

## 4 Alternatives Analysis

The Proposed Project is described and analyzed in Chapters 3.0 through 3.17 of this EIR with an emphasis on potentially significant impacts and recommended mitigation measures to avoid those impacts. The California Environmental Quality Act (CEQA) Guidelines require the description and comparative analysis of a range of alternatives to the Proposed Project that could feasibly attain the objectives of the Proposed Project, while avoiding or substantially lessening potential impacts. CEQA Guidelines also require that the environmentally superior alternative be designated. If the alternative with the least environmental impact is the No Project Alternative, then the EIR must also designate the next most environmentally superior alternative.

The following discussion is intended to inform the public and decision makers of the feasible alternatives that would avoid or substantially lessen significant effects of the Proposed Project, and to compare such alternatives to the Proposed Project. Section 15126.6 of the CEQA Guidelines states that:

*An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.*

CEQA Guidelines Section 15126.6(e) requires consideration of a “No Project Alternative” in every EIR. In the case of the Proposed Project, the No Project Alternative is a scenario in which the Proposed Project is not adopted, and implementation of the existing General Plan continues through 2050. The following discussion includes an evaluation of the No Project Alternative.

## 4.1 Objectives of the Project

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The Proposed Project will establish the course for the next two decades for the city to foster a vibrant and sustainable community, respond to an increasingly diverse and aging population, and addresses the myriad of physical, environmental, and other challenges that the city faces. The policies included in the Proposed Project are intended to respond to these challenges. At the outset of the General Plan update process, the following specific objectives were established for the Project:

1. Foster Fairfield as a community of vibrant, diverse, connected neighborhoods, with easy access to shopping, entertainment, and recreation.
2. Improve Fairfield's transportation network with safe and connected walking and biking facilities, accessible and reliable public transit, and new transportation technology.
3. Achieve a resilient, dynamic, and competitive local economy that offers opportunities across the economic spectrum.
4. Promote housing and support a diverse array of housing types to meet the needs of all segments of the population.
5. Preserve Fairfield's status as a distinctive community surrounded by and connected to open space and agriculture.
6. Emphasize environmental sustainability.
7. Achieve a healthy and safe community for all.
8. Foster revitalization in the city's core and along key corridors, building on the momentum of recent planning efforts, including the Heart of Fairfield and Train Station specific plans.
9. Create community cohesion and sense of place by celebrating and showcasing Fairfield's diversity.
10. Reduce greenhouse gas emissions in line with State targets.

## 4.2 Alternatives Considered but Not Evaluated in Detail in this EIR

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This section is provided consistent with CEQA Guidelines which state that the EIR needs to examine in detail only a reasonable range of alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. Further, the EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR includes the alternative's failure to meet most of the basic project objectives or inability to avoid significant environmental effects (CEQA Guidelines 15126.6(c)).

Prior to and during the development of alternative plans, community members and stakeholders were invited to provide ideas in a number of ways, including public workshops, Planning Commission and City Council meetings, and interviews with stakeholders. Feedback obtained



during these outreach efforts helped City staff conceptualize and prioritize land uses in the alternative plans, and bracket the range of choices that have the broadest support from the community. The alternatives described in this EIR include two of the substantial proposals (Alternative 1: New Neighborhoods and Connections; and Alternative 2: Transformed Corridors and Transit Oriented Development) considered by the City of Fairfield during the alternatives stage of the planning process. The third conceptual alternative, Alternative 3: Community Centers, was the closest alternative to what became the Preferred Plan and the Proposed Project analyzed in this EIR.

### **ALTERNATIVE 3: COMMUNITY CENTERS**

Similar to the Proposed Project, Alternative 3 focused on the development of several “community centers” to add the population needed to support these amenities, located at Cordelia, the Fairfield Transportation Center, the Solano Town Center, and near Travis Air Force Base. Mixed use development in these “centers” can occur vertically, meaning within existing building lots, or horizontally with a mix of different building types on larger blocks. A new neighborhood at Nelson Hill was also included as part of this alternative, as well as a limited amount of new development along North Texas Street.

Unlike the Proposed Project, a key feature was a new neighborhood north of I-80, which emphasized a balance between agricultural preservation and provision of more housing. Near Solano College south of Rockville Road, clustered residential development co-located among agricultural lands would form an ‘agrihood’, with housing built on, or adjacent to, existing agricultural land. Typical features include on-site farms/community gardens, farm-to-table restaurants, and connectivity between residential and agricultural uses. Under this Alternative, to the south of I-80, some agriculture was preserved, and some was converted to industrial use.

While Alternative 3 includes many of the same components and focus areas of the Proposed Project, it would have a greater impact in terms of loss of agricultural land. As such, analysis of this alternative is not carried forward since it does not further reduce the environmental impacts of the Proposed Project.

## **4.3 Alternatives Analyzed In This EIR**

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This EIR evaluates the No Project alternative as required by CEQA, as well as two other alternatives developed through the Alternatives process (Phase 2, as described in the Project Description). Buildout compared to existing conditions is shown in Table 4-1. It is assumed that in all three alternatives, pipeline development, specific plan development and 6<sup>th</sup> Cycle Housing Element development would occur, in addition to new development expected to occur outside of the City’s Urban Limit Line in Solano County. Proposed Project policies would be the same for Alternative 1 and Alternative 2, with the exception of growth area-specific policies.

**Table 4-1: Alternatives Buildout Comparison**

	No Project	Alternative 1	Alternative 2	Proposed Project
<b>Housing (units)</b>				
Existing	42,400	42,400	42,400	42,400
Pipeline/Planned <sup>1</sup>	9,870	9,870	9,870	9,870
Planning Area Remainder <sup>2</sup>	12,010	12,010	12,010	12,010
Additional	495	3,970	3,470	3,630
2050 Buildout	64,775	68,250	67,750	67,410
<b>Population</b>				
Existing	120,340	120,340	120,340	120,340
Pipeline/Planned	23,990	23,990	23,990	23,990
Planning Area Remainder	30,890	30,890	30,890	30,890
Additional	1,430	10,880	8,910	9,370
2050 Buildout	176,650	186,100	184,130	184,580
<b>Nonresidential Square Feet</b>				
Existing	24,103,160	24,103,160	24,103,160	24,103,160
Pipeline/Planned	2,587,000	2,587,000	2,587,000	2,587,000
Planning Area Remainder	6,750,000	6,750,000	6,750,000	6,750,000
Additional	913,517	10,990,390	9,383,000	7,197,730
2050 Buildout	34,353,677	44,430,550	42,823,160	40,638,000

1. Includes pipeline development, remaining specific plan buildout, and Housing Element development

2. Includes all development outside of Urban Limit Line within Planning Area

Source: Dyett & Bhatia, 2024

## NO PROJECT ALTERNATIVE

Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, the No Project Alternative represents what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not adopted and the City’s current General Plan was left unchanged and in use. This alternative would retain all current land use designations and policies from the 2002 General Plan, as amended to date. There would be no changes to the current General Plan Land Use map (see Figure 4-1) and no consolidation of land use designations; the new Business Flex, Fairfield-Suisun Valley Gateway Mixed Use, Solano Town Center Mixed Use, and North Texas Corridor Mixed Use land use designations would not be applied.

As shown on Figure 4-1, Nelson Hill is designated as a Special Study Area envisioned for residential and open space uses. In accordance with the Surface Mining and Reclamation Act of 1975, a Reclamation Plan must be prepared for the area to ensure that mined lands are reclaimed to usable condition for other uses.

West of Business Center Drive (the area identified in the Proposed Project as the “new Cordelia residential neighborhood”) a small amount of residential development is expected to occur, in addition to some Highway Commercial development along SR-12. The separate I-680/I-80/SR-12

interchange project would also occur, though improvements to the Linear Trail would not. The No Project Alternative would also not include the Climate Action Plan. The No Project Alternative is shown in **Figure 4-1**.

## **ALTERNATIVE 1: NEW NEIGHBORHOODS AND CONNECTIONS**

The area between Cordelia and central Fairfield—north and south of I-80—presents an opportunity to expand City boundaries and develop a new neighborhood connection. Alternative 1, shown in **Figure 4-2**, explores options for enhancing this connection through the development of new, lower density neighborhoods consistent with existing development patterns. North of I-80, single-family detached and attached homes, a new 20-acre community park, neighborhood-oriented shops, and a new high school are oriented around a Linear Park Trail connection that links the Transportation Center to Solano Community College. This alternative also continues to build on the desirability of Fairfield as an affordable enclave for single-family homes while providing more of a range of housing options, such as townhouses and condos. Alternative 1 also adds a new single-family neighborhood in the Rancho Solano area, complete with another neighborhood park. However, special attention must be paid to any potential wildfire risks in this area.

This plan emphasizes the importance of Solano College as a “knowledge hub,” with higher density student housing and compatible retail clustered to the campus’s southwest corner. Along Business Center Drive, an expanded medical, research, and advanced manufacturing sector provides new jobs and a natural fit for hands-on technical education programs in partnership with the College.

In the Nelson Hill area, Alternative 1 envisions a small portion developing with residential uses and the remainder becoming a special park with hiking trails and scenic vistas. This would also include closure of the Nelson Hill Quarry and preparation of a Reclamation Plan. To the west, additional housing and a mix of neighborhood-oriented, smaller scale uses support retail that better serves community needs. This could potentially include a childcare center or community-serving use, such as a youth center.

This Alternative adds the largest amount of land for new industrial and manufacturing jobs, taking advantage of the strong demand for warehousing and the City’s desire to build upon advanced and specialty manufacturing and food processing. Most of this new industrial land is located south of I-80.

New connections also help to connect new and existing Fairfield neighborhoods:

- In the SOI to the west of the Cordelia junction, low-density residential development is intended to better connect Cordelia to Green Valley, and a walk/bike trail is planned as part of the Interchange project.
- The Linear Park Trail traverses the new neighborhood north of I-80, connecting Solano College with the Fairfield Transportation Center.
- Running through the southern portion of the Cordelia neighborhood, Gold Hill Road is rebuilt to accommodate all modes of transportation, including bicycles, in order to better connect residents to the new Pacific Flyway Center.

- Ingress and egress to the new Nelson Hill neighborhood would be explored if selected as a desired concept in the Preferred Plan.

## **ALTERNATIVE 2: TRANSFORMED CORRIDORS AND TRANSIT-ORIENTED DEVELOPMENT**

Alternative 2, shown in **Figure 4-3**, focuses most new housing and jobs along several key corridors, including North Texas, Pennsylvania Avenue, and West Texas streets. West Texas Street, the backbone of the Heart of Fairfield Specific Plan, is already identified as a Priority Development Area for jobs and housing, and this alternative emphasizes development within or in close proximity to key transit locations, such as higher density housing at the Transportation Center, and the Fairfield-Suisun Train Station. These corridors, particularly North Texas, are prioritized for public realm improvements. These may include pedestrian-scale street lighting; widened sidewalks or footpaths for pedestrians; street furniture such as seating, trash cans, or shade structures; trees, shrubs, or flowers; bicycle parking facilities; and public art. All of these contribute to the development of these corridors into multi-modal streets, meaning that they are accessible to those using various forms of transportation, including walking, biking, or taking public transportation.

Alternative 2 also plans for a transit-oriented neighborhood centered around a new SMART Rail Station in Cordelia, south of I-80. The Solano Transportation Authority undertook a feasibility study to identify potential sites for new SMART rail stations in Solano County. The proposed rail line would connect Fairfield to Napa, Sonoma, and Marin counties to the west. The feasibility study identified four potential station areas at Cordelia Junction, west of Nelson Hill. However, as these station possibilities are located at the intersection of two highways (I-80 and I-680), they are not highly conducive to transit-oriented development. Thus, Alternative 2 proposes another option for a station location by planning a new, transit-oriented neighborhood east of Nelson Hill. This neighborhood includes housing of all types, a new school and community park, and neighborhood-serving commercial areas. This neighborhood will also provide good access to industrial and manufacturing jobs just to the east. This Alternative promotes the greatest balance of single-family and multifamily housing, but the smallest amount of total housing development among the alternatives.

Under this Alternative, Pennsylvania Avenue, which connects through the Heart of Fairfield, will redevelop into a mixed-use node at the Solano Town Center mall. North Texas Street will develop several mixed-use development nodes in amongst retail strips, improved with urban design guidelines that promote improved pedestrian bicyclist comfort. High density housing on these mixed-use sites will also support green spaces throughout. The Texas Street “elbow,” where West turns into North Texas, is converted into neighborhood-serving retail. Gateway improvements could occur here, as well as wayfinding to the Suisun-Fairfield Transit Station and Suisun’s Waterfront District Specific Plan area. Higher density residential, which has already been included in the Heart of Fairfield Specific Plan, would support these uses. To balance need for single family homes, Alternative 2 also would convert some existing commercial land to residential uses.

Interstate-80 and Business Park Drive would become “jobs corridors” with expanded industrial uses, research and development, and other flexible office uses intended to support the changing needs of workers and employers. Alternative 2 envisions Nelson Hill as a city park, with hiking

trails and vista points. Nelson Hill is maintained as open space/would retain the ability to use the area for mining in the future. Nelson Hill is linked to the new community park in the planned transit-oriented neighborhood, with additional facilities to serve this new neighborhood.

New connections include the following:

- Fairfield Linear Park improvements occur across all alternatives, but another activity center connects Pennsylvania Avenue to the Transit Center with a bike path and other recreational uses.
- A bus rapid transit (BRT) line connects people living along the West and North Texas corridors to the Fairfield-Suisun Train Station. BRT refers to roadways that typically have lanes exclusive or semi-exclusive for buses as well as other features that improve bus speed and efficiency.
- A new road, west of Hale Ranch Road, will ensure connection between the new transit-oriented development neighborhood around the Cordelia Station and Interstate-80.

Figure 4- I: No Project Alternative

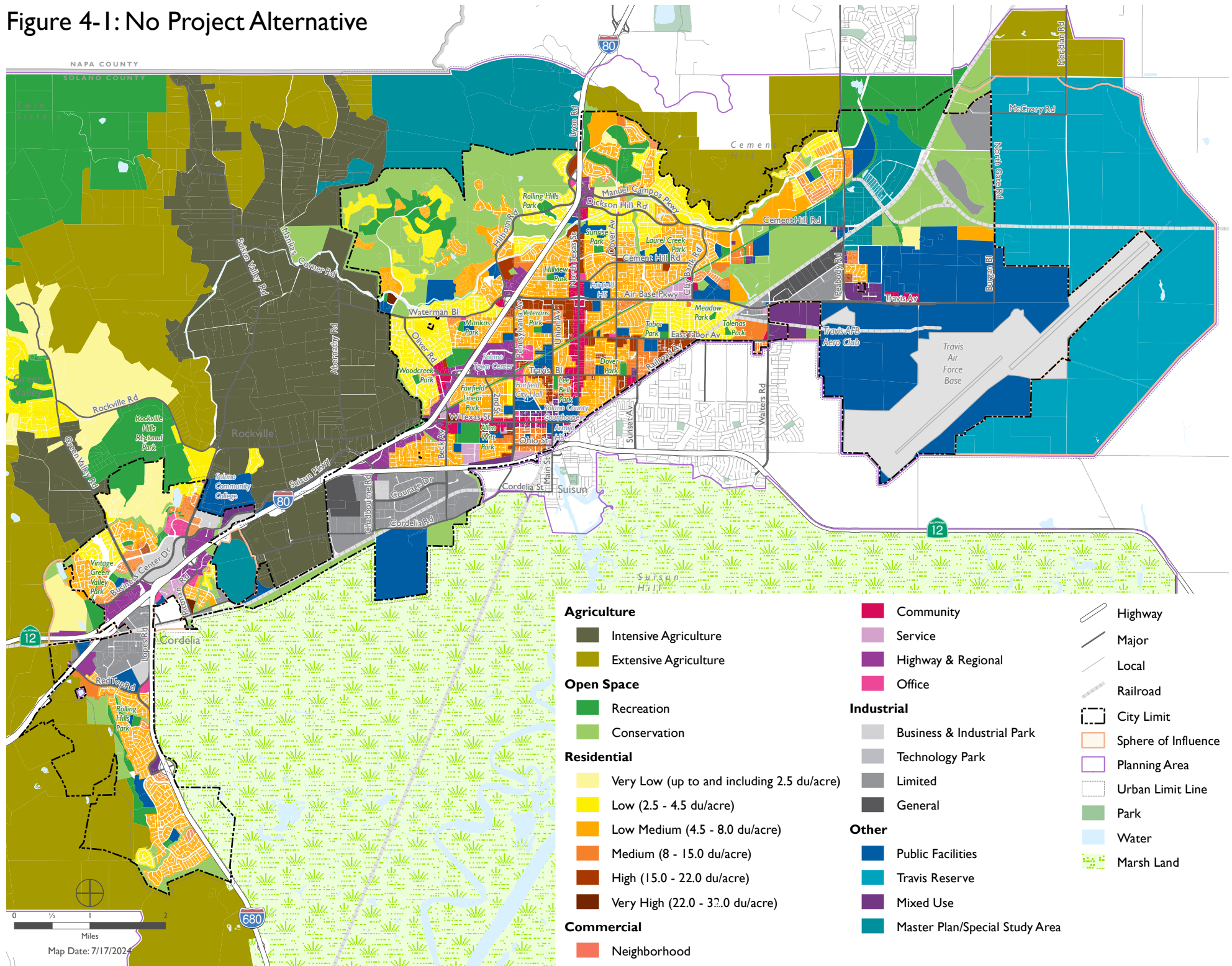
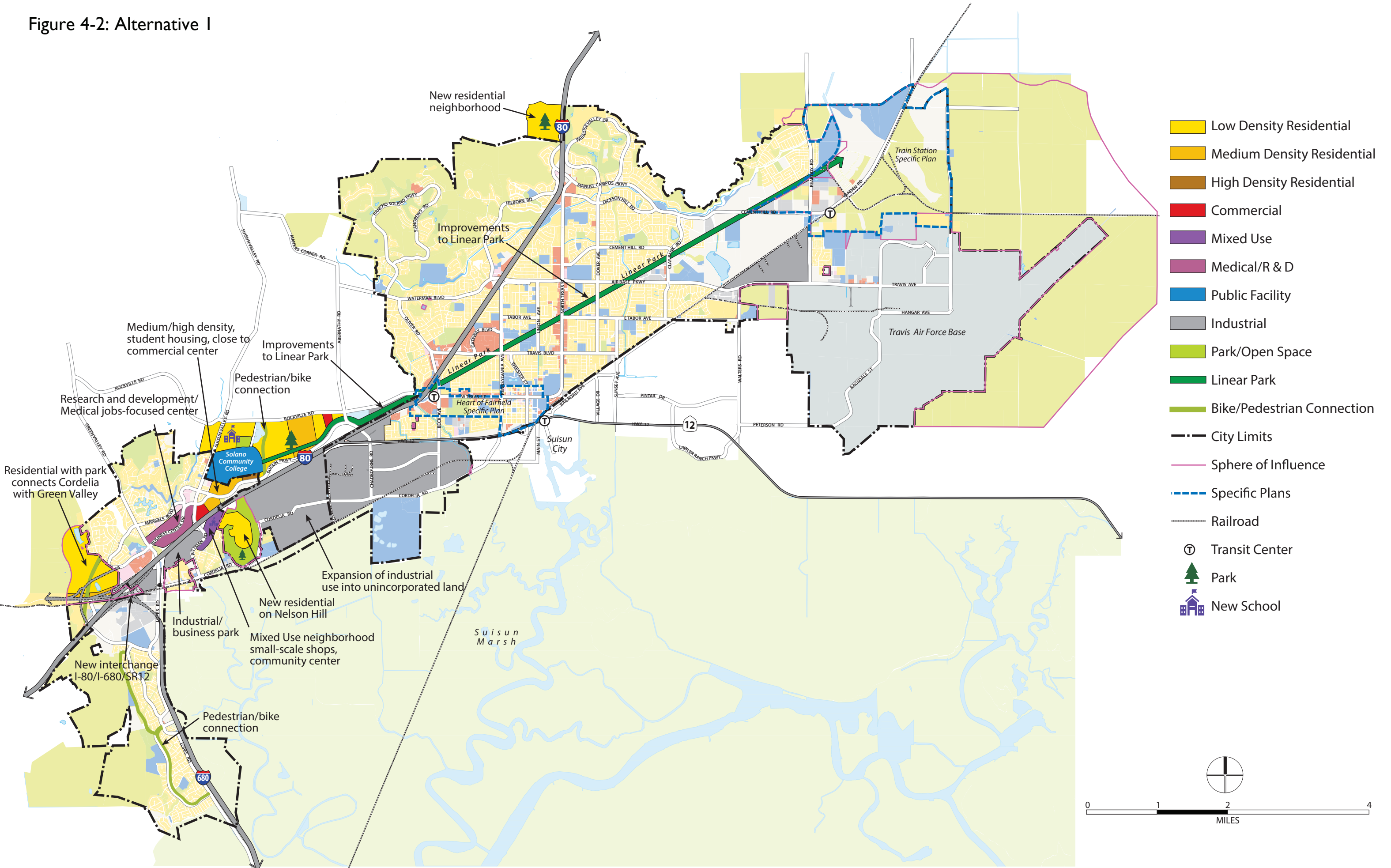




Figure 4-2: Alternative I



- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Medical/R & D
- Public Facility
- Industrial
- Park/Open Space
- Linear Park
- Bike/Pedestrian Connection
- City Limits
- Sphere of Influence
- Specific Plans
- Railroad
- T Transit Center
- 🌲 Park
- 🏫 New School

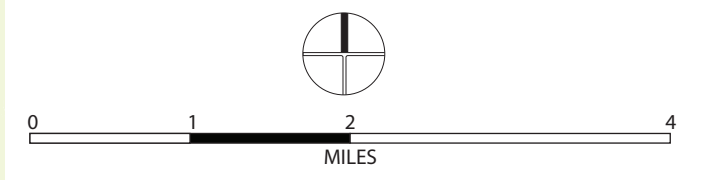
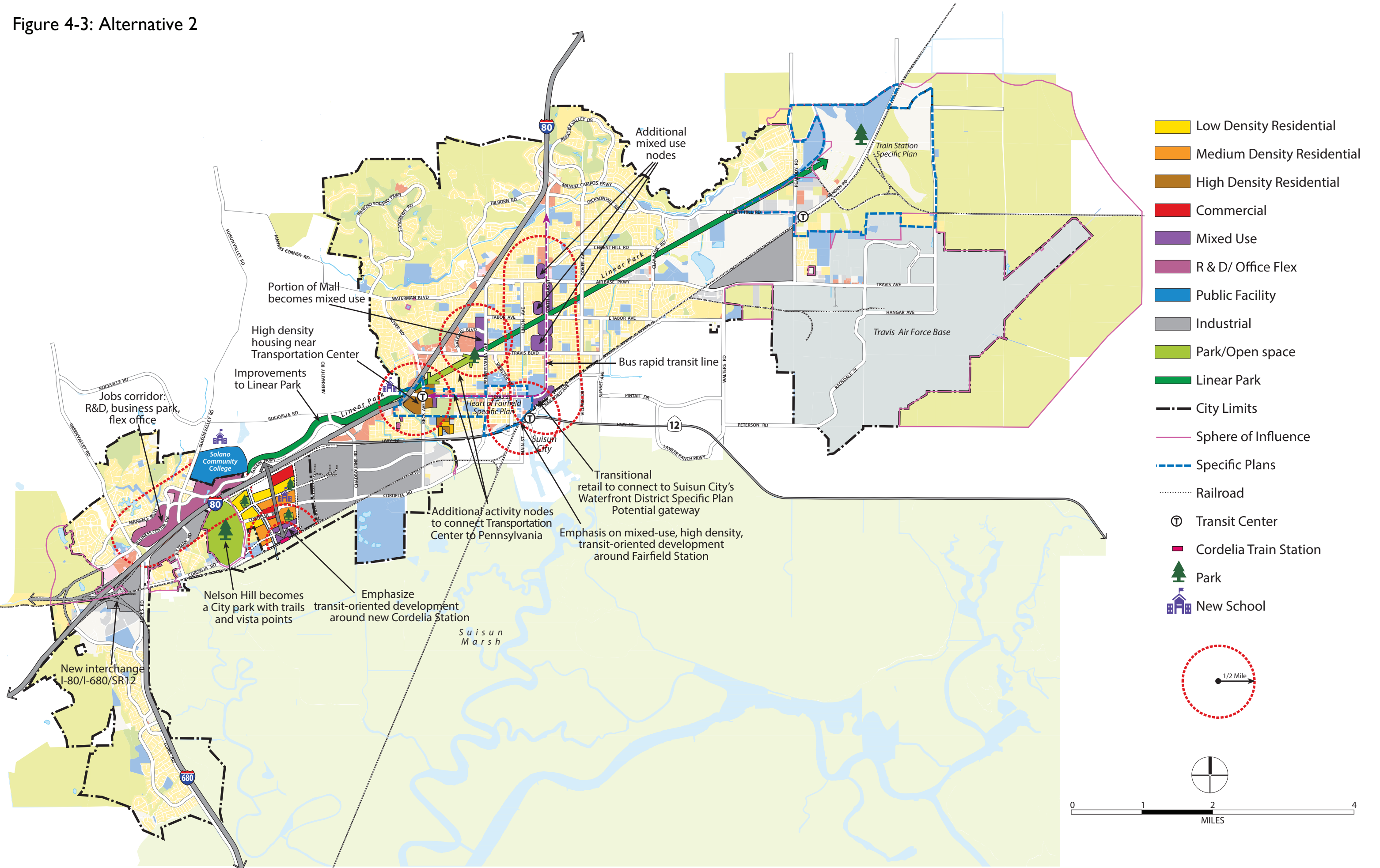


Figure 4-3: Alternative 2





## 4.4 Impact Analysis

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This section provides a qualitative analysis of the potential environmental impacts of the No Project Alternative, Alternative 1, and Alternative 2 relative to existing conditions and compares its performance with that of the Proposed Project. The discussions are arranged by resource topic and address the same significance criteria used to evaluate the Proposed Project in Chapter 3 of this EIR.

### **AESTHETICS**

#### **No Project**

The No Project Alternative would maintain all land use designations from the 2002 General Plan. Development under the No Project Alternative would be subject to requirements identified in in the Scenic Vista Areas (SVA) Plan, the existing Hillside Preservation Ordinance, Fairfield's 1999 Urban Design Plan guidelines, standard conditions of approval, and other requirements in the Municipal Code. The No Project Alternative also contains policies related to preserving natural scenic qualities, open space buffers, limited hillside development and housing clustering, establishment of an open space buffer near agricultural areas, and protection of visual resources, including specific policies for Nelson Hill and Rancho Solano North. However, unlike the Proposed Project, the No Project Alternative recommends but does not require application of the Hillside Overlay Zoning District to Nelson Hill, nor does it include specific policies for residential development planned in the Sphere of Influence West of Business Center Drive. The specificity of Proposed Project policies makes them easier to implement in these areas. No development in the No Project Alternative is planned for the Hale Ranch Study Area, though any development in either the No Project or Proposed Project would be subject to the same SVA requirements. The No Project's impacts on scenic resource are less than significant, and the overall difference in impacts between the No Project and Proposed Project is negligible.

There are no State scenic highways in the Planning area, so there would be no significant impact on resources within a State scenic highway; there is no difference between the No Project Alternative and the Proposed Project.

The No Project Alternative maintains the same Urban Limit Line as the Proposed Project, with the exception of the Hale Ranch Study Area. Thus, impacts to existing visual character or quality of public views in that non-urbanized area less than significant, but impacts are slightly less under the No Project Alternative. Adherence to Fairfield's Municipal Code and design requirements would not conflict with applicable zoning or other regulations.

Because the No Project Alternative would result in less development, impacts resulting from light and glare may be slightly less than the Proposed Project. However, both would be subject to the same Municipal Code requirements and conditions of approval. As such, impact is less than significant, and the difference in impact between the No Project and Proposed Project is negligible.

#### **Alternative 1**

Alternative 1 would be subject to the same existing City requirements for the SVA and requirements in the Municipal Code, in addition to the same policies in the Proposed Project.

Alternative 1 proposes land use changes at Nelson Hill, in the area west of Business Center Drive, in a portion of the Rancho Solano Master Plan area, and in areas to the north and south of I-80 in the Suisun Valley. Unincorporated lands in Suisun Valley would be required to go through the Solano County LAFCO approval process to evaluate impacts to scenic resource, and if approved, would be subject to the City of Fairfield's requirements and policies related to scenic resources. As indicated in the SVA, Suisun Valley contains several important scenic vistas. While compliance with requirements and policies may reduce the impacts, the extent of the changes in the Suisun Valley would likely result in a cumulative significant and unavoidable impact, and a greater impact than the Proposed Project.

There are no State scenic highways in the Planning area, so there would be no impact on resources within a State scenic highway. There is no difference in impacts between the No Project and Proposed Project.

If land is annexed in accordance with LAFCO standards and procedures and development occurs, the land would be considered 'urbanized' and would be subject to Fairfield's requirements and policies related to urban design. However, due to the extent of development, it is likely that the views from surrounding non-urbanized areas would be degraded, resulting in a cumulative significant and unavoidable impact, and a greater impact than the Proposed Project.

Alternative 1 would be subject to requirements that would reduce light and glare to less than significant levels. However, because much of the development would occur in greenfield areas, there would be a greater impact compared to the Proposed Project.

## **Alternative 2**

Compared to Alternative 1, Alternative 2 focuses more on infill development, with the exception of a major transit-oriented development south of I-80 in Suisun Valley. Impacts to Suisun Valley scenic resources south of I-80, including views from Cordelia Road, would be significant and unavoidable, and a greater impact than the Proposed Project.

There are no State scenic highways in the Planning area, so there would be no impact on resources within a State scenic highway. There is no difference in impacts between the No Project and Proposed Project.

Like Alternative 1, if land is annexed in accordance with LAFCO standards and procedures and development occurs, the land would be considered with Fairfield's urban service area and would be subject to City's requirements and policies related to urban design. However, due to the extent of development envisioned for land outside of city limits, it is likely that the views from surrounding non-urbanized areas would be degraded, resulting in a cumulative significant and unavoidable impact, and a greater impact than the Proposed Project.

Alternative 2 would also be subject to the same requirements as the Proposed Project that would reduce light and glare. Impacts to light and glare would be less than significant, but light and glare resulting from greenfield development at the new transit-oriented neighborhood would have greater impacts than the Proposed Project.

## **AGRICULTURAL RESOURCES**

## **No Project Alternative**

The No Project Alternative maintains the existing Urban Limit Line and does not propose development of any Prime Farmland south of I-80, unlike the Proposed Project. While development is envisioned in areas that are currently used for extensive agriculture, these lands do not represent FMMP Prime and Unique Farmland, and as such, the impacts to loss of Prime and Unique Farmland would be less than significant, and the impacts less than the Proposed Project.

Like the Proposed Project, the No Project Alternative envisions lower density residential development in the area west of Business Center Drive, which is currently under Williamson Act Contract. Policy AG 1.8 prohibits processing of annexation of active contracts until a cancellation has been filed with Solano County and less than five years remain on the life of the contract. The Proposed Project does not contain such a policy. As such, conflicts with Williamson Act Contracts as a result of continuation of the No Project Alternative would be less than significant, and the potential impacts less than the Proposed Project.

Like the Proposed Project, the existing General Plan contains a number of policies related to preservation of existing agricultural lands, support of the local agricultural economy, and avoiding induced growth by prohibiting extension of City services outside the Urban Limit Line. These policies reduce potential impacts that could result in conversion of farmland to nonagricultural uses due to other changes in the existing environment to less than significant. The magnitude of potential impact in other growth areas outside of Fairfield city limits would be similar to the Proposed Project, beyond the lesser impacts resulting from direct conversion of farmland described above.

## **Alternative 1**

Alternative 1 would establish urbanized land uses in multiple areas with FMMP Prime and Unique Farmland, including the areas north and south of I-80 in the Suisun Valley. This alternative would convert 1,038 acres of agricultural land into residential and industrial uses, resulting in the largest loss of Prime and Unique Farmland and would be considered a significant and unavoidable impact. While this alternative serves to advance objectives of creating a more walkable, bikeable, and connected development pattern by connecting Cordelia and central Fairfield, as well as providing land for additional housing and jobs, it does not meet the objective of fostering revitalization in the city's core and corridors, as described in Section 4.1, above.

Like the Proposed Project, the No Project Alternative envisions lower density residential development in the area west of Business Center Drive, which is currently under Williamson Act Contract, as well as several parcels in Suisun Valley. Because the extent of land under Williamson Act Contract that could be affected by land use changes in Alternative 1 is greater, impacts are significant and unavoidable, and the magnitude of potential impacts are greater than the Proposed Project.

Policies under Alternative 1 would be the same as the Proposed Project and would aid in reducing potential impacts that could result in conversion of farmland to nonagricultural uses due to other changes in the existing environment. The impact is less than significant, and the overall difference in impacts between Alternative 1 and Proposed Project is negligible..

## **Alternative 2**

Alternative 2 would expand the Urban Limit Line and apply urbanized land use designations to the area south of I-80 to create a new transit-oriented neighborhood of approximately 595 acres. A portion of this land represents Prime Farmland. These designations allow for development that would result in farmland conversion. While Alternative 2 would result in less farmland loss than Alternative 1, it would result in a greater impact than the Proposed Project, as the acreage for the new transit-oriented neighborhood is significantly greater than the Hale Ranch Study Area. Thus, the impact is significant and unavoidable, and magnitude of impacts greater than the Proposed Project.

While development would not occur in the area under Williamson Act Contract west of Business Center Drive, parcels west of I-80 where the new transit-oriented neighborhood would occur are also under Williamson Act Contract. Thus, the impact to parcels under Williamson Act Contract would be significant and unavoidable, and the overall difference in impacts between Alternative 2 and Proposed Project is negligible.

Policies under Alternative 2 would be the same as the Proposed Project and would aid in reducing potential impacts that could result in conversion of farmland to nonagricultural uses due to other changes in the existing environment. and the overall difference in impacts between Alternative 2 and Proposed Project is negligible.

## **AIR QUALITY**

### **No Project Alternative**

Impacts under the No Project Alternative related to air quality during construction would be similar to those of the Proposed Project but slightly reduced because the overall amount of development proposed would be reduced. This would result in a shorter duration for construction activities. Thus, impacts are less than significant, and the No Project Alternative would have less of a potential impact than the Proposed Project.

As with the Proposed Project, it is likely that the No Project Alternative would incorporate applicable control measures of the 2017 Clean Air Plan and would not disrupt or hinder implementation of any of these control measures. Impacts are less than significant, and the difference in impacts between the No Project Alternative and the Proposed Project are negligible.

Similar to the Proposed Project, it is assumed that individual developments would implement similarly applicable mitigation measures presented in Chapter 3.3 of the EIR as necessary to reduce air quality impacts under the No Project Alternative. Future development projects would be required to implement the BAAQMD's Basic Construction Measures to control fugitive dust emissions generated during construction activities. In addition, future projects that cannot meet construction screening criteria must prepare a detailed construction air quality impact assessment to incorporate measures to reduce construction emission impacts to levels below the BAAQMD's construction thresholds of significance for criteria air pollutants and TACs. As such, construction TAC impacts would be less than significant, and the differences impact between the No Project Alternative and Proposed Project are negligible.

During operations, emissions under the No Project Alternative from area and building energy sources would be similar to those of the Proposed Project but reduced because the number of housing units and nonresidential development would be reduced. Because of this, the No Project Alternative would generate fewer vehicle trips compared with the Proposed Project. This would reduce aggregate operational emissions impacts, not necessarily on a per capita basis, but would not eliminate them. Air quality impacts under the No Project Alternative would result in a less than significant impact, and potential impacts would be less than the Proposed Project.

Similar to the Proposed Project, compliance with BAAQMD Regulation 7, California Green Building Code, and proposed policies would discourage siting sensitive receptors in proximity to odor sources and maintain performance standards for new industrial development, thus ensuring that odor impacts are minimized and are less than significant. Potential impacts would be similar to the Proposed Project.

### **Alternative 1**

Impacts under Alternative 1 related to air quality during construction would be similar to those of the Proposed Project but slightly increased because the overall amount of development proposed would be increased. This would result in a longer duration for construction activities. As such, the impact is less than significant, and Alternative 1 would have a greater impact as compared to the Proposed Project. As with the Proposed Project, it is likely that the Alternative 1 would still incorporate applicable control measures of the 2017 Clean Air Plan and would not disrupt or hinder implementation of any of these control measures. As such, the impact is less than significant, and the differences in impact between Alternative 1 and the Proposed Project is negligible.

Similar to the Proposed Project, it is assumed that individual developments would implement similarly applicable mitigation measures presented in Chapter 3.3 of the EIR as necessary to reduce air quality impacts under Alternative 1. Future development projects would be required to implement the BAAQMD's Basic Construction Measures to control fugitive dust emissions generated during construction activities. In addition, future projects that cannot meet construction screening criteria must prepare a detailed construction air quality impact assessment to incorporate measures to reduce construction emission impacts to levels below the BAAQMD's construction thresholds of significance for criteria air pollutants and TACs. As such, construction TAC impacts would be less than significant, and the differences in impact between Alternative 1 and the Proposed Project is negligible.

During operations, emissions under Alternative 1 from area and building energy sources would be similar to those of the Proposed Project but increased because the number of housing units and nonresidential development would be increased. Because of this, Alternative 1 would generate additional vehicle trips compared with the Proposed Project. This would increase aggregate operational emissions impacts. Air quality impacts under Alternative 1 would be less than significant, but the magnitude of potential impacts would be greater than the Proposed Project.

Similar to the Proposed Project, compliance with BAAQMD Regulation 7, California Green Building Code, and proposed policies would discourage siting sensitive receptors in proximity to odor sources and maintain performance standards for new industrial development, thus ensuring

that odor impacts are minimized. Impacts are less than significant, and differences in impacts between Alternative 1 and the Proposed Project are negligible.

## **Alternative 2**

Impacts under Alternative 2 related to air quality during construction would be similar to those of the Proposed Project because the overall amount of development proposed would be roughly similar. This would result in a similar duration for construction activities. As such, the impact is less than significant, and differences in impact between Alternative 2 and the Proposed Project are negligible. As with the Proposed Project, it is likely that the Alternative 2 would still incorporate applicable control measures of the 2017 Clean Air Plan and would not disrupt or hinder implementation of any of these control measures. As such, the impact is less than significant, and differences in impact between Alternative 2 and the Proposed Project are negligible.

Similar to the Proposed Project, it is assumed that individual developments would implement similarly applicable mitigation measures presented in Chapter 3.3 of the EIR as necessary to reduce air quality impacts under Alternative 2. Future development projects would be required to implement the BAAQMD's Basic Construction Measures to control fugitive dust emissions generated during construction activities. In addition, future projects that cannot meet construction screening criteria must prepare a detailed construction air quality impact assessment to incorporate measures to reduce construction emission impacts to levels below the BAAQMD's construction thresholds of significance for criteria air pollutants and TACs. As such, construction TAC impacts would be less than significant, and differences in impact between Alternative 2 and the Proposed Project are negligible.

During operations, emissions under Alternative 2 from area and building energy sources would be similar to those of the Proposed Project because the number of housing units and nonresidential development would be roughly the same. Because of this, Alternative 2 would generate roughly equivalent vehicle trips compared with the Proposed Project. This would increase aggregate operational emissions impacts. Air quality impacts under Alternative 2 would be less than significant, and differences in impact between Alternative 2 and the Proposed Project are negligible.

Similar to the Proposed Project, compliance with BAAQMD Regulation 7, California Green Building Code, and proposed policies would discourage siting sensitive receptors in proximity to odor sources and maintain performance standards for new industrial development. Impacts would be less than significant, and differences in impact between Alternative 2 and the Proposed Project are negligible.

## **BIOLOGICAL RESOURCES**

### **No Project Alternative**

The No Project Alternative includes many of the same areas where vacant land is expected to develop as the Proposed Project, including the area west of Business Center Drive, Nelson Hill, and the Cement Hill/Peabody Ranch area. The No Project Alternative also includes the Rancho Solano study area, but excludes the Hale Ranch study area. A number of special status species occur in these areas. Similar to the Proposed Project, the No Project Alternative contains several policies related to protection of biological habitat and resources and maintenance of existing waterways.

Through compliance with these and other local, state, and federal requirements, impacts related to special species, riparian habitats and sensitive natural communities, federally protected wetlands, migratory corridors, and potential conflicts with local policies or ordinances protecting biological resources would be less than significant. Any differences in impact compared to the Proposed Project would be negligible.

### **Alternative 1**

In addition to the area west of Business Center Drive, Alternative 1 would apply urban land use designations in areas where special status species are known to occur in areas north and south of I-80. Alternative 1 would impose the same policies and restrictions related to protection of biological habitat and resources and maintenance of existing waterways as the Proposed Project. Through compliance with these and other local, state, and federal requirements, impacts related to special species, riparian habitats and sensitive natural communities, federally protected wetlands, migratory corridors, and potential conflicts with local policies or ordinances protecting biological resources would be less than significant. Because Alternative 1 includes a greater amount of greenfield development, the potential impacts to biological resources would be greater than the Proposed Project.

### **Alternative 2**

While Alternative 2 does not include the area west of Business Center Drive which would help reduce potential impacts, it applies urban land use designations in areas where special status species are known to occur. Alternative 2 would impose the same policies and restrictions related to protection of biological habitat and resources and maintenance of existing waterways as the Proposed Project. Through compliance with these and other local, state, and federal requirements, impacts related to special species, riparian habitats and sensitive natural communities, federally protected wetlands, migratory corridors, and potential conflicts with local policies or ordinances protecting biological resources would be less than significant. Because Alternative 2 includes a relatively similar level of greenfield development, potential impacts to biological resources would be similar to the Proposed Project.

## **CULTURAL, HISTORIC AND TRIBAL RESOURCES**

### **No Project Alternative**

The No Project Alternative contains many of the same growth areas as the Proposed Project, with the exception of the Rancho Solano North study area in the No Project Alternative, and the Hale Ranch Study Area in the Proposed Project. Both of these areas represent areas of “hill to valley interface” where potential impacts could occur.

The No Project Alternative would be required to comply with local and state requirements that mitigate impacts to cultural and historic resources, as well as existing General Plan policies that require consultation with the Northwest Information Center, site testing by a qualified archaeologist in sensitive areas or areas with archeological significance, halting construction if cultural resources are encountered unexpectedly, and preparing and maintaining an inventory of historic structures. Compliance with these policies, like the Proposed Project, would reduce impacts to historic, cultural, and tribal resources to less than significant. Because the No Project Alternative would not contain mitigations measures MM-CUL-1, MM-CUL-2, or MM-CUL-3 requiring the

avoidance or minimization of effects on identified historic resources, evaluation of age-eligible properties, and required cultural resources training, the Proposed Project's mitigation measures may reduce impacts to a greater extent.

### **Alternative 1**

Growth areas in Alternative 1 would include large portions of the Suisun Valley, as well as other areas currently used for extensive agriculture. These undeveloped areas are locations where potential prehistoric cultural and tribal resources could occur. While Alternative 1 would contain the same General Plan policies, be subject to the same regulations as the Proposed Project, and result in the same less than significant impact, the greater extent of the Planning Area would hold more potential to disturb unrecorded resources than the Proposed Project. While impacts would be less than significant, potential impacts would be greater under Alternative 1 as compared to the Proposed Project.

### **Alternative 2**

Growth areas in Alternative 2 would largely focus new development in infill areas in Fairfield. It would not include Nelson Hill, Hale Ranch, and the growth area west of Business Center Drive, as in the Proposed Project, or new neighborhoods in northern Fairfield, as in Alternative 1. It would, however, include some portions of the Suisun Valley south of I-80, an area where potential prehistoric cultural and tribal resources could occur. Alternative 2 would contain the same General Plan policies, be subject to the same regulations as the Proposed Project, and result in the same less than significant impact. The extent of development of vacant areas is similar to the Proposed Project, and differences in impact would be negligible.

## **ENERGY AND GREENHOUSE GASES**

### **No Project Alternative**

Given the overall lower amount of development, it is likely that energy usage would be lower under the No Project Alternative compared to the Proposed Project. However, the No Project Alternative would promote a land-use strategy that is lower density, which would result in reduced energy efficiency overall for Planning Area residents and operations as compared to the Proposed Project. In addition, there would be no Climate Action Plan (CAP) actions that would show significant effort towards supporting sustainability through energy efficiency, water conservation, waste reduction, and promotion of alternative transportation in accordance with State energy efficiency plans. As such, overall energy impacts would be significant and unavoidable.

Under the No Project Alternative, development in the Planning Area would proceed as envisioned under the City's current General Plan. This alternative would retain all current land use designations and policies from the current 2002 General Plan, as amended to date. Demolition and construction activities, as well as new operational sources of GHG emissions, would still occur throughout the Planning Area. However, given the reduced amount of development compared to the Proposed Project, this Alternative would thus be expected to have a shorter duration for construction activities. Even so, it cannot be assumed that applicable mitigation measures presented in Chapter 3.6 of the EIR would be implemented as strategies necessary to reduce construction-



related GHG emissions impacts under the No Project Alternative. As such, impacts would conservatively be significant and unavoidable. Similarly, operation of land uses supported by the Alternative would generate direct and indirect GHG emissions. However, given there is significantly less development under this Alternative, GHG emissions would be reduced, but not necessarily on a per capita basis. Without any City actions to reduce GHG emissions in Fairfield under a CAP, operational impacts are expected to be significant and unavoidable.

Overall, since there is no CAP developed under the No Project Alternative, it is assumed that the City would not take actions to meet the State's 2045 carbon neutrality goals. As such, the No Project Alternative would result in a significant and unavoidable impact, with increased impacts compared to the Proposed Project.

### **Alternative 1**

Given the overall increased amount of development, it is likely that energy usage would be increased under Alternative 1 compared to the Proposed Project. While the alternative does promote higher density student housing at Solano College, it also proposes an additional single-family neighborhood in the Rancho Solano Area. Therefore, it is unlikely the alternative would have greater energy efficiency overall for Planning Area residents and operations as compared to the Proposed Project. Even so, overall impacts would be less than significant. Compared to the Proposed Project, Alternative 1 would have a greater degree of energy-related impacts.

Under Alternative 1, development in the Planning Area would proceed with more housing units and non-residential development as envisioned under the Proposed Project. Demolition and construction activities would still occur throughout the Planning Area. This Alternative would thus be expected to have a longer duration for construction activities, which would result in roughly equivalent or greater impacts from construction-related emissions. Operation of land uses supported by the alternative would generate direct and indirect GHG emissions slightly greater than that of the Proposed Project. However, given that development would include both higher density housing and single-family housing in this alternative, per capita GHG emissions would likely be similar to the Proposed Project. Applicable mitigation measures presented in Chapter 3.6 of the EIR would be implemented as necessary to reduce construction-related and operational GHG emissions impacts under the alternative.

Overall, greenhouse gas impacts would be increased compared to the Proposed Project with greater amounts of development. Even so, it is assumed that mitigation measures would require continuous updates to the Climate Action Plan (CAP) which incorporates updated inventories and strategies in order to meet the City's long-term target of 1.0 MTCO<sub>2e</sub> per capita by 2050. As such, the alternative would meet both the CAP's 2030 and 2050 goals, which are in line with State targets, and operational impacts would be less than significant, though greater than of the Proposed Project.

### **Alternative 2**

Given there are similar overall levels of development, it is likely that energy usage would be similar under Alternative 2 compared to the Proposed Project. However, the alternative does plan for a transit-oriented neighborhood around a new SMART Rail Station in Cordelia and a mixed-use node as the Solano Town Center Mall. As such, the alternative may have slightly greater energy

efficiency overall for Planning Area residents and operations as compared to the Proposed Project. Overall impacts would be less than significant. Compared to the Proposed Project, Alternative 2 would have a slightly lesser degree of energy-related impacts.

Under Alternative 2, development in the Planning Area would proceed with fewer housing units but more non-residential development as envisioned under the Proposed Project. Demolition and construction activities would still occur throughout the Planning Area. This alternative would thus be expected to have a similar duration for construction activities, which would result in roughly equivalent impacts from construction-related emissions. Operation of land uses supported by the alternative would generate direct and indirect GHG emissions roughly similar to that of the Proposed Project. Applicable mitigation measures presented in Chapter 3.6 of the EIR would be implemented as necessary to reduce construction-related and operational GHG emissions impacts under the alternative.

Overall, greenhouse gas impacts would be roughly equivalent compared to the Proposed Project with similar amounts of development. Even so, it is assumed that mitigation measures would require continuous updates to the Climate Action Plan (CAP) which incorporates updated inventories and strategies in order to meet the City's long-term target of 1.0 MTCO<sub>2</sub>e per capita by 2050. As such, the alternative would meet both the CAP's 2030 and 2050 goals, which are in line with State targets, and operational impacts would be less than significant, and equivalent to that of the Proposed Project.

## **GEOLOGY**

### **No Project Alternative**

Like the Proposed Project, the No Project Alternative includes anticipated growth in the area west of Business Center Drive, which is underlain by the Cordelia fault line. While the No Project Alternative does not contain site-specific design requirements that account for environmental constraints for the area west of Business Center Drive, the Proposed Project includes residential land use designations with higher densities than the No Project Alternative. Should development occur in the Rancho Solano North Study Area, development may be located on areas with steeper slopes and be subject to a certain degree of risk associated with seismically-induced landslides. Land use designations for areas of elevated liquefaction risk do not differ significantly between the No Project Alternative and Proposed Project. The No Project Alternative also must comply with requirements of the Alquist-Priolo Fault Zoning Act and comply with the California Building Code regulations in the Fairfield Municipal Code and Solano County Code. The existing General Plan includes a number of policies that minimize the risk of exposure to seismic hazards, as well as those related to landslides and ground failure to a less than significant level. As such, the impacts related to seismic hazards are comparable to that of the Proposed Project.

Land use designations for the No Project Alternative and Proposed Project are also the same for soils with higher risk of erosion and shrink-swell potential. Construction that disturbs more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit. As such, impacts to erosion and shrink-swell potential soils are less than significant, and comparable to the Proposed Project.

The City of Fairfield and Fairfield Suisun Sewer District provide domestic wastewater collection and treatment for land within the jurisdictional boundary. Most other areas of unincorporated Solano County utilize individual septic systems. The No Project Alternative anticipates development in similar areas to the Proposed Project, including the area west of Business Center Drive and Nelson Hill. Neither the current Fairfield General Plan nor the Municipal Code addresses septic tanks. However, the Solano County Code requires a connection to a public sewer system for all proposed lots, new development, additions, or remodels that propose to generate wastewater, and for existing structures requiring repairs to the septic system if sewer is available, and no permit for installation, repair, replacement or expansion of a septic system shall be issued if sewer is available. Adherence to these regulations would ensure that impacts are less than significant. The Proposed Project also does not anticipate that significant new development will occur within Fairfield's SOI, and development in this area would be subject to the same regulations. Impacts would thus be less than significant and the magnitude of difference between the Proposed Project and No Project Alternative would be comparable to the Proposed Project .

Under the No Project Alternative, construction activities such as grading, excavation, and ground-disturbing activities may result in the accidental destruction or disturbance of paleontological sites. However, development on public lands, including lands owned by or under the jurisdiction of the City of Fairfield, Solano County (including the SOI), and public agencies, would be subject to the provisions of California Resources Code Sections 5097-5097.6, which prohibit the unauthorized disturbance or removal of paleontological resources. The No Project Alternative does not contain any policies that specifically address the protection of planetological resources. Impacts on paleontological resources would be less than significant, Since the No Project Alternative would not include mitigation measures, impacts would be slightly greater than the Proposed Project

### **Alternative I**

Alternative 1 includes similar growth areas as the Proposed Project, in addition to development in the Suisun Valley, north and south of I-80, as well as a new neighborhood in the Rancho Solano North area, just north of the city limits. The Suisun Valley is an area with moderate liquefaction risk, and the Rancho Solano North area includes lands with steeper slopes. The extent of these other growth areas may result in slightly greater impacts than the Proposed Project, but development in Alternative 1 would be subject to the same state and local regulations and would contain the same policies related to protection from seismic hazards. As such, potential impacts of development in areas with soils incapable of supporting septic would be less than significant, and impacts would be comparable to the Proposed Project.

Implementing Policy PFS-8.4 requires that all new development within city limits connect with the existing public wastewater system. The Municipal Code (Chapter 15.1) also requires the installation or replacement of sewer mains in certain areas of the city where it has been determined that existing sewer mains are inadequate or obsolete. Further, Chapter 6B requires that construction of sanitary sewers take place at such time as there are occupied lands to be served and that when such facilities are constructed, such shall be so sized and located as to be or become an integral part of the planned sewer system of the city. As such, Alternative 1 would not result in development on soils that could not support septic systems. The impact is less than significant, and impacts would be comparable to the Proposed Project.

Development under Alternative 1 would be required to comply with State regulations regarding paleontological resources and implement the same mitigation measures as the Proposed Project. As such, impacts to paleontological resources would be less than significant and comparable to the Proposed Project.

## **Alternative 2**

Alternative 2 includes the least amount of vacant land anticipated for urbanization in areas with seismic hazards—it does not include the area west of Business Center Drive or Nelson Hill. Alternative 2 would be subject to state and local requirements, as well as the same Proposed Project General Plan policies that reduce impacts from seismic hazards to less than significant. Thus, impacts from seismic hazards are less than those of the Proposed Project.

Alternative 2 would also include Implementing Policy PFS-8.4 that requires connections within city limits to the wastewater system, as well as the same mitigation measures for paleontological resources as the Proposed Project. Alternative 2 would comply with state and local requirements that reduce impacts to development on septic systems and impacts to paleontological resources. As such, impacts would be less than significant, and comparable to the Proposed Project.

## **HAZARDS AND HAZARDOUS MATERIALS**

### **No Project Alternative**

Impacts related to hazards and hazardous materials under the No Project Alternative would be similar to those of the Proposed Project because construction would have similar risks, associated with the accidental release of hazardous materials, and would be subject to the same site remediation requirements as the Proposed Project. As with the Proposed Project, the construction and operation of housing generally does not involve the release -- accidental or otherwise -- of hazardous materials that would create a significant hazard to the public. Further, any new industrial, manufacturing, or research and development uses under the alternative that involve routine transport, use, or disposal of hazardous materials in quantities are reportable to the local CUPA. Such uses are regulated by the Solano County Department of Resource Management, Environmental Health Services Division under State and Federal laws and regulation. The City also coordinates with DTSC, which regulates the generation, treatment, and disposal of hazardous waste, and the SWRCB and regional water boards, which enforces the Clean Water Act and Porter-Cologne Water Quality Control Act, and protects the quality of ground and surface waters. As such, existing regulatory programs associated with handling hazardous materials during construction and operation of the site would decrease potential impacts. Therefore, compliance with the appropriate State and federal regulations on transportation and disposal of hazardous materials would lead to a less than significant impact, with impacts similar to the Proposed Project.

The No Project Alternative does not propose any uses that are incompatible with the Travis AFB Land Use Compatibility Plan and includes policies related to homebuyer notification and compliance with the TAFB ALUC. Thus, impacts related to airport safety hazards are less than significant, and differences in impacts compared to the Proposed Project are negligible.

Impacts related to emergency operations and evacuation plans are addressed in the Wildfire section below.

### **Alternative 1**

Impacts related to hazards and hazardous materials under Alternative 1 would be similar to those of the Proposed Project because construction would have similar risks, associated with the accidental release of hazardous materials, and would be subject to the same site remediation requirements as the Proposed Project. As with the Proposed Project, the construction and operation of housing generally does not involve the release -- accidental or otherwise -- of hazardous materials that would create a significant hazard to the public. While this alternative would add the largest amount of land of industrial and manufacturing jobs, any new industrial, manufacturing, or research and development uses under the alternative that involve routine transport, use, or disposal of hazardous materials in quantities are still reportable to the local CUPA. Such uses are regulated by the Solano County Department of Resource Management, Environmental Health Services Division under State and Federal laws and regulation. The City also coordinates with DTSC, which regulates the generation, treatment, and disposal of hazardous waste, and the SWRCB and regional water boards, which enforces the Clean Water Act and Porter-Cologne Water Quality Control Act, and protects the quality of ground and surface waters. As such, existing regulatory programs associated with handling hazardous materials during construction and operation of the site would decrease potential impacts. Therefore, compliance with the appropriate State and federal regulations on transportation and disposal of hazardous materials would lead to a less than significant impact, with slightly greater impacts as compared to the Proposed Project because of the greater extent of industrial development

Alternative 1 does not propose any uses that are incompatible with the Travis AFB Land Use Compatibility Plan and includes the same policies as the Proposed Project related to ALUC compatibility, homebuyer notification, and noise impacts. Thus, impacts related to airport safety hazards are less than significant, and differences in impacts compared to the Proposed Project are negligible.

Impacts related to the emergency operations and evacuation plans are are addressed in the Wildfire section below.

### **Alternative 2**

Impacts related to hazards and hazardous materials under Alternative 2 would be similar to those of the Proposed Project because construction would have similar risks associated with the accidental release of hazardous materials and would be subject to the same site remediation requirements as the Proposed Project. As with the Proposed Project, the construction and operation of housing generally does not involve the release -- accidental or otherwise -- of hazardous materials that would create a significant hazard to the public. Further, even with expanded industrial uses at Interstate-80 and Business Park Drive under this alternative, any new industrial, manufacturing, or research and development uses under the alternative that involve routine transport, use, or disposal of hazardous materials in quantities are still reportable to the local CUPA. Such uses are regulated by the Solano County Department of Resource Management, Environmental Health Services Division under State and Federal laws and regulation. The City also coordinates with DTSC, which regulates the generation, treatment, and disposal of hazardous

waste, and the SWRCB and regional water boards, which enforces the Clean Water Act and Porter-Cologne Water Quality Control Act, and protects the quality of ground and surface waters. As such, existing regulatory programs associated with handling hazardous materials during construction and operation of the site would decrease potential impacts. Therefore, compliance with the appropriate State and federal regulations on transportation and disposal of hazardous materials would lead to a less than significant impact, with slightly greater impacts as compared to the Proposed Project because of the greater extent of industrial development.

Alternative 2 does not propose any uses that are incompatible with the Travis AFB Land Use Compatibility Plan and includes the same policies as the Proposed Project related to ALUC compatibility, homebuyer notification, and noise impacts. Thus, impacts related to airport safety hazards are less than significant, and differences in impacts compared to the Proposed Project are negligible.

Impacts related to the emergency operations and evacuation plans are addressed in the Wildfire section below.

## **HYDROLOGY**

### **No Project Alternative**

The No Project Alternative includes less growth than the Proposed Project, though the areas west of Business Center Drive and Nelson Hill are similar. The No Project Alternative would not include the Hale Ranch Study Area, which could potentially add industrial uses. Like the Proposed Project, the No Project Alternative would be required to comply with the requirements of the Construction General Permit or Industrial General Permit, which would ensure that any such uses would not violate federal or state water quality standards. Both the No Project Alternative and Proposed Project contain policies that would limit potential water pollution. While the Proposed Project is more explicit in its call for green infrastructure, the policies under the two alternatives do not differ significantly enough to constitute a significant difference in potential environmental impact and impacts would be less than significant. The City of Fairfield does not rely on groundwater for water supply. Thus, impacts to federal or state water quality standards are less than significant, and the impact is comparable to the Proposed Project.

Under both the No Project Alternative and Proposed Project, a number of areas within the Planning Area will be converted from agricultural use to non-agricultural uses. As many agricultural lands within the Planning Area—which are permeable by nature—are currently served by drainage ditches, development could potentially increase runoff and alter existing drainage patterns. Additionally, construction of projects developed under either alternative could involve excavation and disturbance of existing ground surface, exposing base soil and temporarily altering surface drainage patterns. Under either alternative, each individual project would be required to develop and implement a SWPPP with erosion, sediment, and stormwater control BMPs. Projects would also be subject to requirements of the Construction General Permit, the City's Stormwater Management Standards for construction activity, and the City's grading requirements, as applicable. Both the No Project Alternative and Proposed Project contain drainage management policies. Implementation of these policies, in conjunction with the aforementioned regulations, would ensure that impacts would be less than significant. Differences in these policies are not substantial enough to constitute a significant difference in nature or degree of environmental

impact. Thus, impacts related to increased runoff or alteration of existing drainage patterns are less than significant, and the impact is comparable to the Proposed Project.

Development occurring under either alternative would be required to comply with best practices for stormwater treatment, as required by the City of Fairfield's Phase II Small MS4 General Permit and the City of Fairfield's Stormwater Management Standards. In addition, new inputs to the stormwater drainage system must comply with Title 22 of the Municipal Code. While both the No Project Alternative and Proposed Project are expected to generate increases in impervious surface through the addition of new jobs and housing units, increases in impervious surface area are anticipated to be higher under the Proposed Project than No Project Alternative. In both instances, additional stormwater infrastructure would be needed to accommodate additional growth. The No Project Alternative and Proposed Project both contain policies pertaining to low impact design, which would reduce stormwater impacts. However, the Proposed Project, with its explicit calls for green infrastructure, porous pavement, and minimization of site disturbance, will likely have a lower overall impact on stormwater than the No Project Alternative. Thus, impacts to stormwater infrastructure capacity are less than significant, and the impact is comparable to the Proposed Project.

Several segments of creeks through the city are prone to flooding and have Special Flood Hazard Areas (SFHA) designated by the FEMA. Green Valley Creek, Dan Wilson Creek, Suisun Creek, Ledgewood Creek, and Union Creek have SFHAs subject to a one percent chance of flooding in any given year. Both the No Project Alternative and Proposed Project envision housing occurring in the Heart of Fairfield area. Similar flood control and prevention measures both mean that the degree and nature of flood risk would not differ significantly between the two alternatives. Thus, impacts associated with flooding is less than significant, and the impact is comparable to the Proposed Project. The Planning Area's low risk of experiencing tsunami and seiche would be identical under either alternative. Any development in floodplains would be required to comply with applicable NPDES Permit requirements and FEMA standards for development, and impacts would not differ significantly. Thus, impacts associated with tsunami and seiche is less than significant, and the impact is comparable to the Proposed Project.

### **Alternative 1**

Alternative 1 would add the largest amount of land for industrial and manufacturing jobs. Though compliance with requirements of the Construction or Industrial General permits and similar policies as the Proposed Project would reduce impacts to water quality standards to less than significant levels, the impacts would be greater than the Proposed Project because of this additional industrial land use.

More conversion of agricultural use to non-agricultural uses would occur as part of Alternative 1 than the Proposed Project and could potentially increase runoff and alter existing drainage patterns. Additionally, construction of projects developed under either alternative could involve excavation and disturbance of existing ground surface, exposing base soil and temporarily altering surface drainage patterns. Under either alternative, each individual project would be required to develop and implement a SWPPP with erosion, sediment, and stormwater control BMPs. Projects would also be subject to the requirements of the Construction General Permit, the City's Stormwater Management Standards for construction activity, and the City's grading requirements, as

applicable. While impacts to drainage patterns and stormwater runoff would be less than significant, impacts would be more substantial as part of Alternative 1 as compared to the Proposed Project because of increased runoff associated larger impervious areas.

Alternative 1 would add housing to a portion of the Suisun Valley in the 100- and 200-year floodplain. While any development in floodplains would be required to comply with applicable NPDES Permit requirements and FEMA standards for development, the degree and nature of flood risk would be less than significant, but would result in greater impacts under Alternative 1 than the Proposed Project because of the greater amount of developable area within the floodplain. The low risk of experiencing tsunami and seiche would be less than significant, and difference in impacts as compared to the Proposed Project would be identical under either alternative.

## **Alternative 2**

Alternative 2 would add more industrial land than the Proposed Project, and with compliance with general permits and similar policies as the Proposed Project, impacts would be less than significant and similar to the Proposed Project overall.

A similar level of conversion of agricultural use to non-agricultural uses would occur as part of Alternative 2 than the Proposed Project. Each individual project would be required to develop and implement a SWPPP with erosion, sediment, and stormwater control BMPs and would contain similar policies to reduce runoff impacts. As such, impacts to drainage patterns and stormwater runoff would be less than significant, and difference in impacts as compared to the Proposed Project would be similar.

Alternative 2 would add housing to a portion of the Suisun Valley in the 100- and 200-year floodplain. Any development in floodplains would be required to comply with applicable NPDES Permit requirements and FEMA standards for development. Impacts would be less than significant, but the degree and nature of flood risk is greater under Alternative 2 than the Proposed Project because more developable area is within the floodplain. The Planning Area's low risk of experiencing tsunami and seiche would be less than significant, and difference in impacts as compared to the Proposed Project would be identical under either alternative.

## **LAND USE AND PLANNING**

### **No Project Alternative**

The No Project Alternative would not divide an established community. However, the Proposed Project contains a more comprehensive suite of policies that would facilitate more mixed-use areas, as well as the development and use of the bicycle, sidewalk, and road networks within the Planning Area. Implementation of these policies would make it easier for residents to travel throughout the community. As such, the impact is less than significant, and impacts to dividing an established community would be similar as compared to the Proposed Project.

The Proposed Project contains a more comprehensive suite of policies pertaining to Plan Bay Area 2050 principles than the No Project Alternative. However, the No Project Alternative would not conflict with Fairfield's Zoning Ordinance, specific plans, and plans to protect the Suisun Marsh. This impact would be less than significant, and impacts would be similar to the Proposed Project.



### **Alternative 1**

Alternative 1 would include growth between Cordelia and central Fairfield in the Suisun Valley and would create new connections that improve bicycle, pedestrian, and roadway linkages between these parts of the city. As such, it would not divide an established community. Impacts would be less than significant, and impacts would be similar to the Proposed Project.

Similar to the Proposed Project, the alternative would contain a comprehensive suite of policies pertaining to Plan Bay Area 2050. The alternative would also not conflict with Fairfield's Zoning Ordinance, specific plans, and plans to protect the Suisun Marsh. However, it would likely conflict LAFCO standards and procedures given the large loss of Significant Farmland, as well as the Suisun Valley Strategic Plan, which includes agritourism centers in areas designated for urbanized uses. While LAFCO could deny this reorganization action, conflicts with the County's Suisun Valley Strategic Plan would reflect a policy determination made by the City, and the effect would be significant and unavoidable. This represents a greater impact than the Proposed Plan.

### **Alternative 2**

Alternative 2 focuses growth mainly in infill areas where development already exists, with the exception of the new transit-oriented neighborhood west of I-80 in the Suisun Valley. Like the Proposed Project and Alternative 1, this Alternative creates additional bicycle and pedestrian connections that enhance travel throughout the community. As such, it would not divide an established community. The impact is less than significant, and impacts would be similar as compared to the Proposed Project.

While Alternative 2's transit-oriented development pattern may align more closely with Plan Bay Area 2050's principles, the new transit-oriented neighborhood south of I-80 would result in loss of significant farmland, a Solano County LAFCO standard and procedure, and would conflict with agricultural tourism centers designated in the Suisun Valley Strategic Plan. Like Alternative 1, conflicts with LAFCO standards and procedures and the Suisun Valley Strategic Plan would reflect a policy determination made by the City, and the effect would be significant and unavoidable. This represents a greater impact than the Proposed Plan.

## **MINERAL RESOURCES**

### **No Project Alternative**

Like the Proposed Project, the No Project Alternative also envisions redevelopment of Nelson Hill as a predominantly lower-density residential neighborhood with accessible open spaces, hiking trails, and scenic vistas, as identified in the existing General Plan. With this land use change, minerals would no longer be accessible, and this would result in a loss of known mineral resources of value to the region and state. There are no policies in the existing General Plan that would lessen the impacts, thus, the impact is significant and unavoidable. This impact is similar to the Proposed Project. Nelson Hill is not designated in a local plan as an important mineral resource recovery site. This impact is less than significant, and impacts are similar to the Proposed Project.

### **Alternative 1**

Like the Proposed Project, Alternative 1 also envisions redevelopment of Nelson Hill as a predominantly lower-density residential neighborhood. With this land use change, minerals would no longer be accessible, and this would result in a loss of known mineral resources of value to the region and state. As Alternative 1 would include policies in the Proposed Project, there are no policies that would lessen the impacts, thus, the impact is significant and unavoidable, and the impact is similar to the Proposed Project. This impact is similar to the Proposed Project. Nelson Hill is not designated in a local plan as an important mineral resource recovery site. This impact is less than significant, and impacts are similar to the Proposed Project.

### **Alternative 2**

Alternative 2 envisions Nelson Hill as an open space park, which could preserve the possibility for mining operations in the future. As such, the impact is less than significant, and the impacts related to the Proposed Project are less than compared to the Proposed Project Because Nelson Hill is not designated in a local plan as an important mineral resource recovery site, impacts are less than significant, and impacts are similar to the Proposed Project.

## **NOISE AND VIBRATION**

### **No Project Alternative**

Compared to the Proposed Project, the No Project Alternative would result in less development overall. While some degree of construction would still occur, construction-related noise impacts would be temporary and subject to Fairfield's noise ordinance, reducing impacts to less than significant. While the No Project Alternative would not contain MM-NOI-1, the lower degree of growth associated with the No Project Alternative would still have a lesser impact associated with construction-related noise and vibration as compared to the Proposed Project.

Under the No Project Alternative, total traffic within the Planning Area would increase relative to existing conditions. These increases in traffic level would be associated with increases in traffic-related noise. The No Project Alternative and Proposed Project contain similar sets of policies designed to address impacts arising from traffic-related noise, though the No Project Alternative also does not give the City authority to change the site design or require noise-reducing features in existing development. The No Project Alternative would generate less total traffic than the Proposed Project and would therefore generate less traffic-related noise. While impacts related to traffic-related noise would be significant and unavoidable under either alternative, impacts related to ambient noise would be lesser under the No Project Alternative, as compared to the Proposed Project.

The No Project Alternative does not contain any railway upgrades. While the No Project Alternative contains policies related to new project compatibility with existing and future noise levels for transportation-related noise, there are no specific policies related to railway noise or vibration. While less than significant, impacts from ambient rail noise or vibration are greater under the No Project Alternative than the Proposed Project.

Like the Proposed Project, the No Project Alternative requires compliance with the TAFBLUCP. No conflicting land uses are proposed. As such, the impact is similarly less than significant, and impacts are similar to those in the Proposed Project.

### **Alternative 1**

Compared to the Proposed Project, Alternative 1 would result in more development overall. Alternative 1 would contain the same policies and mitigations as the Proposed Project and would be subject to the same City standards and Noise Ordinance requirements. Accordingly, impacts from ambient construction noise and vibration would be greater than the Proposed Project.

Alternative 1 would also increase traffic to a greater extent than the Proposed Project and result in the same significant and unavoidable ambient traffic noise impacts. Impacts would be greater than the Proposed Project.

Alternative 1 does not contain any railway upgrades and would include similar policies and mitigation measures as the Proposed Project. Alternative 1 would also require compliance with the Travis AFB LUCP. As such, the impact is less than significant, and similar in magnitude of impact as the Proposed Project

### **Alternative 2**

Compared to the Proposed Project, Alternative 2 would result in similar levels of development overall. Alternative 2 would contain the same policies and mitigations as the Proposed Project and would be subject to the same City standards and Noise Ordinance requirements. Impacts from ambient construction noise and vibration would be similarly less than significant and of similar magnitude to the Proposed Project. Increased ambient traffic noise impacts to existing development would also be significant and unavoidable, and of similar magnitude of impact as the Proposed Project.

Alternative 2 plans for a transit-oriented neighborhood centered around a new SMART Rail Station in Cordelia, south of I-80. As such, this constitutes a change to the rail network that could increase impacts from rail noise and vibration. While compliance with policies, regulations, and mitigation measures would likely reduce impacts to less than significant, the impacts from ambient rail noise would be greater under Alternative 2 than the Proposed Project.

Alternative 2 would also require compliance with the Travis AFB LUCP and reduce impacts to the same less than significant level. Impacts would be similar in magnitude of impact as the Proposed Project.

## **POPULATION AND HOUSING**

### **No Project Alternative**

As shown in Table 4-1, the No Project Alternative is expected to result in less housing than the Proposed Project, and in less growth areas. Policies in the No Project Alternative similarly limit expansion of City services beyond the Urban Limit Line and seek to avoid pressures on adjacent agricultural land and open space. Growth inducing impacts are less than significant within the City. Because there is less development overall, the impacts are slightly less than the Proposed Project.

While Housing Element programs under the No Project Alternatives would be implemented, infill growth areas, such as North Texas Street, near the Transportation Center, at the Solano Town Center, and at the Cordelia-Suisun Valley Gateway would not occur. While some multifamily development would occur as part of continued Heart of Fairfield and Train Station specific plan implementation and Housing Element sites, any other development would be expected to be single-family. The No Project Alternative also does not include specific policies to increase “missing middle” type housing development, such as duplexes, triplexes, and fourplexes, in existing lower density neighborhoods. Because the No Project Alternative does not expand opportunities for housing construction and diversify the type of housing available to the same degree as the Proposed Project, the potential to reduce supply- and demand-related displacement pressures is more limited. As such, potential impacts related to displacement pressures for the No Project Alternative are less than significant, but impacts are greater under the No Project Alternative than the Proposed Project.

### **Alternative 1**

As shown in Table 4-1, Alternative 1 is expected to result in the most housing of all the alternatives, and more housing than the Proposed Project. Buildout is expected to be within Plan Bay Area 2050 projections. Alternative 1 would also contain policies related to growth boundaries and limitation of extension of services, and as such, growth-inducing would be less than significant. However, because there are more growth areas in Alternative 1 on vacant land adjacent to agricultural use and open space, the potential for growth inducing impacts would be greater than the Proposed Project.

Many of the policies in the adopted Housing Element would address indirect displacement impacts, including additional financing mechanisms, feasibility of an inclusionary housing program, expanded homeownership opportunities, targeting vacant lots, ADU incentive programs, and increased housing variety through supportive development densities. Beyond the Housing Element sites and specific plans, however, most of the development in Alternative 1 is expected to be single-family types. Compared to the Proposed Project, this would not diversify the type of housing available in the community to the same degree as the Proposed Project. Thus, potential impacts related to displacement pressures would remain less than significant, but potential impacts would be greater under Alternative 1 as compared to the Proposed Project.

### **Alternative 2**

Alternative 2 is expected to result in slightly less housing than the Proposed Project, though within Plan Bay Area 2050 projections. Alternative 2 focuses most growth in infill areas, and in a new transit-oriented development west of I-80. Development on either side of this growth area is urbanized. Alternative 2 would contain policies related to growth boundaries and limitation of extension of services beyond the Urban Limit Line. As such, potential for growth inducing impacts is less than significant, and impacts under Alternative 2 would be slightly less than the Proposed Project.

Like the Proposed Project and other alternatives, policies in the Housing Element address indirect displacement impacts. However, Alternative 2 adds predominantly mixed use, high density, and medium density housing types in infill areas and in the new transit-oriented community. These densities are higher overall than the Proposed Project. An increase in multifamily housing helps to

diversify the predominantly single-family development pattern in the city and reduce renter and homeowner costs. As such, potential impacts related to displacement pressures would be less than significant, and impacts would be slightly less than the Proposed Project.

## **PUBLIC SERVICES AND RECREATION**

### **No Project Alternative**

Buildout of the No Project Alternative would accommodate fewer residents, housing units, and non-residential developments compared to the Proposed Project. Therefore, this alternative would generate reduced demand for fire, police, school, and library services compared to the Proposed Project. Impacts would be less than significant, as under the Proposed Project. Implementation of the No Project Alternative would not result in improvements to the Linear Trail. However, there are various goals and policies in the current General Plan to ensure adequate park and recreational space is provided throughout the city. Therefore, impacts related to parks are less than significant, and magnitude of impacts are less than the Proposed Project, given the lower population under this alternative.

### **Alternative 1**

Buildout of Alternative 1 would accommodate more residents, housing units, and non-residential development compared to the Proposed Project. Alternative 1 would contain the same policies and be subject to the same City requirements for impact fees as the Proposed Project. Therefore, this Alternative would generate slightly greater demand for fire, police, school, and library services compared to the Proposed Project. Because Alternative 1 results in the largest amount of greenfield development away from existing services, there is greater likelihood that new fire facilities would be needed to serve new development. The location of such development would likely require a new school in the new neighborhood, as Fairfield Suisun and Travis Unified school district student generation rates are higher for single family development than multifamily development. In the event that future facilities are needed under the alternative, construction of such facilities could result in subsequent environmental impacts; the specific impacts of which are not known at this time and any analysis would require speculation. However, implementing policies would require maintaining permanent open space buffers and promote infill development that makes efficient use of limited land supply. Therefore, it is likely that any new facility necessary to serve the Planning Area would be located and constructed in an urbanized and developed area to mitigate environmental impacts. Therefore, it is anticipated that the impacts for fire, police, school and library services would be less than significant, and impacts would be similar to that of the Proposed Project.

Implementation of Alternative 1 would result in the construction of new neighborhood parks in the Rancho Solano, new neighborhood, and Nelson Hill area, as well as new Linear Park Trail connections. Implementing policies would also focus improvements on existing parks and facilities to meet the diversified and long-term needs of all residents and ages as well as meeting the General Plan established park ratio standard. Therefore, the alternative would ensure adequate park and recreational space is provided throughout the city. Given the additional planned parks to accommodate the greater population under this alternative, impacts related to parks would be less than significant, and impacts would be roughly comparable to that of the Proposed Project.

## **Alternative 2**

Buildout of Alternative 2 would accommodate slightly fewer housing units but more non-residential development compared to the Proposed Project. Alternative 2 would contain the same policies and be subject to the same City requirements for impact fees as the Proposed Project. Therefore, this Alternative would generate roughly equivalent demand for fire, police, school, and library services compared to the Proposed Project. The location of development in Alternative 2 is also not as close to existing fire stations as the Proposed Project, and there is greater likelihood that new fire facilities would be needed to serve new development. To serve new development, a school would be located within the new neighborhood. In the event that future facilities are needed under the alternative, construction of such facilities could result in subsequent environmental impacts; the specific impacts of which are not known at this time and any analysis would require speculation. However, implementing policies would require maintaining permanent open space buffers and promote infill development that makes efficient use of limited land supply.

It is likely that any new facility necessary to serve the Planning Area would be located and constructed in an urbanized and developed area to mitigate environmental impacts. Therefore, it is anticipated that the impacts for fire, police, school and library services would be less than significant, and impacts would be similar to that of the Proposed Project. Implementation of Alternative 2 would result in the construction of a new, transit-oriented neighborhood east of Nelson Hill and include new community park as well as Linear Park Trail improvements. Implementing policies would also focus improvements on existing parks and facilities to meet the diversified and long-term needs of all residents and ages as well as meeting the General Plan established park ratio standard. Therefore, the alternative would ensure adequate park and recreational space is provided throughout the city. Given the additional planned parks to accommodate buildout east of Nelson Hill under this alternative, impacts related to parks would be less than significant, and impacts would be roughly comparable to that of the Proposed Project.

## **TRANSPORTATION**

### **No Project Alternative**

The No Project Alternative would result in similar impacts on transportation compared to the Proposed Project. This Alternative would accommodate significantly fewer residents and non-residential development in the Planning Area. Since the Alternative would have lower development densities than the Proposed Project, it is estimated that it would result in slightly higher VMT efficiency metrics (i.e., VMT per capita) compared to the Proposed Project. Although the goals and policies that would reduce VMT in General Plan and other planning documents would be implemented under the No Project Alternative, this alternative would not include the Proposed Project's higher density land use strategy designed to reduce vehicular mode of travel. Thus, similar to the Proposed Project, the impact on VMT would conservatively remain significant and unavoidable under the No Project Alternative. However, given there is significantly less development than the Proposed Project, impacts would be less than the Proposed Project under this alternative.

The No Project Alternative impact on consistency with circulation system plans would remain less than significant, similar to the Proposed Project, because other planning documents, such as the

General Plan, Congestion Management Plan, and Active Transportation Plan would continue to be applicable under this the No Project Alternative. Impacts would be similar as compared to the Proposed Project. Similarly, the impacts on transportation hazards, and emergency access would remain less than significant because the Planning Area would continue to be consistent with applicable codes. Impacts would be similar to the Proposed Project.

### **Alternative 1**

Alternative 1 would result in slightly increased impacts on transportation compared to the Proposed Project. This Alternative would accommodate additional housing units and non-residential development compared to the Proposed Project. While the alternative envisions higher density student housing at Solano College, it would also add a new single-family neighborhood in the Rancho Solano area, which would result in slightly higher VMT efficiency metrics (i.e., VMT per capita) compared to the Proposed Project. Even so, the goals and policies that would reduce VMT in the Proposed Project and other planning documents would be implemented under Alternative 1. However, because the effectiveness of an individual project's VMT impact to a less than significant level cannot be determined in this analysis, the alternative may not achieve the overall VMT threshold reduction level to result in a less-than-significant impact. Thus, similar to the Proposed Project, the impact on VMT would remain significant and unavoidable under the Alternative 1, with impacts slightly greater than the Proposed Project.

Under Alternative 1, the impact on consistency with circulation system plans would remain less than significant, similar to the Proposed Project, with adherence to existing regulations and codes. Impacts would be similar to the Proposed Project. Similarly, the impacts on transportation hazards and emergency access would remain less than significant because the Planning Area would continue to be consistent with applicable codes. Impacts would be similar to the Proposed Project.

### **Alternative 2**

Alternative 2 would result in similar impacts on transportation compared to the Proposed Project. This Alternative would accommodate fewer housing units, but additional non-residential development compared to the Proposed Project. The alternative plans for a transit-oriented neighborhood centered around a new SMART Rail Station in Cordelia, which would result in slightly lower VMT efficiency metrics (i.e., VMT per capita) compared to the Proposed Project. In addition, the goals and policies that would reduce VMT in the Proposed Project and other planning documents would be implemented under Alternative 2. However, because the effectiveness of an individual project's VMT impact to a less than significant level cannot be determined in this analysis, the alternative may not achieve the overall VMT threshold reduction level to result in a less-than-significant impact. Thus, similar to the Proposed Project, the impact on VMT would conservatively remain significant and unavoidable under the Alternative 2, with impacts slightly less under Alternative 2 as compared to the Proposed Project.

Under Alternative 2, the impact on consistency with circulation system plans would remain less than significant, similar to the Proposed Project, with adherence to existing regulations and codes. Impacts would be similar to the Proposed Project. Similarly, the impacts on transportation hazards and emergency access would remain less than significant because the Planning Area would continue to be consistent with applicable codes. Impacts would be similar to the Proposed Project.

## **UTILITIES AND SERVICE SYSTEMS**

### **No Project Alternative**

Population within the Planning Area would increase under the No Project Alternative, though to a lesser extent than the Proposed Project. Additional population and businesses would generate additional demand for water and wastewater services and, therefore, a potential increased demand for water provision and wastewater collection, conveyance, and treatment services over currently established levels.

As described in Chapter 3.16: Utility and Service Systems, the Planning Area's current and planned water delivery system would be able to meet the Proposed Project's water demand. As more population growth is anticipated to occur under the Proposed Project than the No Project Alternative, the Planning Area's current and planned water delivery systems would be able to satisfy water demand under the No Project Alternative, and impacts would thus be less than significant. Because the Proposed Project includes more development, No Project Alternative potential impacts related to water conveyance upsizing would be less than impacts as compared to the Proposed Project.

Implementation of the No Project Alternative would result in increased wastewater flows to the City's WWTP, which could result in the need to expand the treatment facility over existing conditions levels, but this impact would be much less than the Proposed Project, given the smaller degree of housing and nonresidential development expected at buildout. The Proposed Project's wastewater-related policies do not differ substantially from those in the No Project Alternative. The City would collect wastewater impact fees under either alternative; preparation of the wastewater collection system master plan would continue under either alternative. As higher levels of population growth would occur under the Proposed Project, the likelihood of needing to add capacity to wastewater treatment facilities would be lower than the No Project Alternative. Wastewater impacts would be less than significant, and the No Project Alternative would have less impacts compared to the Proposed Project.

Development occurring under the No Project Alternative may increase the occurrence of impervious surfaces, which would place strain on the City's stormwater drainage system. As development under the Proposed Project is anticipated to be higher than that which would occur under the No Project Alternative, significant areas of impervious services do not differ significantly. Both Alternatives would likely require additional storm drainage infrastructure. The Proposed Project contains a more comprehensive suite of policies, including emphasis on green infrastructure and porous pavement, that would reduce strain on stormwater drainage systems. As such, impacts would be less than significant, and impacts overall would be less than the Proposed Project because of the lesser amount of population.

New growth anticipated to occur under the No Project Alternative would be associated with increases in demand for energy and telecommunications systems. As more growth would occur under the Proposed Project than No Project Alternative, there would also be sufficient capacity under the No Project Alternative. As less population growth would occur under the No Project Alternative, impacts would be less than significant, and demand for energy and



telecommunications supplies would be less for the No Project Alternative than the the Proposed Project.

New development occurring under the No Project Alternative would be anticipated to be associated with increased generation of solid waste. However, as discussed in Chapter 3.16: Utilities and Service Systems, waste generation rates under the Proposed Project are not expected to exceed landfill capacity. As the Proposed Project generates more growth than the No Project Alternative, landfills would have sufficient capacity under the No Project Alternative. Additionally, development occurring under the No Project Alternative would be expected to comply with State regulations regarding solid waste. Impact associated with solid waste would thus be less than significant. While the No Project Alternative would result in less development and less solid waste generation, the Proposed Project contains more aggressive policies related to solid waste diversion targets. As such, the No Project impacts compared to the Proposed Project are similar in magnitude.

### **Alternative 1**

As shown in Table 4-1, population increase as part of Alternative 1 would be greater than that anticipated in the Proposed Project. Additional population and businesses would generate additional demand for water and wastewater services and, therefore, a potential increased demand for water provision and wastewater collection, conveyance, and treatment services over currently established levels.

As indicated in Section 3.16, there is sufficient water supply and excess capacity that could likely handle increased housing and jobs expected as part of Alternative 1. Coupled with similar policies as the Proposed Project, impacts to water supply would likely be less than significant. However, because the Alternative 1 includes more development and in a larger growth area extent, potential impacts related to water conveyance upsizing are greater than the Proposed Project.

Impacts to wastewater treatment capacity could be higher in Alternative 1, though in both alternatives the City would collect wastewater impact fees and assist in updating the wastewater collection system master plan. As higher levels of population growth would occur under the Alternative 12, the likelihood of needing to add capacity to wastewater treatment facilities and additional wastewater conveyance would be higher under than the Proposed Project. Need for additional stormwater infrastructure is also anticipated. While impacts would be less than significant, wastewater and stormwater impacts would thus be greater than the Proposed Project.

Llevels of housing, population, and jobs would result in less than significant impacts to energy and communications systems, the potential impacts would be greater than the Proposed Project.

Given required compliance with state laws and waste reduction policies that will be similar to the Proposed Project, waste generation is not expected to exceed landfill capacity under Alternative 1, impacts are less than significant, though potential impacts would be greater because of higher levels of housing, population, and jobs.

## **Alternative 2**

The amount of additional development expected to occur as part of Alternative 2 would be similar to that anticipated in the Proposed Project. Additional population and businesses would generate additional demand for water and wastewater services and, therefore, a potential increased demand for water provision and wastewater collection, conveyance, and treatment services over currently established levels.

Like the Proposed Project, there would be sufficient water supply to accommodate increased development. Coupled with similar policies as the Proposed Project, impacts to water supply would likely be less than significant. Potential impacts related to water conveyance and upsizing would be less than significant and of comparable impact magnitude as the Proposed Project.

Impacts to wastewater treatment capacity would be similar to the Proposed Project. Both alternatives would collect wastewater impact fees and assist in updating the wastewater collection system master plan. Similar levels of population growth occurring under the Alternative 2 and slightly less greenfield development would result in a less than significant impact. Impacts resulting from r additional wastewater conveyance and stormwater infrastructure would be similar to the Proposed Project..

It is not likely that levels of housing, population, and jobs would result in need for expansion and significant impacts to energy and communications systems. The potential impacts would be less than significant and of similar magnitude of the Proposed Project.

Given required compliance with state laws and waste reduction policies that will be similar to the Proposed Project, waste generation is not expected to exceed landfill capacity under Alternative 2. Impacts would be less than significant, though potential impacts would be similar to the Proposed Project given the similar levels of additional housing, population, and jobs.

## **WILDFIRE**

### **No Project Alternative**

Like the Proposed Project, the No Project Alternative will add additional housing and -non-residential uses that could potentially impact capacity of evacuation routes. Traffic Control Plans would include measures to ensure construction would not impair an adopted emergency response plan or emergency evacuation plan. Operational transportation-related impacts may occur and would increase with more development. Though development would not conflict with adopted emergency plans like the County and City Emergency Operations Plan, there are no specific policies related to evacuation or requiring two or more routes of emergency egress in the existing General Plan. Impacts would be less than significant. However, even while the amount of overall development in the No Project Alternative would be less than the Proposed Project, lack of evacuation-specific policies would result in impacts that are greater under the No Project Alternative.

While most development in the No Project Alternative would occur as infill, the No Project Alternative includes the area west of Business Center Drive in the Sphere of Influence, and the Rancho Solano North study area as areas where housing may occur. These areas are located in high

Fire Hazard Severity Zones (FHSZ), as well as Tier 2 areas of elevated fire risk from utilities. While the existing General Plan includes policies that require mitigation measures for areas of high wildfire risk, requirement of fire breaks and greater buffer risk, ability to provide fire protection in areas of new development, maintenance of sufficient water supplies, and avoidance of siting structures on hilltops and upper slopes, the policies in the Proposed Project are more specific, particularly in terms of provision of a fire plan that details required components for development in moderate or high FHSZ, and review of project design by the Fairfield Fire Department. While impacts would be less than significant, the No Project Alternative growth locations/study areas and lack of specific policies related to fire protection plans would result in a more significant impact than the Proposed Project.

### **Alternative 1**

Alternative 1 includes more growth than the Proposed Project, and in more “greenfield” or vacant land than the Proposed Project, including a new neighborhood north of the city limits in a high FHSZ. This area also has steep slopes that could result in greater impacts from landsliding. Alternative 1 would be subject to the same policies and regulations as the Project, reducing impacts to less than significant, however, because of steeper slopes, impacts would be greater as compared to the Proposed Project. Additional water conveyance would be needed for greenfield areas. While the same Proposed Project policies related to evacuation, site design, adequate infrastructure would apply, impacts to evacuation routes, exacerbated wildfire risks, installation or maintenance of associated infrastructure, or downslope or downstream flooding or landslides would be less than significant, but a greater potential impact than the Proposed Project.

### **Alternative 2**

Alternative 2 includes less development in “greenfield” or vacant areas than the Proposed Project, and a similar amount of development overall. While Proposed Project policies regarding vegetation maintenance and fire plans would apply, reducing the impacts to less than significant, Alternative 2 could result in areas of greater vegetation not interrupted by impervious surfaces, thus adding a slightly higher level of wildfire risk than the Proposed Project. The new transit-oriented neighborhood would not occur in an area of moderate fire risk or higher utilities risk, and the elevation is flat. Proposed Project policies would be the same in Alternative 2 as the Proposed Project. As such, impacts to evacuation routes, exacerbated wildfire risks, installation or maintenance of associated infrastructure, or downslope or downstream flooding or landslides would be less than significant, and a lesser impact than the Proposed Project.

## **4.5 Environmentally Superior Alternative**

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CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed.

Table 4-2: Summary of Impacts for Alternatives: summarizes the alternatives’ overall environmental impacts for each topic presented in Section 4.3. For the Proposed Project, six impacts were expected to be significant and unavoidable, nine impacts were expected to be less than significant with mitigation incorporated, and 52 impacts were expected to be less than significant.

For the No Project Alternative, eight impacts were expected to be significant and unavoidable, eight impacts were expected to be less than significant with mitigation incorporated, and 50 impacts were expected to be less than significant. For Alternative 1, nine impacts were expected to be significant and unavoidable, nine impacts were expected to be less than significant with mitigation incorporated, and 48 impacts were expected to be less than significant. For Alternative 2, seven impacts were expected to be significant and unavoidable, nine impacts were expected to be less than significant with mitigation incorporated, and 50 impacts were expected to be less than significant.

Alternative 2 reduces the greatest number of environmental impacts and would be the environmentally superior alternative. This is because it avoids the Proposed Project’s significant and unavoidable impacts pertaining to mineral resources and reduces the severity of the significant and unavoidable impact related to VMT. However, Alternative 2 would in turn result in significant and unavoidable impacts for scenic vistas, public views, and land use plan conflicts which are less than significant impacts under the Proposed Project. Given that the Proposed Project would be more successful in achieving the objectives of the Project and is found to be environmentally superior in more cases, the Proposed Project is determined to be the environmentally superior alternative.

**Table 4-2: Summary of Impacts for Alternatives**

Impact	Level of Significance			
	Proposed Project	No Project Alternative	Alternative 1	Alternative 2
<b>3.1 Aesthetics and Visual Resources</b>				
3.1-1 Scenic Vistas	LTS	LTS, =	SU, +	SU, +
3.1-2 State Scenic Highways	NI	NI, =	NI, =	NI, =
3.1-3 Public Views	LTS	LTS, -	SU, +	SU, +
3.1-4 Light and Glare	LTS	LTS, =	LTS, +	LTS, +
<b>3.2 Agricultural Resources</b>				
3.2-1 Convert Farmland (FMMP)	SU	LTS, -	SU, +	SU, +
3.2-2 Williamson Act	SU	LTS, -	SU, +	SU, +
3.2-3 Farmland Conversion	LTS	LTS, =	LTS, =	LTS, =
<b>3.3 Air Quality</b>				
3.3-1 Air Quality Plan	LTS	LTS, -	LTS, +	LTS, =
3.3-2 Increase in Criteria Pollutant	LTSM	LTSM, -	LTSM, +	LTSM, =
3.3-3 Sensitive Receptors	LTSM	LTSM, -	LTSM, +	LTSM, =
3.3-4 Odors	LTS	LTS, =	LTS, =	LTS, =
<b>3.4 Biological Resources</b>				
3.4-1 Special-Status Species	LTS	LTS, =	LTS, +	LTS, =
3.4-2 Sensitive Habitat	LTS	LTS, =	LTS, +	LTS, =
3.4-3 Wetlands	LTS	LTS, =	LTS, =	LTS, =
3.4-4 Wildlife Corridors	LTS	LTS, =	LTS, =	LTS, =
3.4-5 Policies and Ordinances	LTS	LTS, =	LTS, =	LTS, =

**Table 4-2: Summary of Impacts for Alternatives**

Impact	Level of Significance			
	Proposed Project	No Project Alternative	Alternative 1	Alternative 2
3.4-6 HCPs	LTS	LTS, =	LTS, =	LTS, =
<b>3.5 Cultural, Tribal, and Historic Resources</b>				
3.5-1 Historic Resources	LTSM	LTSM, +	LTSM, +	LTSM, =
3.5-2 Archaeological Resources	LTSM	LTSM, +	LTSM, +	LTSM, =
3.5-3 Human Remains	LTSM	LTSM, +	LTSM, +	LTSM, =
3.5-4 Tribal Cultural Resources	LTSM	LTSM, +	LTSM, +	LTSM, =
<b>3.6 Energy, Greenhouse Gas Emissions, and Climate Change</b>				
3.6-1 Generate GHG Emissions	SU, +	LTSM, -	LTSM, +	LTSM, =
3.6-2 Conflict with an Applicable Plan, Policy, or Regulation	SU, +	LTS, =	LTS, =	LTS, =
3.6-3 Wasteful, Inefficient, and Unnecessary Energy	SU, +	LTS, -	LTS, +	LTS, =
3.6-4 Conflict with Renewable Energy or Energy Efficiency	SU, +	LTS, =	LTS, =	LTS, =
<b>3.7 Geology, Soils, and Seismicity</b>				
3.7-1 Seismic Hazards	LTS	LTS, =	LTS, =	LTS, -
3.7-2 Soil Erosion	LTS	LTS, =	LTS, =	LTS, -
3.7-3 Unstable Soils	LTS	LTS, =	LTS, =	LTS, -
3.7-4 Expansive Soils	LTS	LTS, =	LTS, =	LTS, -
3.7-5 Septic Systems	LTS	LTS, =	LTS, =	LTS, =
3.7-6 Paleontological Resources	LTSM	LTSM, +	LTSM, =	LTSM, +
<b>3.8 Hazards and Hazardous Materials</b>				
3.8-1 Transport, Use, or Disposal of Hazardous Materials	LTS	LTS, =	LTS, +	LTS, +
3.8-2 Release of Hazardous Materials	LTS	LTS, =	LTS, +	LTS, +
3.8-3 Hazardous Waste near School	LTS	LTS, =	LTS, =	LTS, =
3.8-4 Hazardous Materials Site	LTS	LTS, =	LTS, =	LTS, =
3.8-5 Airport	LTS	LTS, =	LTS, =	LTS, =
3.8-6 Emergency and Evacuation	LTS	LTS, =	LTS, =	LTS, =
<b>3.9 Hydrology and Water Quality</b>				
3.9-1 Water Quality Standards	LTS	LTS, =	LTS, +	LTS, =
3.9-2 Groundwater Supplies	LTS	LTS, =	LTS, +	LTS, =
3.9-3 Drainage Pattern	LTS	LTS, +	LTS, +	LTS, =
3.9-4 Flood, Tsunami, Seiche Hazard	LTS	LTS, =	LTS, =	LTS, =
3.9-5 Water Quality Control Plan	LTS	LTS, =	LTS, =	LTS, =

**Table 4-2: Summary of Impacts for Alternatives**

Impact	Level of Significance			
	Proposed Project	No Project Alternative	Alternative 1	Alternative 2
<b>3.10 Land Use and Planning</b>				
3.10-1 Divide Community	LTS	LTS, =	LTS, =	LTS, =
3.10-2 Conflict with Any Land Use Plan	LTS	LTS, =	SU, +	SU, +
<b>3.11 Mineral Resources</b>				
3.11-1 Loss of Mineral Resource	SU	SU, =	SU, =	LTS, -
3.11-2 Loss of Mineral Recovery Site	SU	SU, =	SU, =	LTS, -
<b>3.12 Noise and Vibration</b>				
3.12-1 Noise Standards	SU	SU, -	SU, +	SU, =
3.12-2 Vibration	LTSM	LTSM, +	LTSM, +	LTSM, +
3.12-3 Airports	LTS	LTS, =	LTS, =	LTS, =
<b>3.13 Population and Housing</b>				
3.13-1 Growth Inducement	LTS	LTS, -	LTS, +	LTS, -
3.13-2 Displacement	LTS	LTS, +	LTS, +	LTS, -
<b>3.14 Public Services and Recreation</b>				
3.14-1 Fire, Police, Schools, Parks, or Other Public Facilities	LTS	LTS, -	LTS, =	LTS, =
3.14-2 Use of Neighborhood, Regional or Recreational Facilities	LTS	LTS, -	LTS, =	LTS, =
3.14-3 Construction or Expansion	LTS	LTS, -	LTS, =	LTS, =
<b>3.15 Transportation</b>				
3.15-1 Circulation System Plan	LTS	LTS, =	LTS, =	LTS, =
3.15-2 VMT	SU	SU, -	SU, +	SU, -
3.15-3 Traffic Hazards	LTS	LTS, =	LTS, =	LTS, =
3.15-4 Emergency Access	LTS	LTS, =	LTS, =	LTS, =
<b>3.16 Utilities and Service Systems</b>				
3.16-1 Relocation or Expansion of Utilities	LTS	LTS, -	LTS, +	LTS, =
3.16-2 Water Supply	LTS	LTS, -	LTS, +	LTS, =
3.16-3 Wastewater Treatment	LTS	LTS, -	LTS, +	LTS, =
3.16-4 Solid Waste Reduction Goals	LTS	LTS, -	LTS, +	LTS, =
3.16-5 Conflict with Solid Waste Regulations	LTS	LTS, =	LTS, +	LTS, =
<b>3.17 Wildfire</b>				
3.17-1 Emergency Response/Evacuation	LTS	LTS, +	LTS, +	LTS, =

**Table 4-2: Summary of Impacts for Alternatives**

<i>Impact</i>	<i>Level of Significance</i>			
	<i>Proposed Project</i>	<i>No Project Alternative</i>	<i>Alternative 1</i>	<i>Alternative 2</i>
3.17-2 Wildfire Risks	LTS	LTS, +	LTS, +	LTS, -
3.17-3 Infrastructure	LTS	LTS, =	LTS, +	LTS, -
3.17-4 Flooding or Landslides	LTS	LTS, =	LTS, +	LTS, -
Notes:				
NI: No Impact				
LTS: Less than Significant				
LTSM: Less than Significant with Mitigation				
SU: Significant and Unavoidable				
+/-/= : Impact of the alternative is greater than, less than, or similar to the impact of the Proposed Project				