

**ADDENDUM TO SOUTHWEST DIXON SPECIFIC PLAN ENVIRONMENTAL IMPACT  
REPORT (SCH #200204237)**

This Addendum to the Southwest Dixon Specific Plan (Project) Final Environmental Impact Report (EIR) (SCH # 200204237) describes changes in the circumstances under which the Southwest Dixon Specific Plan will be undertaken which have occurred since the Project approval. The Project was approved by Resolution 04-195 certifying the EIR, Resolution 2005-217 approving the Southwest Dixon Specific Plan, and Resolution 08-158 amending the Southwest Dixon Specific Plan. The current proposal requests approval of the Amended and Restated Development Agreement for the Southwest Dixon Specific Plan as well as approval of tentative maps for Phase 1, Villages 2 and 3.

The City of Dixon staff has reviewed the EIR, tentative maps, and DA, and on the basis of the whole record before it, has determined that there is no substantial evidence that the changed circumstances, as described in this Addendum, would have a significant effect on the environment beyond that which was evaluated in the EIR. The changes will not require major revisions to the EIR, because no subsequent or supplemental EIR is required, and substantial evidence supports that determination, pursuant to Public Resources Code section 21166 and Guidelines section 15162 of the California Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Addendum to the certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations.

A copy of this document, the certified EIR and all supporting documentation may be reviewed and/or obtained at the City of Dixon, 600 East A Street, Dixon, CA 95620.

Date:

By: \_\_\_\_\_

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City of Dixon Community Development Director

**Project Location:** The Southwest Dixon Specific Plan is located in the southwestern part of the City of Dixon. The Specific Plan area is generally bounded by Interstate 80 to the west, West A street to the north, City limits to the south, and Pitt School Road to the east, with the exception of approximately 95 acres east of Pitt School Road, extending southward.

**Existing Plan Designation and Zoning:** The property is generally designated as follows: 20.85 acres community commercial; 11.3 acres highway commercial; 9.7 acres medium density – high residential; 112.04 acres medium density – low residential; approximately 226.43 acres low density residential; 42.83 acres employment center; and 96.15 acres of various public facilities and uses, including fire station (0.47 acres), functional buffer (9.19 acres), community and neighborhood parks (23.0 acres) streets (50.6 acres), detention basin (9.44 acres) canal 2.64 acres and water well/tank site 0.81 acres).

**Project Background:** The City certified the EIR for Southwest Dixon Specific Plan in 2004 by Resolution 04-195. The City approved the 477-acre Southwest Dixon Specific Plan by Resolution 2005-217 in 2005. Also in 2005, the City adopted Ordinance 05-011 rezoning the Southwest Dixon Specific Plan Area, and the City adopted Ordinance 05-012 approving a development agreement between the City and various landowners in the Southwest Dixon Specific Plan area for the development of a portion of the Specific Plan area. The term of the 2005 Development Agreement ends in 2020. In 2008, the City amended the Specific Plan, adding 40.9 acres of land east of Pitt School Road and South of Southeast Parkway, increasing the low-density residential acreage from 185.53 to 226.43, but leaving the total number of dwelling units unchanged. In 2016, the City amended the Specific Plan to designate a portion of the Specific Plan to RM-4 Multiple Family.

**Project Subject to Addendum:** Landowners intend to move forward with development of the Southwest Dixon Specific Plan and therefore seek approval of an Amended and Restated Development Agreement, as well as tentative maps for Phase 1, Villages 2 and 3. City staff has reviewed the land uses designated in the Amended and Restated Development Agreement, as well as within the Village 2 and 3 maps, and found they are consistent with the approved Specific Plan and zoning designations for those areas. In addition, the total number of residential units within the Project area remains unchanged.

### **CEQA Analysis:**

When the City considers a discretionary approval for a project for which an environmental impact report has already been certified, the City must determine whether the original environmental impact report remains relevant because it retains some informational value, and if so, whether a subsequent EIR is required.

Here, the proposed project retains the same general characteristics as the project approved in 2005, with minor amendments in 2008 and 2016, including the same land

uses, same total residential units and commercial acreages. In addition, there have been no major changes to the proposed land uses in the immediate vicinity of the Southwest Dixon Specific Plan, as development within the City continues to occur through specific plans that were adopted in the early 2000's. In this case, the original EIR therefore retains its information value.

The City has identified only two circumstances related to the Project that have changed since 2005 and 2008. Specifically, the City of Dixon, rather than Dixon Solano Municipal Water Service, provides water service to the majority of the Project area, and the traffic volumes in the vicinity of the Project area are reduced as compared to those measured in 2008.

### Water

The EIR assumed no existing domestic water service to the Project area. The EIR assumed all of the Project (except for a small portion that is within the Cal-Water territory) would be served by a 1,500 gpm domestic water well installed by the Project within Project boundaries. This remains unchanged. However, the EIR assumed that the domestic water system for the Project area would be operated by the Dixon-Solano Municipal Water Service. In August 2014, the City of Dixon assumed ownership, operation, and maintenance of the water system formerly operated by DSMWS. The Project area is within the South Zone of the City's water system, hydraulically independent of the remainder of the City. (City of Dixon Water Master Plan, March 2018, 3-15.) The change in ownership of the water system does not change the source of the water available to the Project -- groundwater from the Solano Subbasin. (See City of Dixon, Water Master Plan, p. 4-5; Water Supply Assessment for the Southwest Dixon Development, p. 7.)

In addition to constructing the 1,500 gpm well, the Project will be required to add an additional pump to the Parkland pump station, also in the South Zone. (See March 21, 2019 Technical Memorandum.) This will ensure adequate fire flow during the construction of the Southwest Well. The addition of the pump will increase the speed of pumping or the rate at which the water storage tank will be filled, to ensure adequate fire flows. Increased pumping, however, will not result in additional water consumption that was not previously contemplated by the 2005 EIR. As a result, installation of an additional pump will not result in any new environmental impacts.

### Transportation

The EIR required a number of traffic improvements identified as Mitigation Measures 3.4-A through 3.4-F in the EIR. The EIR requires the applicant to prepare a project-specific traffic analysis for each tentative map to determine the timing of the traffic improvements. The EIR requires the improvements be timed to maintain the level of service identified in the General Plan, which are currently established at level of service (LOS) D. The attached Traffic Mitigation Phasing Study demonstrates that some of the improvements required by the EIR are no longer necessary.

Specifically, the EIR requires the installation of traffic signal at the following locations:

- West A Street / I-80 Westbound Ramps (Mitigation Measure 3.4-A1)
- West A Street / Lincoln Street (Mitigation Measure 3.4-A8)
- A Street / First Street (Mitigation Measure 3.4-A10)
- Pitt School Road / I-80 Westbound Ramps (Mitigation Measure 3.4-F2)
- Pitt School Road / Ary Lane (Mitigation Measure 3.4-F3)
- Pitt School Road / I-80 Eastbound Ramps (Mitigation Measure 3.4-A6)

Mitigation Measure 3.4-A10 has already been fulfilled and therefore is no longer a Project obligation. The Phasing Study shows that the remaining mitigation measures above will not be triggered. As explained in the study, these changes are due to lower traffic volumes than those collected in 2008, as well as the change in the City's General Plan Level of Service.

### Addendum Findings

Pursuant to CEQA Guidelines section 15164, subdivision (a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions identified in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental impact report has occurred. An addendum need not be circulated for public review. (CEQA Guidelines, section 15164, subd. (c).) As described below, none of the Section 15162 provisions requires a subsequent environmental impact report in this circumstance:

1. No substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the EIR.
  - b. Significant effects previously examined will be substantially more severe than shown in the EIR.

- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative.

Here, “changes have occurred with respect to the circumstances under which the project is undertaken,” but those changes do not “require major revisions to the EIR” because they do not involve “new significant environmental effects or a substantial increase in the severity of previously identified significant effects.”

Specifically, there will be no change in the impacts of supplying water to the Project as a result of changing domestic water suppliers. This is because all the water comes from the Solano Subbasin. Further, regardless of the water purveyor, the Project will construct the backbone water delivery system and fund the construction of a 1,500 gallon-per-minute groundwater well and booster pump.

The changes in traffic mitigation measures similarly will not result in any environmental impacts significant environmental effects or increase in the severity of previously identified significant impacts because they result from reductions, not increases, in traffic in the project area. Further, the environmental impacts associated with the level of service were studied in Negative Declaration prepared in association with the 2016 General Plan Amendment establishing the level of service. (SCH#2016042042.) The Negative Declaration determined there were no significant impacts associated with reliance on LOS D.

## **Conclusion**

As discussed above, the minor changes in the circumstances under which the project is undertaken do not require major revisions to the EIR due the involvement of significant environmental effects or a substantial increase in the severity of previously identified significant effects. The applicant also does not propose any substantial changes in the Project requiring major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Finally, no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows significant new effects of a substantial increase in significant effects. Therefore, no subsequent or supplemental environmental review is required pursuant to CEQA Guidelines section 15162.

Attachment: Traffic Mitigation Phasing Study