ATTACHMENT B
To Env. Questionnaire

INITIAL STUDY

AND

MITIGATED NEGATIVE DECLARATION

FOR THE

ULATIS CREEK BIKE PATH
NUT TREE ROAD TO LEISURE TOWN ROAD

CIP FILE: 747
CDD FILE: 11-081

Prepared by
The City of Vacaville

October 2011

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CITY OF VACAVILLE
COMMUNITY DEVELOPMENT DEPARTMENT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
CIP FILE # 747 – CDD File 11-081

PROJECT TITLE: **Ulatis Creek Bike Path**
Nut Tree Road to Leisure Town Road

PROJECT SPONSOR:
City of Vacaville
Public Works Department
650 Merchant St.
Vacaville, CA 95688

Contact Person(s):

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LEAD AGENCY:

City of Vacaville Community Development Department
Peyman Behvand, Acting City Planner
(707) 449-5332
pbehvand@cityofvacaville.com

PROJECT LOCATION:

The proposed bike path is located on the north side of the Ulatis Creek Channel between Nut Tree Road and Leisure Town Road. Elmira 7.5-Minute Quadrangle, Township 6N, Range 1W, unsectionalized. Approx Centroid: Longitude: -121* 56' 31.7328" Latitude: 38* 21' 51.6204"

General Plan Designation: PO – Public Open Space

Zoning: CF & RL-6

Site Size: 1.2 acres (paved trail)

PROJECT DESCRIPTION

The City of Vacaville Department of Public Works (City) is proposing to construct a Class I asphalt concrete bike path along an approximately 0.97-mile section of the north bank of the Ulatis Creek Flood Control Channel from Nut Tree Road to Leisure Town Road and along an approximately 100-foot section from Green Tree Drive to the proposed bike path (Project) located within the southeastern portion of the City of Vacaville.

DECLARATION

The City of Vacaville Community Development Director has determined that the above Project will have no significant effect on the environment with the incorporation of mitigation measures and that a Mitigated Negative Declaration will be prepared and circulated. The determination is based on the attached Initial Study and the following findings:

- *The Project will not degrade environmental quality, substantially reduce habitat, cause a wildlife population to drop below self-sustaining levels, reduce the number or restrict the range of special-status species, or eliminate important examples of California history or prehistory.*
- *The Project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.*
- *The Project will not have impacts that are individually limited, but cumulatively considerable.*
- *The Project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.*
- *No substantial evidence exists that the Project will have a negative or adverse effect on the environment.*
- *The Project incorporates all applicable mitigation measures identified in the initial study.*
- *This mitigated negative declaration reflects the independent judgment of the lead agency.*

Written comments shall be submitted no later than 30 days from the posting date.

Submit comments to:

Peyman Behvand, Acting City Planner
Community Development Department
650 Merchant Street
Vacaville, CA 95688
(707) 449-5332 or pbehvand@cityofvacaville.com

Negative Declaration Circulation Period:

October 24, 2011 through November 23, 2011

An administrative hearing has been scheduled by the City of Vacaville Community Development Department to consider the CEQA document and Design Review application for the project on **November 28, 2011** at 4:00 PM in the City Council Chambers, Vacaville City Hall, 650 Merchant Street, Vacaville, 95688.

TABLE OF CONTENTS

Attachments (* available on request)

1. Project Plans & Site Photos
2. Natural Environmental Study (NES) prepared by AWE, January 2011*
3. Biological Assessment (BA) prepared by AWE, January 2011*
4. USFWS Concurrence Letter, April 5, 2011 – Valley Elderberry Longhorn Beetle*

PURPOSE OF THIS DOCUMENT

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. This Initial Study is a public document that assesses, at a project level, the environmental effects of the construction of a bike path on the existing gravel maintenance road along the north side of a channelized section of Ulatis Creek between Nut Tree Road and Leisure Town Road. The document has been prepared as required by CEQA and in compliance with the State CEQA Guidelines (14 California Administrative Code 1400 et seq.).

The City is soliciting the views of interested persons and agencies on the content of the information, analyses, and conclusions presented in this environmental document. Due to the time limits mandated by state law, comments must be sent at the earliest possible date, but no later than the end of the 30-day review period identified on the notice of negative declaration.

Please mail or email written comments to:

Peyman Behvand, Acting City Planner
City of Vacaville Community Development Department
650 Merchant Street
Vacaville, CA 95688
(707) 449-5332 or pbehvand@cityofvacaville.com

MITIGATION MONITORING PROGRAM

CEQA allows a lead agency to adopt a mitigated negative declaration when all the impacts identified in the Initial Study are reduced by adopted mitigation measures to a less-than-significant level. The project proponent must agree, before release of the Initial Study, to implement all the mitigation measures identified in the Initial Study to qualify for the mitigated negative declaration.

As the project proponent and lead agency, the City Public Works Department has reviewed all the mitigation measures identified in this Initial Study and agreed to incorporate all of the measures into the project.

When approving a mitigated negative declaration, Section 21081.6 of the Public Resources Code requires the lead agency to adopt a monitoring program that includes each mitigation measure in the Initial Study that would avoid or mitigate significant environmental effects.

PROJECT DESCRIPTION & ENVIRONMENTAL SETTING

The City of Vacaville Department of Public Works (City) is proposing to construct a Class I, 10 foot wide, asphalt concrete bike path approximately 5,100 feet (0.97 mile) along the north bank of the Ulatis Creek Channel from Nut Tree Road to Leisure Town Road in the City of Vacaville, Solano County. The project will include an approximate 100-foot long Class I bike path segment extending from the end of Green Tree Drive to the proposed Ulatis Creek bike path in order to provide a

neighborhood connection at the mid-point of the trail. With the exception of the 100-foot long trail connection segment between Green Tree Drive and Ulatis Creek, the proposed bike path will be constructed in the location of the existing gravel maintenance road adjacent to the Ulatis Creek Channel.

Ulatis Creek in the project location has been re-aligned from its natural bed and reconfigured into an engineered trapezoidal flood control channel with gravel maintenance roads along the top of both banks. The project site is routinely graded and maintained to provide access for flood control maintenance equipment along the Ulatis Creek Channel. Existing residential neighborhoods back up to the channel on both sides with a golf course and church also located along the north boundary of the project.

The project will complete a segment of the Ulatis Creek multi-purpose path system that is identified in the City's General Plan as a trail corridor that serves as a recreational trail and transportation alternative route running through the City from northwest to southeast connecting neighborhoods, commercial, cultural and recreational areas. The proposed project will be a Class I, Caltrans standard bikeway that will connect to the previously completed Ulatis Creek Bike Path - Allison Drive to Ulatis Drive segment, where it connects via an existing bike lane along Nut Tree Road. The proposed project will connect residential neighborhoods in the eastern section of Vacaville with the commercial, cultural, recreational and transit uses in the Allison Priority Development Area (as identified by ABAG). This important transit oriented development area, is bordered by Interstate 80 on the north, Allison Drive on the west, Ulatis Creek on the south, and the Putah South canal on the east. The Allison Priority Development Area includes the Ulatis Cultural Center (UCC), which is comprised of the Ulatis Community Center, Vacaville Performing Arts Theater (VPAT), and a branch of the Solano County Library. There are currently new bike lockers and a new bike rack at the UCC. The Vacaville Transportation Center (VTC) has recently been completed just north of the UCC at the northeast corner of Allison Drive and Ulatis Drive. The Vacaville Transportation Center serves the commuting public with local, regional, and BART Express bus service, along with carpools and vanpools. The VTC facility also includes bike lockers. Major commercial uses occur adjacent to this area and will also be available for bike access via the Ulatis Creek bike corridor. The Allison priority area includes land designated for mixed use and high density housing in the vicinity of the new transit center. A future segment of the Ulatis Creek Bike corridor will extend to the northwest from the Allison Development Area and connect to the Downtown area. The proposed Ulatis Creek Bike Path segment from Nut Tree to Leisure Town Road is an important segment that ties eastern neighborhoods to these amenities and services.

The Proposed Action includes the following project elements:

1) Construct a new 10-foot-wide asphalt concrete trail, with 1 foot shoulders on each side, along approximately 5,100 feet of an existing dirt access/maintenance road adjacent to the north side of the Ulatis Creek channel between Nut Tree Road and Leisure Town Road.

2) Construct a 10-foot-wide asphalt concrete trail segment, with 1 foot shoulder on each side, approximately 100 feet long connecting the end of Green Tree Drive with the proposed Ulatis Creek Bike Path.

3) Construct drainage swales/dikes, and install new storm drain inlet boxes on the existing cross drains to maintain existing storm water drainage flows into the existing detention basin or into the Ulatis Creek channel.

4) Assess and repair, or replace if necessary, existing fencing located between the proposed bike path and adjacent properties.

5) Install bollards, dismount barricades, and signage as needed to support the new trail.

For areas other than the 100-foot segment of proposed trail connection from Green Tree Drive, the proposed bike path would follow existing grade on the existing maintenance road with only minimal grading and excavation necessary to improve drainage. Ground disturbing activity for the project would be limited to the 10-foot-wide trail corridor and up to 5 feet on the north and south sides of the trail as a temporary work area. Except for the 100-foot segment connecting to Green Tree Drive, the extent of the work area would be limited to the area between the top of bank of Ulatis Creek and the property boundary/fence line that divides the project from adjacent properties to the north.

All equipment and material staging for the Proposed Action would occur within the designated work area. Any ground vegetation within the project site would be removed; however, no trees are proposed for removal.

Construction access to the portion of the project along the Ulatis Creek flood control channel will be from Nut Tree Road and Leisure Town Road. Construction access to the 100-foot neighborhood connection would also be from Green Tree Drive. Construction is anticipated to occur between June 2012 and November 2012. Approximately 60 days of construction activity are anticipated to complete the project within this time frame.

Table 1 below provides a description of the type of equipment likely to be used during project construction.

Table 1. Construction Equipment Used to Construct the Project

Equipment	Construction Purpose
Asphalt paver	Asphalt delivery/placement
Backhoe or grader	Soil manipulation
Compactor	Soil compaction
Dump truck	Asphalt delivery
Backhoe / Loader	Soil or gravel manipulation
Roller	Pavement compaction & surfacing

The project site is owned in part by three private parties, the Solano County Water Agency (SCWA) and the City of Vacaville. The City has an existing agreement with SCWA to utilize their lands for the construction and use of the bike path. The City will also need to acquire an easement from the three private parties for the construction and use of the bike path.

Environmental Setting and Surroundings

The project area is situated within an urban area in the southeastern portion of the City of Vacaville between Nut Tree Road and Leisure Town Road. The Ulatis Creek Channel in the project area borders the proposed bike path along the south and has been re-aligned from its natural bed/bank and reconfigured into an engineered trapezoidal flood control channel with maintenance roads along the top of both banks. The proposed bike path corridor is routinely graded and maintained to provide access for flood control maintenance equipment and contains existing cross drains that allow water to flow from adjacent residential lands into the Ulatis Creek Channel. Adjacent to the proposed bike path and north of the Ulatis Creek Channel, an existing storm water detention basin holds short-term peak storm water runoff for approximately 24 hours at a time before releasing water into Ulatis Creek. From north of the Ulatis Creek Channel, an unnamed seasonal stream flows under the access road and proposed bike path via a culvert and drains into Ulatis Creek. Existing residential neighborhoods border the proposed bike path on the north with a golf course and church located adjacent to the proposed bike path at the northeast end of the project area.

Land use within the vicinity of the study area consists of medium- to high-density residential and some commercial to the north, south, and west. Agricultural lands (predominantly grain crops) occur east of the study area opposite Leisure Town Road.

A majority of the Project corridor is un-vegetated due to routine grading of the existing access road. Along the edges of the access road and along the 100-foot long proposed trail connection to Green Tree Drive vegetation consists of disturbed annual grassland habitat. The Ulatis Creek Channel and riparian habitat along a unnamed seasonal stream (tributary to Ulatis Creek) are located adjacent to the Project site.

PUBLIC AGENCY REVIEW OR APPROVAL REQUIRED:

Caltrans Local Assistance (NEPA) & Right of Way
Administrative Design Review Approval by City of Vacaville Community Development Department

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact" as indicated by the checklist on the following pages.

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

ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Peyman Behvand — 10.19.11

Peyman Behvand,
Acting City Planner
City of Vacaville

Date

ENVIRONMENTAL CHECKLIST

AESTHETICS

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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 the quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Environmental Setting

The new bike path will be installed on top of the existing gravel maintenance road on the north side of the Ulatis Creek Channel. Adjacent residential lots back up to the channel with either a solid sound wall or fence where lots abut the maintenance road. The existing engineered channel and adjacent maintenance roads are devoid of trees or other significant vegetation. The paved bike trail will not alter the overall appearance of the area.

Criteria for Determining Significance

Visual resource impacts are considered significant if a project has a "substantial demonstrable negative aesthetic effect." Based on professional standards and practices, a project would normally be considered to have a significant impact if it would:

- Adversely affect a scenic vista;
- Damage scenic resources;
- Degrade existing visual character; or
- Create a new source of light or glare.

Answers to Checklist Questions

Questions A, B, C and D

The paved bike path will be located on the existing maintenance road. There are no scenic resources in the project area. There are no historic features in the project area. The project is not located near a designated scenic highway. Other than the addition of pavement for the pathway, the project will not change the visual appearance of the project area. The project does not include any lighting. There is **no impact** under any of the Aesthetics impact categories.

Mitigation Measures

None required.

AGRICULTURAL AND FOREST RESOURCES

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?				X
b) Conflict with any existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Cod section 12220(g) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Environmental Setting

The project area is situated within an urban area in the southeastern portion of the City of Vacaville between Nut Tree Road and Leisure Town Road. The Ulatis Creek Channel in the project area borders the proposed bike path along the south and has been re-aligned from its natural bed/bank and reconfigured into an engineered trapezoidal flood control channel with maintenance roads along the top of both banks. The primary purpose of the proposed bike path corridor is for storm drain / flood control purposes. The area is routinely graded and maintained to provide access for flood control maintenance equipment. Land use within the vicinity of the study area consists of medium- to high-density residential and some commercial to the north, south, and west. Agricultural lands (predominantly grain crops) occur east of the study area opposite Leisure Town Road.

Criteria for Determining Significance

Agricultural Resource Impacts are considered significant if the project would:

- Convert Prime Farmland, Unique Farmland, or Farmland or Statewide Importance;
- Conflict with existing zoning for agricultural use or Williamson Act contracts; or
- Cause other impacts on or conversions of Farmland.

Answers to Checklist Questions A - E

The Project site is within an urban area and is not designated farmland. The project site is zoned CF, Community Facilities and RL-6 Residential. The project site is not on land under a Williamson Act contract. The City's land use policies and zoning do not intend for the land to be used for agriculture. There are no trees on the project site and the land is not designated for commercial

timber management. The installation of a bike path on the existing maintenance road in an alignment generally designated by the bike plan in the City's General Plan will not affect the cultivated agricultural land that occurs east of project, across Leisure Town Road and outside of the City limits. There would be **no impact** under any of the agricultural and forest resource categories.

Mitigation Measures
None required.

AIR QUALITY

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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 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

Environmental Setting

The Project is located in Solano County, which is at the southwestern end of the Sacramento Valley Air Basin (SVAB). The SVAB, which encompasses eleven counties including the northeastern half of Solano County, is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The intervening terrain is relatively flat. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. During the year, the temperatures range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north. Air quality in Solano County, including the City of Vacaville, is influenced by pollutants transported from nearby metropolitan areas, including the Sacramento and San Francisco Bay metropolitan areas. Local topography and meteorology also contribute to high ambient pollutant concentrations within the region.

Pollutants of primary concern within the region include ozone (O_3), carbon monoxide (CO), and airborne particulate matter (PM_{10} and $PM_{2.5}$); as well as localized concentrations of toxic air contaminants (TACs) and odors.

Regulatory Framework

Responsibility for protecting air quality is given to federal, state, regional, and local government agencies. The regulatory framework includes the following:

Federal Environmental Protection Agency : The U.S. Environmental Protection Agency (EPA) is responsible for implementing national air quality programs established under the Federal Clean Air Act (FCAA). The FCAA requires each state to prepare an air quality control plan known as the State Implementation Plan (SIP). The SVAB is part of the EPA's designated Sacramento Area *Federal Ozone Non-attainment Area.*

State Air Resources Board: The California Air Resources Board (ARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California. The Air Resources Board relies on the local air districts to provide additional strategies for sources under their jurisdiction.

Yolo-Solano Air Quality Management District: The YSAQMD is the local District tasked with achieving and maintaining healthful air quality in the project vicinity. This is accomplished by establishing programs, plans, and regulations enforcing air pollution control rules in order to attain all state and federal ambient air quality standards and minimize public exposure to airborne toxins and nuisance odors. YSAQMD's current ambient air quality attainment designations are summarized below.

YSAQMD Attainment Designation Status

Pollutant	Averaging Time	State Standards	National Standards
Ozone	1-Hour 8-Hour	Non-attainment Non-attainment	N/A Non-attainment
Carbon Monoxide	1-Hour 8-Hour	Attainment Attainment	Unclassified/Attainment Unclassified/Attainment
Nitrogen Dioxide	1-Hour Annual	Attainment N/A	N/A Attainment
Sulfur Dioxide	1-Hour 24-Hour Annual	Attainment Attainment N/A	N/A Attainment Attainment
Coarse Particulate Matter (PM10)	24-Hour Annual Average	Non-attainment Non-attainment	Unclassified N/A
Fine Particulate Matter (PM2.5)	24-Hour Annual Average	N/A N/A	Unclassified Unclassified
Sulfates	24-Hour	Attainment	N/A
Lead	30-Day Average Calendar Quarter	Attainment N/A	N/A Attainment
Hydrogen Sulfide	1-Hour	Attainment	N/A
Vinyl Chloride	24-Hour	Attainment	N/A
Visibility Reducing Particles	8-Hour	Attainment	N/A

Notes: N/A – not applicable, state or federal standard does not exist for the combination of pollutant and averaging time. Unclassified areas are those for which air monitoring has not been conducted but which are assumed to be in attainment.
Source: California Air Resources Board State and National Area Designation Maps (www.arb.ca.gov/desig/adm/adm.htm)

Criteria for Determining Significance

The State CEQA Guidelines state that a project will result in a significant impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions, which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

Answers to Checklist Questions

Question A

The Project contains no elements that would conflict with or obstruct the implementation of applicable air quality plans. This impact would be considered **less than significant.**

Question B

Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur (approximately 2 months). There are no long term emissions from this project. Construction-related activities would result in the temporary generation of emissions from grade preparation, the installation of drains and pavement as well as exhaust associated with construction equipment and worker trips. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with construction activities. Due to the small scale of the project, the fact that bike path construction does not involve substantial grading or disturbance of surface materials along with the short duration of construction it is not anticipated that the project would generate emissions that would exceed the YSQMD's significance thresholds. The project specifications include in the contract documents require standard practices for reduction of short term construction emissions including:

- Watering all active construction areas to reduce soil exposure and airborne particulates.
- Cover truck loads when hauling soil, sand, and other loose materials and maintaining 2 feet of freeboard.
- Replanting vegetation in disturbed areas as quickly as possible (not anticipated to apply to this project).
- Cover, water and/or apply non-toxic soil binders to exposed stockpiles to reduce potential for dust.
- Sweep street daily, with water sweepers, if visible soil materials are evident as a result of construction.
- Limit equipment left idling to 5 minutes when not in use.

Since the project Special Provisions (specifications) already include these air quality protection practices as a contract requirement, there is no need to require them as mitigation measures. Therefore, short-term air quality impacts are considered **less than significant.**

Question C

As described above under Question A, the Project contains no elements that would conflict with or obstruct the implementation of applicable air quality plans. As described above under Question B, the construction of the bike path will be short term and will have less than significant impacts on air quality. The operation of the bike path will contribute to improved air quality by offering residents an alternative mode of transportation to community destinations as described in the project description section of this initial study. City standard practices for construction as listed under

Question B would reduce construction-generated emissions and would ensure that the Project does not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, this impact would be considered **less than significant.**

Question D

The property adjacent to the bike path construction is primarily designated residential, with some open space, a golf course and a church parking lot. There may be some perceptible smells during the application of pavement along the route of the bike path, however, these will be short term and only when the pavement is being actively applied near the rear yards of adjacent residences. The odor dissipates within 24 hours. The project will not generate significant odors that will be perceptible to the public for the long term. None of the project activities will create substantial pollutant concentrations. This impact is considered **less than significant.**

Question E

The Project would not result in the installation of any equipment or processes that would be considered major odor emission sources. Sensitive receptors in the vicinity of the project will not be subject to ongoing odors associated with the use of the bike path. There is **no impact**.

Mitigation Measures

None Required

BIOLOGICAL RESOURCES

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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 Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, 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 or other approved local, regional, or state habitat conservation plan?				X
g) Result in the introduction or spread of any noxious weeds?			X	

The City retained Area West Environmental, Inc. (AWE) to prepare a Natural Environmental Study and Biological Assessment for the project in to support the NEPA documentation and consultation process with the U.S. Fish and Wildlife Service. These documents provide biological data which has been incorporated into this CEQA analysis. AWE biologists Becky Rozumowicz and Angela Alcala conducted an initial reconnaissance level site visit on February 8, 2010 followed by a focused biological field surveys that included wetland ecologist Mary Bailey on march 16, 2010 and another biological field survey on April 20, 2010. The botanical surveys were conducted during the appropriate identification periods for special-status plants with the potential to occur at the project site. The entire project site was walked and all plants observed were identified to species level when applicable. Vegetation communities were also identified and mapped and a list of plant species prepared and is included as appendix B in Natural Environmental Study (Attachment 2 to this Initial Study).

Environmental Setting

The project area is situated within an urban area in the southeastern portion of the City of Vacaville between Nut Tree Road and Leisure Town Road. The Ulatis Creek Channel in the study area borders the proposed bike path along the south and has been re-aligned from its natural bed/bank and reconfigured into an engineered trapezoidal flood control channel with maintenance roads along the top of both banks. The proposed bike path corridor is routinely graded and maintained to provide access for flood control maintenance equipment and contains existing cross drains that allow water to flow from adjacent residential lands into the Ulatis Creek Channel. Adjacent to the proposed bike path and north of Ulatis Creek Channel, an existing storm water detention basin holds short-term peak storm water runoff for approximately 24 hours at a time before releasing water into the Ulatis Creek Channel. Existing residential neighborhoods border the proposed bike path on the north with a golf course and church parking lot located adjacent to the proposed bike path at the north east end of the project area. Land use within the vicinity of the study area consists of medium density residential with agricultural lands occurring east of the project area across Leisure Town road.

A majority of the bike path corridor is un-vegetated due to routine grading of the existing maintenance road. Along the edges of the maintenance road and along the 100-foot long proposed trail connection to Green Tree Drive, vegetation consists of disturbed annual grassland habitat. The Ulatis Creek Channel and riparian habitat along an unnamed seasonal stream (tributary to Ulatis Creek) are located within the study area but adjacent to the project site. The project site is a highly disturbed corridor with dominant vegetation consisting primarily of ruderal species as well as several horticultural escapees from neighboring residential yards. Ulatis Creek Channel, adjacent to the bike path, is a well channelized and perennial watercourse with a gravel, cobble, and silt bed. The portion of the Ulatis Creek adjacent to the project does not support riparian habitat and no aquatic vegetation is present within the creek channel. A listing of specific species observed during field surveys is included in the Natural Environmental Study (Attachment 2).

The narrow seasonal tributary which drains into Ulatis Creek from the north, is located to the east of the 100 foot trail connection and flows through a culvert under the existing maintenance road which will be the future bike trail. Approximately 200 feet upstream from the project site, the seasonal stream is culverted under a golf course. Adjacent to the project site, the seasonal stream supports a thin riparian corridor consisting of woody species such as valley oaks, olive, California buckeye, almond, red gum eucalyptus, blue elderberry and thick leaved coffee berry. Herbaceous understory species include man-root, whit horehound, Italian rye grass, and narrowleaf plantain.

Wildlife species observed at or adjacent to the project site during field surveys are species that are adapted to urban settings and human disturbances and include mallard, common merganser, belted kingfisher, great blue heron and numerous songbirds. The only raptor species observed on or adjacent to the project site during the site visits was an American kestrel.

Special-Status Plants

Pre-field investigation identified 48 special-status plant species as potentially occurring in the vicinity of the study area. All plant species encountered during the botanical survey of the site were identified to the level necessary to determine if they met the definition of special-status species. The attached Natural Environmental Study (Attachment 2) provides discussion to support the conclusion that none of the special status species are likely to occur on the site.

Special-Status Wildlife

Based on field surveys and review of existing information, including a search of the CNDDB, USFWS species lists and species distribution and habitat requirements data, 30 special-status wildlife species were identified during the pre-field review as occurring or having the potential to occur within the vicinity of the project site. The attached Natural Environmental Study and Biological Assesment (Attachment 2 & 3) provide detailed information on species listings. Of the 30 special-status wildlife species listed, the NES provides rational for why 24 species would not occur in the study area or have the potential to be affected by the project construction. The remaining six species; valley elderberry longhorn beetle, western pond turtle, Swainson's hawk, white-tailed kite, Central Valley steelhead, an Central Valley fall/late-fall run Chinook salmon, were determined to have potential to occur within the study area are discussed further in the attached NES, and addressed in this initial study.

The March 14, 2010 site assessment conducted within the study area concluded that the project site does not provide suitable habitat conditions for breeding California red legged frongs. In addition, no known occurrences of the California red-legged frog have been documented within a 10-mile radius around the project site (CNDDB 2010). A protocol-level survey was conducted within a 0.5 mile log section of Ulatis Creek for another project approximately 6 miles upstream of the project site in 2008 resulting in no discovery of the species. Based on the absence of suitable habitat on and adjacent to the project site, lack of reported sightings within the vicinity and negative survey results upstream, it is concluded in the NES that the project will have no effect on the California red-legged frog.

Other Protected Wildlife Species

The NES concludes that the project site does not contain suitable habitat for roosting bats. Trees adjacent to the site could provide nesting habitat for migratory birds and raptors.

Criteria for Determining Significance

The criteria used to evaluate the project's impacts on wildlife resources were based on federal, state, and local requirements, regulations, and policies (including Endangered Species Act (ESA),

California Endangered Species Act (CESA), CEQA, and the California Fish and Game Code) along with records of resource scarcity and sensitivity. An impact is considered significant if it would:

- Adversely affect endangered, threatened, or rare species;
- Adversely affect the habitat of such species;
- Adversely affect wetlands under the jurisdiction of Section 404 of the Clean Water Act;
- Interfere with the movement of native, resident, or migratory species;
- Conflict with policies or ordinances protecting biological resources; or
- Conflict with an adopted Habitat Conservation Plan (HCP) or other type of approved biological habitat management plan.

Answers to Checklist Questions:

Question A

Special Status Plants

As described in the environmental setting discussion above and detailed in the attached NES, No special status plant species were observed during the botanical survey of the site. In addition, no suitable habitat (i.e., salt marsh, vernal pools, serpentine soils) occurs on the project site. Therefore, the project has **no impact** on special status plant species.

Special Status Wildlife – Valley Elderberry Longhorn Beetle

The project area occurs within the current range of the valley elderberry longhorn beetle. No elderberry shrubs with stems measuring at least 1 inch in diameter at ground level (suitable habitat for valley elderberry longhorn beetle) occur on the project site. However, seven elderberry shrubs occur along or adjacent to the unnamed seasonal drainage and north of the project site. Five of the seven shrubs are located more than 100 feet from the project and proposed construction. The remaining two elderberry shrubs (identified as ES-1 and ES-2 on Figure 3 in the attached NES) are located approximately 10 feet and 60 feet north, respectively, of the project site within the riparian area; neither shrub contains any beetle exit holes. Project construction will not require removal or trimming of elderberry shrubs and the project will not directly affect valley elderberry longhorn beetle. As a result of informal consultation with the USFWS, a letter of concurrence, dated April 5, 2011 (Attachment 4) was issued that included the following mitigation measures. The USFWS concurred that with the incorporation of these measures, the project is not likely to adversely affect the beetle; in CEQA terminology, the impact will be **less than significant with mitigation**.

Biological Mitigation Measures – Valley Elderberry Longhorn Beetle

Bio-1. *Prior to ground disturbing work, a 4-foot high visibility fence will be installed between the work area and the two elderberry shrubs to be avoided. The fencing will be installed a minimum of 10 feet and 60 feet from the drip line of the shrubs, respectively. As part of the project, the City shall replace damaged chain link fencing south of the elderberry shrub (ES-1) along the north edge of the existing maintenance road.*

Bio-2. *All construction personnel will receive environmental awareness training, including information regarding the beetle and its habitat, and the need to avoid designated environmentally sensitive areas. The fencing shall be checked regularly and maintained until the project is complete. The avoidance area shall be clearly marked with signs that read: "This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the ESA of 1973, as amended. Violators are subject to prosecution, fines, and*

imprisonment." Signage will be clearly readable from a minimum distance of 20 feet.

Bio-3. Appropriate dust control measures shall be implemented for the duration of construction activities.

Bio-4. The application of pesticides shall not occur within 100 feet of any elderberry shrubs.

Bio-5. All temporarily disturbed areas within 100 feet of the drip line of the avoided elderberry shrubs shall be restored to pre-project conditions.

Bio-6. No project work will occur between March 15 and June 15, which represents the beetle's emergent period.

Special Status Wildlife - Western Pond Turtle

Although no western pond turtle were observed during site surveys, The Ulatis Creek Channel adjacent to the project site provides a potential movement corridor for western pond turtles. The urban setting and high level of disturbance, compacted nature of the maintenance road and presence of domestic cats and dogs reduces the potential upland habitat use by western pond turtles on and adjacent to the project site. With the implementation of the following mitigation measure, the potential impact to western pond turtle will be **less than significant with mitigation**.

Biological Mitigation Measure – Western Pond Turtle

Bio-7. A qualified biologist shall conduct a preconstruction clearance survey for western pond turtles within 48 hours prior to any ground disturbance within and adjacent to the Ulatis Creek Channel at the project site. Any western pond turtles found at the project site shall be allowed to voluntarily move out of the work area or shall be captured and held by a qualified biologist for a minimum amount of time necessary to release them in suitable habitat outside the construction work area.

Special Status Wildlife – Swainson's Hawk & Migratory Birds and Raptors

Various migratory birds were observed during the site survey, although no nesting activity was seen. Swainson's hawk is a state-listed threatened species under the CESA. Although no Swainson's hawks were observed on or near the project site during field surveys, potential Swainson's hawk nesting habitat is present within large eucalyptus, oak and willow trees adjacent to the project site and within 0.25-mile from the project site. Numerous (more than 50) Swainson's hawk historic nesting records are known within a 10-mile radius of the project site (CNDDB 2010). Implementation of the following measure will reduce the potential impact to nesting Swainson's hawk and other raptors and migratory birds to **less than significant with mitigation.**

Biological Mitgation Measure – Swainson's hawk

Bio-8. If construction (including equipment staging and tree removal) will occur during the breeding season for migratory birds and raptors (typically between February 1 and September 15), the City shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey before the onset of construction activities. The preconstruction nesting bird and raptor surveys shall be conducted between February 1 and September 15 within suitable habitat at the project site. Surveys for raptor nests should also extend ¼ mile from the project site to ensure that nesting

raptors are not indirectly affected by construction noise. The survey shall be conducted no more than 1 week before the initiation of construction activities. If no active nests are detected during the survey, no additional mitigation is required and construction can proceed.

If migratory birds or raptors are found to be nesting in or adjacent to the project site, a no disturbance buffer shall be established around the nest to avoid disturbance of the nest site and to avoid take. The buffer shall be maintained around the nest site until the end of the breeding season or until a qualified biologist determines that, the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist (coordinating with the DFG) and shall depend on the species identified, level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. If a Swainson's hawk nest is found within ¼ mile from the construction activities, the City shall consult with DFG to determine if additional avoidance measures (i.e., nest monitoring) should be implemented during construction to avoid take.

Special Status Wildlife – Steelhead and Central Valley Fall-/Late-Fall-Run Chinook Salmon

Ulatis Creek adjacent to the project site contains two 6-foot drop structures at Leisure Town Road and at Nut Tree Road. These structures create barriers to fish passage reducing the likelihood of steelhead and Chinook salmon migrating up Ulatis Creek. However, incidental sightings of steelhead and Chinook salmon in Ulatis Creek have been made during periods of high water flow following large storm events. Overall, there is a low potential for steelhead and Chinook salmon to occur in the Ulatis Creek during project construction due to the time of year and low/no flow of water, the lack of shading resulting in higher water temperatures, poor water quality, and the presence of barriers. Because no in-water work or discharge into Ulatis Creek is proposed as part of the project, the project will have no direct effects on the species. Implementation of the measures listed in the water quality section of this initial study will result in a **less than significant impact with mitigation**.

Question B

The Ulatis Creek Channel in the study area borders the proposed bike path along the south and has been re-aligned from its natural bed/bank and reconfigured into an engineered trapezoidal flood control channel with maintenance roads along the top of both banks. The Ulatis Creek Channel is managed and maintained by the Solano County Water Agency. Ulatis Creek is considered a waters of the U.S. and State and would be regulated under the CWA and CFGC Section 1600.

Within the study area, the Ulatis Creek Channel and an unnamed seasonal stream supporting riparian vegetation qualify as habitats of special concern. These habitats occur adjacent to the project site and are located outside the 20-foot wide construction area. No in-water work and no tree or shrub removal will be required to construct the project. Existing cross drains occur under the existing maintenance road and the project will connect to the cross drains to maintain existing storm water drainage flows into the existing detention basin or into the Ulatis Creek channel. Modification of to these structures will not disturb the upper creek bank or outfall areas of the drain pipes where they occur along portions of the engineered Ulatis Creek Channel. No modifications to the existing culvert that flows into Ulatis Creek from the adjacent unnamed seasonal stream are proposed, therefore, no project impacts to the unnamed seasonal stream are anticipated.

Biological survey results showed that the Ulatis Creek Channel is a well channelized and perennial (supported by irrigation runoff during the summer) watercourse with a gravel, cobble, and silt bed. The portion of the Ulatis Creek Channel adjacent to the project site does not support riparian habitat and no aquatic vegetation is present within the creek channel. At the time of the March 16, 2010 field survey, identifiable aquatic vegetation in saturated areas adjacent to the water line included smartweed and a few emerging cattails. On the creek bank, from top of the bank to near the ordinary high water mark, vegetation consists mostly of non-native grasses and forbs including, whitestem filaree, hairy bur clover, wild radish, bristly ox tongue, knotweed, Mediterranean vetch, slender wild oats, hare barley, poverty brome, and rattail fescue, lax wood sorrel, cockle bur, Johnson grass, and yellow star thistle, common horsetail, dissected geranium and prickly wild lettuce.

Because no work is proposed below the top of the creek/channel bank and there is no sensitive habitat where the project is located, the project is not subject to the jurisdiction of the Department of Fish and Game under Section 1600 of the CFGC. Ulatis Creek adjacent to the project site does not support riparian or wetland habitats and riparian habitat associated with the unnamed seasonal stream will not be affected, the project will have no impacts to a sensitive natural community. Implementation of Best Management Practices as specified under the Hydrology and Water Quality Section of this Initial Study will avoid significant impacts to water quality within Ulatis Creek adjacent to the project site. Potential impacts to the riparian habitat will be **less than significant with mitigation**. (See Hydrology and Water Quality Mitigations)

Question C

Construction of the project will not require any work within the ordinary high water mark of the Ulatis Creek Channel. Existing rock slope protection will remain in place below the exisitng culvert outfalls which will continue to function to dissipate energy at the outfall and no new riprap will be required. Therefore, the project will not result in the placement of fill within waters of the U.S. or state. No work is proposed below the top of the creek/channel bank. Because no work will be located in jurisdictional waters, there will be **no impact** to wetlands. Implementation of the Best management Practices as specified under the Hydrology and Water Quality Section of this Initial Study will ensure that the project does not cause siltation within Ulatis Creek.

Question D

Please see the discussion and mitigations listed under Question A above. The project does not affect the Ulatis Creek Channel. Construction will occur on the existing maintenance road along the northern side of the channel. The area is routinely disturbed and essentially void of habitat. The project does not involve the construction of features that will become barriers to terrestrial wildlife movement and does not interfere with established wildlife corridors. There would be **no impact.**

Question E

The Project does not conflict with any local policies or ordinances protecting biological resources. There would be **no impact**.

Question F

In February 2007, Solano County Water Agency issued Working Draft 2.2 of the Solano Multispecies HCP (Solano County Water Agency 2007). Although the HCP has not been adopted, the Project is generally consistent with the conservation strategies and mitigation requirements of the Draft HCP. There would be **no impact.**

Question G

The project is in an area that is currently vegetated with nonnative plant species as noted above. No construction is proposed within native habitats that could result in the introduction or spread of noxious weeds within areas that currently do not support weedy species. The project does not involve landscape and consists primarily of the placement of asphalt on an existing dirt maintenance road. Based on the dominance of naturalized nonnative plants within and adjacent to the project site, including areas proposed for ground disturbance, the project is not expected to result significant introductions or spread of any new noxious weeds. This impact is considered **less than significant.**

Mitigation Measures
As Specified under A above and in the Hydrology and Water Quality Section of this Initial Study.

CULTURAL RESOURCES

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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 Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 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		

Environmental Setting

The project site is located within the ethnographic territory of the Ululato Patwin, whose principal villages are thought to have been along Ulatis Creek, in and around what is now the City of Vacaville. Several important excavations have been conducted in Lagoon, Green, and Vaca Valleys and along major creekways through the City. These excavations provide information on the record of prehistoric human occupation in Solano County. Results of these investigations have identified prehistoric cultural resources and sites in Solano County dating to approximately 10,000 years before present.

The bike path route is along an engineered channel. The subsurface has been significantly disturbed as a result of channel construction with no native undisturbed soils remaining in the vicinity of the project. It is unlikely that the project will encounter cultural materials due to existing site soil conditions and the fact that the project will not involve significant subsurface disturbance.

Criteria for Determining Significance

A Project is considered to result in a significant impact on paleontological resources if it would:

- Adversely affect the significance of a historic resource;
- Adversely affect the significance of an archaeological resource;
- Destroy a unique paleontological resource or geologic feature; or
- Disturb any human remains.

Answers to Checklist Questions

Questions A, B, and D

The project site is not located in the vicinity of any known or suspected cultural, historical, or paleontological resources. Although the project is located along a major creekway identified as an area of high sensitivity for cultural materials, this particular section of Ulatis Creek has been re-routed and configured into a trapezoidal flood control channel. The construction of the channel significantly disturbed subsurface and surface soils making it hightly unlikely that cultural materials will be encountered during project construction. Although the potential impact is extremely low a standard mitigation has been provided below which addresses the standard procedure for any project to follow should resources be found during construction. There is **no impact** under A and C. The potential impact under B and D would be considered **less than significant with mitigation.**

Mitigation Measures

CUL-1. In the event that archaeological artifacts or cultural soil deposits (including but not limited to ground or flaked stone tools, shell and/or bone, and historic artifacts) are encountered during ground-disturbing activities, all work shall stop in the immediate vicinity of the find until the discovery area can be evaluated by a qualified archaeologist. Depending on the extent and cultural composition of the discovered materials, it may be advisable to have subsequent excavation monitored.

CUL-2. If human remains are discovered anywhere on the site, work shall immediately stop in the vicinity of the discovery and the Solano County Coroner shall be contacted. If the skeletal remains are found to be prehistoric Native American (not modern), the Coroner shall call the NAHC in Sacramento within 24 hours. The NAHC will identify the person(s) it believes to be the "Most Likely Descendant." Responsible for recommending the disposition and treatment of the remains, the Most Likely Descendant may make recommendations for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

GEOLOGY AND SOILS

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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: • Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map as issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• 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	
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

Environmental Setting

The following information is summarized from geotechnical reports prepared for previous projects in the area of the project site.

The project area is located near the margin of the Great Valley Geomorphic Province of California. The Great Valley Province is an asymmetric trough filled with a thick sequence of sediments from the Jurassic (180 million years ago) to recent age. The sediments within the Great Valley vary between 5 and 10 kilometers in thickness and were mostly derived from erosion of the Sierra Nevada mountain range to the east, with lesser material from the Coast Range to the west. Review of the Geologic Map archives indicate that the area is underlain by the Lower Member of

the Modesto Formation. This formation is composed of slightly weathered gravel, sand, silt and clay. The native topography of the project area is relatively flat with drainage generally flowing northwest to southeast through the City, with flows concentrated in the Alamo and Ulatis creek systems. Clay soils are typical in the area.

According to the online California Department of Conservation, California Geologic Survey Official Earthquake Fault Maps (California Department of Conservation 2007) issued in compliance with the Alquist-Priolo Earthquake Fault Zoning Act, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the Great Valley Fault (Segment 5) located approximately 5 miles east of the project site.

As depicted in Figures 9-1 and 9-2 of the Safety Element of the Vacaville General Plan (City of Vacaville 1990 as amended through 2004), the project site is located in an area designated as least susceptible to landslides and of low susceptibility for liquefaction potential.

The bike path will be installed on top of the existing maintenance road which is located along the engineered channel of Ulatis Creek. Because of the existing , compacted and pre-engineered condition of the project site, the project engineer has determined that a geotechnical report is not necessary for adding pavement to the existing gravel maintenance road.

Criteria for Determining Significance

The Project would have a significant impact to the environment if it would:

- Expose people or structures to risk of loss, injury, or death from (1) earthquake, (2) strong seismic ground shaking, (3) seismic-related ground failure, including liquefaction, or (4) landslides;
- Result in substantial soil erosion or loss of topsoil;
- Be located on unstable soil; or
- Have soils incapable of supporting septic system use.

Answers to Checklist Questions

Question A

The project site is not located within an Alquist-Priolo Earthquake Fault Zone and the nearest active fault is approximately 5 miles away. The Project consists of a paved bike path which is not a structure that would expose people to significant risk or injury during an earthquake. This impact is considered **less than significant.**

Question B

Construction of the Project would involve the placement of base rock and pavement on the existing maintenance road. The construction activities would potentially expose a minimum area of soil to erosion. As stated under Air Quality Section B, measures are included in the standard construction specifications that will address some of the soil management practices for the project. In addition, standard specifications will require the contractor to enclose or cover soil stockpiles. Additionally, the Project would be constructed in accordance with the National Pollution Discharge Elimination System general permit requirements; the construction contractor would be responsible for developing and implementing a SWPPP. The SWPPP would identify best management practices (BMPs) to address soil stabilization, sediment control, wind erosion control, vehicle tracking control and de-watering practices.

Because these erosion control measures would be implemented during project construction and are already incorporated into the project design with drawings and specifications, the impact is considered **less than significant.**

Question C
As discussed above under Question A, the project site is not located in or adjacent to an active fault zone or in an area of substantial seismic hazard. Additionally, the relatively flat site topography is not susceptible to landslides. This impact is be considered **less than significant.**

Question D
See discussion under Question C above. This impact is be considered **less than significant.**

Question E
The project is a bike path. This question is not applicable. There is **no impact.**

Mitigation Measures:
None Required

GREENHOUSE GAS EMISSIONS

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on an applicable threshold of significance?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X

Environmental Setting / Regulatory Setting

Emissions of Greenhouse gasses (GHG's) contributing to global climate change are largely attributable to human activities associated with industrial/manufacturing, utility, transportation, residential and agricultural uses. About three quarters of human emissions of CO2 to the global atmosphere during the past 20 years are due to the burning of fossil fuel. California produces roughly 1.4 percent of the world's, and 6.2 percent of the total U.S., greenhouse gases (GHG). In order to control and reduce GHG emissions, California has taken a proactive role. California's major initiatives for reducing climate change or greenhouse gas emissions are outlined in Assembly Bill 32 (signed into law 2006), 2005 Executive Order and a 2004 ARB regulation to reduce passenger car GHG emissions. These efforts aim at reducing GHG emissions to 1990 levels by 2020 - a reduction of about 25 percent, and then an 80 percent reduction below 1990 levels by 2050.

The proposed bike path will require the use of construction equipment and involve employee vehicle trips over a period of approximately 60 days. Typical equipment and vehicles used per work day are shown in Table 1 in the project description. The level of construction activity, amount and size of equipment involved in the project and duration of construction is less than other construction projects recently approved in the City. These projects involved more equipment over a greater length of time and were subject to detailed air quality analysis that resulted in a "less than significant" conclusion regarding Greenhouse Gas emissions (The Easterly Wastewater Treatment Plant Tertiary Project Final EIR (SCH# 2009082066 – CIP File 822) and the Vacaville Intermodal

Station Mitigated Negative Declaration (CIP File 751). Because this project is significantly smaller in scale than these projects, uses less equipment over a shorter period of time, and helps to address and reduce long term emissions in the community, it is concluded that the potential impact would also be less than significant.

Criteria for Determining Significance

The Project would have a significant impact to the environment if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Answers to Checklist Questions

Question A

The YSAQMD has no established threshold to date for Greenhouse Gas Emissions, however, prior studies of construction emissions for larger construction projects in the City resulted in a less than significant impact conclusions using significance standards available at this time. Because this project is significantly smaller in scale than the projects referenced above, uses less equipment over a shorter period of time, and has no long term operational emissions and has the potential to reduce emissions in the community by providing an alternative to the use of automobiles, it is concluded that the potential impact would also be **less than significant**.

Question B

As discussed above, the bike path project does not conflict with any applicable plan, policy or regulation available to date for the purpose of reducing the emissions of greenhouse gases. As a bike path, the project will support the reduction of emissions by providing a non polluting alternative transportation option. It should be noted that the City recognizes the need to address global climate change and that the City's General Plan includes several City-wide policies with the objective of reducing local emissions and thereby addressing the degree of cumulative increase in greenhouse gases. The following measures are currently being implemented by the City:

- The City operates one of the largest municipal electric vehicle fleets in the nation and sponsors electric vehicle & CNG fueled vehicle purchase programs for residents and local businesses.

- The City requires trip reduction plans for larger developments in an effort to reduce vehicle use and associated emissions.

- The City has a streamlined permit process for any proposal for new and retrofit photo voltaic (PV) systems in both residential and commercial settings, and has recently approved the largest private commercial PV panel installation in the State of California (the ALZA Pharmaceutical facility).

- The City standards for new parking lot construction include a requirement for tree planting to shade at least 50% of the parking lot area within 10 years, thereby reducing the reflective heat from pavement and promoting greenery to process carbon dioxide (CO2) emissions. The City allows for solar panels over parking lots to replace the tree canopy percentage when desired by the developer.

- The City provides transit services throughout the City's urban areas and participates in ride sharing coordination with regional transportation entities, with several park-and-ride lots provided at key on and off ramp locations along Interstate 80.

- New residential development is required to coordinate project design so as to provide broad landscaped pedestrian frontages on public collector and arterial streets and to install and link to the existing network of public trails and bikeways that exist throughout the City; thus promoting alternative modes of transportation for residents within the City.

The City considers the policies, standards and practices listed above as a program level mitigation that addresses the cumulative potential for increases in greenhouse gases within the local region.

Global climate change is inherently a cumulative impact. The bike path construction emissions will be short term with no long term operational emissions. For the reasons discussed above, implementation of the project would not interfere or conflict with the State's objectives of reducing GHG emissions. Therefore, the project would have **no impact**.

Mitigation Measures
None required.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Cause 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 Government Code Section 65962.5 and, as a result, would it 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 airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) 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

Environmental Setting

The project site is not in the vicinity of any property identified in of the database reports associated with hazardous materials use and release. The project consists of installation of a class I bike path which will consist of paving on top of an existing maintenance road adjacent to the Ulatis Creek Channel. The Geotracker website (http://geotracher.swrcb.ca.gov) shows no known sites within or immediately near the project site.

Criteria for Determining Significance

A project is considered to result in a significant impact if it would:

- Create a public health hazard through the transport, use or disposal of hazardous materials;
- Create a public hazard through upset or accident involving release of hazardous materials;
- Emit hazardous emissions or involve handling hazardous materials within one-quarter mile of an existing or proposed school;
- Be located on a site that is listed as hazardous by CalEPA;
- Result in safety hazards near a public or public-use airport or private airstrip;
- Impair implementation of an adopted emergency response or evacuation plan; or
- Expose people or structures to risk, loss, injury, or death involving wildland fires.

Answers to Checklist Questions

Questions A, B, and C

The Project is the installation of pavement on an existing maintenance road to create a class I public bike path. No hazardous materials are involved in the installation and there is no long term use of hazardous materials in the operation / use of the bike path. The Project construction will not involve the routine transport, use, or disposal of hazardous materials. There would be **no impact.**

Question D

As described under "Environmental Setting" above, the project is not located on or near an identified clean up site.

Additionally, as described above under Geology and Soils, Question B, the construction contractor for the Project would be required to prepare and implement a SWPPP. The SWPPP will include BMPs to limit the refueling, servicing and storage of construction equipment to protect off-site transport of hazardous materials and to provide for immediate cleanup of any leaks and spills of potentially hazardous materials consistent with applicable local, state, and federal regulations. Therefore, this impact would be considered **less than significant.**

Questions E and F

As depicted in Figure 6-4 of the Transportation Element of the Vacaville General Plan (City of Vacaville 1990 as amended through 2004), the project site is located within the Compatibility Zone

F of both the Nut Tree Airport. Zone F is defined as “Other Airport Environs”. Over flights with limited risk under flight paths are described as the impact elements in Zone F. There are no prohibited uses listed for Zone F. The bike path is therefore consistent with the Nut Tree Airport Land Use Plan. There are no private air strips in the area of the project and construction activities will not conflict with airport operations. **No Impact**

The project is located in Travis Air Force Base compatibility Zone D. As a bike path, there is no long-term use or operation of the project that is subject to restrictions in Zone D. Heights of objects 200‘ or greater in Zone D are subject to ALUC review. The project construction activities are within the permissible limits for Zone D and no further review is necessary. **No Impact**

Question G

It is not anticipated that construction of the bike path would require road closures, or detours that would limit emergency response or evacuation. The contractor will be required to implement a traffic control plan to maintain the flow of traffic around construction activities. The impact is considered **less than significant.**

Question H

The project location is in an area that is routinely maintained for fire hazard reduction. The bike path will not introduce additional hazards related to fire safety and will provide a benefit for fire access which will now be available along an all weather surface running the entire length of the channel between Nut Tree Road and Leisure Town Road. There would be **no impact.**

Mitigation Measures

None required.

HYDROLOGY AND WATER QUALITY

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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-			X	

site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) 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
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
h) 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?				X
i) Inundation by seiche, tsunami, or mudflow?				X

Environmental Setting

The project consists of the installation of a class 1 paved bike path on top of an existing maintenance road. The project description and prior sections, particularly the Biology Section above, provide detailed information regarding the setting, the environmental conditions in the area, and the nature of the construction activities.

Criteria for Determining Significance

The project would significantly impact the environment if it would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere groundwater recharge;
- Substantially alter the existing drainage patterns resulting in a substantial increase in erosion or surface runoff and causing flooding;
- Create or contribute to runoff that exceeds drainage system capacity;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area;
- Impede or redirect flood flows within a 100-year flood hazard area;
- Expose people or structures to a significant risk of loss, injury, or death from flooding; or
- Result in inundation by seiche, tsunami, or mudflow.
-

Answers to Checklist Questions

Question A

Project construction will be adjacent to the Ulatis Creek Channel and as such, there is a potential for ground disturbance activities to result in indirect impacts caused by runoff and sedimentation. The measures listed below shall be implemented prior to and during construction to avoid adverse effects to water quality within Ulatis Creek adjacent to the project site. The potential impacts will be reduced to **less than significant with mitigation**.

Water Quality Mitigation Measures

WQ – 1: *Conduct ground disturbing activities adjacent to Ulatis Creek during the dry season (generally between April 15 and October 15).*

WQ - 2: *Install temporary construction barrier fencing or straw wattles between the designated work area and Ulatis Creek or the unnamed seasonal stream, as necessary, to ensure that construction debris and sediment does not inadvertently enter the drainage.*

WQ - 3: *Before October 15 and/or immediately after bike path construction is complete, all exposed soil shall be stabilized in accordance with the Solano county Water Agency requirements. Soil stabilization may include, but is not limited to , seeding with a native grass seed mix, placement of gravel.*

WQ – 4: *Before any ground-disturbing activities, the City shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) (as required under the SWRCB's General Construction Permit Order 2009-0009-DWQ, which will go into effect July 1, 2010] that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after Project construction. The SWPPP shall include site design to minimize offsite storm water runoff that might otherwise affect surrounding wetland habitat.*

The SWPPP shall be prepared with the following objectives: (a) to identify pollutant sources, including sources of sediment, that may affect the quality of storm water discharges from the construction of the Project; (b) to identify BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the site during construction; (c) to outline and provide guidance for BMP monitoring; (d) to identify Project discharge points and receiving waters; (e) to address post-construction BMP implementation and monitoring; and (f) to address sedimentation, siltation, turbidity, and non-visually detectable pollutant monitoring, and outline a sampling and analysis strategy.

WQ – 5: *No refueling, storage, servicing, or maintenance of equipment shall take place within 100 feet of aquatic habitat.*

WQ – 6: *All machinery used during construction of the Project shall be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water.*

WQ – 7: *Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.*

Question B
The Project, after completion, does not alter the existing surface conditions nor will there be any project influence on ground water related to the bike path construction or use. **No Impact.**

Questions C, D, and E
See the comprehensive project description and detailed discussion in the biological section of this initial study. The project does not alter any existing waterways or affect flow in the Ulatis Creek Channel or unnamed creek adjacent to the project. The site drainage patterns will remain the same. The project will connect to existing cross drains and there will be no modification at existing outfall on the channel bank. The project construction will comply with the requirements of a NPDES permit, in that the City's construction contractor would be required to develop and implement a SWPPP for project construction to include BMPs to limit erosion and offsite sedimentation; the contract documents will specify the water quality mitigation measures outlined under Question A above. For these reasons, the potential impacts of the project are considered **less than significant.**

Questions F and G
The length of the bike path project is located on FEMA Flood Insurance Rate Maps (FIRM) Nos. 06095C0277E and 06095C0281E. A portion of the Ulatis Creek Bike Trail Project along the North Side of Ulatis Creek between Nut Tree Road and Leisure Town Road may be within Zone A, the 100 year flood plain based on the FIRM Maps. The City of Vacaville proposes to construct a bike trail on the existing maintenance road along the north side of the Ulatis Creek Channel. The project also includes a 100' by 20' wide area within which a trail connection will be extended from the Ulatis Channel maintenance road to the end of Greentree Drive. The project consists of the installation of an asphalt concrete surface which will raise the elevation of the existing maintenance road surface no more than 2"; however the asphalt concrete surface will still be below the elevation of the top of bank. The top of bank in all locations is the high point and the project will not change the drainage design of the maintenance roads which slope away from the top of bank with runoff directed to culverts that flow back under the bank and into the channel or detention basin. The project does not include any other elements that introduce obstructions to flow that could change base flood elevations or change existing drainage in the area. The Project would not place housing within a 100-year floodplain hazard area; nor would the Project place structures within a 100-year flood hazard area such that flood flows could be re-directed or impeded. There would be **no impact.**

Question H
The project is a bike path, consisting of paving on top of an existing maintenance road. No levee or dam construction is proposed. There are no structures and the potential to expose people a significant flood risk is low. This impact is considered **less than significant.**

Question I
No portion of the project site is subject to inundation by seiche, tsunami, or mudflow. There is **no impact.**

Mitigation Measures:

As listed under A above, none required for B – I.

LAND USE AND PLANNING

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) 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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
b) Physically divide an established community?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Environmental Setting

The project will complete a segment of the Ulatis Creek multi-purpose path system that is identified in the City's General Plan as a trail corridor that serves as a recreational trail and transportation alternative route running through the City from northwest to southeast connecting neighborhoods, commercial, cultural and recreational areas. The proposed project will be a Class I, Caltrans standard bikeway that will connect to the previously completed Ulatis Creek Bike Path - Allison Drive to Ulatis Drive segment, where it connects via an existing bike lane along Nut Tree Road. The proposed project will connect residential neighborhoods in the eastern section of Vacaville with the commercial, cultural, recreational and transit uses in the Allison Priority Development Area (as identified by ABAG). The proposed project also implements the objectives of the County-wide bike plan as adopted by the Solano Transportation Authority (STA). The project is specifically identified in both the City General Plan and the STA Bike Plan.

The location of bike trails along major creek channels allows continuous, level, trail linkages between neighborhoods on publicly owned land that is not otherwise suited for development. The proposed project takes advantage of the existing maintenance road located on the north side of the Ulatis Creek Channel, enabling the project to be constructed with minimal modification to the surrounding environment.

Criteria for Determining Significance

Land use impacts are considered significant if the project would:

- Physically divide an established community;
- Conflict with land use plans, policies, or regulations; or
- Conflict with HCP or other types of approved biological habitat management plans.

Answers to Checklist Questions

Questions A and B

As stated in the project description and in the environmental setting introduction above, the proposed bike path implements specific policies in both the City's General Plan and the County's Bike Plan. The project will be constructed on an existing maintenance road in an area that is almost void of any sensitive environmental features. The project will not conflict with local planning documents or policies related to environmental protection. As described in the project description, the project provides an alternative transportation linkage within the community rather than a divisive feature. There is **no impact.**

Question C

The City has entered into an agreement with the Solano County Water Agency and the Bureau of Land Management for water service. This agreement requires that a Habitat Conservation Plan (HCP) be developed for all lands within the water service area. The City is actively participating with all member agencies in the development of this HCP. At present, there is no habitat conservation plan or natural community conservation plan in place; however the proposed project does not conflict with the objectives of the draft HCP as currently written. See additional discussion under the Biology section of this Initial Study. There is **no impact**.

Mitigation Measures

None required.

MINERAL RESOURCES

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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

Environmental Setting

According to the Geology and Soils Background Report prepared for the Solano County General Plan Update (EDAW 2006), mineral resources in Solano County include calcium, clay, mercury, sand and gravel, and stone. The project site is not located in a mineral resources zone as described by the Surface Mining and Reclamation Act Mineral Land Classification Report SR 146 (EDAW 2006). No important mineral resources are known at the project site.

Criteria for Determining Significance

A project will normally have a significant effect on the environment if it will result in:

- Result in a loss of a known mineral resource; or
- Result in a loss of availability of a locally important mineral resource identified in an approved land use plan.

Answers to Checklist Questions
Questions A and B
There are no known mineral resources associated with the project site. There would be **no impact**.

Mitigation Measures
None required.

NOISE

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
- Short-term Construction noise?			**X**	
- Long-term Traffic Noise?			**X**	
- Long-term Operational noise?			**X**	
b) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?			**X**	
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
d) Result in 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, 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**

Environmental Setting
The project construction will occur over approximately 60 days and typically involve the use of equipment as listed in the project description. The location of the bike path is adjacent, in some sections, to the rear yards of residential lots that back up to the Ulatis Creek Channel. The 100 foot section of bike path connecting to Greentree Drive will be located adjacent to the side yard of one residence.

City of Vacaville General Plan
The Noise Element of the Vacaville General Plan identifies land use compatibility noise standards for noise-sensitive land uses affected by transportation and non-transportation noise sources. For noise-sensitive land uses, including residential land uses, that are affected by transportation noise sources, the "normally acceptable" exterior and interior noise level is 60 dBA Ldn/CNEL and 45 dBA Ldn/CNEL, respectively. Exterior noise levels of up to 75 dBA Ldn/CNEL for residential land uses is considered "conditionally acceptable" provided needed noise mitigation measures have been incorporated and interior noise levels are maintained within "normally acceptable" levels. The City's applicable noise standards for non-transportation are defined based on time of day and the duration of the noise events. The City's non-transportation noise standards are summarized in Table 8 of the Noise Element of the City's General Plan.

City of Vacaville Noise Ordinance
The City's Land Use & Development Code (Title 14, Section 14.09.127.120) establishes maximum noise exposure standards for sensitive land uses. The standards contained in the Noise Ordinance are consistent with those from the Vacaville General Plan Noise Element, as discussed above. The City's Public Health Code (Title 8, Section 8.10.030-19) limits construction equipment operation and outdoor construction or repair work within 500 feet of occupied residences to between the hours of 6:00 a.m. and 10:00 p.m. on Mondays through Saturdays, and from 8:00 a.m. and 10:00 p.m. on Sundays (City of Vacaville 1995.).

Thresholds of Significance
The following significance thresholds used for the assessment of noise-related impacts are based on the CEQA Guidelines:

- Generate or expose people to noise levels in excess of the City's noise standards and noise ordinance requirements;
- Generate or expose people to excessive groundborne vibration levels;
- Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Answers to Checklist Questions

Question A
There will be short term construction noise related to grading and paving operations during the installation of the bike trail improvements. The table of construction equipment included in the project description at the beginning of this Initial Study lists equipment that will generate noise during construction. The use of this equipment is sequenced with the associated task so that all equipment will not be operating and generating noise at any one time in proximity to residential properties. In addition, the lineal nature of the project will limit the duration of construction related noise at any one location along the route to no more than on day. The City will limit the hours of construction to occur between 8:0AM and 5:00 PM on weekdays so as to reduce the disruption to residents when they are typically in their homes. It should also be noted that the staging area has been located along the route in an area near the golf course and detention basin and not adjacent to residential uses.

Traffic noise and operational noise associated with the use of the bike path will be limited to bicycle and pedestrian related noise which is not constant and is well within the exposure standards for residential uses. The noise related to maintenance and operation of the Ulatis Channel will remain the same as existing.

Based on the discussion above, the noise impacts associated with construction and operation of the project is considered **less than significant**.

Question B
Ground borne vibration impacts associated with construction will be minimal, are directly related to the construction equipment use and hours of construction identified above. There is no long term ground-borne vibration associated with the operation of the bike path. This impact is considered **less than significant**.

Question C
See discussion under "A" above; noise associated with the use of the bike path will be limited to bicycle and pedestrian related noise which is not constant and is well within the exposure standards for residential uses. The noise related to maintenance and operation of the Ulatis Channel will remain the same as existing. This impact will be **less than significant.**

Question D
See discussion under A & B above. The impact is **less than significant**.

Question E & F
The project is located within the Nut Tree Airport Land Use Planning Area. The project site is located within the Compatibility Zone F of both the Nut Tree Airport. Zone F is defined as "Other Airport Environs". The Nut Tree Airport Land Use Plan includes a Noise Contour Map which shows that noise related to aircraft may cause noise levels up to 55 CNEL occur parallel to the runway and north of I-80, which is north of the project site. The map demonstrates that noise levels diminish over distance and there are no significant noise impacts related to aircraft in the project vicinity. The use of a bike path would not be significantly impacted by aircraft noise and the project does not alter the existing conditions related to aircraft noise. There are no private airstrips in the vicinity of the project. **No Impact.**

Mitigation Measures
None required.

POPULATION AND HOUSING

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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 numbers of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Environmental Setting

The Project consists of the installation of a class I bike path on top of an existing maintenance road along the north side of the Ulatis Creek Channel. The project will complete a segment of the Ulatis Creek multi-purpose path system that is identified in the City's General Plan as a trail corridor that serves as a recreational trail and transportation alternative route running through the City from northwest to southeast connecting neighborhoods, commercial, cultural and recreational areas. The project is also specifically identified in the County wide bike plan. The Project does not conflict with current or planned land uses in the vicinity nor would the Project physically divide an established community or induce growth not already contemplated by the City's General Plan. The bike path is located on an existing maintenance road along a storm drainage channel and will not involve the removal of any structures or residences.

Criteria for Determining Significance

Population and housing impacts are considered significant if the project:

- Induces substantial growth; or
- Displaces a substantial number of existing housing units or people, necessitating construction of replacement housing.

Answers to Checklist Questions

Question A

For the reasons discussed in the project description and under the Environmental Setting above, the project will not directly or indirectly induce substantial population growth in the area not already contemplated by the City's General Plan. There will be **no impact**.

Questions B and C

As described above, the Project would not require the displacement of existing housing or the construction of replacement housing. There will be **no impact.**

Mitigation Measures

None required.

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 public services:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Fire protection?			X	
b) Law enforcement?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Environmental Setting

The project involves the installation of a bike path on an existing maintenance road in the fenced corridor of the Ulatis Creek Channel, operated and maintained by the SCWA. According to neighbors, the public already casually accesses and uses the maintenance roads on either side of the channel for recreational purposes; neighbors also indicate that motorcycles use the area from time to time. The project will provide a paved path that is formally recognized for public use, operated by the City of Vacaville. Police and Fire will have greater ability to access and patrol the pathway corridor on the paved path with city standard security bollards and locks at each end. Response times to fire and other incidents along the Ulatis Corridor will be improved. The City has established a bicycle police patrol that is intended to provide a presence along the City-wide bike path system. As discussed in the project description and under the Land Use and the Housing sections of this initial study, the project does not create new facilities, structures or residences not already contemplated by the City's General Plan and considered in the planning for public services in the area.

Criteria for Determining Significance

A project will normally have a significant impact on the environment if it will:

- Result in substantial adverse physical effects from the construction of new or altered governmental facilities needed to maintain acceptable service ratios, response times, or other performance objectives for: (1) fire protection, (2) police protection, (3) schools, (4) parks, or (5) other public services.

Answers to Checklist Questions

Questions A and B

As discussed under "Environmental Setting" above, the project will formalize and legalize the current informal public use of the Ulatis Creek Corrridor in the project area and provide better access for police and fire. The project is subject to a City Design Review process which includes review of the design by Police and Fire representatives. Details related to public safety, access and security will be evaluated and project details will be refined to respond to Police and Fire needs. **Less than significant impact.**

Questions C through E

The project does not affect school services and is not adjacent to or near a school where a school use might influence the use of the bike path or raise safety concerns for students. The bike path implements the General Plan policies regarding the city wide creek trail system and does not impact any park land; the project enhances the potential for recreational use of the creek corridor, consistent with General Plan policy. The Ulatis Creek Channel in the project location serves as an essential component of the storm drainage system and is maintained by the Solano Irrigation District; the project will not inhibit the ability for SCWA to access and maintain the channel. The project has **no impact** on these public services.

Mitigation Measures

None required.

RECREATION

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Environmental Setting

See the discussion under the Project Description, the Land Use and the Public Services sections of this initial study. The project implements the policies of the General Plan with regard to the city wide trail system along creek-ways within the city. The project is not located adjacent to or near an existing park, but has the potential to provide additional public linkage opportunities, using alternate transportation to city parks and other public recreational facilities, including the Ulatis Community Center.

Criteria for Determining Significance

Recreation impacts are considered significant if a project creates a "conflict with established recreational, educational, religious, or scientific uses of the area."

- Increase the use of existing neighborhood and regional parks, resulting in physical deterioration; or
- Result in substantial adverse physical effects from construction of new or altered recreational facilities.

Answers to Checklist Questions

Questions A and B

The project would not increase the population base that is already anticipated to use existing neighborhood or regional parks or recreational facilities. The project enhances the opportunities to allow the public to access recreational facilities using alternative modes of transportation, making the access experience recreational as well. The project does not alter or affect existing recreational facilities. There would be **no impact.**

Mitigation Measures

None required.

TRANSPORTATION/TRAFFIC

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact with mitigation incorporated	Less than significant impact	No impact
a) Result in a substantial increase in the number of vehicle trips?				X
b) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?			X	
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X
e) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Environmental Setting

The Project consists of the installation of a paved class 1 bike path on top of an existing maintenance road on the north side of the Ulatis Creek Channel. The project will complete a segment of the Ulatis Creek multi-purpose path system that is identified in the City's General Plan as a trail corridor that serves as a recreational trail and alternative transportation route running through the City from northwest to southeast connecting neighborhoods, commercial, cultural and recreational areas. The project is also specifically identified in the County wide bike plan. The bike trail is consistent with the Transportation Element of the General Plan, and specifically with the trip reduction policies which are intended to reduce traffic loads on the streets and intersections throughout the City.

Criteria for Determining Significance

A project results in a significant impact if it would:

- Substantially increase traffic relative to existing load capacity;
- Exceed an established level-of-service standard;
- Result in a change of air traffic patterns;
- Substantially increase hazards due to design or incompatible uses;
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted alternative transportation policies, plans, or programs.

Answers to Checklist Questions

Questions A, C, D & E

As described in the comprehensive project description and the "Environmental Setting" above, the project does not create new development or additional vehicle trips that will impact roadway operations. It is not anticipated that construction of the bike path would require road closures, or detours that would limit emergency response or evacuation. The project is not located at a bike destination or facility that that requires bike parking. **No impact.**

Question B

The City's traffic engineer is involved in review of the project design which is being prepared by Public Works Engineering Services and any design related safety issues will be addressed through refinements to design details prior to completion of contract documents. The contractor is required to consult with traffic engineering staff to develop a construction traffic management plan to address local circulation and safety issues that may arise during construction activities that may influence traffic flows in the public right-of-way. Because standard specification and contract documents require the contractor to implement a traffic control plan to maintain the flow of traffic around construction activities, this impact is considered **less than significant.**

Mitigation Measures

None required.

UTILITIES AND SERVICE SYSTEMS

Would the project:

Environmental Issue	Potentially significant impact	Less than significant impact 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 has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Environmental Setting

The Project consists of the installation of a class 1, paved bike path on top of an existing maintenance road along the north side of the Ulatis Creek Channel. There is not utility expansion or construction associated with the project and the project will not touch or modify existing utility service systems.

Criteria for Determining Significance

A project will normally have a significant effect on the environment if it will:

- Fail to comply with wastewater treatment requirements of a Regional Water Quality Control Board;
- Require or result in the construction of new or expanded water or wastewater treatment facilities;
- Require or result in the construction of new or expanded stormwater drainage facilities;
- Exceed existing water supplies;
- Exceed existing wastewater capacity;
- Exceed existing landfill capacity; or
- Conflict with federal, state, and local statutes and regulations related to solid waste.

Answers to Checklist Questions

Questions A through G

As described in the project description of this Initial Study and in the "Environmental Setting" in this section, the bike path does not result in new development that will create new demand for capacity of any utility service, the project will not involve the installation or modification of any utilities or service systems. There is **no impact**.

Mitigation Measures

None required.

MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue	Potentially significant	Less than significant impact with mitigation incorporated	Less than significant	No impact
a) Does the project 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project 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, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Answers to Checklist Questions

Question A

The project involves the installation of a class 1 paved bike path on top of an existing maintenance road along the north side of the Ulatis Creek Channel. Mitigation measures have been developed to address potential impacts related to both biological and cultural resources and will be incorporated into the project resulting in a less than significant impact.

Question B

The small scale of the project and the fact that there is only a small and infrequent potential for operational or long term impacts associated with the bike path supports the conclusion that the project's cumulative impact potential to be less than significant.

Question C

As stated under B above, the small scale of the project and the fact that there are minimal operational impacts supports the conclusion that the project will have less than significant environmental impacts which will cause direct or indirect adverse effects on humans.

DOCUMENT PREPARATION

Prepared by:

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City of Vacaville Public Works Department
Engineering Services Division

Reviewed and Approved by:

Pehman Behvand, Acting City Planner
City of Vacaville Community Development Department
Planning Division

Other Contributors:

Brian Oxley, Associate Engineer
City of Vacaville Public Works Department

Chad Copeman, Associate Engineer
City of Vacaville Public Works Department

Area West Environmental (City's Biological Consultant)
Becky Rozumowicz & Angela Alcala

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Biological Assessment, Ulatis Creek Bike Path Project, Ulatis Drive to Leisure Town Road; Prepared for Caltrans District 4 (04-SOL-0-VAC; EA# CML-5094 (046). January 2011, Area West Environmental.

Informal Endangered Species Consultation on the Proposed Ulatis Creek Bike Path Project, USFWS Letter dated April 5, 2011.

ULATIS CREEK BIKE PATH
NUT TREE ROAD TO LEISURE TOWN ROAD SEGMENT
CIP File No. 747

Mitigation Measure Monitoring Plan

City of Vacaville – October 2011

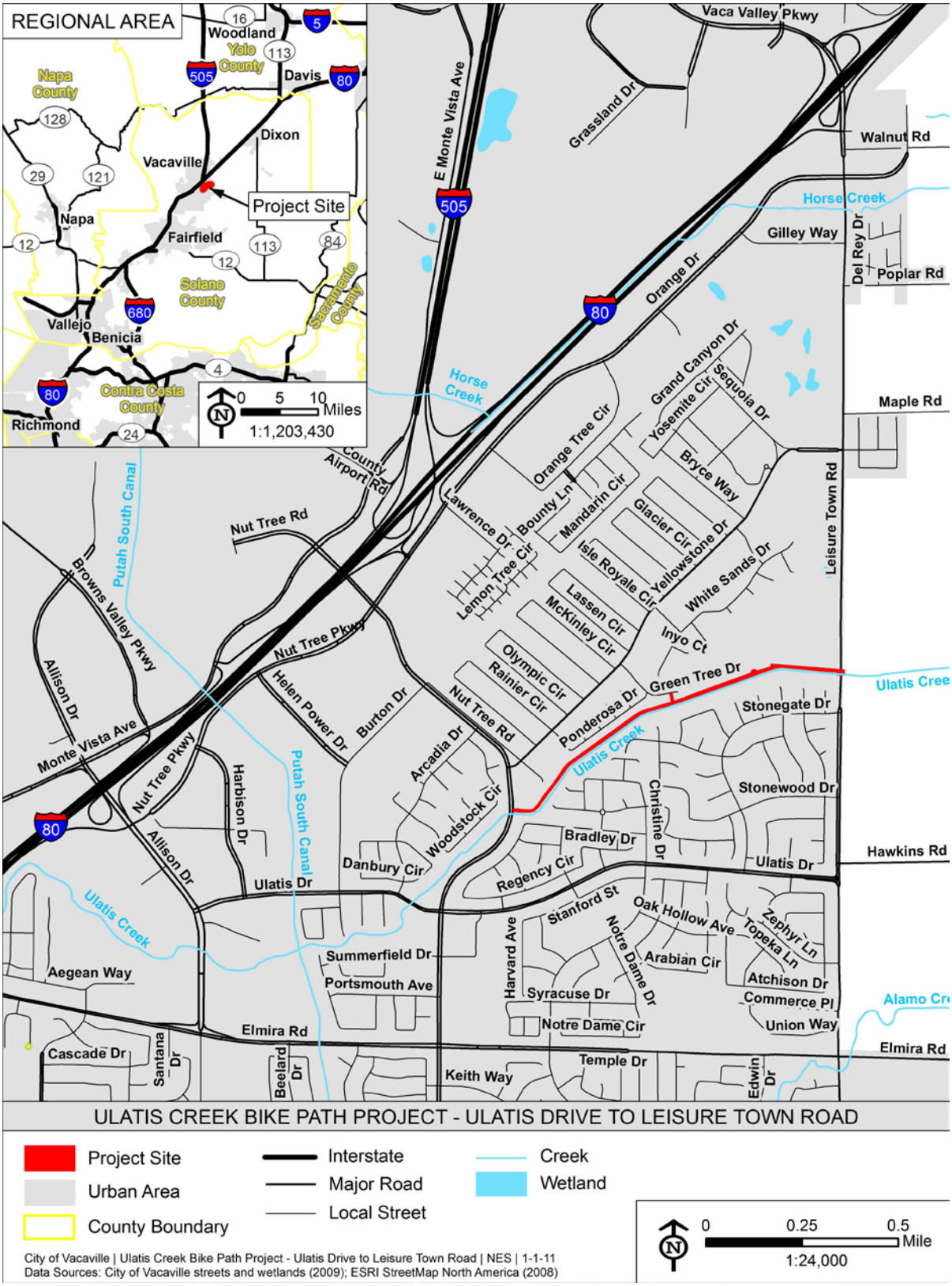
Mitigation Measure	**Responsible Division / Agency**	**Timing of Monitoring Task**	**Verif. (Initials and Date)**
BIOLOGICAL			
Bio-1. *Prior to ground disturbing work, a 4-foot high visibility fence will be installed between the work area and the two elderberry shrubs to be avoided. The fencing will be installed a minimum of 10 feet and 60 feet from the drip line of the shrubs, respectively. As part of the project, the City shall replace damaged chain link fencing south of the elderberry shrub (ES-1) along the north edge of the existing maintenance road.*	PW Engineering Services schedule biologist pre-con survey and coordinate compliance prior to Commencement of construction.	Survey in May/June, prior to construction. Buffer and avoidance measures implemented prior to construction as/if required.	
Bio-2. *All construction personnel will receive environmental awareness training, including information regarding the beetle and its habitat, and the need to avoid designated environmentally sensitive areas. The fencing shall be checked regularly and maintained until the project is complete. The avoidance area shall be clearly marked with signs that read: "This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the ESA of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." Signage will be clearly readable from a minimum distance of 20 feet.*	Public Works Engineering Services. Incorporate into plans and special provisions as necessary & schedule training, fence and sign placement	Immediately prior to construction	
Bio-3. *Appropriate dust control measures shall be implemented for the duration of construction activities.* .	PW – incorporate into contract documents. PW inspector to monitor during construction.	During construction.	
Bio-4. *The application of pesticides shall not occur within 100 feet of any elderberry shrubs.*	PW incorporate into contract documents & maintenance plan.	Ongoing	
Bio-5. *All temporarily disturbed areas within 100 feet of the drip line of the avoided elderberry shrubs shall be restored to pre-project conditions.*	PW incorporate into contract documents.	Post construction, prior to project sign off.	

Mitigation Measure	**Responsible Division / Agency**	**Timing of Monitoring Task**	**Verif. (Initials and Date)**
Bio-6. *No project work will occur between March 15 and June 15, which represents the beetle's emergent period.*	PW – Contract documents & authorization to proceed.	Execution of contract and project schedule coordination w/ contractor	
Bio-7. *A qualified biologist shall conduct a preconstruction clearance survey for western pond turtles within 48 hours prior to any ground disturbance within and adjacent to the Ulatis Creek Channel at the project site. Any western pond turtles found at the project site shall be allowed to voluntarily move out of the work area or shall be captured and held by a qualified biologist for a minimum amount of time necessary to release them in suitable habitat outside the construction work area.*	PW Engineering Services schedule biologist pre-con survey and coordinate compliance prior to commencement of construction.	48 hours prior to construction	
Bio-8. *If construction (including equipment staging and tree removal) will occur during the breeding season for migratory birds and raptors (typically between February 1 and September 15), the City shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey before the onset of construction activities. The preconstruction nesting bird and raptor surveys shall be conducted between February 1 and September 15 within suitable habitat at the project site. Surveys for raptor nests should also extend ¼ mile from the project site to ensure that nesting raptors are not indirectly affected by construction noise. The survey shall be conducted no more than 1 week before the initiation of construction activities. If no active nests are detected during the survey, no additional mitigation is required and construction can proceed.* *If migratory birds or raptors are found to be nesting in or adjacent to the project site, a no disturbance buffer shall be established around the nest to avoid disturbance of the nest site and to avoid take. The buffer shall be maintained around the nest site until the end of the breeding season or until a qualified biologist determines that, the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist (coordinating with the DFG) and shall depend on the species identified, level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. If a Swainson's hawk nest is found within ¼ mile from the construction activities, the City shall consult with DFG to determine if additional avoidance measures (i.e., nest monitoring) should be implemented during construction to avoid take.*	PW Engineering Services schedule biologist pre-con survey and coordinate compliance prior to commencement of construction.	No more than 1 week prior to construction	

Mitigation Measure	**Responsible Division / Agency**	**Timing of Monitoring Task**	**Verif. (Initials and Date)**
CULTURAL RESOURCES			
CUL-1. *In the event that archaeological artifacts or cultural soil deposits (including but not limited to ground or flaked stone tools, shell and/or bone, and historic artifacts) are encountered during ground-disturbing activities, all work shall stop in the immediate vicinity of the find until the discovery area can be evaluated by a qualified archaeologist. Depending on the extent and cultural composition of the discovered materials, it may be advisable to have subsequent excavation monitored.*	PW Engineering Services – Monitored by Public Works Inspector	During construction.	
CUL-2. *If human remains are discovered anywhere on the site, work shall immediately stop in the vicinity of the discovery and the Solano County Coroner shall be contacted. If the skeletal remains are found to be prehistoric Native American (not modern), the Coroner shall call the NAHC in Sacramento within 24 hours. The NAHC will identify the person(s) it believes to be the "Most Likely Descendant." Responsible for recommending the disposition and treatment of the remains, the Most Likely Descendant may make recommendations for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.*	PW Engineering Services – Monitored by Public Works Inspector	During construction.	
HYDROLOGY AND WATER QUALITY			
WQ – 1: *Conduct ground disturbing activities adjacent to Ulatis Creek during the dry season (generally between April 15 and October 15).*	PW Engineering Services include limitations and requirements in contract documents. PW Inspector to monitor.	During construction.	
WQ - 2: *Install temporary construction barrier fencing or straw wattles between the designated work area and Ulatis Creek or the unnamed seasonal stream, as necessary, to ensure that construction debris and sediment does not inadvertently enter the drainage.*	PW Engineering Services include limitations and requirements in contract documents. PW Inspector to monitor.	During construction.	

Mitigation Measure	**Responsible Division / Agency**	**Timing of Monitoring Task**	**Verif. (Initials and Date)**
WQ - 3: *Before October 15 and/or immediately after bike path construction is complete, all exposed soil shall be stabilized in accordance with the Solano county Water Agency requirements. Soil stabilization may include, but is not limited to , seeding with a native grass seed mix, placement of gravel.*	PW – include in plans and specifications / contract documents & PW inspects	Post construction and before October 15	
WQ – 4: *Before any ground-disturbing activities, the City shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) (as required under the SWRCB's General Construction Permit Order 2009-0009-DWQ, which will go into effect July 1, 2010] that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after Project construction. The SWPPP shall include site design to minimize offsite storm water runoff that might otherwise affect surrounding wetland habitat.* *The SWPPP shall be prepared with the following objectives: (a) to identify pollutant sources, including sources of sediment, that may affect the quality of storm water discharges from the construction of the Project; (b) to identify BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the site during construction; (c) to outline and provide guidance for BMP monitoring; (d) to identify Project discharge points and receiving waters; (e) to address post-construction BMP implementation and monitoring; and (f) to address sedimentation, siltation, turbidity, and non-visually detectable pollutant monitoring, and outline a sampling and analysis strategy.*	PW – include in contract requirements for contractor to implement. PW inspector to monitor for compliance.	Prior to construction and during construction.	
WQ – 5: *No refueling, storage, servicing, or maintenance of equipment shall take place within 100 feet of aquatic habitat.*	PW – require in contract docs. PW inspection to monitor.	During construction	
WQ – 6*: All machinery used during construction of the Project shall be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water.*	PW – require in contract docs. PW inspection to monitor.	During construction	
WQ – 7: *Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.*	PW – require in contract docs. PW inspection to monitor.	During construction	

End of Mitigation Monitoring Plan


REGIONAL AREA
Woodland
Yolo County
Davis
Napa County
Dixon
Vacaville
Project Site
Napa
Fairfield
Solano County
Sacramento County
Vallejo
Benicia
Contra Costa County
Richmond
0 5 10 Miles
1:1,203,430
Vaca Valley Pkwy
E Monte Vista Ave
Grassland Dr
Walnut Rd
Horse Creek
Gilley Way
Del Rey Dr
Poplar Rd
Orange Dr
Grand Canyon Dr
Yosemite Cir
Sequoia Dr
Maple Rd
Orange Tree Cir
Bryce Way
Leisure Town Rd
Mandarin Cir
Bounty Ln
Lawrence Dr
Glacier Cir
Yellowstone Dr
Isle Royale Cir
White Sands Dr
Lemon Tree Cir
Lassen Cir
McKinley Cir
Inyo Ct
Olympic Cir
Rainier Cir
Ponderosa Dr
Green Tree Dr
Ulatis Cree
Stonegate Dr
Stonewood Dr
Christine Dr
Bradley Dr
Ulatis Dr
Hawkins Rd
Regency Cir
Stanford St
Oak Hollow Ave
Zephyr Ln
Topeka Ln
Arabian Cir
Atchison Dr
Commerce Pl
Union Way
Alamo Cr
Elmira Rd
Temple Dr
Keith Way
Edwin Dr
Notre Dame Dr
Notre Dame Cir
Syracuse Dr
Harvard Ave
Summerfield Dr
Portsmouth Ave
Aegean Way
Cascade Dr
Santana Dr
Beelard Dr
Danbury Cir
Woodstock Cir
Arcadia Dr
Burton Dr
Helen Power Dr
Nut Tree Rd
Nut Tree Pkwy
Harbison Dr
Allison Dr
Monte Vista Ave
Browns Valley Pkwy
Putah South Canal
Ulatis Creek
County Airport Rd
Horse Creek
80
505
680
ULATIS CREEK BIKE PATH PROJECT - ULATIS DRIVE TO LEISURE TOWN ROAD
Project Site
Urban Area
County Boundary
Interstate
Major Road
Local Street
Creek
Wetland
0 0.25 0.5 Mile
1:24,000
City of Vacaville | Ulatis Creek Bike Path Project - Ulatis Drive to Leisure Town Road | NES | 1-1-11
Data Sources: City of Vacaville streets and wetlands (2009); ESRI StreetMap North America (2008)

The Project Site is approximately 3.4 acres and is located on the Elmira USGS 7.5-minute quadrangle map; Mt. Diablo Meridian Township 6 North, Range 1 West, in an unsectioned portion of the Los Putos land grant.
Center coordinates for the Project Site are:
WGS84, Latitude 38.364350, Longitude -121.941514; UTM Zone 10N NAD83, Northing 1894515.311, Easting 6578436.300.

ULATIS CREEK BIKE PATH PROJECT - ULATIS DRIVE TO LEISURE TOWN ROAD

Project Site Boundary
Major Road
Local Street
Creek
Wetland

0 500 1,000 1,500 Feet
1 inch = 1,000 feet

City of Vacaville | Ulatis Creek Bike Path Project - Ulatis Drive to Leisure Town Road | NES | 1-11-11
Data Sources: City of Vacaville streets and wetlands (2009);
USGS Elmira 7.5-minute quadrangle map

ATTACHMENT D
To Env. Questionnaire

NOTICE OF DETERMINATION

FILED

DEC 09 2011

Birgitta E. Corsello, Clerk of the Board of Supervisors of the County of Solano, State of California

Deputy:

To:

X Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044
Date received for filing:

X County Clerk, County of Solano
675 Texas
Fairfield, CA 94533 - 6342

From: City of Vacaville Community Development Department
Planning Division
650 Merchant Street, Vacaville, CA 95688 State Clearinghouse Number: **2011102044**

RE: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

PROJECT NAME:	**Ulatis Creek Bike Path, Nut Tree Road to Leisure Town Road**
FILE NUMBER:	PW-CIP 747 – CDD 11-081
SITE ADDRESS:	NA – Located along the north side of the Ulatis Creek flood control channel running between Nut Tree Road and Leisure Town Road.
APNs:	134-240-32; 134-230-02,-03; 134-230-06,-08,-09; 134-020-56, -06, -59
Approx Centroid:	**Longitude** -121* 56' 31.7328" **Latitude** 38* 21' 51.6204"

APPLICANT / PROPERTY OWNER City of Vacaville
Public Works Department
650 Merchant St., Vacaville, CA 95688
PHONE: (707) 449-5170

ARCHITECT/ ENGINEER: Chad Copeman, Assistant Civil Engineer

PROJECT DESCRIPTION: The City of Vacaville proposes to construct a Class I asphalt concrete bike path on an existing maintenance road which runs along an approximately 0.97-mile section of the north bank of the Ulatis Creek flood control channel from Nut Tree Road to Leisure Town Road. The project includes an approximate 100-foot long Class I bike path segment extending from the end of Green Tree Drive to the proposed bike path in order to provide a neighborhood connection at the mid-point of the trail.

ENVIRONMENTAL SETTING: Ulatis Creek in the project location has been re-aligned from its natural bed and reconfigured into an engineered trapezoidal flood control channel with gravel maintenance roads along the top of both banks. The project site is routinely graded and maintained to provide access for flood control maintenance equipment along the Ulatis Creek Channel. Existing residential neighborhoods back up to the channel on both sides with a golf course and church also located along the north boundary of the project.

This is to advise that the Community Development Director of the City of Vacaville approved the above-described project on December 9, 2011 and has made the following determinations regarding the project:

1. The project will not have a significant effect on the environment.
2. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A statement of Overriding Considerations was not adopted for this project.
5. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Mitigated Negative Declaration and record of project approval are available to the public at:

City of Vacaville Community Development Department, 650 Merchant Street, Vacaville, CA 95688 – (707) 449-5140 (Contact: Peyman Behvand, Acting City Planner)

This document posted from

Signature: Peyman Behvand 12.9.11 to 12.9.11

Peyman Behvand, Acting City Planner Date

Deputy Clerk of the Board

Official Departmental Receipt - County of Solano

975332

FAIRFIELD, CALIF., 12.9.11

RECEIVED FROM City of Vacaville $ 2,094.00

Two Thousand Nint, -four ^00/100 DOLLARS

IN PAYMENT OF N.O.D. / Admin Fee

Doc # 2011-168

F&G # 412440

CAO / BOS

DEPARTMENT

ORIGINAL BY [signature], Deputy

State of California—The Resources Agency
DEPARTMENT OF FISH AND GAME
2011 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT# 412440

STATE CLEARING HOUSE # *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY: City of Vacaville — DATE: 12.9.11

COUNTY/STATE AGENCY OF FILING: Solano — DOCUMENT NUMBER: 2011-168

PROJECT TITLE: Ulatis Creek Bike Path, Nut Tree Rd to Leisure Town Rd

PROJECT APPLICANT NAME: City of Vacaville — PHONE NUMBER: (707) 449-5170

PROJECT APPLICANT ADDRESS: 650 Merchant St. — CITY: Vacaville — STATE: CA — ZIP CODE: 95688

PROJECT APPLICANT *(Check appropriate box):*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$2,839.25	$
☒ Mitigated/Negative Declaration (ND)(MND)	$2,044.00	$ 2044.00
☐ Application Fee Water Diversion *(State Water Resources Control Board Only)*	$850.00	$
☐ Projects Subject to Certified Regulatory Programs (CRP)	$965.50	$
☒ County Administrative Fee	$50.00	$ 50.00
☐ Project that is exempt from fees		
☐ Notice of Exemption		
☐ DFG No Effect Determination (Form Attached)		
☐ Other		$

PAYMENT METHOD: ☐ Cash ☐ Credit ☒ Check #463888 ☐ Other

TOTAL RECEIVED $ 2094.00

SIGNATURE X [signature] TITLE Deputy

WHITE - PROJECT APPLICANT YELLOW - DFG/ASB PINK - LEAD AGENCY GOLDEN ROD - COUNTY CLERK FG 753.5a (Rev. 11/10)