

## **6.0 CEQA REQUIRED CONCLUSIONS**

### **INTRODUCTION**

The California Environmental Quality Act (CEQA) § 15126 requires that a series of environmental considerations be discussed in an environmental impact report to document the full effect of a project's planning, acquisition, development, and operation. This chapter includes all of the required discussions pursuant to § 15126.

### **SIGNIFICANT UNAVOIDABLE IMPACTS**

CEQA § 15126.2(b) requires that an environmental impact report (EIR) disclose all significant impacts including those that cannot be mitigated to a less-than-significant level, where no feasible mitigation measures exist to further reduce these impacts.<sup>1</sup>

No significant unavoidable impacts for the North Connector Project (Project) were identified.

The Project would allow area residents to avoid traveling on I-80 for local trips, thus reducing overall congestion on I-80, which has worsened over the years and currently experiences significant congestion during peak periods. The Project would also reduce significant congestion on local streets which have been used in lieu of I-80, but which do not provide a direct and convenient connection between downtown Fairfield and the Suisun and Green Valley areas.

### **IRREVERSIBLE ENVIRONMENTAL CHANGES**

CEQA § 15126.2(c) requires that an EIR discuss any environmental changes that would be irreversible if the Project were implemented. CEQA defines irreversible environmental changes as either irretrievable commitment of resources and/or irreversible damage resulting from environmental accidents.

The Project would involve the construction of a new roadway and bridge structure. Non-renewable resources such as fossil fuels would be required for construction and operation of the Project alignment. The change in use and associated commitment of resources necessary for construction and operation of the Project is irreversible.

Furthermore, much of the Project area is currently used for agricultural purposes. Construction of a new roadway would result in an irreversible change to non-agricultural use of the land directly impacted by the Project footprint. The Project includes design features to enable agricultural activities to continue on adjacent lands (i.e., replacement of farm access), as well as a mitigation to replace impacted farmland at a 1:1 ratio.

### **GROWTH INDUCING IMPACTS**

CEQA § 15126.2(d) requires that an EIR discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The Project would be

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<sup>1</sup> Regulations for the California Environmental Quality Act (CEQA) are set forth in California laws known as the CEQA Statutes (California Public Resources Code Section 21000 et seq) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq).

designed to be compatible with existing land use and zoning designations. For example, much of the Project would traverse lands zoned for agricultural uses (primarily within the County). In these areas, the new roadway would be designed with limited connections to adjacent properties (i.e. direct access would only be allowed to replace access that would be severed by the new roadway or provide access to allow continued farming). In the East End from Abernathy Road to Suisun Creek, the roadway would be designed with a solid median to inhibit the creation of full access intersections which would be necessary to accommodate any development beyond the existing agricultural uses. These design elements would reduce the proposed roadway's potential to induce growth that would be inconsistent with current zoning and General Plan land use designations. Refer to Section 4.1, Land Use and Agricultural Resources, pages 4.1-15-4.1-16, for more information.

Although the Project would involve the construction of a new roadway, Project implementation would not induce growth within the area. The Project would serve to reduce congestion of I-80 by virtue of reducing the number of cars using the Interstate for local travel. I-80 is currently at or over capacity during the peak hours, which is forecasted to worsen independent of the Project. While the Project would alleviate some of this congestion, the level of congestion relief would not be to the extent that would promote growth beyond what is currently envisioned.

The Project has been designed to accommodate the planned I-80/I-680/SR12 Interchange Project (see Projects Considered in the Cumulative Analysis below), which includes the relocation and expansion of the Cordelia Truck Scales. This project is currently undergoing separate environmental review.

### **Direct Impacts**

The Project would result in the conversion of land currently zoned for agricultural use to a public roadway which in and of itself would not be growth inducing. No residential or commercial structures would be constructed as part of the Project. However, one commercial structure would be displaced by Project construction.

### **Indirect Impacts**

Construction of the Project would result in a short-term increase in construction related job opportunities in the Solano County area. However, the opportunities provided by construction of the Project would not likely result in the permanent relocation of construction workers to the Project area. Furthermore, the Project is the construction of a roadway and bridge, and would not create new housing opportunities.

Construction of roadway improvements which provide access to areas of agricultural lands previously not accessible is considered to be growth inducing. However, the Project is intended to be an alternative route to I-80 for local traffic and is designed to preclude growth-inducing effects associated with new roadways. As stated above, the Project would be designed to be compatible with existing land uses and zoning designations. In areas zoned for agricultural uses, the new roadway would be designed with limited connections to adjacent properties. Direct access would only be allowed to replace access that would be severed by the new roadway or allow for continued farming. In those areas, the roadway would be designed with a solid median to restrict the creation of full access intersections which would be necessary to accommodate any development beyond the existing and planned agricultural uses. For example, Russell

Road would end at a cul-de-sac, therefore not providing direct access onto the new roadway.

## **CUMULATIVE EFFECTS OF THE PROJECT**

A cumulative impact consists of an impact that is created as a result of the combination of a Project together with other Projects causing related impacts. In the evaluation of cumulative impacts, CEQA requires that the discussion be guided by the standards of practicality and reasonableness, and that the discussion focus on those cumulative impacts to which other Projects contribute. In general, cumulative impacts are identified using a list of other past, present, and reasonably foreseeable future Projects, or using Projections for growth contained in an adopted general plan or related planning document. This EIR uses a list approach. A list of planned developments was compiled from both the City and County for this analysis.

The spatial boundary for the study of a project's cumulative impacts varies depending on the resource of concern. Impacts related to geology and archeological resources for example are generally site specific, while air and noise impacts can travel greater distances. Most site specific impacts have too limited a geographical area of influence to compound, or interrelate with impacts caused by other projects, with the result that the project's impacts do not worsen or exacerbate the impacts of those other projects. Under CEQA, a lead agency need not address such impacts in detail, as the project will not contribute to any cumulative impacts with respect to such impact categories (see CEQA Guidelines, §§ 15130, subd. (a) (“[w]here a lead agency is examining a project with an incremental effect that is not ‘cumulatively considerable,’ a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable”); id., subd. (a)(1) (“[a]n EIR should not discuss impacts which do not result in part from the project evaluated in the EIR”).

## **PROJECTS CONSIDERED IN THE CUMULATIVE ANALYSIS**

### **Transportation Projects in the Vicinity of the Proposed Project**

Major transportation projects being planned in the vicinity of the proposed project include the I-80/I-680/SR12 Interchange project, the HOV Lane project, and two SR12 improvement projects. These and other projects are described below.

I-80/I-680/SR12 Interchange Project - This project would increase the capacity of the I-80/I-680/SR12 Interchange complex. One component of this project is relocating the Cordelia Truck Scales. The Cordelia Truck Scales have been identified as a significant contributor to the traffic problems in the I-80/I-680/SR12 Interchange because they are located in one of the most congested segments of I-80. Trucks entering and exiting I-80 in this area cause significant traffic congestion in this area. No overlap of construction activity between the Project and the Interchange project is anticipated. The Cordelia Truck Scales project is a separate project that for CEQA purposes is being administered by a different lead agency, the California Department of Transportation. Although the Project would physically accommodate the proposed truck scales relocation site, the Project is independent of the Cordelia Truck Scales relocation and it not in any way contingent upon that project. Furthermore, no overlap of construction activity between the Project and the Interchange project is anticipated. For each of these reasons, the

Cordelia Truck Scales project is appropriately not considered in the cumulative impacts analysis.

#### HOV Lane Project

The HOV Lane project would add approximately 8.7 miles of High Occupancy Vehicle (HOV) lanes in both directions and widen the median on I-80 from approximately Red Top Road to Airbase Parkway. Adding HOV or carpool lanes is expected to help relieve congestion. Construction activity is expected to start in Summer of 2008 and finish by Fall 2009. There would be some overlap with the Project which is anticipated to start construction in Spring/Summer 2009.

SR12 West/Jameson Canyon Project- This project would convert SR12 (Jameson Canyon Highway) from a two-lane highway to a four-lane highway between I-80 and State Route 29.

SR12 West Truck Climbing Lane Project - This project would construct a truck climbing lane in the westbound direction on SR12 West from I-80 to west of Red Top Road. The project would reduce congestion on SR12 West by providing an additional lane for slow moving trucks, thereby allowing automobiles to pass. This reduction of congestion on SR12 would result in less congestion on I-80 at SR12 West.

### **Residential and Commercial Projects in the Vicinity of the Proposed Project**

#### Residential Projects

There are over 10 proposed or approved residential projects within the City of Fairfield near the Project site (all located within the North Cordelia area). Combined, these residential projects represent over 1,241 additional units within the City. In addition, within the County limits is the Rockville Trails Estates project, which represents 370 additional residential units.

#### Commercial Projects

There are 7 commercial/industrial/office projects within the City of Fairfield, in the immediate vicinity of the North Connector Project. Combined, these commercial/industrial/office projects represent over 360,000 square feet of development within the City of Fairfield.

### **General Plan Build-out and Growth Policies**

The City of Fairfield's 1992 General Plan projected that the City's population would grow from 96,000 as of January 1, 2000 to approximately 160,000 when all vacant buildable land was developed. In March 10, 2002, the City Council approved a comprehensive amendment to the City's General Plan. The amendments were based on the "Livable Cities" concept to create more efficient, compact land use growth patterns, limit annexations, preserve agricultural resources and open space, and discourage development in unincorporated areas.

Under the amended General Plan, build-out of Fairfield would result in a population of approximately 136,160 (see Table 6-1). Projection of housing and population growth were developed using the database of vacant buildable land.

The effect of these policies and plans, in context with the development of the Project and present and future projects, suggests that the City will continue to rezone sites and increase densities to accommodate build-out projections.

Currently, the Solano County General Plan is undergoing a comprehensive update which began in 2006. The circulation of the Draft General Plan and Draft EIR is anticipated for 2008.<sup>2</sup>

**Table 6-1. Housing and Population at City Buildout**

	<b>Housing</b>	<b>Population</b>
<b>January 1, 2001</b>		
Cordelia	3,140	9,320
Remainder of City	29,260	89,480
<b>Subtotal</b>	<b>32,400</b>	<b>98,800</b>
<b>Projected Additions</b>		
Cordelia	4,600	12,550
Remainder of City	9,200	24,810
<b>Subtotal</b>	<b>13,800</b>	<b>37,360</b>
<b>Projected Buildout Totals</b>		
Cordelia	7,740	21,870
Remainder of City	38,460	114,290
<b>Citywide Buildout Totals</b>	<b>46,500</b>	<b>136,160</b>

Source: Draft Program EIR for the Comprehensive Amendment to the City of Fairfield General Plan, August 2001.

## **DISCUSSION OF CUMULATIVE IMPACTS BY TOPIC AREA**

### **Land Use and Agricultural Resources**

The Project and other past, present, and future projects in the area will continue to convert agricultural and vacant land to roadways, commercial, industrial and residential land uses. However, these changes in the Project area are envisioned in the General Plans of Solano County and the City of Fairfield as well as the long-range transportation plans of the County, the Metropolitan Transportation Commission (MTC) and the State.

#### *Land Use*

The Project is designed to be compatible with existing land uses and zoning designations to the maximum extent feasible. For example, in areas zoned for agricultural uses (primarily within the County) the new roadway is designed with limited connections to adjacent properties (i.e. direct access would be limited to that which replaces access that would be severed by the new roadway or is needed for continued farming). In those areas, the roadway would be designed with a solid median. This would not provide or encourage the creation of full access intersections which would be necessary to accommodate any development beyond the existing and planned agricultural uses. These design elements would ensure that the proposed roadway would not induce growth or result in cumulative land use impacts beyond those already envisioned and planned for in the City of Fairfield and County of Solano general plans.

<sup>2</sup><http://www.solanocountygeneralplan.net/GP%20Info%20Center/General%20Plan%20Schedule.pdf>

### *Agricultural Resources*

Section 4.1, Land Use and Agricultural Resources, provides discussion of prime farmland and farmland of statewide importance in the City and County. The Project, in conjunction with other projects in the area, will continue the regional trend of converting farmland to non-agricultural uses, which is considered a significant cumulative impact. In response to this trend, the County of Solano and City of Fairfield have established specific policies to reduce the rate of farmland conversion. The Solano County Agricultural Easement Plan protects agricultural resources through conservation easements and through retention of parcels as a farmable unit, and the City of Fairfield has adopted policies and programs intended to protect the agricultural lands around Fairfield from development pressures. As part of this Project, specific mitigation measures have been included to reduce the potential for agricultural conversion beyond what has been envisioned and planned for by the City of Fairfield and Solano County in their respective general plans.

This impact analysis accounts for potential cumulative impacts to agricultural resources by including both the indirect and direct impacts of future development. It is not anticipated that conversion of agricultural land in the Fairfield/Solano County area would occur beyond what is already envisioned and planned. Any assessment of the impacts to agricultural resources of such unplanned further expansion would be entirely speculative. As described above, the policies and programs currently in place protect existing resources from development pressures, and the County has indicated it does not intend to change zoning descriptions of surrounding agricultural lands.

As discussed in section 4.1, the Project would result in a conversion of agricultural land in the local area; however the EIR identifies mitigation measures that would place an equal to greater amount of land into agricultural conservation easement(s) that would protect the agriculture use in perpetuity, providing greater assurance for this continued use than the Williamson Act, which only provides for up to 10 years of protection and does not limit future use beyond that date. With this mitigation, the Project would not result in a cumulative considerable contribution to the regional trend towards conversion of agricultural lands to non-agricultural uses. Based on the information presented in this section, cumulative impacts related to agricultural resources are considered less than significant.

### **Transportation and Traffic**

As discussed in section 4.2, Transportation and Traffic, traffic volumes were forecast and Level of Service (LOS) determined for Project area intersections for both year 2020 No Project and 2020 with Project conditions. Year 2020 forecasts were completed using the Napa Solano County travel forecasting model as run by the City and determination of future traffic volumes and impacts accounted for contributions associated with parallel and adjacent facilities through the year 2020. Traffic volumes on regional roadways and turning movements at key intersections are analyzed for AM and PM peak hours under year 2020 conditions, based on data from this travel forecasting model. As a result, analysis of traffic and transportation impacts in section 4.2 accounts for cumulative impacts that may arise from past, present, and reasonably foreseeable future projections and development within the study area.

An analysis of year 2020 conditions includes contributions to roadway traffic arising from other projects assumed in the Napa Solano County travel forecasting model. The model

is based on a growth factor in trip generation that theoretically accounts for the future trips to be generated by projects through 2020. According to this analysis, the Project would result in no operational impacts to area traffic. Temporary impacts may be associated with actual construction of the Project. However, the Project is required to mitigate for its own contributions to transportation and traffic impacts on local roadways. Implementation of the Project along with roadway improvements planned as part of the I-680/I-80/SR12 Interchange project and the Jameson Canyon widening project as described in section 4.2 Traffic and Transportation would reduce regional cumulative impacts to Project area intersections to a less-than-significant level.

### **Air Quality**

The air quality analysis contained in section 4.3, Air Quality, is based on year 2020 future traffic conditions within the Project area which encompasses portions of Suisun Valley, Green Valley, and Cordelia, which includes traffic generated by past, present, and future development in the Project area and region as envisioned in the County and City General Plans, Association of Bay Area Governments (ABAG) Projections 2007 document, and the roadway improvements described in Section 4.2, Traffic and Transportation.

The Project is listed in the conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), and the design concept and scope proposed are substantially the same as the design concept and scope in the RTP and TIP listings. Therefore, because the RTP and TIP listings require that tests for regional pollutants be met, the Project meets the regional tests for carbon monoxide and particulate matter (PM<sub>10</sub>) conforms with the State Implementation Plan (SIP). For the purposes of this Project under the RTP and TIP listings, the regional pollutants at issue are limited to carbon monoxide and particulate matter.

Temporary construction impacts of the proposed Project in combination with other roadway and development Projects in the Project area could result in cumulative dust and construction-equipment emissions if construction activities were to occur simultaneously. However, implementation of mitigation measures included in section 4.3 Air Quality in combination with mitigation for each Project would minimize construction-period air quality impacts. These measures include the application of water or dust palliatives during construction and limitations of the operation and maintenance of construction equipment. Based on the information presented in this section, cumulative impacts related to air quality are considered less than significant.

### **Noise**

The cumulative impact area for noise includes areas where noise from the Project could be heard and could combine with noise from adjacent uses. In addition to noise generated by the Project, further increases in noise would result from other future roadway Projects, such as the I-80 High Occupancy Vehicle (HOV) Lanes project and the I-80/I-680/SR12 Interchange project, both of which would facilitate increased vehicular traffic along the I-80 corridor, resulting in increased noise levels. With the Project, cumulative noise levels are estimated to increase by one decibel at noise sensitive receiver locations in the West End, which would not be cumulatively considerable.

## **Biological Resources**

The Project and other past, present, and future projects will result in the conversion of open space lands to developed land, contributing to the loss of non-native grasslands, ruderal (disturbed) habitats, wetland habitats, and agricultural land in the region. There would be a concomitant loss of common plant and animal species, and a cumulative loss of habitat for common special-status species.

Development of the Project may contribute to the fragmentation of habitats that are necessary for the survival of special-status species in the area, or potentially result in the isolation of special-status species populations. Special-status species that could be affected by the proposed Project and other development projects in the area include: valley elderberry longhorn beetle, Callippe silverspot butterfly, California red-legged frog, western pond turtle, chinook, steelhead, Cooper's hawk, golden eagle, Swainson's hawk, grasshopper sparrow, short-eared owl, western burrowing owl, white-tailed kite, northern harrier, loggerhead shrike, pallid bat, and Yuma myotis bat.

Construction of the Project would also result in impacts to "waters of the United States." This could result in further loss of habitat utilized by the special-status species listed above. On a County-wide basis, these impacts would add to other development-related losses of "wetlands" and other designated "waters of the United States." Permitting requirements for the proposed Project and other development projects in the area will ensure that appropriate compensatory mitigation is implemented.

Finally, development of the Project in combination with other development projects in Solano County would indirectly increase the number of local residents living in the area by creating new transportation corridors and destinations, which increase development pressures on local resources and would likely result in further losses of habitats used by common plants and wildlife. In addition, the increased traffic in the area resulting from the planned and approved projects in the area would likely increase animal mortality from vehicle collisions. As part of this Project, specific mitigation measures have been included to reduce the potential for loss of these biological resources. These mitigation measures can be found in section 4.5. Based on the information presented in this section, cumulative impacts related to biological resources are considered to be less than significant.

## **Aesthetics**

The Project area and surroundings include many valuable scenic elements including mountains, agricultural areas, and the Suisun Marsh. Solano County and the City of Fairfield general plans each contain specific policies and programs to protect the most valuable of these scenic resources.

The Agriculture and Open Space Land Use Chapter of the Solano County Land Use and Circulation Element (amended through June 2003) contains policies that assist communities in maintaining their identities by retaining existing visual corridors and establishing community buffers while also maintaining visual corridors within the county. The Scenic Roadway Element of the Solano County General Plan includes SR12 as a County-designated Scenic Roadway from the County line to I-80. The Scenic Roadway Element contains specific policies related to the protection of rolling grasslands and minimization of grading activities.

The City also has several policies that address protecting scenic resources. The Scenic Vistas and Roadways Plan (SVRP) and the Tree Preservation Ordinance identify objectives and policies for maintaining visual resources within the City. The SVRP was directed by the City's General Plan to specifically identify important scenic vistas and roadways. The Tree Preservation Ordinance makes it unlawful to unnecessarily destroy or remove trees and encourages the replacement of trees lost to disease, natural hazards, or human intervention.

The City of Fairfield General Plan's Open Space, Land Use, and Urban Design Elements also provide clear direction for the preservation of scenic resources.

The Project, and other past, present, and future projects would continue to reinforce the suburban aesthetic of the Cordelia and Fairfield area with developed uses and would continue to encroach upon the scenic elements in the Project area and surroundings. As discussed in section 4.6 Aesthetics, the Project itself would have limited aesthetic impacts, and mitigation measures would be implemented to reduce Project impacts to a less-than-significant level.

In addition, other projects would be evaluated under CEQA to determine if they would result in additional visual and aesthetic effects, and would include mitigation if appropriate to reduce or avoid these impacts. Potential mitigation measures for future projects could include slope rounding, contour grading, design enhancements and landscaping to retain views of the hills and grasslands. Based on the information presented in this section, cumulative impacts related to aesthetics are considered to be less than significant.

### **Cultural Resources**

The area considered for cumulative impacts to cultural resources includes the Project site and areas immediately adjacent. Impacts associated with cultural resources tend to be limited to individual project sites and do not tend to result in cumulative impacts.

Two previously recorded historic cultural resources are within or abutting the Archaeological Area of Potential Effects (APE). These properties include: the Ferrari Ranch/Red Top Stables (P-48-000487); and the Southern Pacific Railroad (P-48-000549). Neither historic site will be impacted by Project construction. In total, 15 recorded prehistoric sites exist within a 1-mile radius of the project area. All of the sites are outside the immediate area of the Project.

No evidence of buried prehistoric or historic cultural resources was encountered during the subsurface testing efforts, conducted along Suisun Creek, and Red Top Road. Only minor changes in soil type, color and depth were observed within the individual test units. Although no prehistoric cultural resources were observed during the focused pedestrian survey conducted on May 1 and 12, and June 4, 2003, sites and objects may yet exist in the Project area, but may be obscured by vegetation or buried by fill or natural sediments.

Because of the proximity of Suisun Creek, it was anticipated that some buried cultural deposits might exist within the Project area. The negative trenching results reduce the likelihood that such prehistoric deposits exist. However, testing represents a minute sample of the total area. The possibility remains that dispersed burials, non-burial prehistoric features, or small historic features could exist on the Project parcels where

test excavations were not conducted. The mitigation measures identified in section 4.7, would reduce the cumulative effects to cultural resources at the Project site and surrounding area. Based on the information presented in this section, cumulative impacts related to cultural resources are considered to be less than significant.

### **Geology and Soils**

Impacts associated with geology and soils tend to be limited to individual project sites, and do not tend to result in cumulative impacts. The Project lies along the northeasterly edge of the Coast Range Geomorphic Province of California and is underlain by silty sandstone, clay, and sedimentary bedrock. Local geology and soils are subject to geologic hazards including liquefaction, landslides, soil erosion, and unstable soils. Mitigation measures identified in this document would reduce Project area impacts related to these geologic hazards. Development projects like the Project are required by CEQA to determine if they would result in geology and soil impacts. Faults nearby the Project area include the Green Valley and Cordelia faults. Engineering and design features are available to avoid these seismic hazards. The North Connector alignment would be designed to meet standards set for Seismic Zone 4, as outlined in the Uniform Building Code and specific mitigation measures such as construction of bridges/overcrossings over deep foundation systems, additional soil investigations, and use of specific fill materials (refer to section 4.8), would reduce site-specific impacts related to geology and soils. Based on the information presented in this section, cumulative impacts related to geology and soils are considered to be less than significant.

### **Hydrology and Water Quality**

The area considered for cumulative impacts to hydrology and water quality includes the Project area and the local and regional watershed to which the site drains. The Project and other past, present, and future projects, would contribute to an increase in impervious surfaces in the Project area, which would result in an increase in stormwater runoff. Existing drainage culverts may not be able to accommodate this additional cumulative runoff.<sup>3</sup> The size and location of the flood plain associated with local creeks (Jameson, Green Valley, Dan Wilson, and Suisun Creeks) may change if individual drainage mitigations are not made. The increase in impervious surface over time could also increase the frequency of flooding. Future projects will be required under CEQA to evaluate their individual impacts on local hydrology and flooding potential. Mitigation would be incorporated into each Project where feasible.

The Project includes site specific mitigation measures such as compliance with C.3 stormwater quality requirements, bioswales, and specific best management practices. Implementation of these measures would help to accommodate the increased stormwater runoff that would be generated by the new impervious surfaces created in the Project area. Furthermore, Project design includes construction of a proposed detention basin in the West End.

In addition, the Solano County Water Agency (SCWA), in cooperation with the STA and the County and City are working toward a regional solution to flooding problems along the Suisun Creek watershed. If feasible, one measure being considered is the construction of a detention/retention basin upstream of I-80. Based on the information

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<sup>3</sup> The Flooding Study for Suisun Creek at Interstate 80, WRECO, July 2003.

presented in this section, cumulative impacts related to hydrology and water quality are considered to be less than significant.

### **Hazards**

The Project and other past, present and future projects could result in the spread or release of hazardous materials which could affect construction workers, and possibly nearby residents. This potential effect would be mitigated through environmental review per CEQA and other regulatory agency requirements and implementation of standard mitigation measures, including cleanup requirements for individual projects that may encounter contaminated soil or groundwater. The Project in combination with other roadway improvements and development in Suisun Valley, Green Valley, and Cordelia areas would contribute to increased pollutants in stormwater runoff that if not mitigated could adversely affect local and regional surface water quality. However, this potential effect would be mitigated by implementing standard water quality mitigation measures, such as groundwater sampling, treatment, and additional investigation and/or remediation, during construction and operation of these projects as required by the Regional Water Quality Control Board (RWQCB). Furthermore, all projects are required to conform to Uniform Building Code (UBC) standards and specifications relating to earthwork, groundshaking, and structural integrity. Based on the information presented in this section, cumulative impacts related to hazards are considered to be less than significant.

### **Population and Housing**

The cumulative impact area for population and housing includes the Project area, the City of Fairfield and Solano County. The City is planning for an increase in population and is encouraging higher density development of certain properties to support this planned growth. Since the City is not expected to reach this goal until well beyond Year 2020, there is not currently an identified cumulative impact related to population or housing.

The Project would not directly increase population or housing in the area. Furthermore, potential indirect impacts—related to providing roadway access to previously inaccessible agricultural areas—would be reduced by the use of cul-de-sacs and medians to prevent any new direct public access to and from adjacent agricultural properties.

Based on the information presented in this section, cumulative impacts related to population and housing are considered to be less than significant.

### **Public Services and Recreation**

As discussed in Section 4.12 Public Services and Recreation, the Project would not result in any potential impacts to public services. The Project would result in a beneficial cumulative impact on the provision of police, fire, and emergency services by relieving traffic congestion and providing alternative routes, thereby reducing service response time when compared to future conditions without these Projects.

Regarding recreation resources, the Project includes the creation of a new multi-use trail between Abernathy Road and Suisun Creek that would replace in-kind the portion of the existing Linear Trail between Abernathy Road and Suisun Creek. The City has initiated a GPA that would remove the existing Linear Park between Abernathy Road and Suisun Creek and show the North Connector Project as a Public Facility within the County's

jurisdiction. As a result, the Project would not contribute to any cumulative effect resulting from other cumulative projects considered in this analysis. Based on the information presented in this section, cumulative impacts related to public services and recreation are considered less than significant.

### **Utilities and Service Systems**

The Project in combination with other roadway and non-roadway projects in the area could result in additional utility relocations. However, these relocations would not result in a significant adverse effect because utility service would generally be provided continuously to local businesses and residents. Continued development in the Project area as envisioned by the County and City General Plans would create additional demand for local utility and emergency services. The development review process in both the County and City requires that prior to development approval, adequate utility service is provided to each project. In addition, each project is reviewed by emergency service providers to ensure that adequate services can be provided, and if not, appropriate mitigation would be required. Based on the information presented in this section, cumulative impacts related to utilities and service systems are considered to be less than significant.