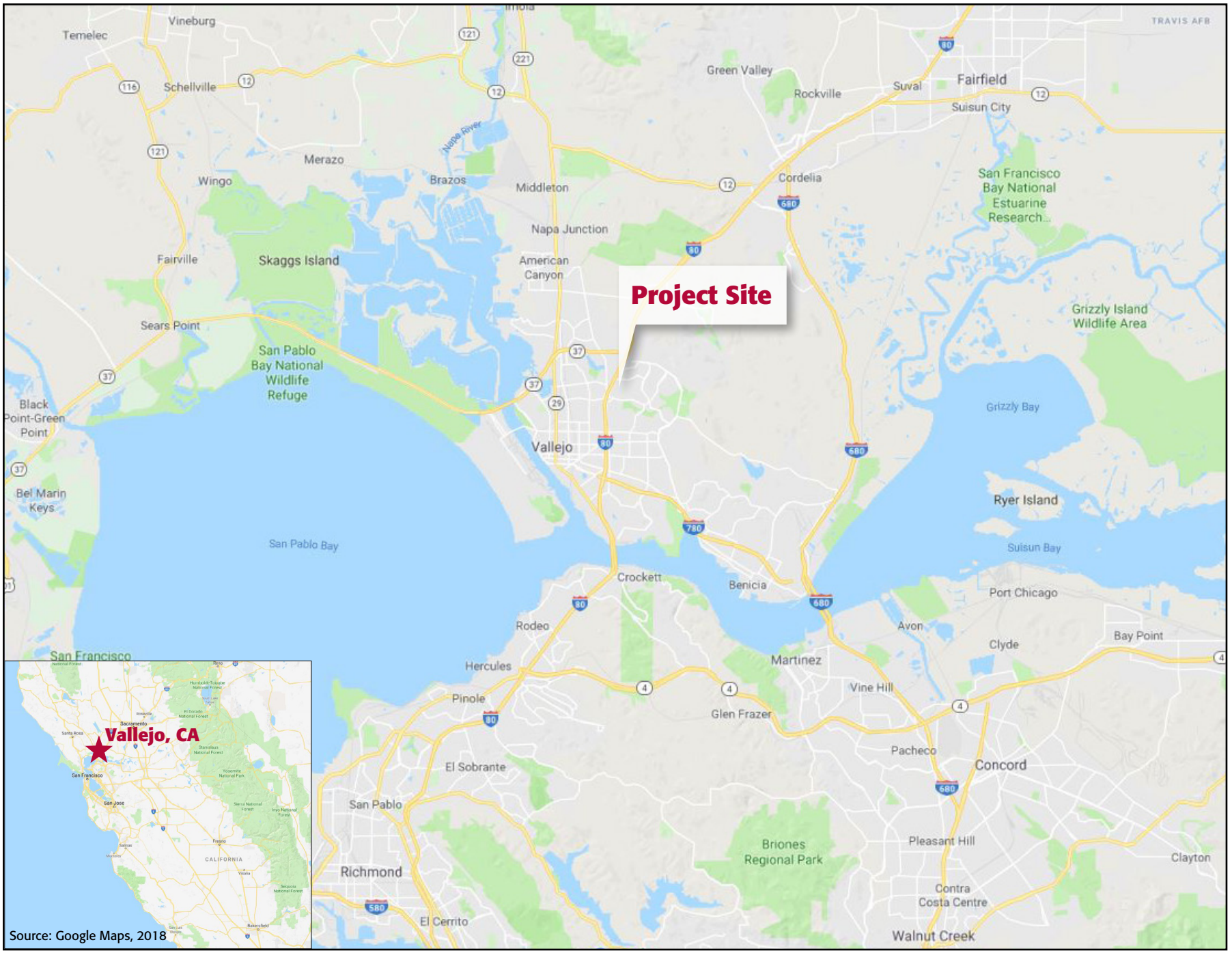


FIGURE 3-1: Regional Map
Fairview at Northgate Project

Not to scale

Kimley»Horn



Source: Google Earth, 2018

FIGURE 3-2: Vicinity Map
Fairview at Northgate Project

Not to scale

Kimley»Horn

3.2 SURROUNDING LAND USES

The project site is located in a suburban and urban environment and is bordered by existing development. Surrounding land uses consists primarily of residential, commercial, open space, and park uses, and transportation corridors (I-80 and other roadways). *Table 3-1: Surrounding Land Uses*, below provides a brief description of the surrounding uses, land use designations in the Propel Vallejo General Plan 2040 (General Plan) and zoning designations in the Zoning Code. A more detailed description of these land uses follows the table.

Table 3-1: Surrounding Land Uses

Direction from Project Site	Existing Land Uses	Existing General Plan Designation	Existing Zoning Classification
North	Turner Parkway; commercial uses north of Turner Parkway	Retail/Entertainment (RE)	Freeway Shopping and Service; Mixed-Use Planned Development
South	Multifamily apartments and condominiums; car dealership; commercial uses south of Rotary Way	Retail/Entertainment (RE); Business/Limited Residential (B/LR); Mix of Housing Types (R-MH)	Pedestrian Shopping & Service; Linear Commercial; High-Density Residential
East	Single-family residences	Primarily Single-Family (R-SF)	Low-Density Residential; Mixed Use Planned Development
West	Admiral Callaghan Lane, I-80, West of I-80: mobile home park, motel, and fairgrounds	Business/Limited Residential (B/LR); Primarily Multi-Family (R-MF); District Solano 360 (D-360)	Freeway Shopping & Service; High-Density Residential; Linear Commercial; Public Facilities

Sources: City of Vallejo – Propel Vallejo General Plan 2040, Land Use Map; City of Vallejo, Vallejo Prospector http://gis.zoomprospector.com/client/vallejo/, accessed February 22, 2019.

LAND USES TO THE NORTH

The approximately 130-acre Gateway Plaza Shopping Center is located north of Turner Parkway. The shopping center is partially bound by Admiral Callahan Lane on the west (and which traverses through the northwest corner of the shopping center); Turner Parkway on the south, which also borders the proposed project site to the north; and residential and office development to the east. The General Plan land use designation for this area is Retail/Entertainment (RE) and the zoning designation in the Zoning Code is Freeway Shopping and Service and Mixed-Use Planned Development.

LAND USES TO THE SOUTH

Land uses to the south of the project site include automotive, commercial, and residential uses. A Honda Dealership is located on the southeast corner of Admiral Callaghan Lane at Rotary Way and is immediately to the southwest boundary of the project site. The Quail Ridge Condominiums and Sundance Apartment

Homes are located to the east of the auto dealership and are immediately adjacent to the southern boundary of the project site. South of Rotary Way is Redwood Plaza, a neighborhood commercial center that includes a Safeway grocery store, Golden 1 Credit Union, Oil Changers, Fed Ex Office, Shell gas station and other small retail uses. A two-building office complex and a KinderCare facility are located east of Redwood Plaza along Rotary Way. The General Plan land use designation for this area is primarily Mix of Housing Types, Retail/Entertainment, and Business/limited Residential. The zoning designation in the Zoning Code is Pedestrian Shopping and Service and High-Density Residential.

LAND USES TO THE EAST

Single-family residences in Hunter Ranch are located east of the project site. Residences are on small parcels ranging in size from approximately 0.15 to 0.25 acre. This area is accessed from Turner Parkway on the north, Redwood Parkway on the south, and Ascot Parkway on the east. The General Plan land use designation for this area is Primarily Single-family (R-SF) and the zoning designations are Low Density Residential and Mixed Use Planned Development.

LAND USES TO THE WEST

To the west of the proposed project site is Admiral Callaghan Lane, a two-lane undivided roadway. The road right-of-way includes an approximately 50-foot-wide area that is largely unvegetated and spans the length of the western project site boundary. To the west of Admiral Callaghan is I-80, and west of I-80 is a mix of uses including a mobile home park, single-family and multi-family residential uses, commercial uses, and the Solano County Fairgrounds. The General Plan Land use designation for this area is Business/Limited Residential (B/LR), Primarily Multi-Family (R-MF), and District Solano 360 (D-360) in the General Plan, and the zoning designations are Freeway Shopping & Service, High-Density Residential, Linear Commercial, and Public.

3.3 EXISTING SETTING

REGIONAL ENVIRONMENTAL SETTING

Covering an area of approximately 50 square miles, Vallejo is bordered by the City of American Canyon and unincorporated Napa County to the north, the City of Benicia and unincorporated Solano County to the east, the Carquinez Strait to the south, and the Napa River and San Pablo Bay to the west. Adjacent to the City and to the west is the San Pablo Bay National Wildlife Refuge, and the Solano County Land Trust's Lynch Canyon Open Space is located approximately one mile north of the City. Vallejo lies along the east margin of San Pablo Bay, a northeastern lobe of San Francisco Bay. The topography in Vallejo and its Sphere of Influence (SOI) is varied, ranging from flat-lying areas such as marsh and estuarine. The environment along Mare Island and parts of the eastern margin of the Napa River includes gently sloping terrain in the central part of the City (especially the area flanking I-80 north of Curtola Parkway); hillier terrain that dominates the east-central and northeast parts of the City and include the East Bay Hills and Briones Hills to the southwest; the Vaca Mountains and Napa Valley to the north; and, the Diablo Ranges

to the southeast. Elevations range from near-sea level on the shores of the Carquinez Strait to nearly 1,000 feet above mean sea level along the crest of Sulphur Springs Mountain in the northeast part of the City.

Regional vehicular access to the City of Vallejo is provided by I-80, I-780, State Route 29 (SR-29), and SR-37. Regional transit access to the City is comprised of passenger ferry service provided by San Francisco Bay Ferry to and from the City of San Francisco; Solano County Transit (Soltrans) bus service to the Bay Area Rapid Transit (BART) District's El Cerrito del Norte and Walnut Creek stations; and Napa County Transportation and Planning Agency's VINE bus service to Napa and the El Cerrito del Norte BART station. The Napa County Airport is located approximately six miles to the north.

General Plan

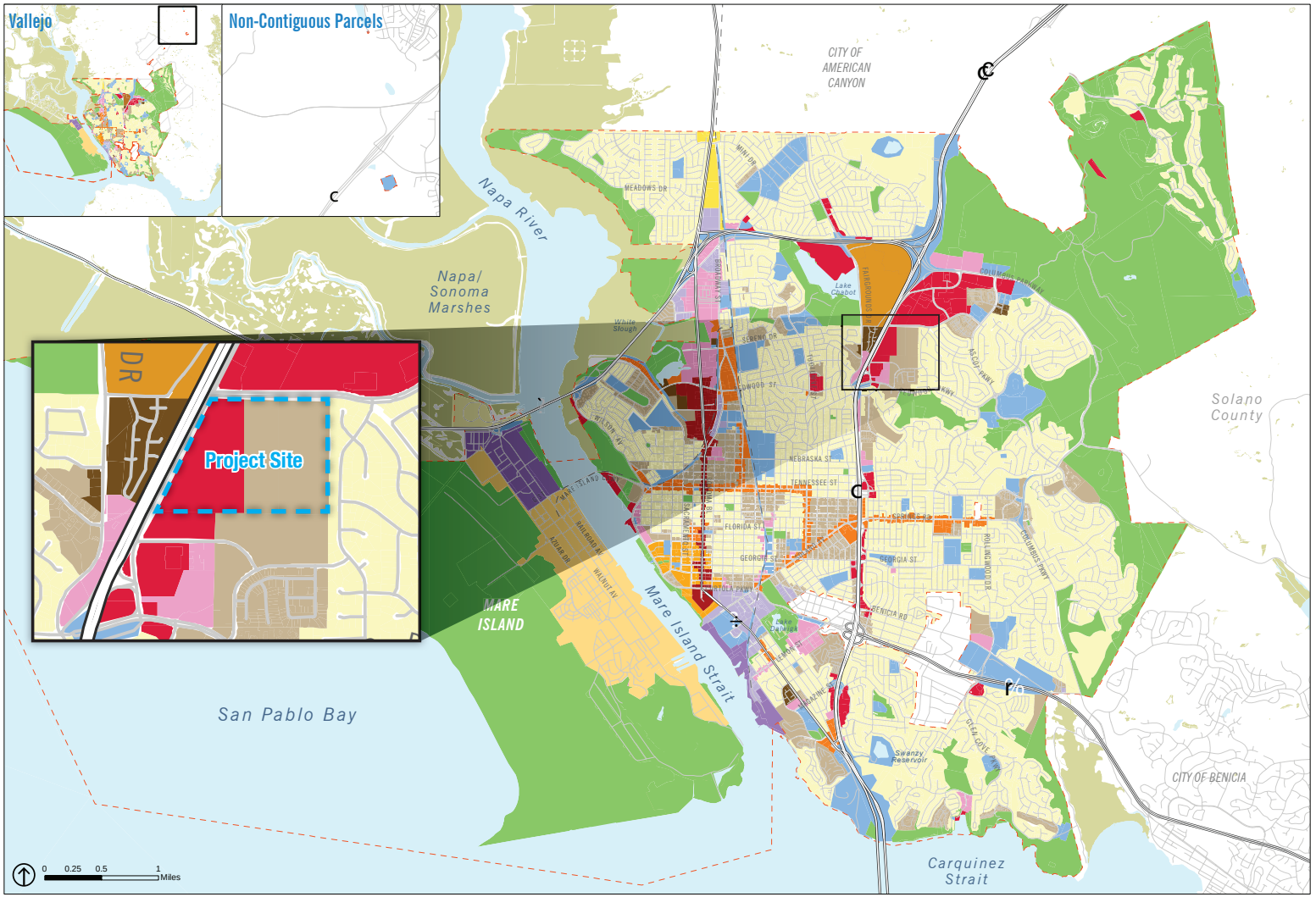
The current General Plan land use designation for the proposed project site is Retail/Entertainment on the western portion of the property and Mix of Housing Types on the eastern portion of the property.

Propel Vallejo General Plan 2040

The Propel Vallejo General Plan was intended to go beyond State requirements and includes General Plan elements to emphasize economic development; historic preservation; arts and culture; and community health. To this end, goals of the General Plan not only include protecting and improving on the City's existing physical, social, and economic conditions, but also promoting sustainability and improving the efficacy of non-automobile transportation in Vallejo. The project site has a General Plan land use designation of Retail/Entertainment on the western portion of the property and Mix of Housing Types designation on the eastern portion of the property. **Figure 3-3: General Plan Designations**, shows how the two land use designations are split over the property.

The General Plan encompasses an area of approximately 50 square miles, framed by San Pablo Bay and the Napa/Sonoma Marshes on the west, the Carquinez Strait to the south, and unincorporated Solano County open space lands to the northeast. To help delineate uses in specific areas, the General Plan also identifies Specific Plan and Master Plan areas. There are eight Specific Plan and Master Plan areas in the City, including the Northgate Specific Plan area, which lies northeast of the proposed project site. Within these Specific Plan and Master Plan areas, specific land uses are more defined and precise in their prescribed uses, layouts, and designs.

The General Plan also guides development through the identification of opportunity areas. During the General Plan planning process, key opportunity areas were identified where development could expeditiously produce a significant positive impact on quality of life. The General Plan notes that these are areas where additional attention is needed to refine and update the community's vision. One of the General Plan goals specifically addresses these areas by stating the intent is to leverage publicly owned lands and infrastructure investments to catalyze development in key opportunity areas. There are seven opportunity areas within the City; the project site is in the Callaghan-Columbus opportunity area.



Vallejo General Plan Land Use Map

Residential
- Primarily Single Family
- Mix of Housing Types
- Primarily Multi-Family

Mixed Use
- District - Downtown/Waterfront
- District - Mare Island
- District - Solano360
- District - North Gateway
- Central Corridor
- Neighborhood Corridor

Business and Industry
- Retail/Entertainment
- Business/Limited Residential
- Business/Light Industrial
- Industrial

Community
- Parks, Recreation and Open Space
- Public Facilities and Institutions

- Wetland
- Railroad
- Vallejo City Limit
- Sphere of Influence (SOI)

8/29/2017

Source: City of Vallejo Propel Vallejo General Plan 2040, 2017: Map PF-6

FIGURE 3-3: General Plan Designations
Fairview at Northgate Project

Not to scale

Kimley»Horn

Retail/Entertainment (RE)

The General Plan land use designation of Retail/Entertainment (RE) provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted Floor Area Ratio (FAR) in the RE land use designation is 1.5.

Mix of Housing Types/Medium Density (R-MH)

The General Plan land use designation of Mix of Housing Types/Medium Density (R-MH) provides for residential neighborhoods largely characterized either by 1) single-family homes but with a mix of other housing types, including duplexes, triplexes, fourplexes, some smaller-scale apartment buildings and small commercial spaces; or 2) primarily single-use, multi-family developments with common outdoor spaces. The residential neighborhoods with single-family and other housing types are typically located in the central and more historic parts of Vallejo. Dwellings typically have front and rear yards, as well as side setbacks. Zero side lots (zero lot lines) may be appropriate where they can be visually integrated into the existing neighborhood context. Permitted land uses include single-family homes; in some instances, duplexes, triplexes, fourplexes, smaller-scale apartment buildings, and small commercial spaces; and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. For primarily single-use, multi-family development, the R-MH designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and, in some instances, small commercial spaces. They are similar in character to those permitted in Primarily Multi-Family (R-MF) but with a lower residential density. The maximum permitted residential density in the R-MH designation is 25 dwelling units per acre (du/ac).

ZONING

The project site has a single zoning designation; Pedestrian Shopping and Service.

Pedestrian Shopping and Service

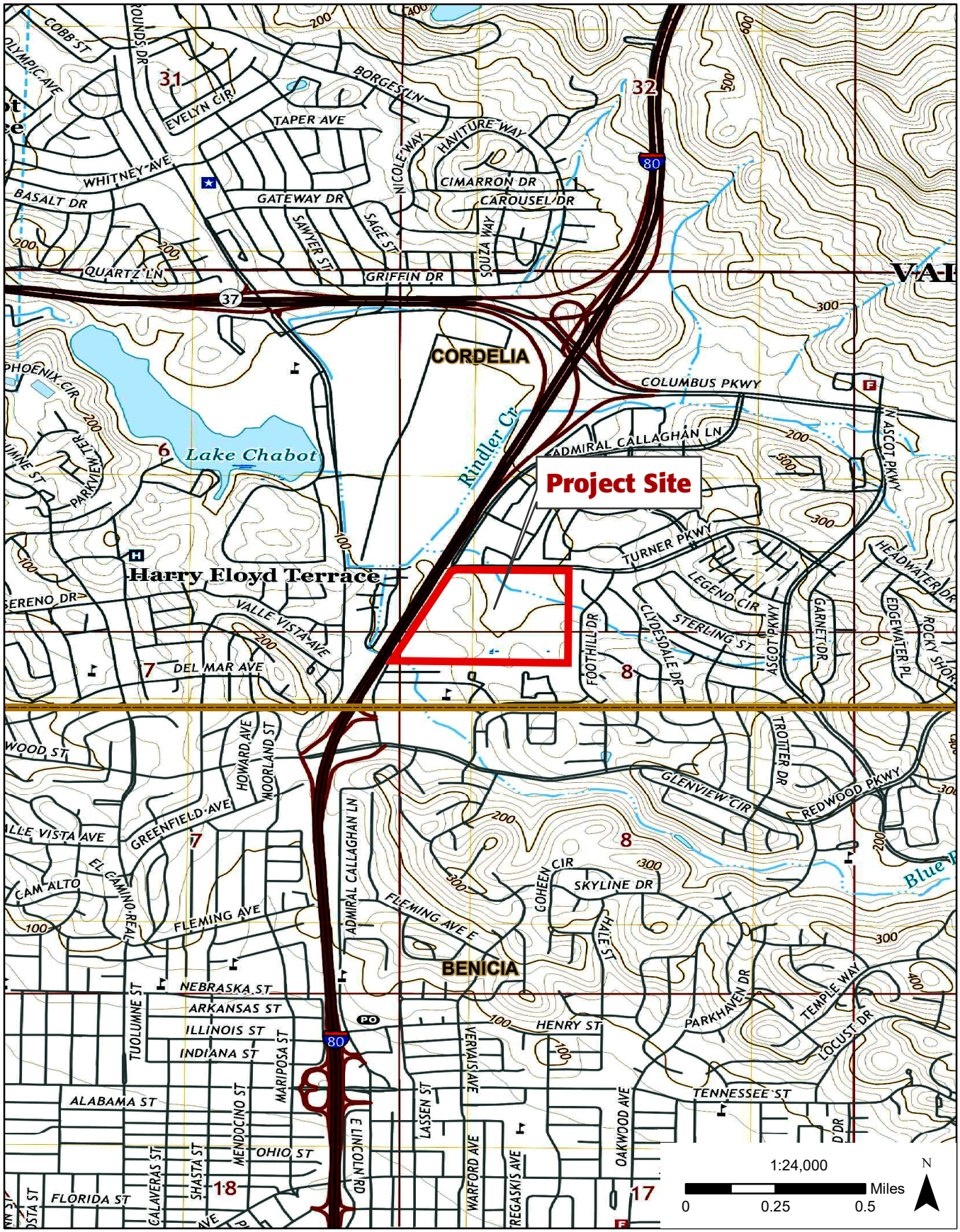
The existing zoning classification for the proposed project site is Pedestrian Shopping and Service District, which is described in Chapter 16.24 of the Zoning Code. The Zoning Code describes the intent of this zone to create and establish regulations for a pedestrian shopping and service district, in which a wide range of retail goods and services are permitted. The intent of this district is to implement the policy of the Land Use Element of the General Plan which calls for the development of pedestrian-oriented commercial shopping areas that allow comparison shopping within relatively compact areas. Typically, the pedestrian shopping and service district would be applied in the central business district of a community, or in commercial shopping centers including variety stores and often small department stores. Characteristic design features would include a continuous facade, grouped parking, and the siting of proposed structures and signs in a manner compatible with the pedestrian orientation of this district. The primary emphasis of this district is on pedestrian access with auto-oriented uses allowed only in a subordinate role.

PROJECT SITE ENVIRONMENTAL SETTING

The project site is approximately 51.3 acres and is currently undeveloped, vacant land. It is southeast of the intersection of Turner Parkway at Admiral Callaghan Lane. The site is square-shaped on the north, east, and southern boundaries, with the western side being angled to the southwest tracing the alignment of the undeveloped City right-of-way adjacent to Admiral Callaghan Lane. The eastern portion of the site is relatively flat with the western area being slightly elevated near Admiral Callaghan Lane. The topography of the project site and surrounding area is shown in **Figure 3-4: Area Topography**.

The majority of the project site (over 44 acres) is covered in non-native annual grassland with some elements of mixed woodland and intermixed coyote brush scrub. A seasonal wetland traverses the site flowing from south to north and ultimately drains into two existing culverts that convey water off the property underneath Turner Parkway. The culverts are located approximately 315 feet east of the Turner Parkway at Admiral Callaghan Lane intersection. A perennial stream, Blue Rock Springs Creek, traverses the very southwestern corner of the property (a distance of approximately 90 feet) and surface water flows on and off the property through existing underground culverts. An existing Pacific Gas and Electric (PG&E) gas pipeline and 15-foot-wide easement traverses the western portion of the property. An existing Vallejo Flood and Wastewater District (VFWD) sewer main and 15-foot-wide easement traverses the central portion of the property.

The proposed project site is surrounded by areas developed with predominantly commercial uses to the north, residential uses to the east, and a mix of residential and commercial uses to the south. Uses to the west of I-80 include residential and commercial uses and the fairgrounds.



Source: USGS, 2018 (Cordelia Quad, Benicia Quad)

FIGURE 3-4: Area Topography
Fairview at Northgate Project

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3.4 PROPOSED PROJECT

The approximately 51.3-acre vacant, undeveloped project site is proposed for a mix of commercial, residential, and recreational uses, and designated open space. The commercial development includes a 152,138 sf Costco store, which would allow Costco to relocate its existing Vallejo operation and expand the range of goods and services it provides. The commercial development would be located in the western portion of the proposed project site. The proposed open space area would buffer the planned commercial area from the planned residential area. Residential development would be located on the eastern portion of the proposed project site.

The proposed project incorporates sidewalks, paseos, and a pathway along Turner Parkway designed to promote a pedestrian- and bicycle-friendly environment; to encourage alternative transportation between the commercial and residential project elements; and, improve access to the proposed open space. All components of the proposed project have been designed and planned with the intent of being responsive to the existing on-site features, topography, and other resources and constraints found on the proposed project site and in the surrounding areas, and to be compliant with pertinent planning documents, regulations, and guidelines.

While the project is consistent with the existing General Plan, it does propose a zoning map amendment to make the existing zoning classification consistent with the recently adopted General Plan. *Table 3-2: Existing and Proposed Land Use Designations* summarizes the changes for the proposed project. The existing and proposed zoning designations are shown in **Figure 3-5: Existing and Proposed Zoning Designations.** The project proposes a Zoning Map Amendment to change the zone from Pedestrian Shopping and Service District (PSSD) to Mixed Use Planned Development (MUPD). The change to MUPD is proposed to provide project-specific development standards for the project. The MUPD zoning would address setbacks for small lot residential development and allows for customized development standards for the proposed project. The development standards established by the MUPD zoning would allow for cohesive design elements such as street widths, building setbacks, architectural guidelines, trails, pathways, and landscaping to be implemented over the entire project site.

Table 3-2 Existing and Proposed Land Use Designations

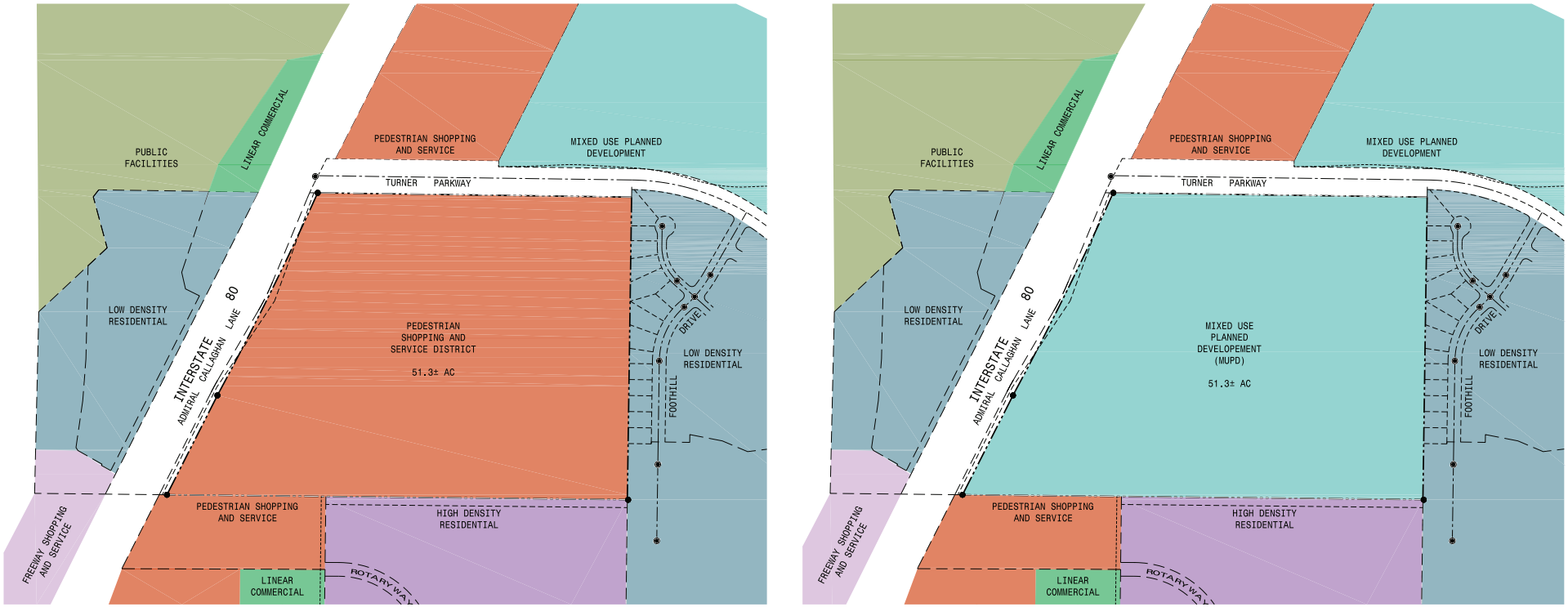
	Existing	Proposed	Change Proposed?
General Plan Designation	Retail/Entertainment and Mix of Housing Types – 51.3 acres	Retail/Entertainment and Mix of Housing Types – 51.3 acres	No
Zoning Classification	Pedestrian Shopping and Service District – 51.3 acres	Mixed-Use Planned Development – 51.3 acres	Yes

The project includes a subdivision of the 51.3-acre site into four parcels. The four parcels consist of two parcels for the commercial component of the project, one parcel for the residential component, and one parcel for the proposed open space area. The Tentative Map showing the proposed large parcel subdivision is shown in **Figure 3-6: Large Lot Parcel Tentative Map**. The proposed subdivision of the residential parcels is shown in **Figure 3-7: Small Lot Parcel Tentative Map.** Each component of the

proposed project is described in detail below. Please refer to *Table 3-3: Project Summary Table*, for a breakdown of the areas of the proposed project uses and refer to **Figure 3-8: Site Plan**, for a depiction of the proposed project layout and location of proposed project uses. Among other permits, the proposed project would require City approval of a Planned Development Master Plan, and the architectural styles, as well as floor plans and elevations of the planned commercial and residential buildings, would be reviewed and approved by the City as part of the Unit Plan submittal process.

Table 3-3 – Project Summary Table

Proposed Use	Acres	Square Feet (sf)	Number of Units	Parking Spaces
Commercial	**21.8**	--	--	
Costco (Parcel 1)	*17.3*	*152,138*	--	*774*
Gasoline Station Kiosk	--	50	30 Fuel pumps	
Retail (Parcel 2)	*4.5*			*188*
Pad for Building #1		3,000	--	
Pad for Building #2	--	9,400	--	
Pad for Building #3	--	7,140	--	
Pad for Building #4	--	7,960	--	
Commercial Area Sub-Total	**21.8**	**179,688**	**30 Fuel Pumps**	**962**
Open Space (Parcel 3)	**5.7**	--	--	
Central Corridor (Preservation Area)	5.7	--	--	
Residential (Parcel 4)	**23.8**	--	**178**	
Single-Family	8.1	--	86	
Single-Family (with Alleys)	7.1	--	92	
Basins/Greenspace	5.5	--	--	
Public Roads	3.1	--	--	
Total	**51.3**	**179,688**	**178**	**962**



LEGEND:

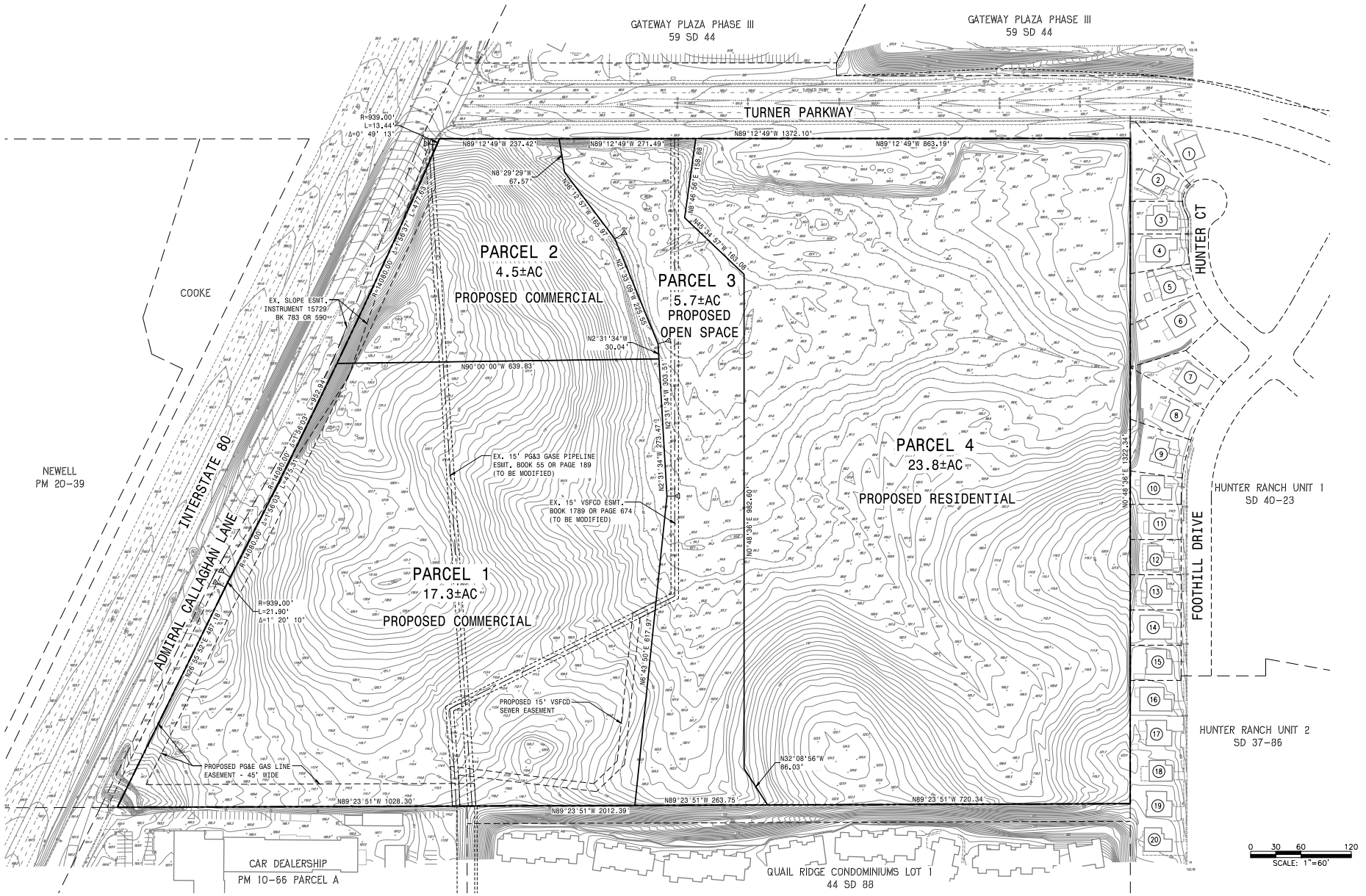
- LOW DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MIXED USE PLANNED DEVELOPMENT
- PEDESTRIAN SHOPPING AND SERVICE
- LINEAR COMMERCIAL
- FREEWAY SHOPPING AND SERVICE
- PUBLIC FACILITIES

Source: MacKay and Somps, 2019

FIGURE 3-5: Zoning Designations
Fairview at Northgate Project

Not to scale

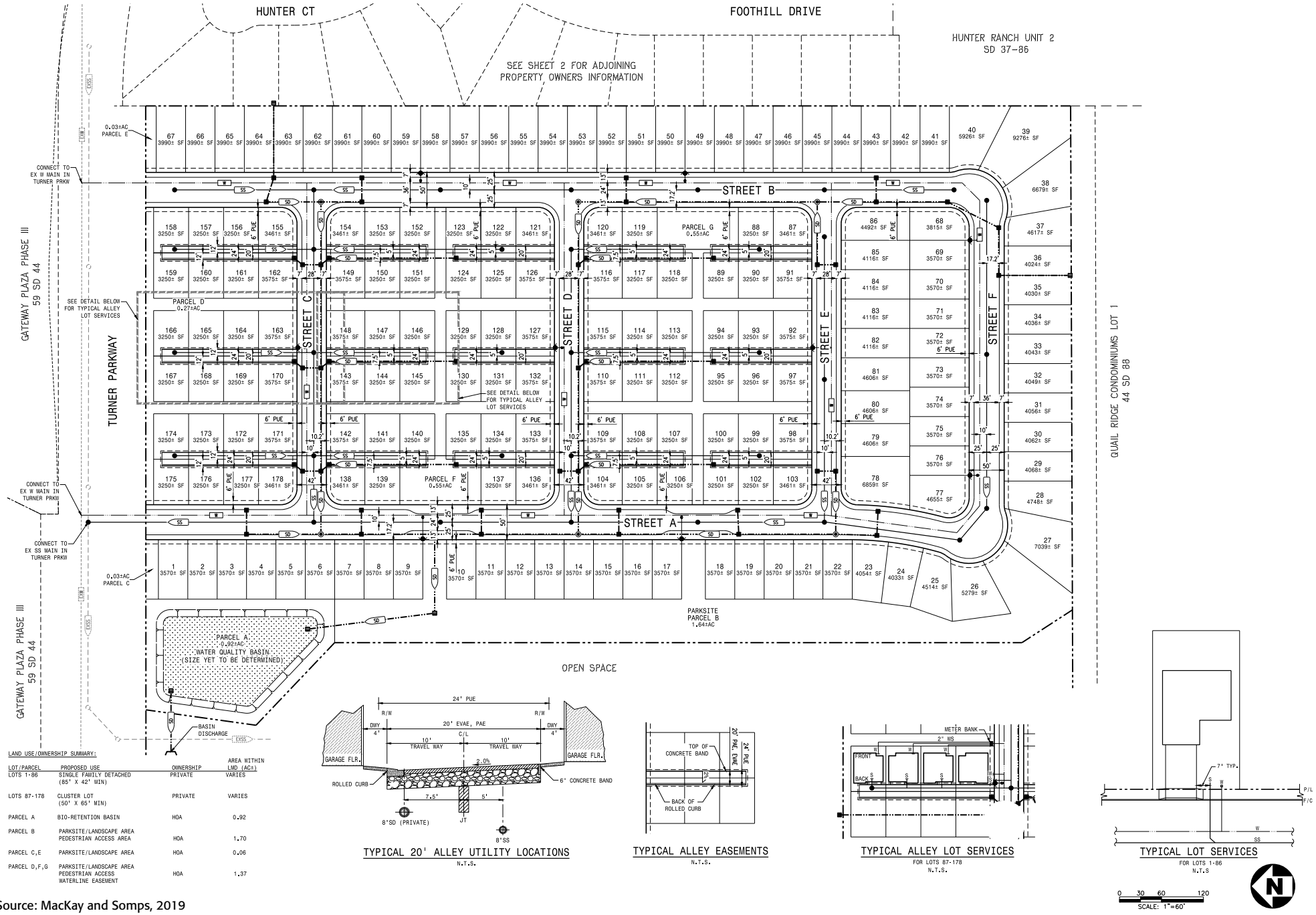
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Source: MacKay and Somps, 2019

FIGURE 3-6: Large Lot Tentative Map
Fairview at Northgate Project

Kimley»Horn



LAND USE/OWNERSHIP SUMMARY:

LOT/PARCEL	PROPOSED USE	OWNERSHIP	AREA WITHIN LMD (AC±)
LOTS 1-86	SINGLE FAMILY DETACHED (85' X 42' MIN)	PRIVATE	VARIES
LOTS 87-178	CLUSTER LOT (50' X 65' MIN)	PRIVATE	VARIES
PARCEL A	BIO-RETENTION BASIN	HOA	0.92
PARCEL B	PARKSITE/LANDSCAPE AREA PEDESTRIAN ACCESS AREA	HOA	1.70
PARCEL C,E	PARKSITE/LANDSCAPE AREA	HOA	0.06
PARCEL D,F,G	PARKSITE/LANDSCAPE AREA PEDESTRIAN ACCESS WATERLINE EASEMENT	HOA	1.37

Source: MacKay and Somps, 2019

FIGURE 3-7: Small Lot Tentative Map
Fairview at Northgate Project

Kimley»Horn

PROJECT SUMMARY:

LAND USE:
RESIDENTIAL - 23.8± AC
COMMERCIAL - 21.8± AC
OPEN SPACE - 5.7± AC
TOTAL - 51.3± AC

RESIDENTIAL SUMMARY:

LOT COUNT:
86 - 42'x85' SINGLE FAMILY LOTS
92 - 50'x60' ALLEY-LOADED LOTS
178 - TOTAL LOTS

COMMERCIAL SUMMARY:

MAJOR RETAILER: 152,138± SF
SHOPS & RETAIL: 27,490± SF

✱ SIGNALIZED INTERSECTION (TWO LOCATIONS)

✱ PROPOSED BUS STOP



Source: MacKay and Somps, 2019

FIGURE 3-8: Site Plan
Fairview at Northgate Project

Kimley»Horn

COMMERCIAL – WESTERN PORTION OF THE SITE

The western portion of the project site is planned for a commercial center. The proposed project uses would accommodate 179,688 square feet (sf) of commercial building area on 21.8 acres. The commercial area is proposed for 5 separate buildings and a gasoline service station accommodating up to 30 fueling dispensers and a related 50-sf kiosk. The commercial center would have 962 parking spaces including accessible spaces for disabled persons.

The northern end of the commercial area is proposed to be developed with smaller-scale commercial buildings and associated parking on approximately 4.56 acres of the 21.8-acre site. This portion of the commercial area would have 188 parking stalls, inclusive of 8 spaces reserved for disabled accessible parking. A restaurant with a drive-thru is proposed for the southernmost building on Admiral Callaghan Lane; potential uses for the other three buildings could include general neighborhood services such as restaurants, health and fitness clubs, medical clinics, pharmacies, salons, laundry, clothing, convenience stores, and other related services. Allowed uses are similar to commercial centers in the surrounding area (e.g., Gateway Plaza) and are specified in the proposed master plan.

The southern portion of the commercial center is proposed for a 152,138 sf Costco store on 17.3 acres of the 21.8-acre commercial area; this would be the largest building on the project site. A rendering of the proposed Costco building is shown in **Figure 3-9: Costco Building Rendering**. Costco intends to relocate their existing Vallejo operations from the existing store within the Gateway Plaza shopping center to the proposed project site a distance of approximately 0.75-mile. The existing Costco building will be available for re-use for general commercial uses consistent with the existing zoning. The existing gas station and related equipment would be decommissioned and removed from the property.[1]

The relocated Costco would be a total of 152, 138 sf, approximately 26,700 sf larger than the existing Costco. The Costco would have 774 parking stalls, of which 16 would be reserved for disabled accessible parking. The Costco building would be set back from the roadway approximately 450 feet, separated from Admiral Callaghan Lane by the parking lot. The Costco store is open to members weekdays between the hours of 9:00 AM and 8:30 PM. Weekend operating hours open to members are typically from 9:00 AM to 6:00 PM. The Costco store receives deliveries from approximately 2:00 AM to 10:00 AM daily. Approximately 10 trucks a day through a combination of Costco branded delivery trucks and bread trucks.

Similar to the existing warehouse, the proposed Costco store would include a tire center. The tire center installation area would be approximately 2,700 sf including 5 bays for tire installation. Operating hours for the tire center are anticipated to be 6:00 AM to 9:30 PM on weekdays and 6:00 AM to 7:00 PM on weekdays. The tire center would receive deliveries approximately 2 times per week.

[1] While not a part of the project, the analysis in this EIR assumes that the 125,437 square foot existing Costco building will be re-occupied with a general commercial retail use as allowed under the current zoning. This analysis assumes that a deed restriction would be placed on the existing building that would preclude discount warehouse or bulk retail sales as future uses at the site.



Source: MG2, 2018

FIGURE 3-9: Costco Building Rendering
Fairview at Northgate Project

Kimley»Horn

A Costco gas station is proposed in the southern portion of the commercial center parking lot. The gas station would have 30 fueling positions; an increase of 14 fueling positions from the existing station at the Gateway Plaza shopping center. Drivers would access the fueling positions via 10 feeder lanes. The gas station would be open seven days a week between 5:00 AM and 10:00 PM. The gas station would include a 50 sf Kiosk for employee use. Costco fuel trucks come to the site to refill the underground fuel storage tanks up to 12 times per day.

Consistent with Costco fueling stations in other Costco warehouse locations throughout California, Costco would employ the following minimal operational and design features to provide environmental safeguards at the proposed fueling station. The operational measures will be added as conditions of approval of the proposed project.

Operational Safeguards

1. The fueling facility is designed to operate as an unattended self-serve facility. However, Costco 's policy is to provide a Costco Gasoline Program trained employee and supervisor at the site during all hours of operation to assist with member safety. The Costco Gasoline training program includes an interactive test that all gasoline employees must pass before working at a Costco Gasoline facility.

2. The facility is supported by senior management in the warehouse during all gasoline station operation hours. The supervisor will be equipped with a roam telephone programmed to receive calls from the fueling facility and warehouse. Every gasoline facility is equipped with a "911" telephone that automatically contacts emergency dispatch in addition to a regular telephone line and roam phones.

3. Employees are trained to identify maintenance requirements and physically inspect the fuel islands regularly during operating hours. Their training includes the proper spill cleanup and emergency response procedures. Trained employees check for leaking hoses, malfunctioning nozzles, fuel spills, and physical damage to the dispensers and controller enclosure. During non-operating hours, the power to the dispensers is turned off and each nozzle pad is locked. Should the system require attention beyond what the trained site person could handle, the local authorized and certified service contractor would be contacted and dispatched to repair the equipment.

4. All elements of the pumps and operational safeguards are be maintained to be in good and proper operating order.

The proposed commercial area would take access from three driveways off of Admiral Callaghan Lane as shown in Figure 3-8. The selection of traffic control devices at the three intersections also considers the City’s concerns regarding traffic signal spacing and the number of traffic signals along Admiral Callaghan Lane.

The driveway configurations are as follows:

- Northern Driveway: Unsignalized, separate outbound left turn and right turn lanes, southbound left turn pocket for inbound left turns;
- Middle Driveway: Signalized, two outbound left turn lanes and one outbound right turn lane, southbound left turn pocket for inbound left turns;
- Southern Driveway: Unsignalized, one outbound right turn lane, no outbound left turn allowed, southbound left turn pocket for inbound left turns.

Admiral Callaghan Lane Improvements

In conjunction with the project driveways, the project includes improvements to Admiral Callaghan Lane. Currently, Admiral Callaghan Lane is a two-lane road with one travel lane in each direction with no bike lanes or sidewalks. The project would improve Admiral Callaghan Lane to an approximately 76-foot cross-section with improvements along the project frontage. The new lane configuration for Admiral Callaghan would consist of two travel lanes in each direction, an eleven-foot landscaped center median, a 5-foot wide bike lane in each direction, and a 4.5-foot wide pedestrian sidewalk on the eastern side (northbound direction) of Admiral Callaghan Lane along the project frontage. None of these proposed improvements would occur within Caltrans right-of-way on the western side of Admiral Callaghan Drive.

Where Blue Rock Springs Creek crosses the southwest corner of the project site, a distance of approximately 90 feet, the proposed road widening would span the creek and would not place fill material or extend the existing culverts.

Turner Parkway Improvements

Turner Parkway currently has two car travel lanes, a bike lane, and sidewalks in each direction with a landscaped center median along the project frontage. Roadway improvements include a traffic signal at the west residential driveway, associated striping, and a crosswalk. The project would construct a new bus stop with a minimum 60-foot long by 10-foot wide bus pullout on the project frontage of Turner Parkway, near the existing crosswalk at the Admiral Callaghan Lane intersection, for buses traveling in the eastbound direction. The new bus pullout would also include a concrete shelter pad behind the sidewalk, a 13' x 3' bus stop shelter, bench, trash can, solar lighting, and a bus stop sign.

RESIDENTIAL – EASTERN PORTION OF THE SITE

The residential component would be located on the eastern portion of the project site on 23.8 acres. The project proposes 178 single-family detached units with two building types: those with a private front courtyard and alley loaded garages, and those with traditional driveways and front-loaded garages. The 92 alley-loaded residences, generally located within the interior of the project site, would have courtyards and garage access from the north-south-oriented alleys. The alleys, each shared among either 6 or 8 residences, would be accessed from east-west-trending 42-foot-wide interior streets. Between the interior residences, landscaped paseos would provide access to the front of the homes. The alley loaded homes would come in three different designs styles with subtle architectural differences among the three

designs. A conceptual design of home with an alley facing garage is shown in **Figure 3-10: Residential Architecture – Alley Facing Garage**. Of the remaining 86 residences, 67 would be located around the perimeter of the residential area and 19 residences would be in the southern residential zone. The 86 residential units would be traditional single-family detached units on parcels with a 42-foot minimum width and an 85-foot minimum depth. The traditional residential units would feature a front driveway and front entryway facing the streets and be generally oriented to the interior of the residential area. These homes would also come in three different design styles with subtle variations among the designs. A conceptual design of home with a street-facing garage is shown in **Figure 3-11: Residential Architecture – Street Facing Garage**. The average density for the residential uses would be 7.9 units per gross acre.

The residential component of the project would be accessed from two driveways off Turner Parkway as shown in Figure 3-8. The western residential driveway was assumed to be signalized with full access for all movements. The eastern driveway was assumed to be unsignalized with right-in/right-out access only. Signalization of the western driveway would include a modification of the existing center median to provide a left-turn lane into the project site and a left turn out of the project site. Pedestrian improvements at this intersection include a crosswalk across Turner Parkway.

OPEN SPACE - WETLANDS

The central portion of the proposed project site would be preserved as open space would consist of 5.7 acres. Development would be precluded in this area. This area drains the existing off-site residential developments to the south and southeast of the project site. Portions of this area are designated as seasonal wetlands. This open space would separate the proposed project's commercial and residential components and provide a buffer between the two uses. This area would be subject to protective restrictions that would not allow for public or private use and the open space would be secured by attractively designed perimeter fencing consistent with the appearance of open space. The open space would be owned, managed, and maintained by a homeowners association (HOA) created in connection with the residential component of the proposed project. The open space would only be accessible via private gates in order to facilitate maintenance activities.

PARKS AND PEDESTRIAN ACCESS

The proposed project would provide parks and privately maintained greenspace to fulfill the City's Quimby Act parkland dedication requirements. The proposed project would include approximately 2.66 acres of parks and trails. The park area includes two pocket parks (0.15-acre each) and two linear paseos (0.13-acre each) which would be for the use of project residents. A 1.92-acre linear park with trail would be located between the residential area and the 5.7-acre open space area described above. The linear park and trail would connect to a 0.18-acre open space area with a meandering pathway along Turner Parkway. The proposed project was designed to include these walkways in order to encourage pedestrian activity within the residential community as well as from the residential community to the service-oriented uses at the north end of the commercial area. The proposed project would be required to pay an in-lieu fee as mitigation for any amount of parkland acreage not provided.



Front Elevation 1A



Front Elevation 1B



Front Elevation 1C

Source: ktgy, 2019

FIGURE 3-10: Residential Architecture - Alley Facing Garage
Fairview at Northgate Project

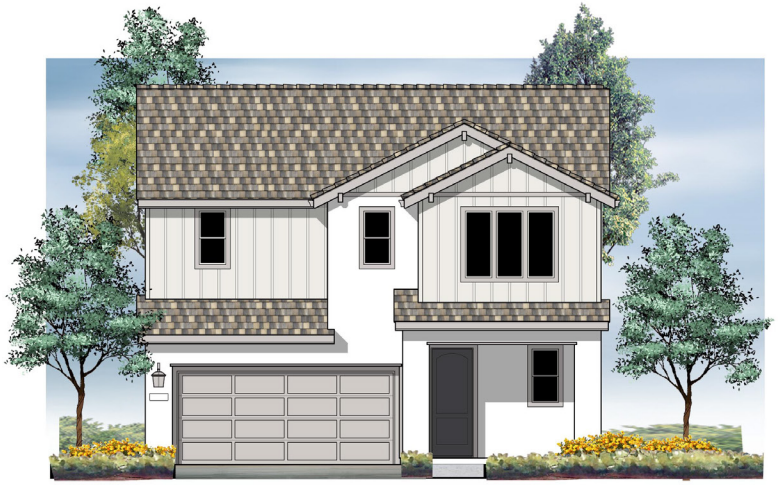
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Front Elevation 1A



Front Elevation 1B



Front Elevation 1C

Source: ktgy, 2019

FIGURE 3-11: Residential Architecture - StreetFacing Garage
Fairview at Northgate Project

Kimley»Horn

HOMEOWNERS ASSOCIATION (HOA)

The proposed residential portion of the proposed project, as well as the open space and water quality basin, would be managed and maintained by an HOA. Assessments would be placed upon each residential unit to provide for proper ongoing management, maintenance, and replacement of private common area landscaping and storm drainage infrastructure including features associated with water quality/C3 requirements (i.e., the C3 Basin and C3 compliant water quality features), erosion control, parks, and open space. HOA formation documents and covenants, conditions, and restrictions (CC&Rs) would establish strict guidelines on monitoring and maintenance requirements based upon reasonable obligations set forth by the developer and any agencies having jurisdiction over any specific facility or infrastructure designated to be maintained by the HOA. The HOA and CC&Rs would be formed prior to any occupancies within the residential portion of the proposed project and all proper disclosures regarding obligations and assessments would be clearly disclosed at the time of home sales.

SIGNAGE PLAN

The project includes a signage plan to demonstrate that all proposed project signs would conform to Zoning Code requirements. Proposed signs would include, but not be limited to, the commercial center and businesses located therein; low ground level signs at the entrances to the residential development; new street signs on Admiral Callahan Lane and Turner Parkway; and street signs naming the entrance drives to the residential area and signs for interior streets. All signs would be in acceptable and approved locations, and of acceptable materials, colors, sizes, and illumination (if applicable) requiring City approval prior to installation.

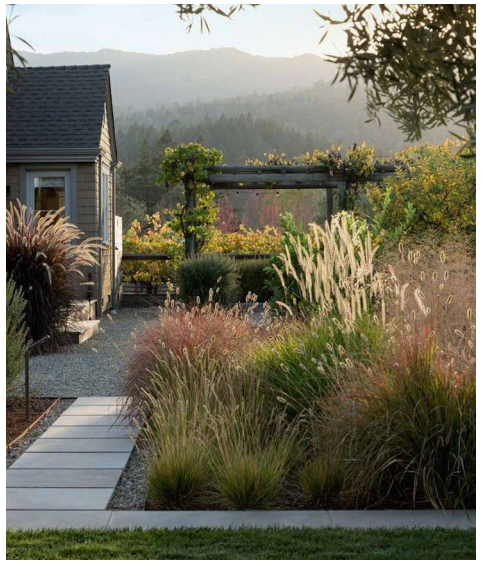
LANDSCAPING

The proposed project has been designed to be consistent with the State of California's Model Water Efficient Landscape Ordinance (MWELO), adopted January 1, 2010 and updated on July 15, 2015. The project includes common landscape areas to enhance and preserve the natural setting. The proposed project includes a landscaping plan for both the residential and commercial areas. The proposed landscape plan is shown in **Figure 3-12: Conceptual Landscape Plan.** The project would be planted with trees within the parking lots of the commercial areas and within the residential area, bio-retention areas, and site perimeter.

Trees within the commercial area would be planted within landscaped medians, along the site perimeters, and within parking lot planting islands. The proposed landscaping in the commercial area is shown in **Figure 3-13: Conceptual Commercial Area Landscape Plan**. The tree pallet would include, but not be limited to, autumn applause ash, autumn purple ash, scarlet oak, summit ash, maidenhair tree, rustic rubra magnolia, Cleveland pear, deodar cedar, and Italian stone pine. A small retail plaza is proposed at the northwestern corner of the commercial area. This area would provide some enhanced landscaping, seating areas with tables and umbrellas, and a focal entry point with elements that could include a water feature, plantings and a sculpture. This area is shown in **Figure 3-14: Conceptual Plaza Retail Plaza Landscape Plan**. This area also provides a terminus for the meandering pathway that connects the commercial area of the project site to the residential area. The meandering pathway is shown in Figure 3-8.



1. Retail Plaza
2. 8' concrete path
3. Existing sidewalk, typ.
4. Stormwater treatment area
5. Stormwater treatment planter, typ.
6. Open Space: Linear Park and Wetland
7. Western Community Park
8. 8' Pedestrian connections through parking lot, typical
9. Costco Gas Station
10. Eastern residential play park
11. Single family homes, typ.



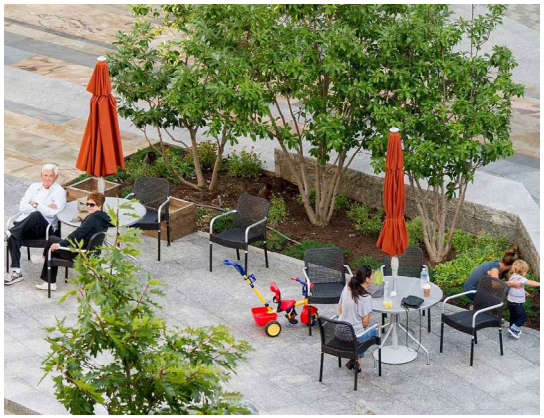
Source: Gates + Associates, 2019

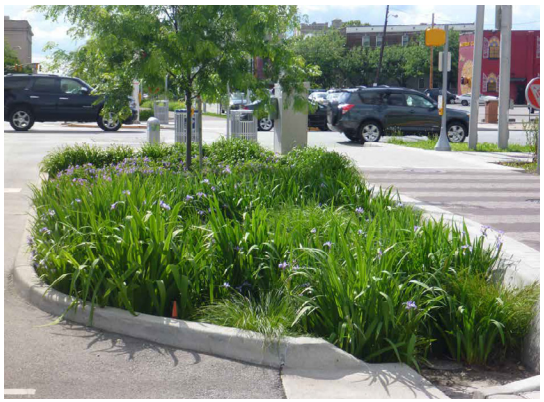
FIGURE 3-12: Landscape Plan
Fairview at Northgate Project

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1. 8' concrete path
2. Native tree and shrub planting softens retail development
3. Stormwater treatment planter, typ.
4. Existing sidewalk
5. Retail Plaza
6. Drive-thru is screened from street
7. 8' wide pedestrian connections through parking lot, typical
8. Proposed PG&E gas line easement (shrub planting, no trees)
9. Costco Gas Station



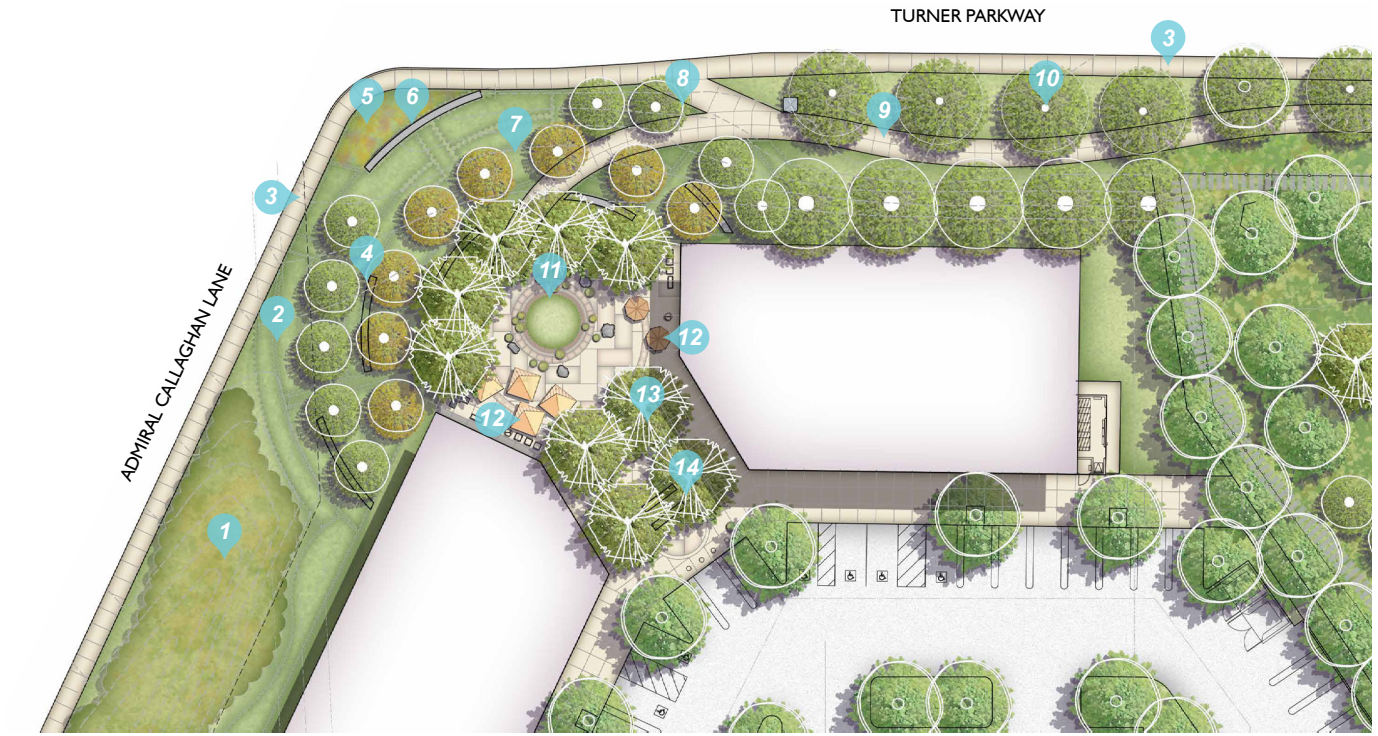


0 30 60 120

Source: Gates + Associates, 2019

FIGURE 3-13: Conceptual Commercial Area Landscape Plan
Fairview at Northgate Project

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1. Proposed PG&E gas line easement (no trees)
2. Bands of ornamental grasses
3. Existing sidewalk, typ.
4. Low stone walls
5. Colorful planting
6. Signage on low stone wall
7. Bold planting in circular bands
8. Stone marker at pedestrian walk
9. 8' concrete path
10. Most existing street trees to remain on Turner Parkway
11. Raised planting with seatwalls
12. Tables and umbrellas near cafe entries
13. Seating niche with pots, seatwalls, flowering trees
14. Focal entry feature with planting









Source: Gates + Associates, 2019

0 8 16 32

FIGURE 3-14: Conceptual Retail Plaza Landscape Plan
Fairview at Northgate Project

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The residential component of the project would include several different outdoor amenities to enhance outdoor recreation and access within the residential neighborhood. **Figure 3-15: Conceptual Residential Paseo Landscape Plan**, provides an illustration of the typical landscaping for the paseos, or walkways, internal to the residential neighborhood. These areas would provide pedestrian access to the front of the homes located in this area. These walkways would consist of enhanced paving and would be lined with fruit trees and would have outdoor seating areas at various locations along the walkway. These pathways would also provide access to green spaces within the neighborhood.

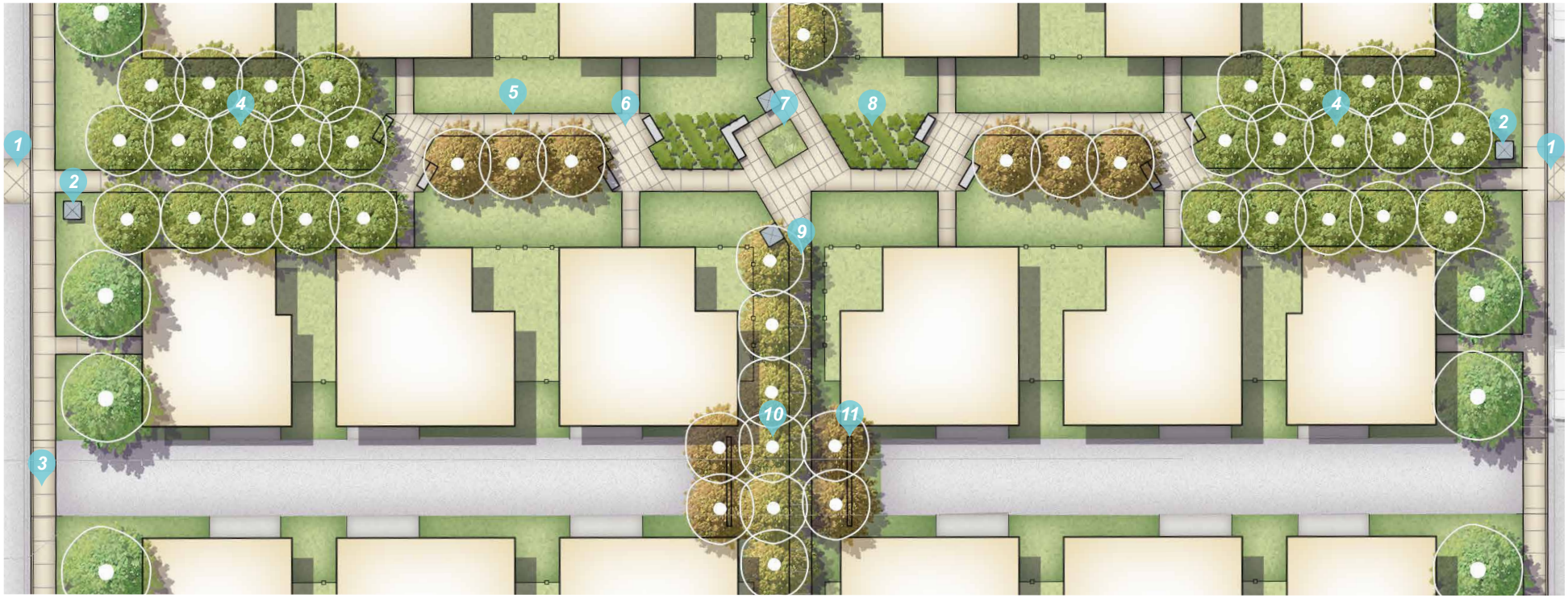
The residential area includes three park areas. A western play park is shown in **Figure 3-16: Conceptual Western Community Park Landscape Plan.** This area consists of enhanced or decorative paving and have features that would facilitate gatherings for neighborhood residents such as seat walls, lounge seating, a fire pit, group seating area, and a dining area (picnic tables). This area would provide access to the linear park.

The proposed linear park is shown in **Figure 3-17: Conceptual Linear Park Landscape Plan.** The linear park extends along the western boundary of the residential neighborhood. This park area is centered around a pathway that would be lined with fruit tree orchards, a community garden, picnic tables, and seating areas. In addition to connecting to the Western Community Park, the linear park would connect to the proposed meandering pathway that would run parallel to Turner Parkway. This meandering pathway would connect the residential and commercial neighborhoods.

A park focused on children's activities in proposed on the eastern side of the residential neighborhood. The layout of this park is shown in **Figure 3-18: Conceptual Eastern Play Park Landscape Plan.** This park area includes a tot lot with overhead shade structure, seat walls, seating areas, picnic tables, fencing, and screening trees. This park would be connected to the residential area through the paseo walkways.

UTILITIES

The proposed project would be designed, developed and constructed with all utility infrastructure (water, electric, gas, sanitary sewer, storm water, cable/internet) required for the operation and maintenance of the proposed commercial and residential project improvements. The proposed project would tie into existing utility lines, mains and infrastructure located in the adjacent public right of way (i.e., Admiral Callaghan Lane and Turner Parkway) or easements and extend these lines, mains and infrastructure into the proposed project site. As a part of the proposed project, the existing PG&E gas line and easement would be realigned to the western edge of the property along the southern and western property boundary. A portion of the VFWD sewer main and easement would also be realigned to be located within the proposed parking lot on the west side of the proposed Costco building. The portion of the sewer line that would no longer be in use would be abandoned in place and left in its current location. The proposed relocated utility easements are shown in **Figure 3-19: Utility Plan Relocations**.



1. Stamped asphalt pedestrian crosswalks
2. Stone markers define paseo entries, typ.
3. 5' wide concrete sidewalk
4. Fruit tree orchards at paseo entries, typ.
5. Paths alternate providing equal access to green space
6. Angled patios at entries to homes with seatwalls
7. Community herb garden with seatwalls
8. Landscape planting in rows for agrarian style
9. East/West pedestrian connection through center of block
10. Evergreen orchard planting at ends of auto accessways
11. Walls at ends of auto accessways protect pedestrians



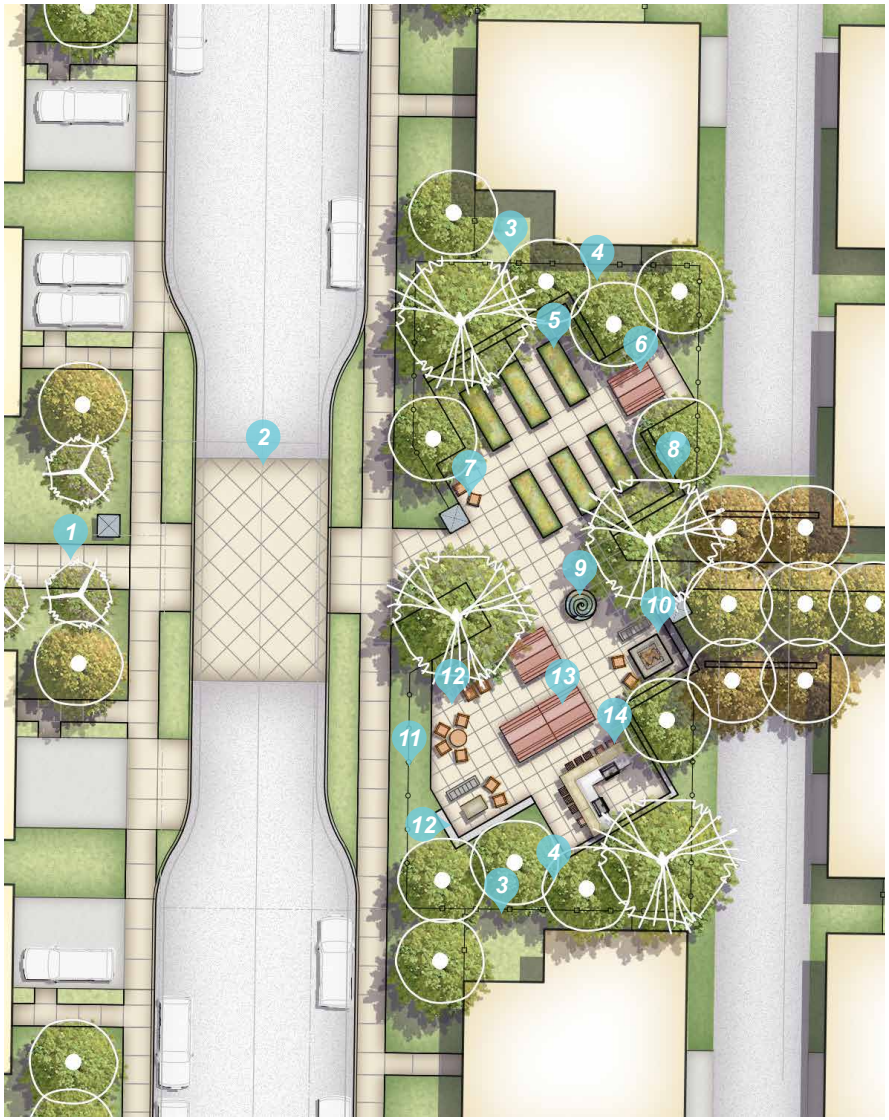




Source: Gates + Associates, 2019

FIGURE 3-15: Conceptual Residential Paseo Landscape Plan
Fairview at Northgate Project

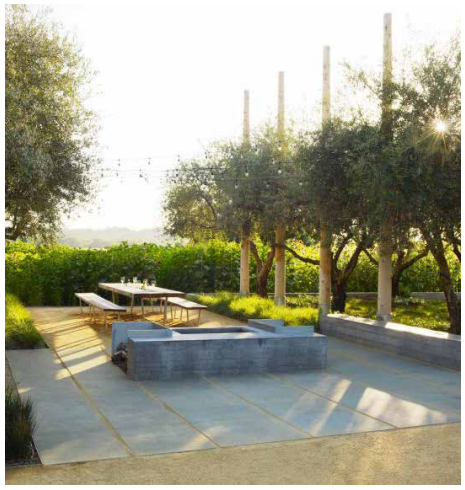
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1. Pedestrian connection to linear park
2. Bulbout and stamped asphalt at crossing
3. Screen fence, typ.
4. Landscape buffer adjacent to homes, both sides
5. Community garden with raised planter beds
6. Picnic table
7. Small group lounge seating area
8. Seatwalls, typ.
9. Focal Point: Sculpture, potted plant, or message kiosk
10. Fire pit community space
11. View fence, typ.
12. Large group lounge seating
13. Large group dining
14. Grilling island with bar-height seating









Source: Gates + Associates, 2019

FIGURE 3-16: Conceptual Western Community Park Landscape Plan
Fairview at Northgate Project

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1. Gateway marker, typ.
2. Existing sidewalk
3. Wood split rail fence at wetland edge
4. 8' concrete path
5. Stormwater treatment area
6. Stormwater overlook with seat pads, typ.
7. 8' wide trail: 6' wide asphalt with 1' wide DG* edges
8. Wetland view fence, split rail wood style, typ.
9. Tree and shrub planting soften Costco & parking
10. 8' wide concrete entry walk to linear park from neighborhood, typ.
11. Ornamental & edible planting in agrarian-style rows
12. Bench seating, typ.
13. Fruit & nut trees at neighbor property lines, typ.
14. Gateway with seatwalls and focal point
15. Picnic tables, typ.
16. Lounge seating nodes, typ.
17. Wetland open space with native planting
18. Wetland setback line

* DG is decomposed granite





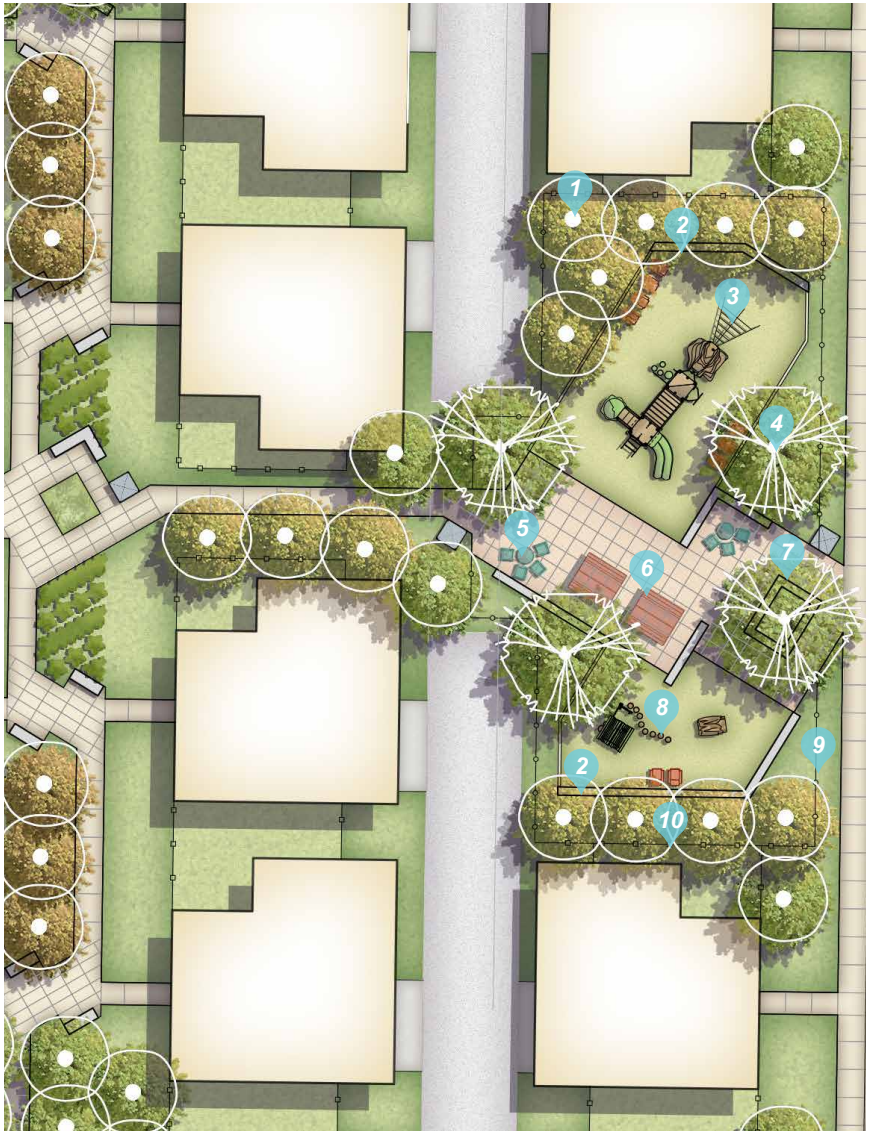


0 20 40 80

Source: Gates + Associates, 2019

FIGURE 3-17: Conceptual Linear Park Landscape Plan
Fairview at Northgate Project

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1. Buffer planting at homes
2. Seatwalls, typical
3. 5-12 year old nature-inspired play
4. Large shade trees, typical
5. Lounge seating
6. Picnic tables
7. Large shade tree with seatwalls
8. 2-5 year old nature-inspired play
9. View fence
10. Screen fence













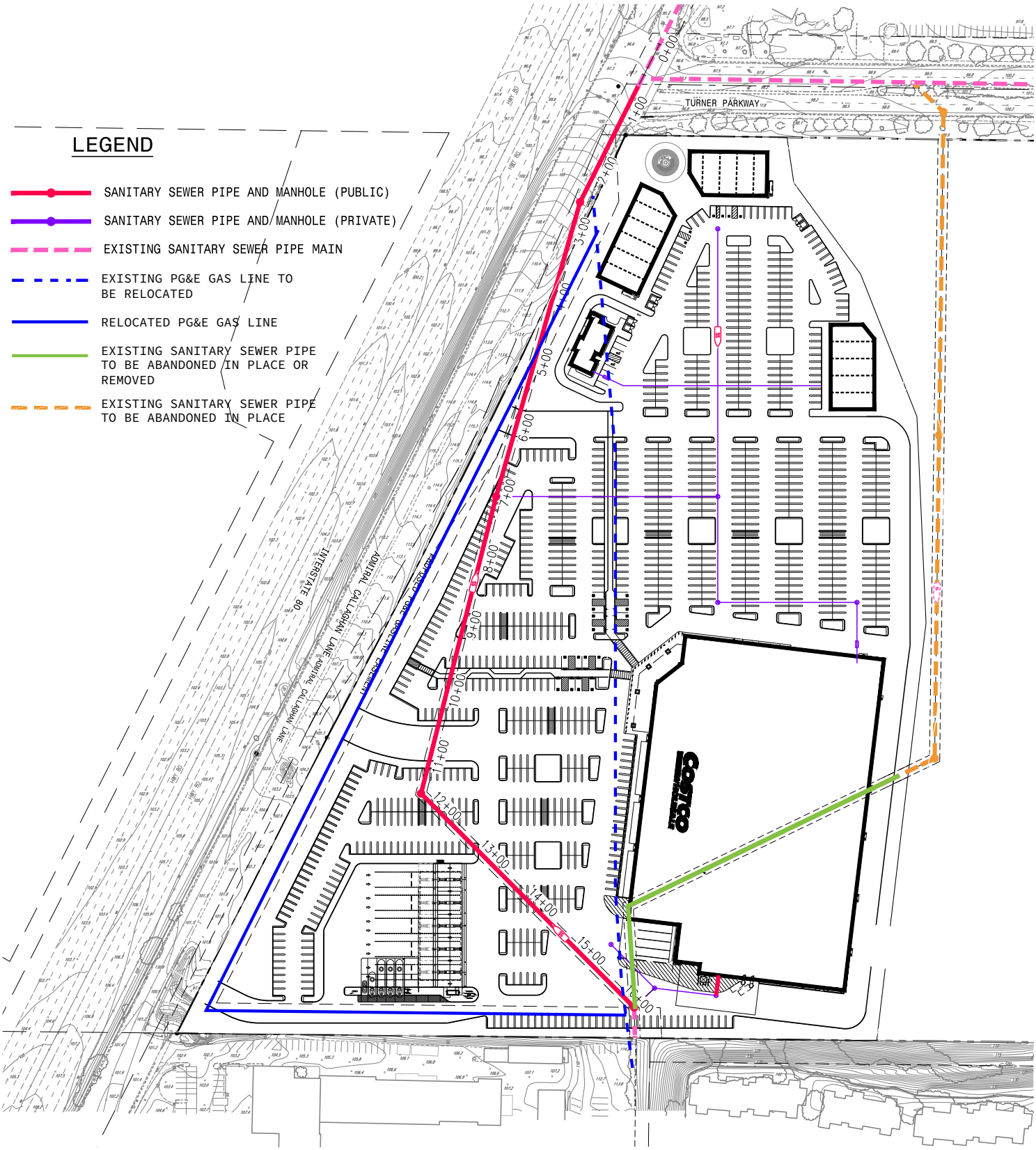




Source: Gates + Associates, 2019

FIGURE 3-18: Conceptual Eastern Play Park Landscape Plan
Fairview at Northgate Project

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Source: MacKay and Somps, 2019

FIGURE 3-19: Utility Plan
Fairview at Northgate Project

Not to scale

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Water Quality Basin and C3 Requirements

The proposed project would be designed to comply with the California Regional Water Quality Control Board Municipal Regional Permit and associated Municipal Regional Permit Stormwater C3 requirements[2]. The proposed project would include appropriate source controls, to manage trash, sediment, and metal capture, and to reduce total maximum daily loads (TMDL), unwanted discharges, and to prevent increases in runoff flows.

To achieve these goals, the commercial area of the proposed project includes bioretention areas incorporated into the parking medians and landscaped areas within the commercial area are a part of the project. The bioretention areas in the commercial area are shown in **Figure 3-20: Commercial Water Quality Treatment Areas**. The final location and design of the C3 source control storm water treatment measures would be determined based on final project design and would be detailed in a final storm water drainage design report. The C3 compliant water quality features within the commercial component of the project would be managed and maintained by the owner(s) of the commercial parcels.

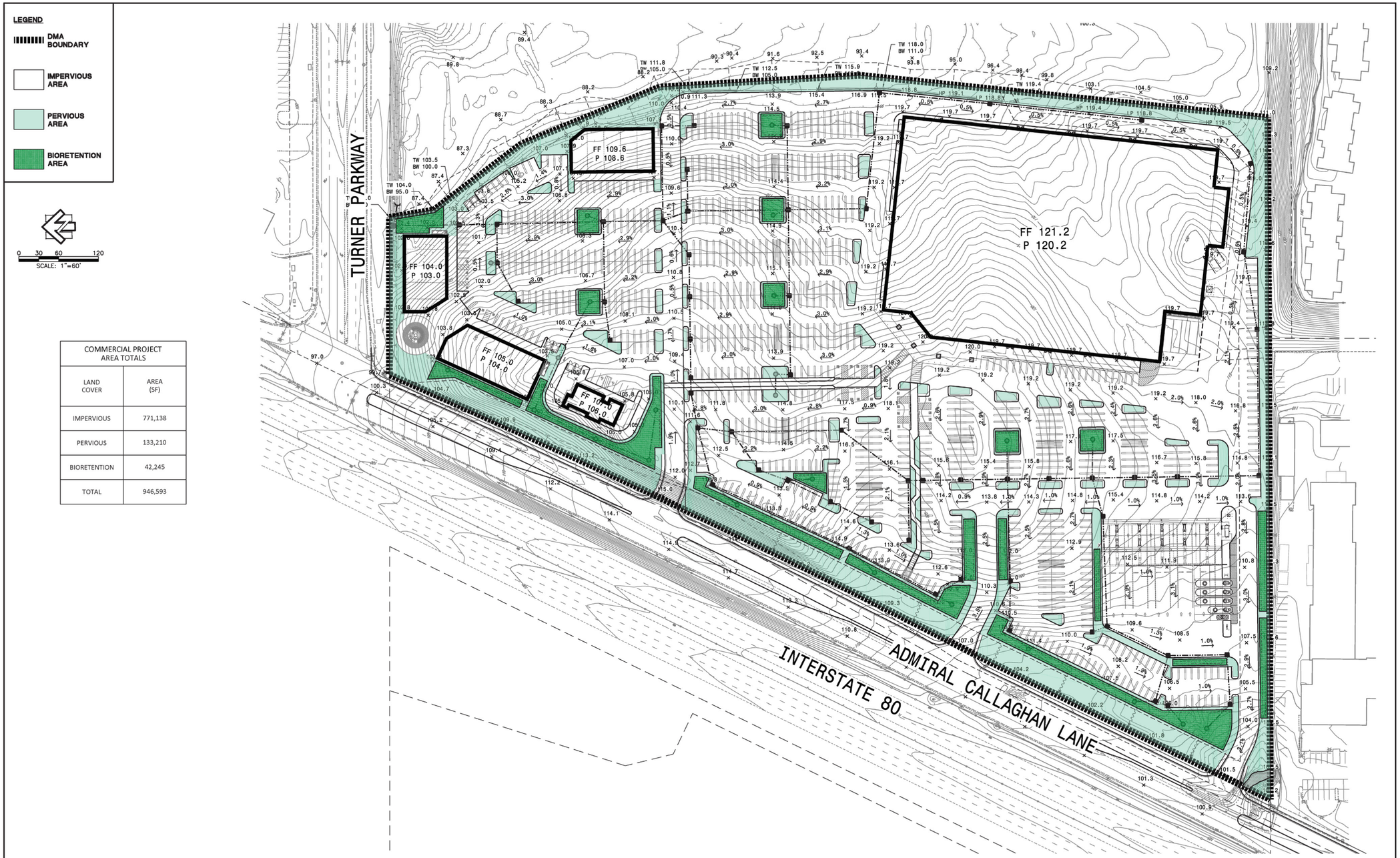
The residential area of the proposed project includes a 0.25-acre water bioretention basin (C3 Basin) on the northern portion of the site between the open space and residential area just south of Turner Parkway. This basin is shown in **Figure 3-21: Residential Water Quality Treatment Areas**. The C3 Basin and other C3 compliant water quality features within the residential component of the project would be managed and maintained by the HOA. The C3 basin would be designed to manage storm flows from the proposed project and treat run-off before being released downstream.

Water, Electric, and Natural Gas

Water services would be provided by the City of Vallejo Water Department (CVWD), which provides water service to residents and businesses, including approximately 121,000 people through more than 38,000 service connections. Future development of the project site would require coordination with the CVWD to ensure that all needed permits, engineering, and maintenance requirements are in place to properly serve future residents and commercial tenants. The commercial component of the proposed project will connect to the existing water main within Admiral Callaghan Lane. The layout of the commercial water system is shown in **Figure 3-22: Commercial Water System**. Likewise, the residential component of the proposed project will connect to the existing water main within Turner Parkway. The layout of the residential water system is shown in **Figure 3-23: Residential Water System**.

The proposed project is within the service area of the Pacific Gas & Electric Company (PG&E) which provides electric and natural gas service. Mare Island Electric and Gas also provides service for some areas within the City, but the proposed project site is outside of its service area. The proposed project would tie into existing natural gas and electric lines adjacent to the project site and, as part of project construction within areas proposed for disturbance, extend the lines into the project site. All extensions would conform to applicable building standards.

[2] C3 refers to Provision C.3 of the Municipal Regional Stormwater Permit (MRP) which requires projects to implement post-construction stormwater management measures to reduce stormwater pollution and limit increases in stormwater flows.



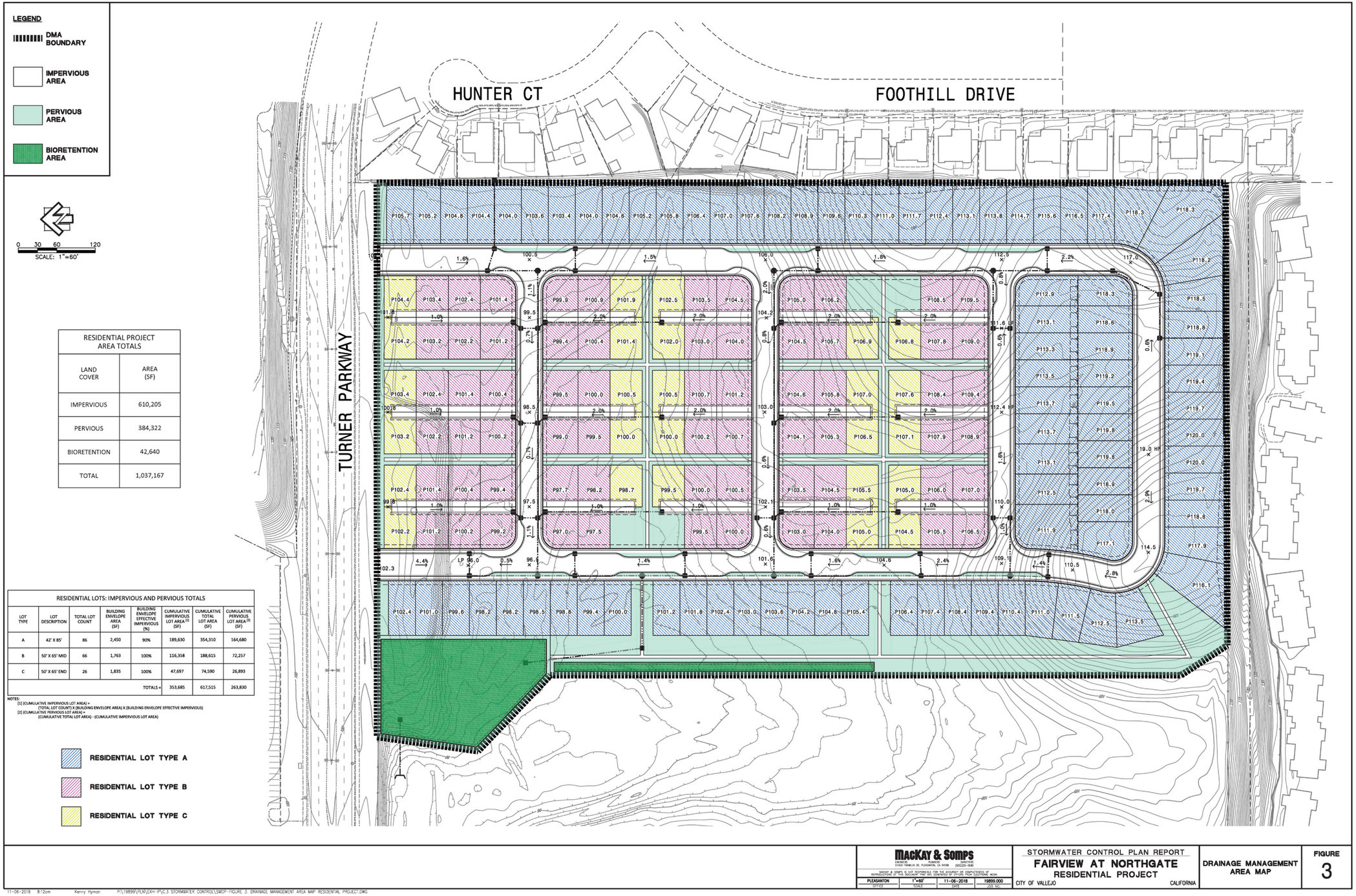
COMMERCIAL PROJECT AREA TOTALS	
LAND COVER	AREA (SF)
IMPERVIOUS	771,138
PERVIOUS	133,210
BIORETENTION	42,245
TOTAL	946,593

Source: MacKay and Somps, 2019

FIGURE 3-20: Commercial Water Quality Treatment Areas
Fairview at Northgate Project

Not to scale

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RESIDENTIAL PROJECT AREA TOTALS	
LAND COVER	AREA (SF)
IMPERVIOUS	610,205
PERVIOUS	384,322
BIORETENTION	42,640
TOTAL	1,037,167

RESIDENTIAL LOTS: IMPERVIOUS AND PERVIOUS TOTALS

LOT TYPE	LOT DESCRIPTION	TOTAL LOT COUNT	BUILDING ENVELOPE AREA (SF)	BUILDING ENVELOPE EFFECTIVE IMPERVIOUS (%)	CUMULATIVE IMPERVIOUS LOT AREA [1] (SF)	CUMULATIVE TOTAL LOT AREA (SF)	CUMULATIVE PERVIOUS LOT AREA [2] (SF)
A	42' X 85'	86	2,450	90%	189,630	354,310	164,680
B	50' X 65' MID	66	1,763	100%	116,358	188,615	72,257
C	50' X 65' END	26	1,835	100%	47,697	74,590	26,893
				TOTALS =	353,685	617,515	263,830

NOTES:
[1] (CUMULATIVE IMPERVIOUS LOT AREA) = (TOTAL LOT COUNT) X (BUILDING ENVELOPE AREA) X (BUILDING ENVELOPE EFFECTIVE IMPERVIOUS)
[2] (CUMULATIVE PERVIOUS LOT AREA) = (CUMULATIVE TOTAL LOT AREA) - (CUMULATIVE IMPERVIOUS LOT AREA)

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STORMWATER CONTROL PLAN REPORT
FAIRVIEW AT NORTHGATE
RESIDENTIAL PROJECT
CITY OF VALLEJO CALIFORNIA

DRAINAGE MANAGEMENT AREA MAP

FIGURE 3

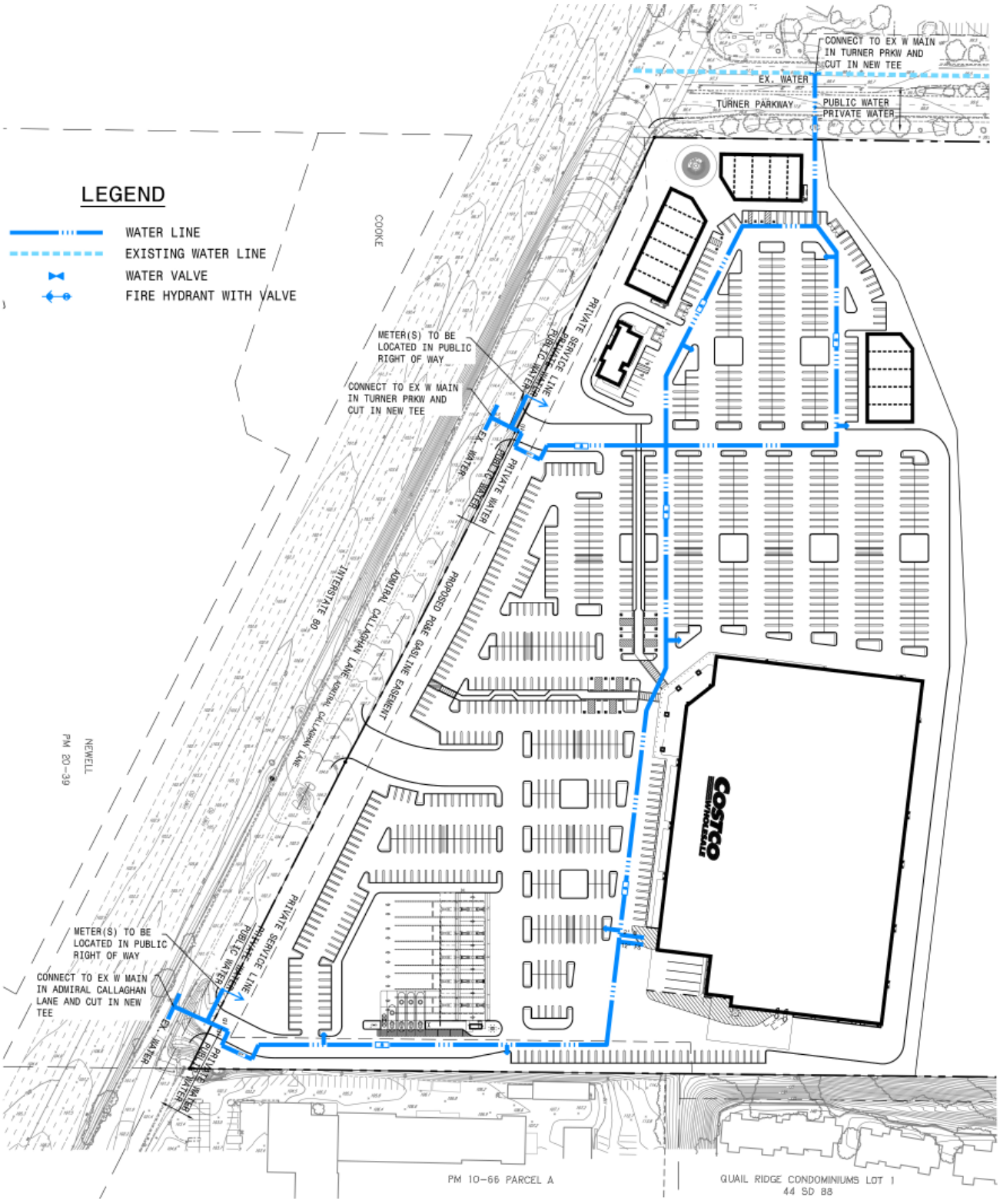
11-06-2018 8:12am Kenny Hyman P:\19899\PLN\DOH-PVC\3 STORMWATER CONTROL\SWCP-FIGURE 3 DRAINAGE MANAGEMENT AREA MAP RESIDENTIAL PROJECT.DWG

Source: MacKay and Somps, 2019

FIGURE 3-21: Residential Water Quality Treatment Areas
Fairview at Northgate Project

Not to scale

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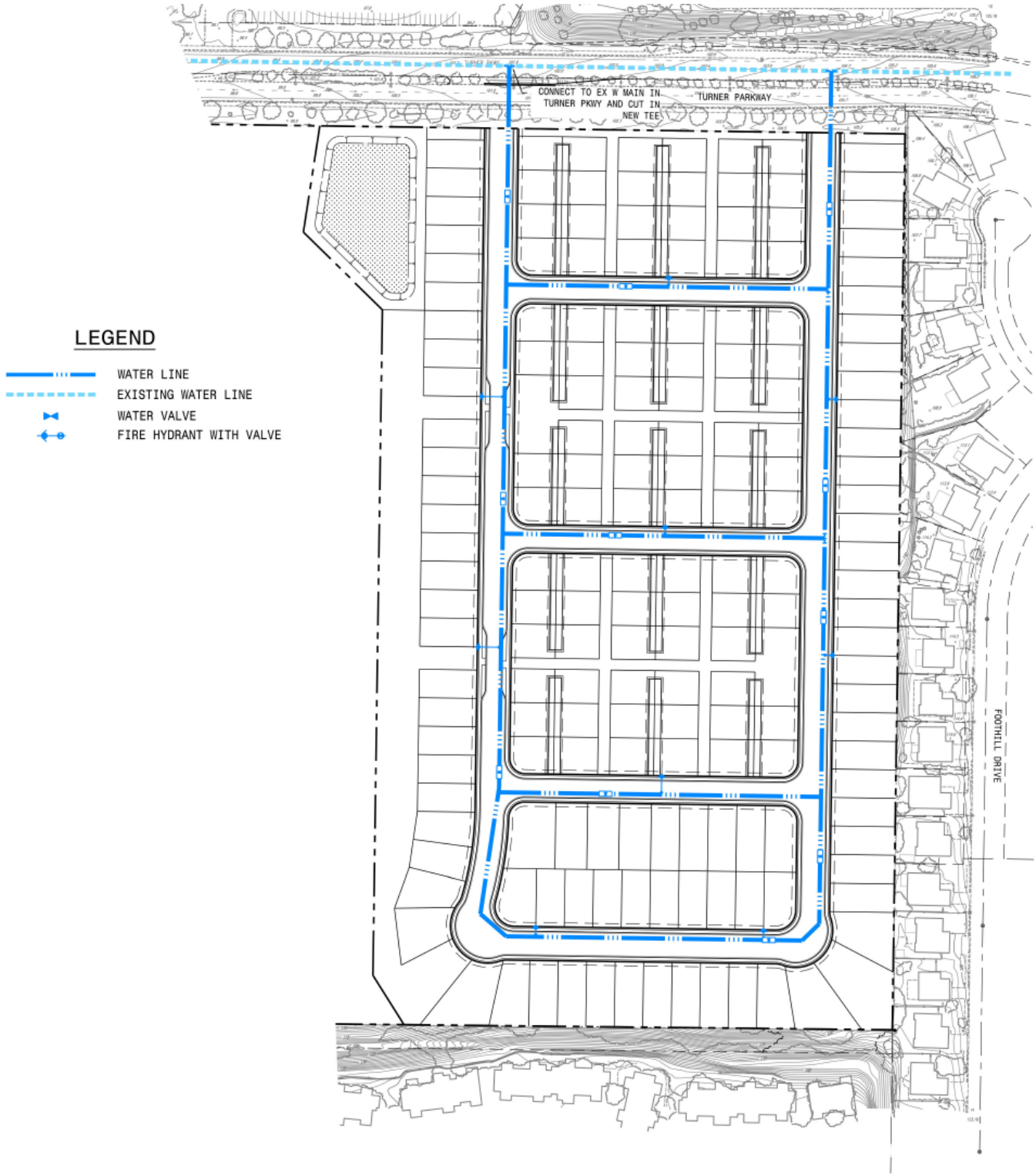


Source: MacKay and Somps, 2019

FIGURE 3-22: Commercial Water System
Fairview at Northgate Project

Not to scale

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Source: MacKay and Somps, 2019

FIGURE 3-23: Residential Water System
Fairview at Northgate Project

Not to scale

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The proposed project would work with the local utility providers to relocate existing utility lines, if required. An existing PG&E gas main traverses the commercial component of the proposed project site in a north/south direction. The proposed project would remove this gas main from its current location and relocate it to run along the southern boundary of the proposed project site in a westerly direction to Admiral Callaghan Lane, and then along and within the Admiral Callaghan Lane right of way and reconnecting with existing facilities to the north of the proposed project site as depicted in Figure 3-19. The proposed project would tie into the relocated gas main along Admiral Callaghan Lane and existing facilities along Turner Parkway adjacent to the proposed project and, as part of construction of the proposed project, extend the gas lines into the project site. All extensions would conform to applicable building standards.

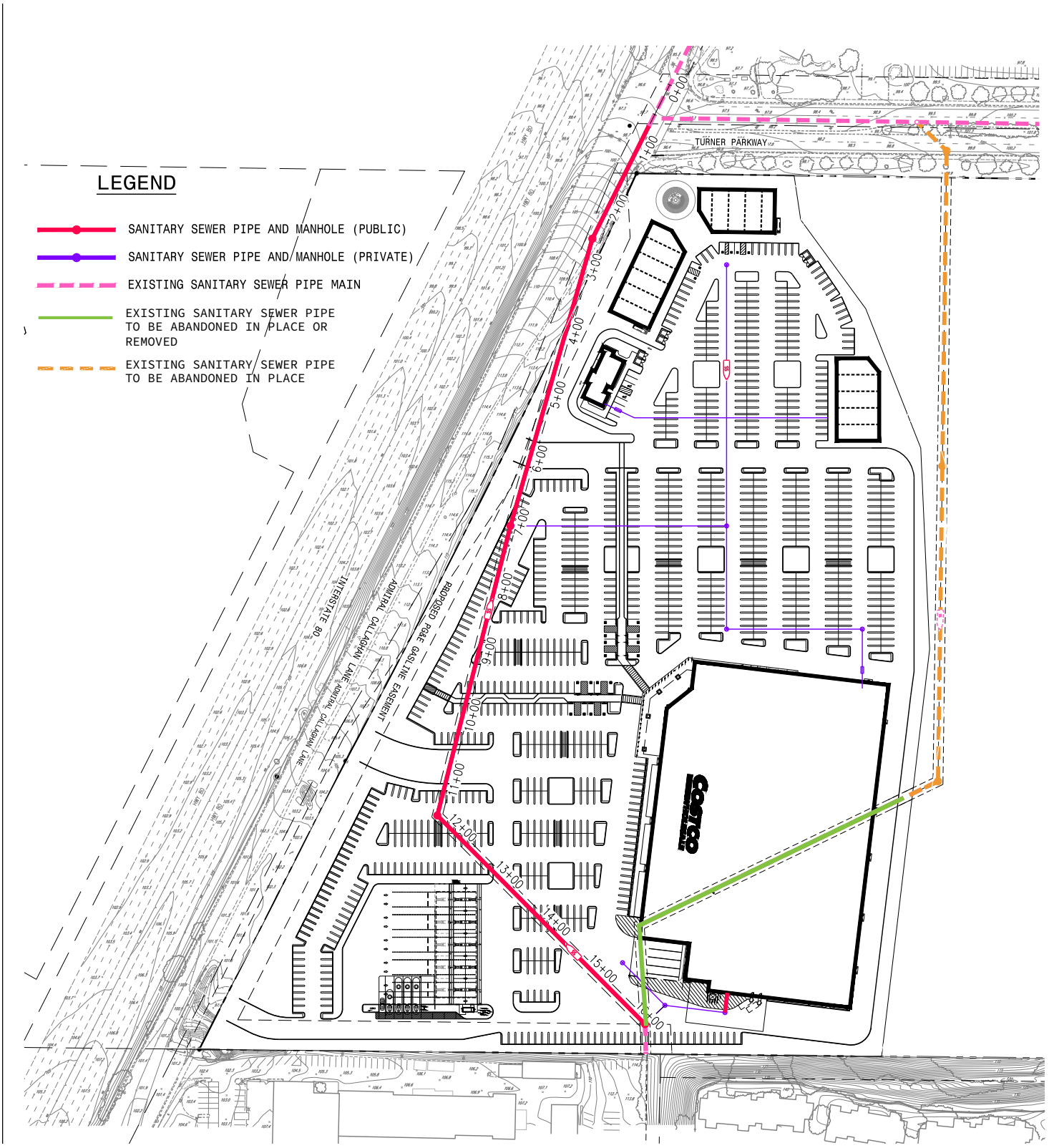
Sanitary Sewer and Storm Water

The proposed project would tie into the existing sanitary sewer and storm water facilities located adjacent to the site. An existing sanitary sewer main is located within Turner Parkway and traverses the project site where it extends offsite to the south. The commercial component of the proposed project would tie into the existing sewer main at the southern property boundary and, as part of construction of the proposed project, extend the sewer main into the commercial area as depicted in **Figure 3-24: Commercial Sewer System**. As described above, a portion of the existing sewer would be relocated to accommodate the future building pad for the Costco store. The portion of the sewer main no longer in use would be abandoned in place. The existing sewer main under the proposed Costco building envelope could be removed depending on final recommendations of a geotechnical engineer. The portion of the sewer main within the proposed open space area would be abandoned in place and would not be removed. The sewer system for the proposed residential development would extend a sewer main directly from the existing main in Turner Parkway into the project site. The residential sewer system is shown in **Figure 3-25: Residential Sewer System**. All extensions would conform to applicable building standards.

Currently, surface water on the site is conveyed offsite through existing culverts located under Turner Parkway on the northern property boundary and existing culverts located in the southwestern corner of the site. The project would design, construct, and maintain the C3 compliant storm water features outlined above as well as a storm drain system to control and release surface water into these existing drainage areas. The commercial storm drain system is shown in **Figure 3-26: Commercial Storm Drain System** and the storm drain system for the residential area is shown in **Figure 3-27: Residential Storm Drain System**. The proposed project would pay all applicable storm water fees to VFWD and storm water infrastructure would be designed to VFWD requirements.

Cable and Internet

Cable and internet services would be provided to the proposed project site through existing service lines, including the City's fiber-optic network, if applicable located within Admiral Callaghan Lane and Turner Parkway and then extended into the proposed project site. The City is served by a variety of media service providers including AllConnect, AT&T, Direct TV, Dish Network, and Comcast. Once the cable lines are installed to the individual businesses and residents, it would be up to individual owners to choose a service provider.

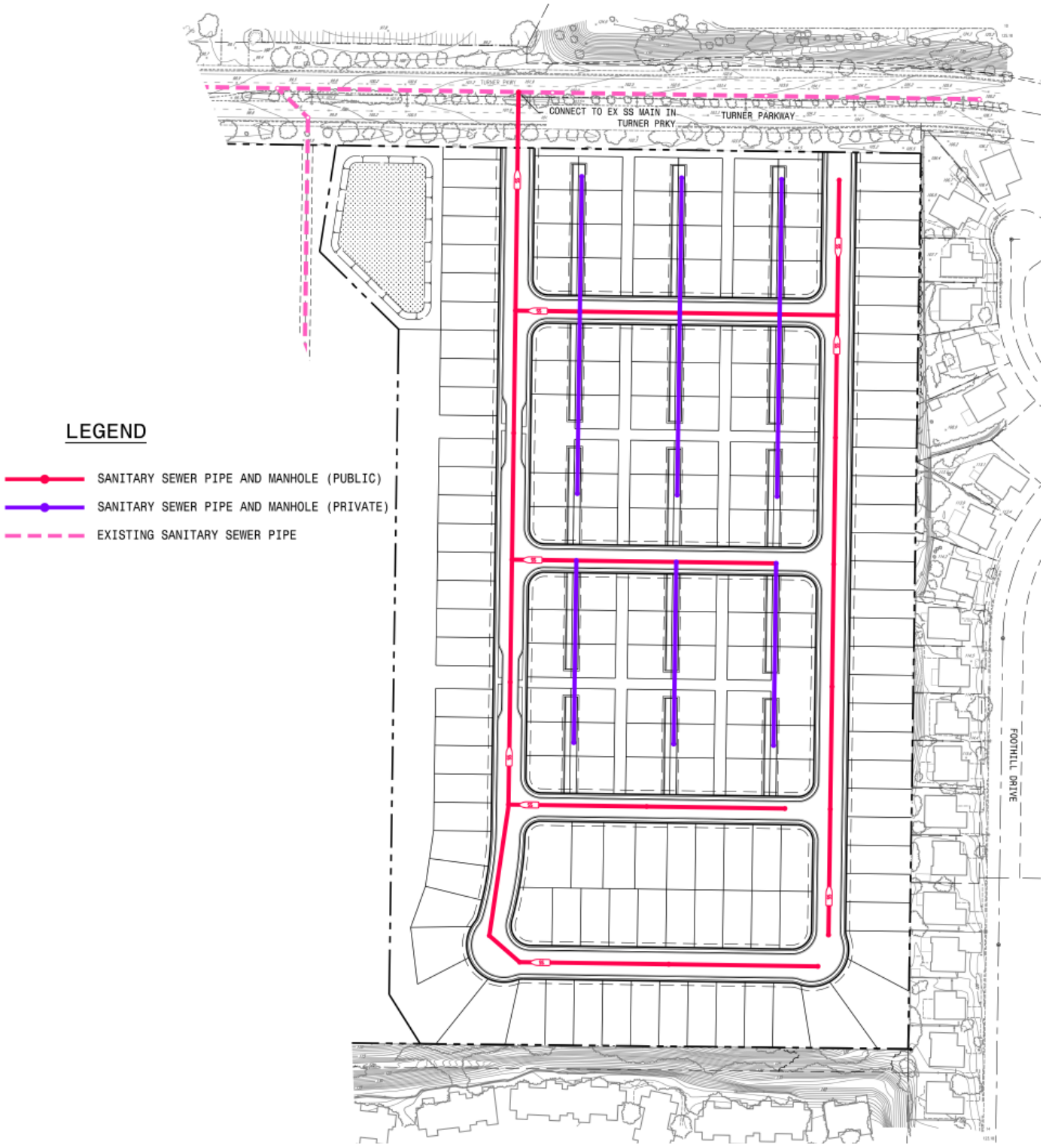


Source: MacKay and Somps, 2019

FIGURE 3-24: Commercial Sewer System
Fairview at Northgate Project

Not to scale

Kimley»Horn

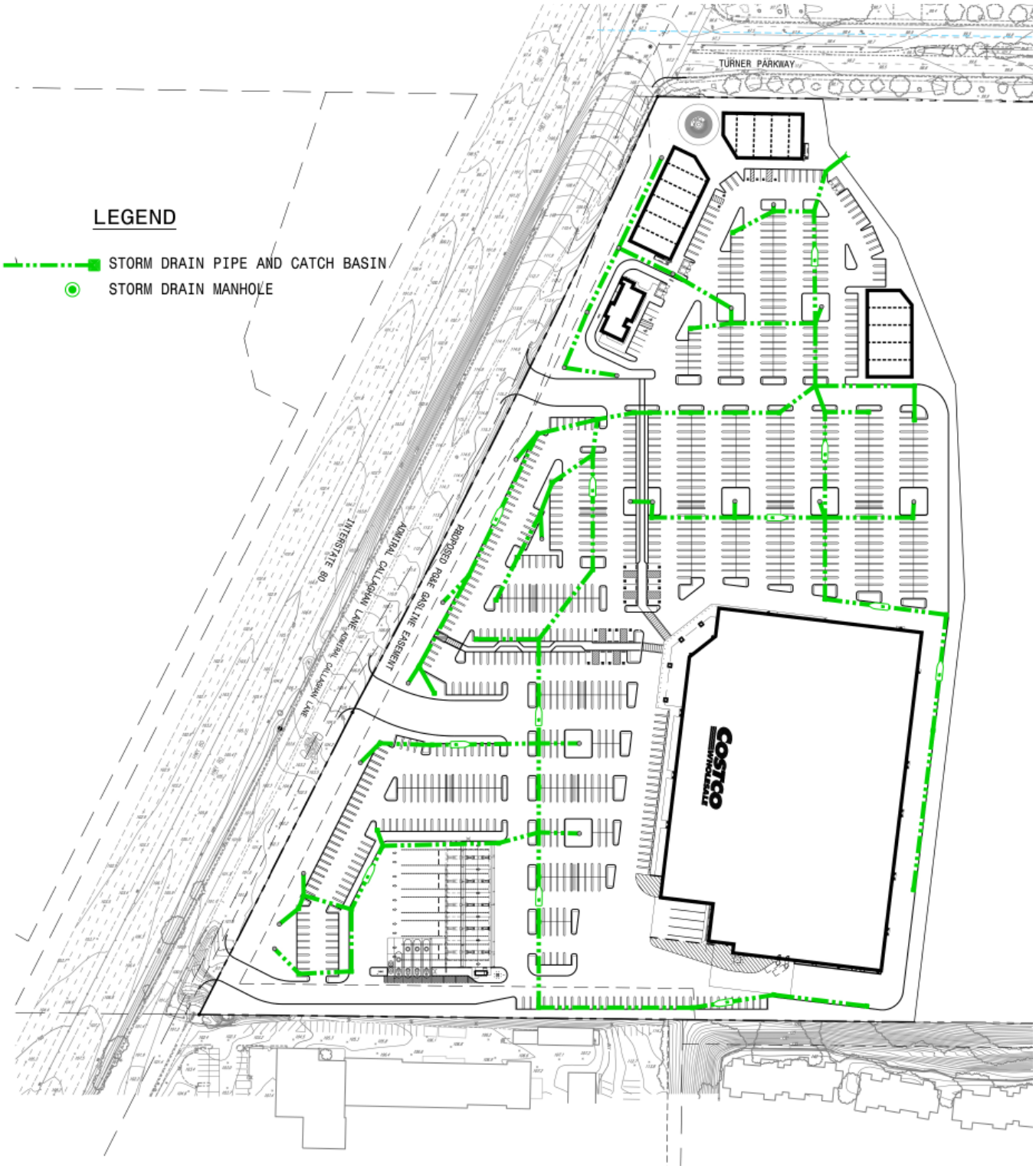


Source: MacKay and Somps, 2019

FIGURE 3-25: Residential Sewer System
Fairview at Northgate Project

Not to scale

Kimley»Horn

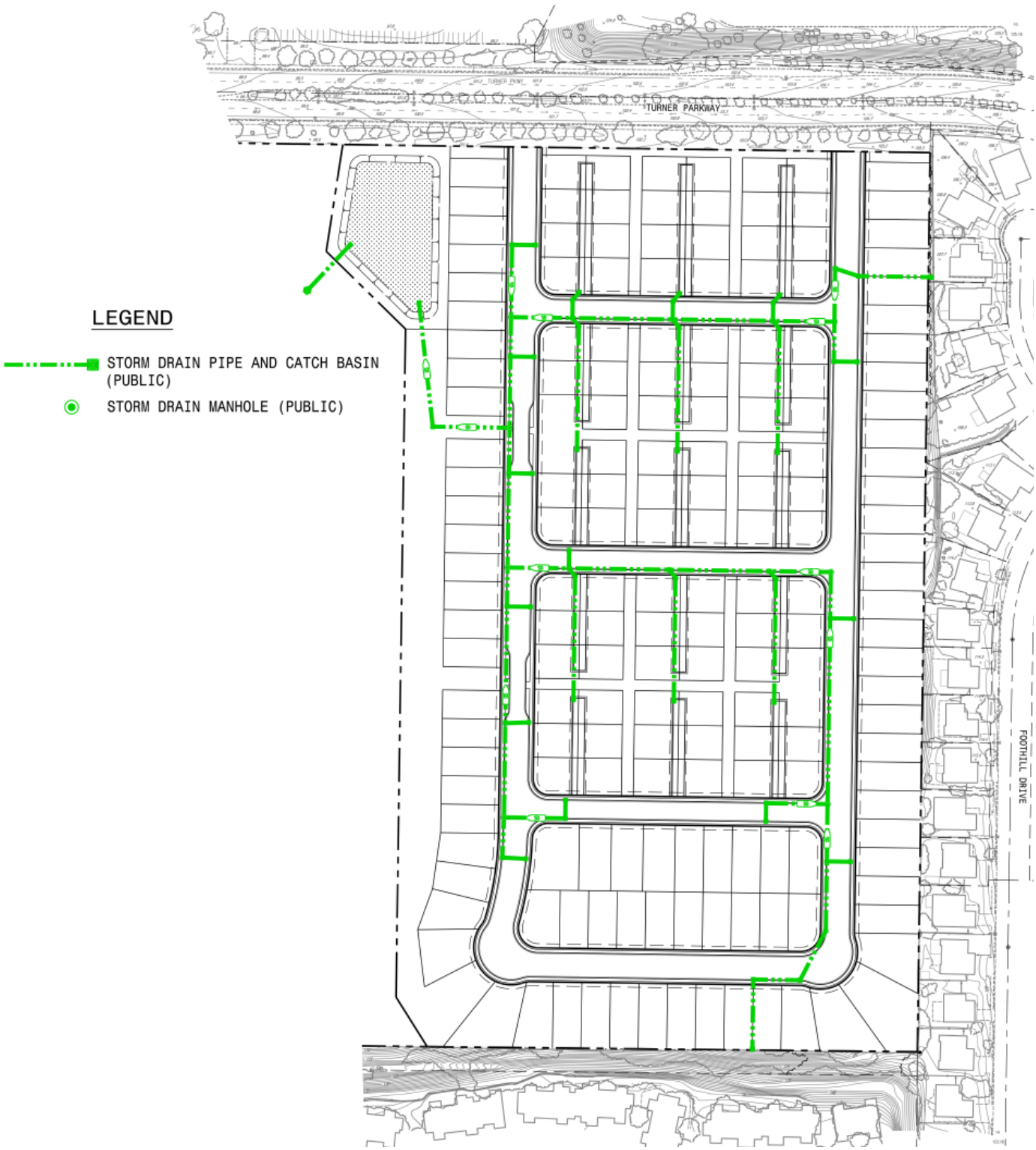


Source: MacKay and Somps, 2019

FIGURE 3-26: Commercial Storm Drain System
Fairview at Northgate Project

Not to scale

Kimley»Horn



Source: MacKay and Somps, 2019

FIGURE 3-27: Residential Storm Drain System
Fairview at Northgate Project

Not to scale

Kimley»Horn

PROJECT CONSTRUCTION

General Construction

Construction would commence after the final approval of the proposed project by the City and receipt of permits from regulatory agencies. Timing of the development and build-out of the proposed project would be ultimately driven by market conditions and the proposed project components would be constructed either concurrently or individually depending on the availability of materials and contractor schedules. Construction of both the commercial and residential portions of the project is expected to last approximately three years and commence in Fall 2020 with initial operation of the proposed project commencing in 2021/2022 and with buildout in 2023.

Overall construction activities would include grubbing/clearing of the project site, cut/fill and compaction of soils, installation of utilities (e.g., underground power, gas, sewer, water, telephone, cable, and storm drainage facilities), construction of proposed buildings, installation of landscaping and paving. The building construction phase is expected to require the use of cranes, forklifts, portable generators, tractors, front-end loaders, backhoes, and welder torches. Limited use of a helicopter would be required during the construction of the proposed Costco warehouse to lift and place mechanical equipment such as heating and cooling systems from delivery trucks to the roof of the building.

Grading

Ground disturbing activities, including grading, would occur on approximately 44.5 acres of the proposed project site for the commercial and residential areas and project elements including home site, business pads, parking lots, driveways, other structures, fuel islands, C3 Basin and C3 compliant water quality feature, and parks. Some off-site but adjacent construction may be needed to tie into existing utilities and enhance traffic facilities. These improvements and other temporary disturbance areas but are anticipated to occur only within the existing rights-of-way of Admiral Callaghan Lane and Turner Parkway.

The site preparation and grading phase of the proposed project is expected to include construction equipment such as graders, scrapers, compactors, and water trucks. Approximately 165,000 cubic yards of earthwork would occur and is expected to balance on-site with no soil import or export proposed.

3.5 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires that an EIR include "[a] statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the proposed project."

1. Implement the objectives of the General Plan to leverage public infrastructure investment to catalyze a mix of new housing, commercial, retail, and recreational development in an opportunity area;

2. Develop a project in an opportunity area with an appropriate mix of uses to serve the needs of the public, including housing needs;
3. Develop a project in an opportunity area that is compatible with the density, intensity, scale and uses of surrounding development;
4. Develop a project in an opportunity area that is economically feasible and supports the extraordinary costs of required project infrastructure and physical features without imparting undue strain on existing public facilities, services or finances;
5. Develop a project that is sensitive to the environmental conditions of the site and surroundings by identifying and conserving a portion of the onsite natural resources to the extent feasible through project design;
6. Develop a project in an opportunity area that includes a pedestrian-friendly residential neighborhood with cohesive design that includes active and passive recreational opportunities and bike/pedestrian circulation amenities for future residents and users of the commercial space;
7. Develop a project that minimizes visual conflicts by including a thoughtful landscaping and planting plan that is compatible with surrounding development;
8. Develop a project in an opportunity area that enhances amenities and recreational opportunities for residents and visitors to the area; and,
9. Support economic development by developing a vacant, under-developed site with a project that provides a broad range of retail goods and services, retains a major source of sales tax revenue, generates significant additional sales tax revenues, and creates jobs for city residents.

3.6 DISCRETIONARY ACTIONS AND APPROVALS

The City of Vallejo is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the proposed project. Prior to development of the proposed project, discretionary permits and approvals must be obtained from local, State and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. To implement the proposed project, the Project Applicant would need to obtain discretionary permits/approvals including but not limited to the following:

CITY OF VALLEJO

- Certification by the City of Vallejo that the Final EIR has been completed in compliance with CEQA and has been reviewed and considered by the decision-makers.
- Adoption by the City of Vallejo of findings regarding significant impacts and appropriate mitigation.
- Adoption by the City of Vallejo of a statement of overriding considerations for significant and unavoidable impacts, if applicable.
- Adoption by the City of Vallejo of a mitigation monitoring and reporting program (MMRP).

- Approval by the City of Vallejo of a zoning map amendment.
- Approval by the City of Vallejo of a Planned Development Master Plan.
- Approval by the City of Vallejo of a Parcel Map, Vesting Tentative Map, subsequent Final Maps and subdivision/public improvement agreements.
- Approval by the City of Vallejo of Major Conditional Use Permit (for Costco "superstore," receipt of warehouse deliveries between 2 a.m. and 6 a.m. within 300 feet of a residential use), and drive-through restaurant).
- Approval by the City of Vallejo of Unit Plan for review of new commercial and residential architecture.
- Approval of a Public Infrastructure Construction and Reimbursement Agreement between City and Project Applicant, and Costco Loan/Costco Financing Agreement between City and Costco.
- Issuance of encroachment permits by the City of Vallejo for road work or other improvements that may be constructed in local road rights-of-way.
- Issuance of a grading permit by the City of Vallejo.
- Issuance of building permits

Future required approvals and possible permitting requirements from other public agencies may be required. Upon completion of the environmental review process and prior to construction, the proposed project would be reviewed through standard City plan check procedures to verify that the proposed project conforms to all applicable City design criteria.

VALLEJO FLOOD AND WASTEWATER DISTRICT

- Approval by VFWD of amendment to existing easement relating to relocation of sewer line encumbering the proposed project site.
- Approval by VFWD of plans and encroachment permits relating to relocation of sewer line and other storm water drain improvements.

GREATER VALLEJO RECREATION DISTRICT

- Approval of Quimby Act Fees and Park Development Fee Credits

STATE OF CALIFORNIA

- California Department of Fish and Wildlife (CDFW), Agreements/Permits/Authorizations pursuant to the California Fish and Game Code.
- California Air Resources Board – Yolo-Solano Air Quality Management District – Fugitive Dust Control Plan, Authority to Construct, Permit to Operate, any other permits as necessary.

- San Francisco Regional Water Quality Control Board (San Francisco RWQCB):
  - General Construction Stormwater Permit [Preparation of a Storm Water Pollution Prevention Plan (SWPPP).
  - Section 401 Water Quality Certification.
- Issuance of encroachment permits by the California Department of Transportation (Caltrans) – District 4 for road work or other improvements that may be required to be constructed within State-controlled right-of-way (I-80).

FEDERAL APPROVALS

- United States Army Corps of Engineers (USACE) 404 permit for wetland impacts.
- EPA National Emissions Standards for Hazardous Air Pollutants (gas station only)

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