

ADDENDUM TO THE  
FLYING J TRAVEL PLAZA EIR  
(SCH #: 1999082090)

FOR THE  
TEC EQUIPMENT PROJECT

FEBRUARY 10, 2017

*Prepared for Submittal to:*

City of Dixon  
600 East A Street  
Dixon, CA 95620

*Prepared by:*

De Novo Planning Group  
1020 Suncastr Lane, Suite 106  
El Dorado Hills, CA 95762

D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm





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## 1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an Addendum to the previously certified EIR (State Clearinghouse Number 1999082090) for the Flying J Travel Plaza Project (Original Project). The City of Dixon is the lead agency for the environmental review of the proposed project modifications (Modified Project).

This Addendum addresses the proposed modifications in relation to the previous environmental review prepared for the Flying J Travel Plaza Project. CEQA Guidelines Section 15164 describes the circumstances that require preparation of an Addendum as:

*The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

*.....A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.*

Information and technical analyses from the Flying J Travel Plaza Project EIR are utilized throughout this Addendum. Relevant passages from the Flying J Travel Plaza Project EIR (consisting of the Flying J Travel Plaza Project Draft EIR and Final EIR) are cited and available for review at:

City of Dixon  
Planning Division  
600 East A St., Dixon, CA 95620  
<http://www.ci.dixon.ca.us/index.aspx?NID=168>

## 1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The Flying J Travel Plaza Project EIR was certified on August 11, 2009 by the Dixon City Council. The Flying J Plaza Project EIR proposes to develop a portion of the Northeast Quadrant Specific Plan (NQSP) area. Implementation of the Original Project would incorporate several mitigation measures already included within the NQSP EIR. The applicable mitigation measures from the NQSP EIR would continue to apply to all development on the project site, including the Modified Project.

The Original Project would develop approximately 27 acres with a Flying J Travel Plaza. In addition to providing fueling services for diesel and gasoline vehicles, the facility would include a 17,638-square-foot structure with a 24-hour convenience store, restaurant, fast-food court, driver lounge, and laundry and shower facilities. The Flying J Travel Plaza Project EIR would also develop an offsite stormwater detention basin facility on the east side of Pedrick Road. The Flying J Travel Plaza Project is referred to as the “Original Project” in this EIR Addendum.

Since certification of the EIR, the Original Project was never developed. However, TEC Equipment Inc. has developed a modification to the Original Project, referred to as the “Modified Project” in this EIR Addendum. The Modified Project would reconfigure the project to provide a full-service truck and truck parts dealership, and would not include vehicle fueling services.

The CEQA analysis approach to this project is to prepare an Addendum to the Flying J Travel Plaza EIR, which will focus on the potential environmental effects of the Modified Project related to proposed changes to the Original Project.

In determining whether an Addendum is the appropriate document to analyze the proposed modifications to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

## **1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM**

When an environmental impact report has been certified for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation be prepared in support of further agency action on the project. Under these Guidelines, a subsequent EIR or negative declaration shall be prepared if any of the following criteria are met:

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental*

*effects or a substantial increase in the severity of previously identified significant effects; or*

*(3) 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 previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*

*(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

*(B) Significant effects previously examined will be substantially more severe than shown in the previous 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; or*

*(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

*(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.*

Based on review of the Modified Project, no new significant environmental effects, no substantial increase in the severity of previously identified environmental effects, and no new information of substantial importance that would require major changes to the Flying J EIR pursuant to CEQA Guidelines Section 15162(a) have been identified. Therefore, a Subsequent EIR is not warranted for this project.

The Modified Project would only require minor changes to the Flying J EIR to address the incremental change in impacts between development of the site with the previously proposed Flying J Travel Plaza uses and development of the site as currently proposed. In general, it is anticipated that impacts related to traffic, noise, air quality, etc., would be reduced under the Modified Project when compared to the Original Project previously analyzed in the Flying J EIR.

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the proposed changes do not meet the criteria for preparing a subsequent EIR or negative declaration. An addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for preparation of a subsequent EIR or negative declaration have occurred.



## 2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed Modified Project. The reader is referred to Section 3.0 (Environmental Analysis) for the analysis of environmental effects of the proposed modifications in relation to the analysis contained in the previously certified Flying J Travel Plaza EIR.

### 2.1 PROJECT LOCATION

The project site is located in the northwest portion of the City of Dixon. The Modified Project site is located on Assessor's Parcel Number 111-01-007. The site is bounded to the west and north by Interstate 80 (I-80), to the east by Pedrick Road, and to the south by undeveloped land. The project's regional location is shown on Figure 3.0-1 of the Flying J Travel Plaza Project Draft EIR. The project site is shown on Figure 3.0-2 of the Flying J Travel Plaza Project Draft EIR.

The project site is located within the 1995 Dixon Northeast Quadrant Specific Plan (NQSP), which is generally defined by North First Street to the west, Pedrick Road to the east, the I-80 corridor to the north and Vaughn Road to the south. The NQSP area encompasses a total of 643 acres of land located in the northeast corner of the City. The site is currently designated Employment Center (E) in the City of Dixon General Plan (1993) and Highway Commercial (CH) in the NQSP.

### 2.2 SURROUNDING LAND USES

The project site is primarily surrounded by agricultural land, although there are commercial uses scattered throughout the nearby area. The project site lies adjacent to agricultural land to the south, east, and across I-80 to the west. The I-80/Pedrick Road off-ramp borders the site to the north. Commercial land uses in the project area include the Campbell Soup and Supply Company, LLC and a truck repair and parts company 0.8 miles to the southeast, a produce market and two gas stations within 0.5 miles to the north, and a Caltrans maintenance yard and a roof truss manufacturer within 0.5 miles to the northeast. A Walmart Supercenter is located approximately 0.75 miles to the southwest. The closest residence to the project site is approximately 0.2 miles to the northwest, beyond I-80. There are also three single family homes located approximately 0.3 miles to the southwest, beyond I-80.

### 2.3 SITE CHARACTERISTICS

The majority of the project site consists of predominantly flat land, with a less than half percent average cross slope and an elevation of 55 to 60 feet above sea level. Historically, the site was used for agriculture. It was most recently cultivated with field and row crops, but is presently fallow. The site is vegetated with non-native grasses and wildflowers that may include bind weed, Johnson grass, common wild geranium, wild out, and red-stemmed filaree.

### 2.4 PROJECT CHARACTERISTICS AND DESCRIPTION

The proposed Modified Project would modify the Original Project to allow for a TEC Equipment Inc. commercial location, which will offer retail truck and trailer sales, parts sales, service of commercial vehicles, and associated warehousing. The Flying J Travel Plaza and associated improvements would not be constructed.

**Proposed Development**

The size of the project site has been reduced from 27 acres in the Original Project to approximately 21.58 acres for the Modified Project. The Modified Project proposes two phases of development. The proposed TEC facility (commercial building and project operations) component is the same for each phase. However, temporary water, wastewater, and stormwater services are provided on-site under Phase I. Under Phase II, water, wastewater, and stormwater services will be provided through connection to the City’s municipal water, sewer, and storm drainage systems. Phase II also proposes to provide right-of-way for the extension of Professional Drive. As shown on Figures 1 and 2, a detailed site plan has been prepared and submitted for each phase of the Modified Project.

Under Phase I and Phase II, the Modified Project proposes development of a TEC facility of approximately 60,118 square feet (s.f.), which include 27 commercial bays, 14,701 s.f. of parts storage, 11,505 s.f. of office/support areas, and 5,420 s.f. of showroom area. The Modified Project will have a building footprint of approximately 50,058 s.f.

Phase I proposes to temporarily provide water, septic, and storm drainage services on-site as municipal services have not yet been extended to the project site. See Figure 1. Under Phase I, the Modified Project will have approximately 488,390 s.f. of pavement and sidewalk, 178,642 s.f. of landscape, a 4.5-acre on-site stormwater retention basin, 14,898 s.f. of on-site water (water well, treatment, and storage facility), and septic services (septic facility and leach field). Approximately 73,870 s.f. of the site is unused under Phase I.

Under Phase II, the final phase, the TEC facility will remain the same. The Modified Project will have approximately 483,660 s.f. of pavement and sidewalk, 135,220 s.f. of landscape, and a 27,400-s.f. on-site stormwater retention basin. There would be no on-site water well, water storage, septic, or leach field facilities under Phase II. Approximately 125,190 s.f. of the site is unused under Phase I. See Figure 2. The Modified Project will provide right-of-way for the extension of Professional Drive and widening of Pedrick Road under Phase II, which will reduce the parcel size to approximately 821,526 s.f.

**Table 1: Modified Project Components – Phases I and II**

<b>Modified Project Component</b>	<b>Phase I (s.f.)</b>	<b>Phase II (s.f.)</b>
Building Footprint	50,058	50,058
Pavement and Sidewalk	488,390	483,660
Landscape	178,642	135,220
Storm Water Storage and Treatment	134,040 <sup>1</sup>	27,400
On-site Services (Water Well, Water Storage, Septic, and Leach Field)	14,898	0
Unused/Surplus	73,870	125,190
<b>Total Project Parcel Size</b>	<b>939,896</b>	<b>821,526<sup>2</sup></b>

<sup>1</sup>134,040 s.f. is area of retention basin bottom; 4.5 acres is the entire footprint, including side slopes and perimeter levee

<sup>2</sup>Reduction in parcel size between Phase I and Phase II is due to dedication of land to City for Professional Drive and Pedrick Road right-of-way

Source: TEC Project Application Materials, 2017

## **Project Design**

### Buildings

The office and retail building exterior will be composed of architectural metal paneling systems, glass, and brick. The service and warehouse areas will be composed of split-face CMF and metal panels.

### Landscaping

The Modified Project will provide 35 feet of landscape buffer along the Interstate 80 frontage, approximately 40 feet of landscape buffer, which will include an eight-foot sidewalk under Phase II, along the majority of Pedrick Road, and a minimum of 10 feet of landscaping along all other property lines. A minimum of five feet of landscaping buffer will be provided around on-site buildings, where functional (e.g., not blocking entrances, shipping bays, etc.) The shipping/receiving areas and trash enclosure will have landscape screening.

### Signage

The Modified Project includes two 10-foot high monument signs (one monument sign will be located at each Pedrick Road entrance) under Phase I and a single 10-foot high monument sign located at the Professional Drive entrance under Phase II. Under both phases, the Modified Project proposes an approximately 48.25-foot high, freeway-oriented, pylon sign that will be located along the Interstate 80 frontage and a “Welcome to Dixon” sign that will be located in the northeast portion of the site. The building will also have brand signage.

## **Circulation**

The Modified Project has approximately 860 feet of frontage along Pedrick Road. Under Phase I, access to the site would be providing by two entrances along Pedrick Road. The northern Pedrick Road entrance will be restricted to automobile access and the southern Pedrick Road entrance will be restricted to truck access. When Professional Drive is constructed, the Modified Project will be served by a single entrance along Professional Drive and the Pedrick Road entrances will be replaced with landscaping and on-site parking.

Large retail trucks and other vehicle types would enter and exit the site on a frequent basis. Requisite improvements to the frontage along Pedrick Road would be constructed consistent with City of Dixon Standard Plans and Specifications for roadway design.

The volume of vehicle trips anticipated to the proposed Modified Project site would be 76 inbound daily trips and 76 outbound daily trips.

The Modified Project would provide an eight-foot wide sidewalk separated from the road by a landscaped buffer along the border with Pedrick Road and Professional Drive under Phase 2. The Modified Project would provide a 10-foot wide bike path along the southern border that would be separated from Professional Drive and the sidewalk by a landscaped buffer.

## **Utilities**

Water, wastewater, and stormwater service are each planned to have two phases. Currently, the site does not have access to the municipal water, wastewater, or stormwater systems. As described below, the project proposes interim water, wastewater, and stormwater facilities that will serve the project on a temporary basis. Once Professional Drive is constructed and the municipal water,

wastewater, and stormwater infrastructure is extended to the area of the Modified Project, the Modified Project will connect to the municipal facilities as described below.

Water

The Modified Project will establish a new on-site domestic well that will serve the site on an interim basis until municipal water service is available to the site. On-site water supply for fire suppression will be provided in above ground tanks within the proposed pump house on the southeast corner of the site. When municipal water infrastructure is extended to the Modified Project area, the Modified Project will connect to the City’s water system and the on-site domestic well will be filled and capped pursuant to applicable County regulations.

Wastewater

The Modified Project would initially provide for wastewater treatment through a new, interim onsite septic system, including an approximately 0.5-acre leach field. The septic setbacks are more than 25 feet from the nearest property line, approximately 110 feet from the on-site well, and approximately 150 feet from the retention basin.

When municipal sewer infrastructure is extended to the Modified Project area, the Modified Project will connect to the City’s sewer system and the on-site septic system and leach field will be abandoned and closed pursuant to applicable County regulations.

Stormwater

The project site includes an approximately 4.5-acre stormwater retention area under Phase I. The on-site retention area is sized to accommodate full site development. Off-site stormwater flow will continue around the property. When the City’s storm drainage infrastructure is extended to the Modified Project area, the Modified Project will connect to the City’s storm drainage system. As part of Phase II, the retention area will be reduced to a size appropriate to treat approximately 533,600 s.f. of new pavement and roof.

**Project Operations**

The Modified Project will run two shifts, employing, approximately 45 people. Planned hours of operation for the Modified Project would be:

Sales

Monday through Friday: 8 a.m. to 5 p.m. (pre-open/post-close hours 7:30 a.m. to 6 p.m.)

Saturday: 10 a.m. to 2 p.m. (pre-open/post-close hours 9:30 a.m. to 2:30 p.m.)

Parts/Service

Monday through Friday: 7 a.m. to 11 p.m. (pre-open/post-close hours 6:30 a.m. to 11:30 p.m.)

Saturday: 8 a.m. to 4 p.m. (pre-open/post-close hours 7:30 a.m. to 4:30 p.m.)

**2.5 DIFFERENCES BETWEEN THE MODIFIED PROJECT AND ORIGINAL PROJECT**

Table 2 summarizes and compares the characteristics of the Original Project and the Modified Project.

**Table 2: Comparison between the Original Project and the Modified Project**

	<b>Original Project<sup>1</sup></b>	<b>Modified Project<sup>2</sup></b>
Acreage for the Total Project	27	21.58
Acreage Proposed for Development	27	Phase I: 19.9 Phase II: 18.7 (including Professional Drive and Pedrick Drive ROW)
<b>Development Characteristics</b>		
Number of Parking Spaces	10 RV; 115 Auto; 221 Truck. Total 346.	Phases I and II: 124 vehicles, 6 ADA vehicles, 408 trucks
Square Footage of Structures	17,638 s.f. convenience store, restaurant, fast-food court, driver lounge, and laundry and shower facilities	60,118 s.f., including 27 commercial bays, 14,701 square feet of parts storage, 11,505 square feet of office/support areas, and 5,420 square feet of showroom area
Number of Fueling Stations	5 canopied auto/RV fueling stations 12 canopied truck fueling stations	None
Infrastructure	Improvements to curbs and gutters along Pedrick Road; construction of Professional Drive south of the project; construction of a piped drainage system; construction of an off-site runoff detention facility; installation of new water main lines; implementation of a well, two tanks, and a water booster facility; a new sewer line and sewer lift station.	Circulation: Construction of two driveways for traffic flow  Phase 1 (Interim): Construction of a domestic well; installation of onsite septic system and connection to public sewer system; drilling of a new domestic well and a connection to public water supply; installation of a new on-site detention/retention pond.  Phase II: Connect to municipal water, sewer, and stormwater facilities once they are extended to the site, Professional Drive constructed.
Other Characteristics	RV dump stations	None

Sources: <sup>1</sup>Original Project EIR. <sup>2</sup>Modified Project Site Plan and related materials, 2017.

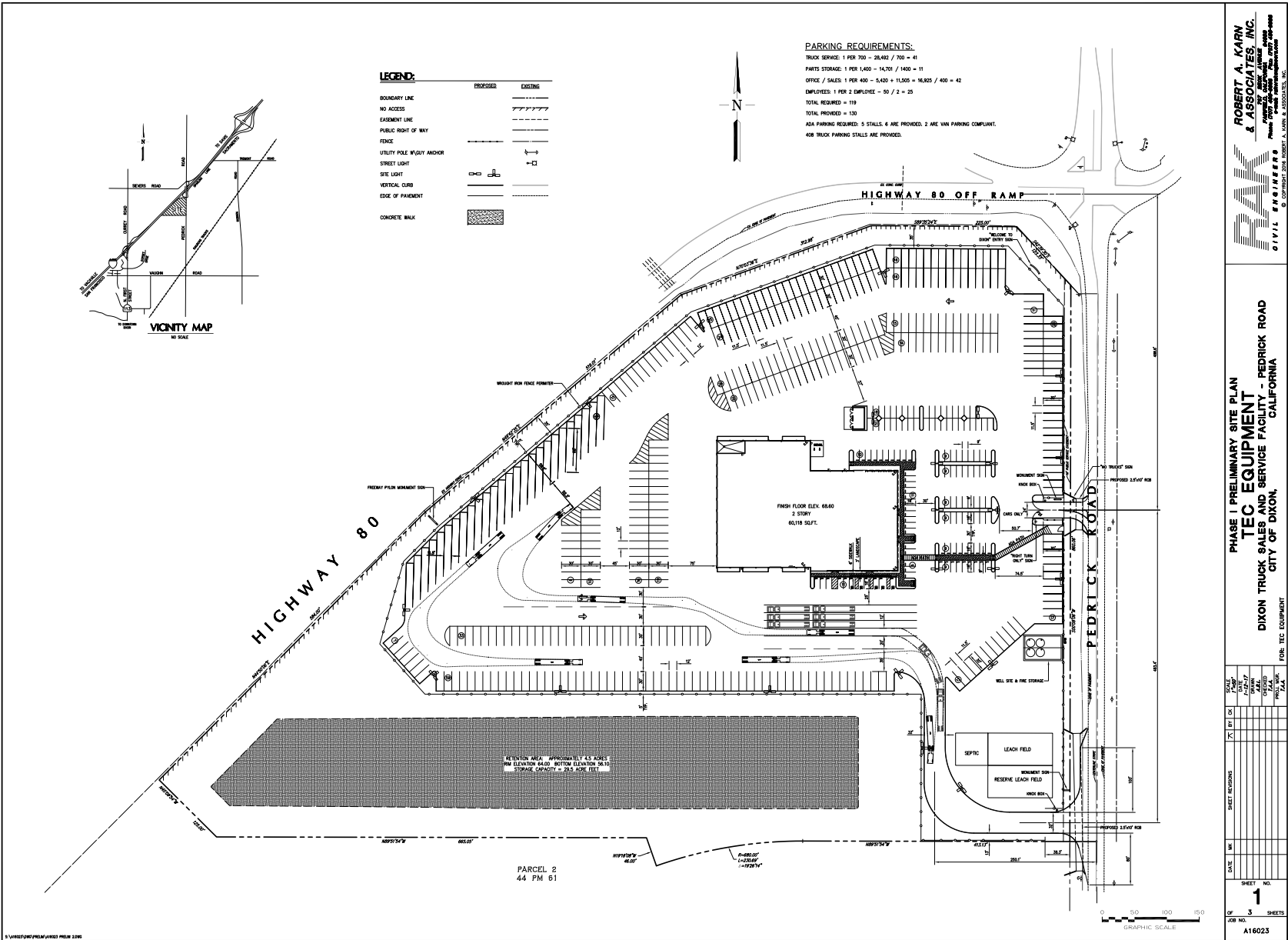
## 2.6 GENERAL PLAN, SPECIFIC PLAN, AND ZONING DESIGNATIONS

The Modified Project site is designated Employment Center (E) by the General Plan and Highway Commercial (CH) by the Northeast Quadrant Specific Plan. The zoning for the site is Highway Commercial District with a Planned Unit Development Overlay (CH-PUD).

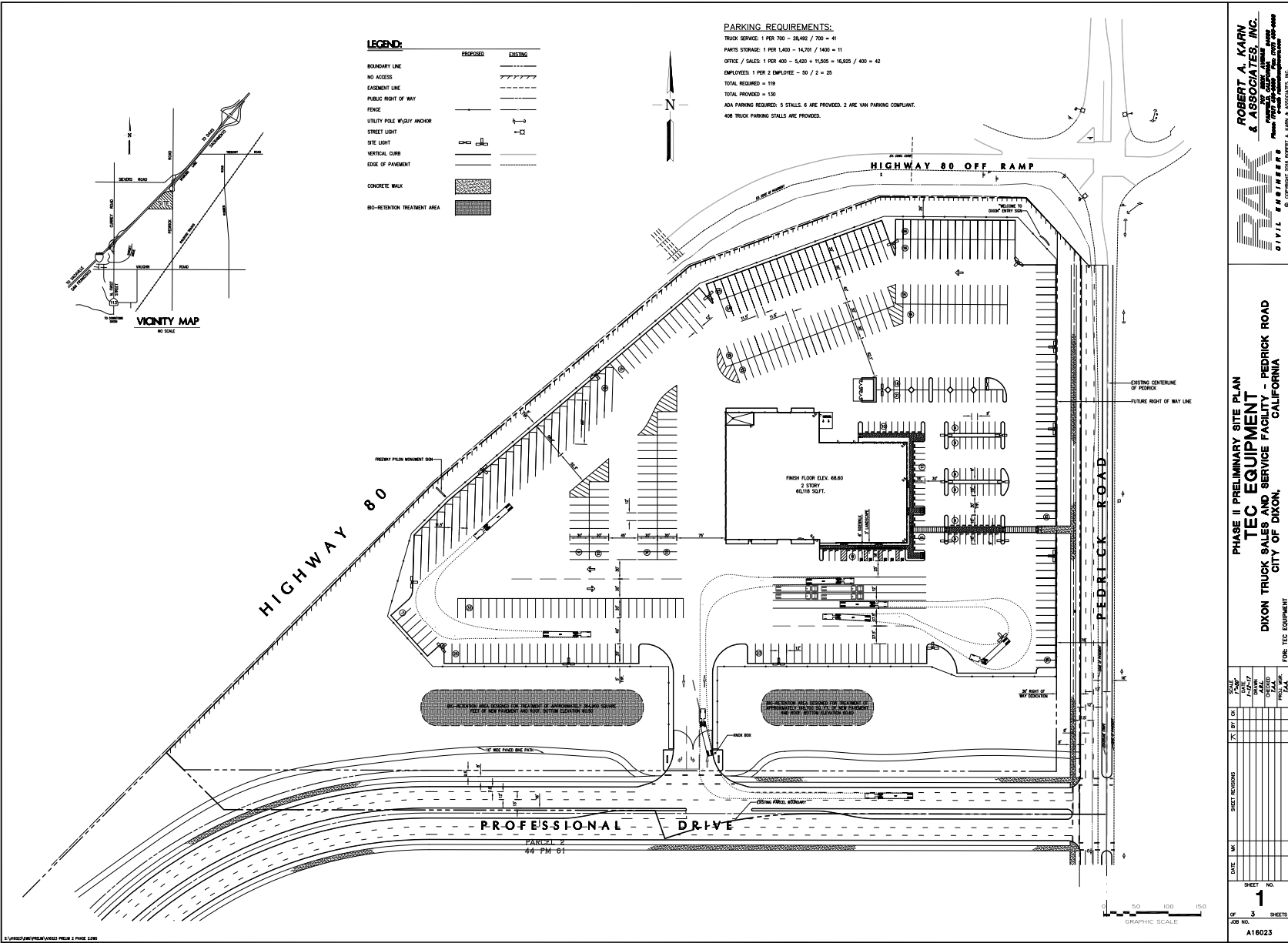
## 2.7 REQUESTED ENTITLEMENTS

The Modified Project is requesting the following entitlements:

- Planned Unit Development for the Modified Project, including Phase 1, Phase II, and signage associated with each phase
- Design Review for the site plan, landscaping, and proposed buildings
- Specific Plan Amendment to provide on-site water, sewer, and stormwater service on an interim basis
- Development Agreement



Source: RAK Civil Engineers, 2017; TEC Equipment, Inc., 2017  
Figure 1- Phase I Site Plan



Source: RAK Civil Engineers, 2017; TEC Equipment, Inc., 2017  
 Figure 2 –Phase II Site Plan



### 3.0 ENVIRONMENTAL ANALYSIS

This section of the Addendum provides analysis and cites substantial evidence that supports the City’s determination that the proposed modifications to the Flying J Travel Plaza Project do not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

As addressed in the analysis below, the proposed modifications to the Flying J Travel Plaza are not substantial changes to the originally anticipated project. The proposed modifications to the Flying J Travel Plaza Project would not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the Final EIR (CEQA Guidelines Section 15162[a][1]) that would require major revisions to the EIR. All impacts would be nearly equivalent to the impacts previously analyzed in the Final EIR. Relatedly, the proposed modifications to the Flying J Travel Plaza Project are not inconsistent with the General Plan, Zoning Ordinance, or adopted Mitigation Measures for this project.

The proposed changes do not cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions on the property not contemplated and analyzed in the EIR that would result in new or substantially more severe environmental impacts.

There is no new information of substantial importance (which was not known or could not have been known at the time of the application, that identifies: a new significant impact (condition “A” under CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition “B” CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR which would substantially reduce one or more significant effects on the environment (conditions “C” and “D” CEQA Guidelines Section 15162[a][3]). The reader is referred to City Resolution No. 09-135 regarding findings on the feasibility of alternatives evaluated in the EIR. None of the “new information” conditions listed in the CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a Subsequent or Supplemental EIR.

CEQA Guidelines Section 15164 states that “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.

The following includes a detailed discussion of applicable impacts identified under the EIR in relation to the Flying J Travel Plaza Project. All impacts identified under the EIR have been determined to be less than significant, less than significant with mitigation, or significant and unavoidable. The City adopted CEQA Findings of Fact relative to each impact (City Resolution No. 09-135) at the time the EIR was certified for the Flying J Travel Plaza Project. Additionally, the City adopted Statement of Overriding Considerations relative to each significant and unavoidable impact (City Resolution No. 09-135) at the time the EIR was certified for the Flying J Travel Plaza Project. Mitigation measures from the EIR that were adopted for the purpose of lessening an impact

to the extent feasible are embodied in a Mitigation Monitoring and Reporting Program that the City adopted at the time the EIR was certified (City Resolution No. 09-135).

The section below identifies the environmental topics addressed in the EIR, provides a summary of impacts associated with the Original Project, as described in the EIR, and includes an analysis of the potential impacts associated with the Modified Project when compared to the Original Project.

The Original Project Initial Study found the following impacts not to be significant for the Original Project: Cultural Resources, Geological Resources, Mineral Resources, and Population and Housing, Recreation, and Public Services. Since the conditions that affect the analysis have not noticeably changed between the Original Project and the Modified Project for these impacts, they are also considered not to be significant for the Modified Project. Potential impacts associated with the on-site septic system are addressed under Hydrology and Water Quality. As a result, these impacts were not evaluated in great detail in the Original Project EIR and are also not evaluated further below.

**AESTHETICS**

***Aesthetic Impacts Associated with the Original Project***

**Impact 4.1-1:** Original Project implementation would introduce buildings, paved areas, bright-colored signage, and new vegetation onto 27 acres of undeveloped land, which would substantially change the visual character of the project site. This would be considered a significant impact (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.1-1. Residual impact is less than significant.

***Mitigation Measure 4.1-1:*** Per subsection 12.20.06E.A of the Dixon Zoning Ordinance (ZO) and the Northeast Quadrant Specific Plan, only one freestanding sign measuring more than six feet in height is permitted. To minimize visual impacts associated with project signage, the following measures shall be implemented.

- The Applicant shall obtain a Conditional Use Permit for all freestanding signs, which must be approved by the Planning Commission;
- The Applicant shall avoid the use of animated signs, such as electronic reader/message boards;
- The Applicant shall ensure that all proposed freestanding signs incorporate architectural design features in order to enhance their appearance; and
- The Applicant shall prepare and submit a master sign program to the City for approval, which is required for all multi-tenant complexes.

**Impact 4.1-2:** Constructing buildings and lighted parking areas introduce new sources of light and glare on the project site (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.1-2. Residual impact is less than significant.

***Mitigation Measure 4.1-2a:*** The Applicant shall implement the following NQSP mitigation measures:

*VR-A – Bare metallic surfaces, such as pipes, vents, gutters, and flashings, shall be painted or concealed from view in a manner harmonious to the structure. All flashing and sheet metal must be treated to match the adjacent materials.*

*VR-B – Primary roofing materials shall be non-reflective.*

*VR-C – Monolithic glass structure shall not be allowed unless used as a portion of a building to highlight an entry.*

*VR-D – Building mass colors shall be varied hues that minimize glare with bright colors limited to use around doors, trims, awnings, and other pedestrian-oriented features.*

***Mitigation Measure 4.1-2b:*** In addition to the mitigation measures listed in the Dixon Northeast Quadrant Specific Plan (NQSP), the Applicant shall prepare a photometric analysis demonstrating compliance with subsection 12.24.09 of the Dixon Zoning Ordinance.

## Discussion

These impacts associated with the Original Project were identified and discussed in Section 4.1, Aesthetics (pages 4.1-1 through 4.1-1) of the Draft EIR. The Original Project would transform the area from rural agricultural land to a developed commercial lot. The Draft EIR identified that the Original Project would add buildings, paved areas, bright signage, and new vegetation to the area, which would substantially change the visual character of the project site. This would be a significant impact, even with incorporation of Mitigation Measure MM 4.1-1, which would minimize visual impacts related to freestanding signs as part of the Original Project (per subsection 12.20.06 E.A of the Dixon Zoning Ordinance (ZO) and the NQSP). Additionally, the EIR identified that constructing buildings and lighted parking areas would introduce new source of light and glare on the project site. However, lighting guidelines required by the NQSP, as described in Mitigation Measure MM 4.1-2, would reduce this impact to less than significant. The Initial Study prepared for the Original Project concluded that the project would not impact any scenic highways or identified vistas and that impacts to scenic resources would be less than significant.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to aesthetics. The Modified Project would develop fewer acres than the Original Project (27 acres in the Original Project versus approximately 21.58 acres in the Modified Project, including unused/surplus land as described in Table 2). The Modified Project would include lighted parking areas, as would the Original Project. The Modified Project does not designate any new sites for development that were not contemplated and analyzed for development in the EIR, and although there would be changes to on-site uses, the site would be a commercial truck services commercial location and would not result in significant visual impacts in comparison to the originally proposed Flying J Travel Plaza. Therefore, the Modified Project would not result in changes to development or development patterns that would further interfere with views of scenic resources, would not change views of or from scenic highways, and would not result in changes in development that would result in increased light or glare. The Modified Project would not result in any new potential aesthetic impacts and would not increase the significance of any aesthetic impacts. Mitigation Measures MM 4.1-1, with revisions as shown below, 4.1-2a, and 4.1-2b identified in Section 4.1, Aesthetics, for the Original Project would be applicable to the Modified Project and would adequately address potential impacts.

The Modified Project does not change increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

### Revised MM 4.1-1

**Mitigation Measure 4.1-1:** *To minimize visual impacts associated with project signage, the following measures shall be implemented.*

- *The Applicant shall obtain a Conditional Use Permit for all freestanding signs that do not meet Zoning Ordinance and/or NQSP requirements, which must be approved by the Planning Commission;*
- *The Applicant shall avoid the use of animated signs, such as electronic reader/message boards;*
- *The Applicant shall ensure that all proposed freestanding signs incorporate architectural design features in order to enhance their appearance; and*
- *The Applicant shall prepare and submit a master sign program to the City for approval, which is required for all multi-tenant complexes.*

## AGRICULTURE RESOURCES

### *Agricultural Resources Impacts Associated with the Original Project*

**Impact 4.2-1:** Implementation of the Original Project would convert 27 acres of Prime Farmland to non-agricultural use. This would be considered a significant impact (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 4.2-1. Residual impact is significant and unavoidable.

*Mitigation Measure 4.2-1: The Applicant shall either provide conservation of agricultural land within the Dixon area at a 1:1 ratio, or pay the appropriate fee to participate in the City's master agricultural conversion program. If feasible, this may be coupled with land for Swainson's hawk or burrowing owl mitigation, when agreeable to the California Department of Fish and Game.*

**Impact 4.2-2:** Implementation of the Original Project close to nearby agricultural operations would not significantly impact the continued application of agricultural practices (Less than Significant).

**Mitigation Adopted by the City:** None

### **Discussion**

These impacts associated with the Original Project were identified and discussed in Section 4.2, agricultural resources (pages 4.2-1 through 4.2-11) of the Draft EIR. The EIR identified that there are no conflicts with agricultural zoning or Williamson Act contracts that would result from the Original Project. The EIR also identified that the Original Project would convert 27 acres of Prime Farmland to non-agricultural use, which would be considered a significant impact. Even with implementation of Mitigation Measure MM 4.2-1, which would require the developer to provide either a 1:1 conservation of agricultural land within Dixon or pay the appropriate fee, this impact would remain significant. The EIR also identified that implementation of the Original Project would not significantly impact application of agricultural practices.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to agricultural resources. The Modified Project changes would reduce the amount of Prime Farmland converted, from 27 acres in the Original Project to approximately 21.58 acres in the Modified Project, as described in Table 2. Furthermore, the Modified Project would be required to implement MM 4.2-1, which stipulates that the developer must provide a 1:1 conservation of agricultural land within Dixon or to pay the applicable fee. Therefore, the Modified Project would not increase the severity of the impacts beyond what was addressed in the Original Project EIR.

There are no new impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**AIR QUALITY**

***Air Quality Impacts Associated with the Original Project***

**Impact 4.3-1:** The earthmoving and construction activities during construction of the Original Project would generate criteria pollutant emissions (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measures 4.3-1a and 4.3-1b. Residual impact is significant and unavoidable.

**Mitigation Measure 4.3-1a:** *The Applicant shall implement the following NQSP mitigation measures:*

*AQ-B - Tarpaulins or other effective covers shall be used on haul trucks when transferring earth materials.*

*AQ-C - Where feasible, all inactive portions of the project construction site shall be seeded and watered until vegetation is grown.*

*AQ-D - All disturbed soil areas not subject to re-vegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the YSAQMD.*

*AQ-E - Soils shall not be exposed nor grading occur during periods where wind speeds are greater than 20 mph averaged over one hour.*

*AQ-F - Vehicle speed shall not exceed a maximum of 15 mph on all unpaved roads.*

*AQ-G - All roadways, driveways, and sidewalks shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*

*AQ-H - Proper maintenance of equipment and engines shall be maintained at all times.*

*AQ-I - Vehicle idling shall be kept to an absolute minimum. As a general rule, idling shall be kept below 5 minutes.*

*AQ-J - During smog season (April through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.*

*AQ-K - Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.*

**Mitigation Measure 4.3-1b:** *The Applicant shall water all disturbed surfaces at least three times per day.*

**Impact 4.3-2:** The development envisioned by the Original Project would generate criteria pollutant emissions from motor vehicles associated with motor vehicle trips, idling, and point and stationary and area sources (e.g., gasoline storage and dispensing, natural gas combustion, consumer products) (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measures 4.3-3a, 4.3-3b, 4.3-3d, and 4.3.3e. Mitigation measure 4.3-3c was not adopted. Residual impact is significant and unavoidable.

**Mitigation Measure 4.3-3a:** *The Applicant shall implement the following NQSP mitigation measures:*

*AQ-M - Convenient access, such as shuttle services, to public transit systems shall be provided to encourage shoppers, employees and visitors to use mass transit, thereby reducing vehicle emissions.*

*AQ-N - Information shall be provided at various locations within the Project Site about carpool, vanpool, or transit use facilities. Incentives, such as parking stalls for carpool and vanpool vehicles shall also be exercised.*

*AQ-R - Parking lots, drive-through facilities, and egress/ingress areas shall be designed to reduce vehicle idling.*

*AQ-S - Secure, convenient indoor or outdoor bike storage racks shall be provided at commercial centers, office buildings, and other places of employment.*

**Mitigation Measure 4.3-3b:** *The site development shall include the planting of trees for shading in all parking areas in accordance with the requirements of the City of Dixon. The tree design plan shall be submitted along with building plans and be subject to approval by City staff.*

**Mitigation Measure 4.3-3d:** *The Applicant shall use Energy Star reflective roofing materials, lighting, appliances, and heating and cooling systems to reduce electrical consumption associated with the Project.*

**Mitigation Measure 4.3-3e:** *Heavy-duty trucks parked at the Dixon Flying J Travel Plaza shall not idle for longer than five minutes, in conformance to the California Air Resources Board's requirements with respect to commercial truck idling. The operators of the Dixon Flying J Travel Plaza shall enforce and carry out the idling program by posting signs along the route to the on-site truck parking area and placed selectively in the truck parking areas. The signs shall inform site users of the ARB regulation that prohibits trucks from idling more than five minutes when not engaged in operational activity. Educational brochures shall be made available at the Dixon Flying J Plaza explaining the no-idling regulation. Future Flying J employees shall inform on-site truck drivers regarding the no-idling restriction during their normal patrolling of the parking area to pick up garbage and to identify, prevent, or report illicit activities to local law enforcement officials. This shall be incorporated into the employee manual, which shall be provided to all employees.*

**Impact 4.3-3:** Traffic generated by motor vehicle trips associated with the Original Project could contribute to carbon monoxide concentrations in excess of state and federal ambient air quality standards at sensitive receptors (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.3-4:** The emission of diesel particulate matter associated with the Original Project could expose sensitive receptors to toxic air contaminants in excess of acceptable levels (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 4.3-3d. Residual Impact is significant and unavoidable.

**Impact 4.3-5:** The Original Project has the potential to create objectionable odors (Less than Significant).

**Mitigation Adopted by the City:** None

### Discussion

These impacts were identified and discussed in Section 4.3, Air Quality (pages 4.3-1 through 4.3-51) of the Draft EIR. The EIR identified that the earthmoving and construction activities during construction of the proposed development would generate criteria pollutant emissions that would exceed threshold for NO<sub>x</sub> and PM<sub>10</sub>, and therefore would be considered a significant impact. The EIR also identified that the Original Project would generate criteria pollutant emissions from motor vehicles associated with motor vehicle trips and point and stationary area sources, which would be considered a significant impact, even after implementation of Mitigation Measures MM 4.3-3a, 4.3-3b, 4.3-3d, and 4.3-3e. The EIR also stated that traffic generated by motor vehicle trips associated with the project could contribute to carbon monoxide concentrations in excess of state and federal ambient air quality standards at sensitive receptors, but would not exceed the applicable threshold, and therefore would be a less than significant impact. Additionally, the EIR found that the Original Project would expose sensitive receptors to toxic air contaminants (i.e. diesel particulate matter) that would exceed acceptable levels, and therefore would be a significant impact. Finally, the EIR describes that the Original Project has the potential to create objectionable odors, although this would result in a less than significant impact.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to air quality. The Modified Project includes a smaller site footprint and a reconfiguration of the site design from the Original Project. The reduction in footprint and the modification to the site specific uses would not increase construction or operational emissions, and in may even lower the level of some emissions as compared with the Original Project. Therefore, the Modified Project would not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no new impacts beyond what was addressed in the Original Project EIR. The previously described mitigation measures, with revisions as shown below, would remain applicable to the Modified Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

### Revised MM 4.1-1

**Mitigation Measure 4.3-3e:** Heavy-duty trucks parked at the ~~Project Site~~~~Dixon Flying J Travel Plaza~~ shall not idle for longer than five minutes, in conformance to the California Air Resources Board's requirements with respect to commercial truck idling. The operators of ~~TEC Equipment~~~~Dixon Flying J Travel Plaza~~ shall enforce and carry out the idling program by posting signs along the route to the on-site truck parking area and placed selectively in the truck parking areas. The signs shall inform site users of the ARB regulation that prohibits trucks from idling more than five minutes when not engaged in operational activity. Educational brochures shall be made available at ~~Project Site~~~~Dixon Flying J Travel Plaza~~ explaining the no-idling regulation. Future ~~TEC Equipment~~~~Flying J~~ employees shall inform on-site truck drivers regarding the no-idling restriction during their normal patrolling of the parking area ~~to pick up garbage and to identify, prevent, or report illicit activities to local law enforcement officials~~. This shall be incorporated into the employee manual, which shall be provided to all employees.



**BIOLOGICAL RESOURCES**

***Biological Resources Impacts Associated with the Original Project***

**Impact 4.4-1:** Construction of the Original Project could result in the loss of active nests of special-status bird species (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 4.4-1a and 4.4-1b.

***Mitigation Measure 4.4-1a:*** 30 days before any ground disturbance activities that may occur during the nesting/breeding season of native bird species potentially nesting on the site (typically February through August in the Project region), the Applicant shall have surveys conducted by a qualified biologist (e.g., one experienced with the nesting behavior of bird species of the region). The intent of the surveys would be to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone. The surveys shall be timed such that the last survey is concluded no more than one week prior to initiation of clearance/construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than one week will have elapsed between the last survey and the commencement of ground disturbance activities.

*If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey, and any avoidance measures taken, shall be submitted to the City of Dixon within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.*

***Mitigation Measure 4.4-1b:*** The Applicant shall retain a qualified biologist to conduct winter burrowing owl surveys prior to construction or site preparation activities occurring during the non-nesting season of burrowing owl (typically September through January). The survey shall be conducted no more than 14 days prior to commencement of construction activities. If burrowing owls are observed using burrows during the non-breeding season, or after young have fledged following the conclusion of the mating season, owls shall be excluded from all active burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols. Specifically, exclusion devices utilizing one-way doors shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows shall then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist.

**Impact 4.4-2:** Construction of the Original Project would result in the loss of foraging habitat for Swainson’s hawk (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.4-2.

***Mitigation Measure 4.4-2:*** Pursuant to California Department of Fish and Game (“CDFG”) Guidelines, the Applicant shall preserve an equal acreage of raptor foraging habitat as is

*proposed for development (i.e., a 1:1 ratio). The preserved habitat shall be at a location approved by the CDFG. Preservation may occur through either:*

- *Payment of a mitigation fee to an established mitigation bank, or similar habitat development and management company, or the City of Dixon through a negotiated agreement (subject to approval by CDFG) between the City and the Applicant. The monies shall be held in a trust fund, and used to purchase mitigation credits to offset the loss of suitable foraging habitat for Swainson's hawk. The credits would become incorporated into the mitigation bank, owned and operated by the habitat development and management company, and protected in perpetuity (consistent with CDFG guidelines); or*
- *Purchase of conservation easements or fee title of lands with suitable Swainson's hawk foraging habitat (consistent with CDFG guidelines).*

*If mitigation lands or a conservation easement have not been acquired prior to issuance of the building permit, the City shall hold the Applicant's contribution in a separate, interest-bearing account until the appropriate lands are identified (through consultation with CDFG and City) and acquired by the City or preserved through other methods acceptable to the CDFG. These funds must be used compensate for the loss of Swainson's hawk foraging habitat.*

## **Discussion**

These impacts were identified and discussed in Section 4.4, Biological Resources (pages 4.4-1 through 4.4-23) of the Draft EIR. The EIR identified that there were no special-status plant species, jurisdictional wetlands, drainages, or other aquatic resources, sensitive plant communities, or wildlife movement corridors on the site, and therefore these issues are not discussed further. The EIR identified that project construction could result in the loss of active nests of special-status bird species, which would be considered less than significant after mitigation. Mitigation Measure MM 4.4-1a and Mitigation Measure MM 4.4-1b, which apply to this impact, would require that surveys should be conducted to reduce the potential for impact to sensitive bird species and burrowing owl species, respectively. The EIR identified that there would be a loss of habitat for Swainson's hawk, which would have a less than significant after implementation of Mitigation Measure MM 4.4-2, requiring the Applicant to preserve an equal acreage of raptor foraging habitat as is proposed for developed (i.e., a 1:1 ratio).

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to biological resources. The Modified Project includes smaller site footprint and a reconfiguration of the site design from the Original Project. The reduced site footprint and site reconfiguration will not increase the severity of impacts beyond what was addressed in the Original Project EIR. The conservation requirements that are listed in Mitigation Measures MM 4.4-1a, 4.4-1b, and 4.4-2 will remain applicable. There are no new impacts beyond what was addressed in the Original Project EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**HAZARDS AND HAZARDOUS MATERIALS**

***Hazards and Hazardous Materials Impacts Associated with the Original Project***

**Impact 4.5-1:** Implementation of the Original Project would involve the regular use of diesel and gasoline fuel and other hazardous substances, which under reasonably foreseeable upset and accident conditions could result in the release of hazardous materials into the environment (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.5-2:** Construction of the Original Project could involve disturbance of soil-containing hazardous substances from previous uses, thereby creating a hazard to the public or the environment (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 4.5-2. Residual impact is less than significant.

***Mitigation Measure 4.5-2:*** Any contaminated soil (including pesticide contamination) as determined by a Phase II site assessment, shall be removed and disposed of at an off-site disposal facility permitted to accept such waste. Confirmatory soil sampling shall be performed after soil removal to verify and document that no contaminated soil remains on-site. Results of soil testing shall be submitted to the Solano County Environmental Health Department. Site development at that location shall not occur until a closure letter for the soil contamination has been obtained from the Solano County Environmental Health Department.

Construction contract solicitations and specifications shall summarize the results of the 1993 Phase I ESA, the Phase II site assessment that shall be prepared as part of this mitigation, and any subsequent reports, to inform construction workers of the potential for encountering previously unidentified contamination. Contract specifications and site development plans (E.g., grading plans) shall include working that during site preparation and construction activities, if evidence of hazardous materials contamination is observed or suspected (i.e., stained or odorous soil, or oily or discolored water) beyond that identified in the Phase II, construction activities shall cease and an environmental professional shall assess the situation. If it is confirmed that contamination exists, contaminated soil shall be disposed of off-site pursuant to Solano County Environmental Health Department requirements and to the satisfaction of that Department.

**Impact 4.5-3:** Implementation of the Original Project could result in workers (construction and operations) being exposed to hazardous materials such as cleaning agents, solvents, and the regular use of diesel and gasoline fuel and other hazardous substances (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.5-4:** Implementation of the Original Project would involve storage and routine transport of diesel and gasoline fuel, which, under reasonably foreseeable upset and accident conditions, could result in the release of fuel into the environment (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.5-5:** Implementation of the Original Project would increase traffic congestion and require additional emergency services in the project vicinity, thereby potentially interfering with an adopted emergency response plan or emergency evacuation plan by limiting access/egress or overwhelming existing emergency response services (Less than Significant).

**Mitigation Adopted by the City:** None

**Discussion**

These impacts were identified and discussed in Section 4.5, Hazards and Hazardous Materials (pages 4.5-1 through 4.5-17) of the Draft EIR. The EIR identified that there is no impact from the Original Project to potential hazards at schools or airports, or from hazardous material sites, from reduction in emergency access, or from wildland fire risk. The EIR identified that there would be a less than significant impact from the use of diesel and gasoline fuel and other hazardous substances, which could cause a release of hazardous materials during an accident. The EIR also stated that construction of the Original Project could involve a disturbance of soil that may contain hazardous substances from previous uses, thereby creating a hazard to the public or the environment, which would cause a less than significant impact after mitigation. Mitigation Measure MM 4.5-2 MM 4.5-2 would require the Applicant to ensure that all construction personnel are informed of the potential hazards, and that evidence of contamination should be investigated and managed in order to minimize risks.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to hazards and hazardous materials. The Modified Project would include a smaller site footprint and a reconfiguration of the site design as compared with the Original Project. The Modified Project would include parts storage and commercial truck service bays, among other proposed commercial uses, in contrast to the Original Project, which would include vehicle fueling stations and other, primarily retail, commercial uses and supporting infrastructure. These changes do not increase the severity of the impacts beyond what was addressed in the Original Project EIR. Mitigation Measure MM 4.5-2 would remain applicable to the Modified Project. Further, there are no new impacts beyond what was addressed in the Original Project EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## HYDROLOGY AND WATER QUALITY

### *Hydrology and Water Quality Impacts Associated with the Original Project*

**Impact 4.6-1:** Implementation of the Original Project would increase stormwater runoff and could create or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage systems (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.6-1a and 4.6-1b. Residual impact is less than significant.

***Mitigation Measure 4.6-1a:*** *The Applicant shall construct on-site detention for increased peak runoff in accordance with the NQSP, City of Dixon, and JPA requirements.*

*The Applicant shall complete a design-level analysis of increased peak runoff from the project site per City of Dixon standards. All proposed infrastructure improvements shall comply with City of Dixon, NQSP, and JPA requirements. Proposed infrastructure shall include proposed detention and water quality treatment features and establish adequate culvert conveyance underneath Pedrick Road, including handling runoff from Basin G.*

*The program shall include an inspection and maintenance program for drainage infrastructure, with a schedule to remove sediment that could clog the system.*

***Mitigation Measure 4.6-1b:*** *The project applicant shall pay a storm drainage fee pursuant to facilities impact fees for the City of Dixon.*

**Impact 4.6-2:** Increased runoff following development of the Original Project would increase the volume and concentration of non-point source pollutants. This would be a considered significant impact (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.6-2. Residual impact is less than significant.

***Mitigation Measure 4.6-2:*** *The Applicant shall prepare and submit for approval by the City onsite storm water treatment measures for conformance with the NQSP and the Dixon Stormwater Management Program.*

*Details of the proposed water quality swales 1 and 2 shall be provided to the City of Dixon for approval in accordance with the NQSP and all applicable stormwater regulations.*

*Site runoff shall be tested for water quality at discharge points in accordance with NPDES requirements. Each proposed water quality system shall undergo regular water quality analysis that includes calculations of residence times for all non-structural (vegetative) water quality systems and a long-term, management and maintenance plan that provides details on performance criteria and maintenance thresholds. The plan shall be approved by the City of Dixon and Regional Water Quality Control Board.*

**Impact 4.6-3:** Alterations in drainage patterns and grading during the construction period could result in construction-related erosion and turbid runoff (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.6-3. Residual impact is less than significant.

**Mitigation Measure 4.6-3:** Pursuant to NPDES requirements and the City of Dixon Stormwater Management Program, the Applicant shall develop a Storm Water Pollution Prevention Plan (“SWPPP”) to protect water quality during and after construction. The Project SWPPP shall include, but is not limited to the following mitigation measures for the construction period:

- Grading and earthwork shall be prohibited during the wet season (October 15 through April 15), and such work shall be stopped before pending storm events.
- Erosion control/soil stabilization techniques such as straw mulching, erosion control blankets, erosion control matting, and hydro-seeding shall be used in accordance with the regulations outlined in the California Storm Water Best Management Practices Handbooks, California Department of Transportation (Caltrans) Storm Water Quality Handbook, or other approved manuals. Silt fences shall be installed down slope of all graded slopes, and drain inlet protection such as hay bales or straw wattles shall be installed along the flow paths of graded areas receiving concentrated flows.
- Erosion control and sediment filtration measures shall be used during dewatering operations.
- The Applicant shall verify that any imported fill is “clean” and meets minimum RWQCB standards for shallow soils within commercial and residential developments, such as the ESLs.
- The Applicant shall apply non-stormwater BMPs to prevent the discharge of construction-related NPDES pollutants besides other than sediment (e.g., paint, concrete, asphalt coatings, etc.) to downstream waters.
- After construction is completed, all drainage facilities shall be inspected for accumulated sediment and cleared of debris and sediment.
- Long-term mitigation measures to be included in the Project SWPPP shall include, but are not limited to, the following:
  - Potential sources of erosion and sediment at the Project Site shall be identified and industrial activities and significant materials and chemicals that could be used at the proposed project site shall be described. This will include a thorough assessment of existing and potential pollutant sources.
  - The SWPPP shall identify BMPs to be implemented at the Project Site based on identified industrial activities and potential pollutant sources. Emphasis shall be placed on source-control BMPs, with treatment controls used as needed.
  - The Applicant shall develop a monitoring and implementation plan. Maintenance requirements and frequency shall be carefully described and shall include vector control, clearing of clogged or obstructed inlet or outlet structures, vegetation/landscape maintenance, replacement of media filters, regular sweeping of parking lots and other paved areas, etc.
  - The monitoring and maintenance program shall be conducted at the frequency agreed upon by the RWQCB and/or City of Dixon. Monitoring and maintenance shall be recorded and submitted annually to the State Water Resources Control Board. The SWPPP shall be adjusted, as necessary, to address any inadequacies of the BMPs.
- The Applicant shall prepare informational literature and guidance on industrial and commercial BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all employees at the project site. At a minimum, the information shall cover: (a) proper disposal of commercial cleaning chemicals; (b) proper use of landscaping chemicals; (c) clean-up and appropriate disposal of hazardous materials and chemicals; and (d) prohibition of any washing and dumping of materials and chemicals into storm drains.

**Impact 4.6-4:** The Original Project would create a potential for contamination of local groundwater related to on-site fuel storage and pumping operations and other point sources (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 4.6-4a and 4.6-4b. Residual impact is less than significant.

***Mitigation Measure 4.6-4a:*** All utilities, including the sanitary sewer and underground tanks, shall be designed, constructed, and backfilled in accordance with City of Dixon Standards. Conditions to be met include the following:

- *Tracer wire or other approved method shall be used to permanently locate lines. All road crossings shall be marked at the surface, as well as at locations where pipes are buried on top of each other. Minimum separation shall be maintained between wastewater and domestic and storm water lines.*
- *Project design shall include adequate backflow prevention and use of approved corrosion resistant and durable materials only.*
- *The site operator shall establish a sufficient cleanout and maintenance schedule for all pipelines, as required by the Fire Department and Solano County Environmental Health Division.*
- *Final pressure testing of all utility lines shall be performed in accordance with applicable standards.*

***Mitigation Measure 4.6-4b:*** Storage tank design and approval in accordance with Fire Department, Solano County Environmental Health Division, and City of Dixon requirements. This shall include registration and permitting through the hazardous materials business and waste plan programs, as well as all other programs for tank users and owners.

**Impact 4.6-5:** The Original Project could cause increased erosion or siltation to receiving waters (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.6-5. Residual impact is less than significant.

***Mitigation Measure 4.6-5:*** Implementation of Mitigation Measures 4.6-1, 4.6-2, and 4.6-3 described above would reduce this impact to a less-than-significant level.

**Impact 4.6-6:** The Original Project could increase risks related to flooding (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 4.6-6a and 4.6-6b. Residual impact is less than significant.

***Mitigation Measure 4.6-6a:*** The Project's Preliminary Drainage Design shall be reviewed to ensure compliance with the NQSP and City of Dixon Engineering Design and Construction Standards, including the following standards:

- *Storm drains must be sized adequately to carry flow from a 10-year storm with the hydraulic grade line at least 1 foot below the gutter flow line.*
- *The 100-year hydraulic grade line may exceed the gutter flow line and flood streets, parking lots, and other areas where structures would not be damaged, but must be at*

least one foot below the building pad elevations and be demonstrated to not cause damage to or flood businesses or residences.

- Open channels shall only be allowed upon written approval of the City Engineer. Where allowed, they shall be designed to convey the 100-year storm, with a minimum freeboard of at least 1 foot if the design water level is below the surrounding ground and 3 feet if the design water level is above the surrounding ground surface. Channels shall be designed to allow a maximum velocity of 3 feet per second unless additional erosion protection is provided. The side slopes shall be no steeper than four horizontal to one vertical. Additional requirements, per City Standards, include maintenance roads, erosion control, and perimeter fencing.
- Detention ponds must be sized for the critical 100-year four-day storm. The minimum freeboard shall be 1 foot if the design water level is below the surrounding ground surface and three feet if the water design level is above the surrounding ground surface. The side slopes shall be no steeper than four horizontal to one vertical, and side slopes within public access areas (e.g., parks or green belts) shall be no steeper than six horizontal to one vertical. The detention basin discharge design and flow rate shall be determined on a case-by-case basis and shall be subject to review and approval by the City Engineer.
- Final drainage design shall be developed and subject to approval based on City recommendations and requirements.

**Mitigation Measure 4.6-6b:** Applicant shall develop an emergency plan, including evacuation or shelter procedures in the event of an emergency. The plan shall include conditions for site closure when roadways are flooded and shall be approved by the City of Dixon.

**Impact 4.6-7:** The Original Project could cause a decrease in groundwater recharge (Less than Significant).

**Mitigation Adopted by the City:** None

### Discussion

These impacts were identified and discussed in Section 4.6 Hydrology and Water Quality (pages 4.6-1 through 4.6-33) of the Draft EIR. The EIR identified that the Original Project would not be placed within a 100-year flood hazard area, nor would the Original Project expose people or structures to inundation by seiche, tsunami, or mudflow. The EIR found that implementation of the Original Project could cause an increase in runoff water that would exceed the capacity of the existing or planned storm water drainage systems. This impact would be less than significant with implementation of Mitigation Measures MM 4.6-1a and 4.6-1b. MM 4.6-1a states that the Applicant must complete a design-level analysis of peak runoff from the project site per City of Dixon Standards, and MM 4.6-1b states that the project applicant would pay a City of Dixon storm drainage fee. The EIR also identified that increased runoff following development would increase the volume and concentration of non-point source pollutants. However, this impact would be less than significant with implementation of revised Mitigation Measure MM 4.6-2, see below for revision, which would require the review and approval of onsite storm water treatment measures for conformance with the NQSP and Dixon Stormwater Management Program.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to hydrology and water quality. The design modifications include a smaller site footprint and a reconfiguration of the site design. The site would include a total impervious surface area of approximately 400,000 sq. ft., less than was analyzed along with the Original Project. Under Phase I, the Modified Project includes an interim 4.5-acre retention basin



designed to meet City standards. The retention basin is adequately sized to serve the project and would result in a decrease in water surface elevation (WSE) at most locations compared to existing conditions, with the exception of a slight increase along the west side of Pedrick Road and an increase south of the Modified Project. Under 10-year storm conditions, the WSE increase along Pedrick Road would be 0.11 feet within the Modified Project's landscape buffer and would remain below the elevation of Pedrick Road. South of the Modified Project, the WSE increase would be 0.02 feet along the west side of Pedrick Road which would result in a very slight increase in WSE in the adjacent field but would not overtop Pedrick Road. Under 100-year storm conditions, the WSE increase along Pedrick Road would be 0.20 feet within the Modified Project's landscape buffer and would increase water ponding on Pedrick Road to a depth of less than 0.1 foot. South of the Modified Project, the WSE increase during a 100-year storm event would be 0.02 feet along the west side of Pedrick Road which would result in a very slight increase in WSE in the adjacent field but would not overtop Pedrick Road. The Modified Project would connect to the municipal storm drainage system under Phase II and off-site increases in WSE would be eliminated (West Yost, 2016).

As described in Section 2.0, under Phase I, the Modified Project would receive water from an on-site well and would connect to the public water system under Phase II. The NQSP area was anticipated to receive water service from the City of Dixon (formerly the Dixon-Solano Municipal Water Service). The City's water supply is solely groundwater and the NQSP EIR anticipated that additional wells would be constructed that would supply water to the NQSP area, so the Modified Project would not result in a significant change related to water supply or groundwater use. The on-site well would be required to meet all applicable Solano County Environmental Health Services requirements for well construction and operation, including potable water requirements.

As described in Section 2.0, the Modified Project would include an on-site septic system under Phase I and would connecting to the municipal sewer system under Phase II. The portion of the project site where the septic system is proposed is located on Capay silty clay loam soils. These soils are somewhat limited for slow rate treatment of wastewater and are very limited for rapid infiltration treatment (USDA Web Soil Survey, 2015). Mitigation measure 4.6-4a requires that the Applicant demonstrate that the septic system will have adequate capacity to serve the Project and would not adversely affect surface water or groundwater, including the ability of the soils on the site to filter the effluent prior to the effluent reaching the groundwater table. Therefore, the changes do not increase the severity of the impacts beyond what was addressed in the Original Project EIR. In addition, the mitigation measures described above would remain applicable to the Modified Project. Further, there are no new impacts beyond what was addressed in the Original Project EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

***Revised Mitigation Measure 4.6-2: Review and approval of onsite storm water treatment measures for conformance with the NQSP and Dixon Stormwater Management Program.***

*Details of the proposed water quality swales 1 and 2 features shall be provided to the City of Dixon for approval in accordance with the NQSP and all applicable stormwater regulations.*

*Site runoff shall be tested for water quality at discharge points in accordance with NPDES requirements. Each proposed water quality system shall undergo regular water quality analysis that includes calculations of residence times for all non-structural (vegetative) water quality systems and a long-term management and maintenance plan that provides*

details on performance criteria and maintenance thresholds. The plan shall be approved by the City of Dixon and RWQCB.

**Revised Mitigation Measure 4.6-4a:** All utilities, including the ~~sanitary sewer~~ and underground tanks, shall be designed, constructed, and backfilled in accordance with City of Dixon Standards and applicable Solano County Standards. Conditions to be met include the following:

- Tracer wire or other approved method shall be used to permanently locate lines. All road crossings shall be marked at the surface, as well as at locations where pipes are buried on top of each other. Minimum separation shall be maintained between wastewater and domestic and storm water lines.
- Project design shall include adequate backflow prevention and use of approved corrosion resistant and durable materials only.
- The site operator shall establish a sufficient cleanout and maintenance schedule for all pipelines, as required by the Fire Department and Solano County Environmental Health Division.
- Final pressure testing of all utility lines shall be performed in accordance with applicable standards.
- Prior to the issuance of a permit for the Project's septic system, the Applicant shall submit the required site evaluation report and any other required information to the Solano County Environmental Health Services and the City for review and approval. The Applicant shall demonstrate that septic system has adequate capacity to support the Project, that the soils on the Project site have adequate capacity to percolate effluent before the effluent reaches groundwater supplies, and that sufficient land area has been identified for the leach field to operate successfully. The Applicant shall receive approval of the on-site septic system prior to issuance of grading permits.

**LAND USE AND PLANNING**

***Land Use and Planning Impacts Associated with the Original Project***

No potentially significant or significant impacts were identified for this resource.

**Discussion**

Land use and planning impacts were identified and discussed in Section 4.7, Land Use and Planning (pages 4.7-1 through 4.7-9) of the Draft EIR. The EIR identified that the Original Project would not physically divide an established community, conflict with applicable plans and policies, or conflict with any applicable Habitat or Natural Community Conservation Plans (there are none at the proposed project site). There were no impacts identified related to the Original Project for the issue of land use and planning.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to land use and planning. The Original Project would not cause any environmental impact related to land use and zoning as the Modified Project would continue to be consistent with applicable planning policies regulations. Further, the design modifications, which include a smaller footprint and reconfiguration of the site design, would not increase the severity of the impacts beyond what was addressed in the Original Project EIR. Additionally, there are no new impacts beyond what was addressed in the Original Project EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**NOISE**

***Noise Impacts Associated with the Original Project***

**Impact 4.8.1:** Original Project construction activities could generate a temporary increase in groundborne vibration (Less than Significant)

**Mitigation Adopted by the City:** None

**Impact 4.8.2:** Original Project construction activities could generate a temporary increase in ambient noise levels above levels existing without the project. This would be considered a less-than-significant impact (Less than Significant)

**Mitigation Adopted by the City:** None

**Impact 4.8.3:** Development of the Original Project would generate an increase in ambient noise levels above the existing levels without the project (Less than Significant)

**Mitigation Adopted by the City:** None

**Discussion**

These impacts were identified and discussed in Section 4.8, Noise (pages 4.8-1 through 4.8-19) of the Draft EIR. The EIR identified that there are no impacts related to airport noise, since the project site is located outside of significant noise contours identified in the General Plan. The EIR also identified that project construction activities could generate a temporary increase in groundborne vibration and a temporary increase in ambient noise levels above levels existing without the project, and the project would generate an increase in ambient noise levels above the existing levels without the project. However, these impacts are less than significant.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to noise. The design modifications include a smaller site footprint, a reconfiguration of the site design, and changes to the specific commercial uses on the site. Site construction and operation noise levels would remain similar between the Original Project and Modified Project, and may be lower due to reduced traffic volume. Therefore, these modifications would not increase the severity of noise impacts beyond what was addressed in the Original Project. There are no new impacts beyond what was addressed in the Original Project EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**PUBLIC SERVICES**

***Public Services Impacts Associated with the Original Project***

**Impact 4.9.1:** Operation of the Original Project would not result in a substantial increase of calls for service by the Dixon Police Department (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measures PS-L and PS-M. Impact is less than significant.

***Mitigation Measure PS-L:*** Prior to final map approval or issuance of a building permit, the Applicant shall request the City to commit to increase funding for necessary police services and required equipment. The City shall also verify that funding can be increased during buildout of the proposed project, through either a combination of impact fees imposed on new development and/or an increase in general fund allocations. In any event, the project proponent shall be responsible for paying its fair share for additional staff and equipment to serve the project site. This shall be established prior to occupancy of any structure occupying the project site.

***Mitigation Measure PS-M:*** The project proponent shall be responsible for providing an on-site private security staff to adequately serve the proposed project. This staff would be responsible for securing future structures and providing security in parking lots during and after normal business hours.

**Impact 4.9.2:** Operation of the Original Project would not result in a substantial increase in calls for service at DFD (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measures PS-I, PS-J, and PS-K. Impact is less than significant.

***Mitigation Measure PS-I:*** The Applicant shall make financial contributions to operation of fire protection services.

***Mitigation Measure PS-J:*** The Applicant shall design and submit a plan to the Dixon Fire Department showing all required fire hydrant locations, detailed calculations to determine fire flow based on future structural design requirements, and access to all developed areas in accordance with City standards.

***Mitigation Measure PS-K:*** The Applicant shall prepare and submit a plan for emergency response, including details of each proposed facility and the business conducted, an inventory of hazardous materials handled or stored on-site and a training program for employees.

**Discussion**

These impacts were identified and discussed in Section 4.9 Public Services (pages 4.9-1 through 4.9-10) of the Draft EIR. The EIR identified that the operation of the project would not result in a substantial increase of calls for service by the Dixon Police Department. Additionally, operation of the project would not result in substantial increase in calls for service at DFD. These would be less than significant impacts. The Original Project would comply with Mitigation Measures MM PS-L, PS-M, PS-I, PS-J, and PS-K from the NQSP EIR.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to public services. The design modifications include a smaller site footprint and a reconfiguration of the site design. These modifications would not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no new impacts beyond what was addressed in the Original Project EIR. The Mitigation Measures (also provided within the NQSP) described above would continue to be applicable to the Modified Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**TRAFFIC AND CIRCULATION**

***Traffic and Circulation Impacts Associated with the Original Project***

**Impact 4.10.1:** Development of the Original Project would not result in unacceptable levels of service at existing intersections in the vicinity of the project (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.10.2:** Development of the Original Project would generate the need for signalization at existing intersections in the vicinity of the project (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.10.2. Residual impact is less than significant.

***Mitigation Measure 4.10-2:*** *The Project shall contribute its fair share towards signalization of the I-80 Westbound Ramps/Pedrick Road Intersections.*

**Impact 4.10.3:** Implementation of the Original Project would result in an increase in traffic volumes to the existing I-80 freeway mainline. This increase would not exceed the 2.5 percent limit established by the City of Dixon (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.10.4:** The Original Project would construct three access points to the project site. Because these access areas would be used by both large trucks and passenger vehicles, safety in these areas would be affected due to turning movements by large trucks and reduced sightlines from on-street parking (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 4.10-4a, 4.10-4b, and 4.10-4c.

***Mitigation Measure 4.10-4a:*** *The Applicant shall pay all applicable City and regional traffic impact fees, including fair share fees through the City's Capital Improvements Plan, toward the cost of future improvements at the Interstate 80/Pedrick Road interchange.*

***Mitigation Measure 4.10-4b:*** *On-street parking along the Project's Pedrick Road frontage (west side of the street) between the I-80 freeway and Professional Way, and along the north side of Professional Drive (just west of Pedrick Road) shall be prohibited.*

***Mitigation Measure 4.10-4c:*** *The Applicant shall pay for or contribute to financing for shoulder improvements through the I-80/ Pedrick Road interchange ramps and overcrossing to improve roadway dimensions and maximize space for large truck turn movements.*

**Impact 4.10-5:** The increased truck traffic volumes generated by the project would result in deterioration of roadway pavement in the vicinity of the project (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 4.10-5.

*Mitigation Measure 4.10-5: The City, Caltrans, and the Applicant shall agree on a program of ongoing pavement inspection starting before project construction to determine the extent of pavement degradation due to the Project, or due to the reconstruction of roads in the interchange area. The Applicant shall pay reasonable fees for pavement repair as determined by the City and Caltrans.*

**Impact 4.10-6:** Development of the project would add to unacceptable level of service operations at existing intersections under future background conditions. This would be considered a significant impact (Significant and Unavoidable).

**Mitigation Adopted by the City:** None identified.

**Impact 4.10-7:** Development of the project would add traffic at intersections already exceeding signal warrant criteria levels under future background conditions (Less than Significant with Mitigation)

**Mitigation Adopted by the City:** Mitigation Measure 4.10-7.

*Mitigation Measure 4.10-7: The project will be required to contribute its fair share towards signalization of the I-80 Westbound Ramps/Pedrick Road and I-80 Eastbound Ramps/Pedrick Road intersections as stated in Mitigation 4.10-2.*

**Impact 4.10-8:** Development of the project would add traffic to the freeway mainline, which would already be operating unacceptably at LOS F under future background conditions (Less than Significant).

### **Discussion**

These impacts were identified and discussed in Section 4.10, Traffic and Circulation (pages 4.10-1 through 4.10-37) of the Draft EIR. The EIR identified that the Original Project would not result in unacceptable levels of services at nearby intersections, nor would the project increase traffic volumes by the 2.5 percent limit established by the City. These would be less than significant impacts. Development of the Original Project would generate the need for additional signalization at existing intersections in the vicinity of the Original Project, but Mitigation Measure MM 4.10-2 would reduce this impact to less than significant. Additionally, the Original Project would construct access points to the project site that could affect safety. However, inclusion of Mitigation Measures MM 4.10-4a, 4.10-4b, and 4.10-4c would reduce this impact to less than significant. Finally, increased truck traffic volumes generated by the Original Project would cause significant deterioration in pavement conditions. Mitigation Measure MM 4.10-5 requires the City, Caltrans, and the Applicant to inspect and pay reasonable fees for pavement repair, as determined by the City and Caltrans, and would therefore reduce this impact to less than significant.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to traffic. The design modifications include a smaller site footprint and a



reconfiguration of the site design, as well as a change from fueling services to truck and truck parts sales and storage and commercial service bay facilities. Based on this, the Modified Project would generate 76 inbound trips and 76 outbound trips per day. Table 3 compares trip generation from the Modified Project to trip generation associated with the Original Project.

**Table 3: Trip Generation Comparison between the Original Project and the Modified Project**

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	In	Out	In	Out
Original Project	224	227	194	198
Modified Project	37	7	7	37
<i>Reduction Associated with Modified Project</i>	<187>	<220>	<184>	<161>

*Source: Crane Transportation Group, August 2015*

The Original Project and Modified Project could both result in potential safety impacts associated with traffic accessing the project site, as described in the TEC Equipment Traffic Study (Crane Transportation Group, August 2015). Mitigation Measure 4.10-b would reduce potential safety impacts associated with sight lines to less than significant.

As is shown in Table 3, the Modified Project would result in a reduction in trips associated with the Original Project. The changes associated with the Modified Project would not increase the severity of the impacts to levels of service and operation of the roadway system beyond what was addressed in the Original Project EIR. Rather, the Modified Project would reduce impacts to the local roadway system and reduce the need for intersection improvements that were identified in the Original Project EIR. The Modified Project would not result in new impacts associated with safety or potential operational hazards. The mitigation measures described for the Original Project would also be applicable to the Modified Project, with the exception of Mitigation Measures 4.10-a and 4.10-c which are no longer needed to address potential sight line impacts. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

UTILITIES & SERVICE SYSTEMS

*Utilities and Service Systems Impacts Associated with the Original Project*

**Impact 4.11.1:** Implementation of the project would require the construction of new water supply facilities in the NQSP area (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.11-1. Residual impact is less than significant.

*Mitigation Measure 4.11-1: Applicant shall construct improvements necessary to provide adequate water delivery for water use and fire protection for the Project as more fully set forth in the DA. After construction of these improvements, Applicant shall obtain written confirmation from Dixon Solano Municipal Water Service (“DSMWS”) that adequate water supply is available to meet the maximum daily water demand for the Project and a minimum fire flow.*

**Impact 4.11.2:** Implementation of the project would generate constituents into the WWTP that could exceed the treatment abilities of the plant and/or the standards of the Central Valley Regional Water Quality Control Board (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.11-2. Residual impact is less than significant.

*Mitigation Measure 4.11-2: A Wastewater flow measuring and sampling facility shall be constructed so that flows can be monitored (limited) and quality samples can be taken to ensure petroleum products, salts, pesticides, herbicides, and chemicals from recreational vehicle tanks are not discharged into the sewer. Provisions shall be made to ensure the surface flows do not overwhelm the sewers during large storms. Storage treatment facilities may be needed to meter the flow into the sewer.*

**Impact 4.11.3:** Implementation of the project would exceed the capacity of the existing WRP and would require immediate expansion of existing wastewater conveyance and treatment facilities (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.11.4:** Implementation of the project would exceed the capacity of the existing WRP and would require immediate expansion of existing wastewater conveyance and treatment facilities (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 4.11.5:** The project would contribute solid waste to the local waste stream. A large portion of this waste would likely not be diverted, thereby increasing the amount of waste needing to be diverted (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 4.11-5. Residual impact is less than significant.

**Mitigation Measure 4.11-5:** *The Project shall provide clearly marked bins for the collection of recyclable materials and shall separate these materials for collection by the waste services provider.*

### Discussion

These impacts were identified and discussed in Section 4.11, Utilities and Service Systems (pages 4.11-1 through 4.11-20) of the Draft EIR. The EIR identified that the Original Project would require the construction of new water supply facilities in the NQSP area, which is 142 acres in area. This would be considered a significant impact before mitigation. Mitigation Measure MM 4.11-1, which would require the Original Project to fund a portion of the construction of a new required water supply facilities, would bring this impact to less than significant. Implementation of the Original Project would also generate constituents into the WWTP that could exceed the treatment plant capacity and/or the standards of the Central Valley Regional Water Quality Control Board. However, this impact would be less than significant after implementation of Mitigation Measure MM 4.11-2, which would require the City to measure and sample its wastewater flow so that flows and quality samples can be monitored to reduce the quantity and improve the quality of stormwater flowing into sewers during large storms. The Draft EIR identified that the Original Project would also require an expansion of existing wastewater conveyance and treatment facilities; however, the Findings prepared for the certification of the Flying J EIR identified that this impact is less than significant and does not require mitigation as adequate capacity was projected to exist since the Dixon Downs project was not constructed. Finally, there would be a less than significant impact with regards to the amount of solid waste entering landfills, since solid waste that would be generated by the Original Project would not exceed landfill capacity.

The proposed modifications associated with the Modified Project are not substantial changes to the Original Project relating to utilities. None of the impacts referenced above pertain to the proposed changes (design modifications and reduction in development footprint). The proposed changes would not adversely affect utilities. Under Phase I, the Modified Project proposes to provide for water and sewer through an on-site well and an on-site septic system, so the Modified Project would have a reduced impact related to provision of water supply and wastewater treatment services. Under Phase II, the Modified Project would connect to the municipal water supply, sewer, and storm drainage systems as was anticipated for the Original Project.

MM 4.11-1 would be revised as shown below to ensure adequate fire flow as the Modified Project would not receive municipal water under Phase I. However, mitigation measures MM 4.11-1 as revised, MM 4.11-2, and MM 4.11-5 would remain applicable to the Modified Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**Revised Mitigation Measure 4.11-1:** *Applicant shall construct improvements necessary to provide adequate water delivery for water use and fire protection for the ~~Project as more fully set forth in the DA.~~ After construction of these improvements Prior to issuance of building permits, Applicant shall demonstrate to the City, through a report of water availability for the proposed well, that the on-site well will provide ~~obtain written confirmation from Dixon Solano Municipal Water Service (“DSMWS”) that adequate water supply is available~~ to meet the maximum daily water demand for the Project and a minimum fire flow.*

CUMULATIVE

***Cumulative Impacts Associated with the Original Project***

**CU-1**      **Aesthetics Cumulative Impact:** Development in the area and within the City of Dixon would contribute to the conversion of undeveloped land into urban uses, substantially changing the visual character of the land. Although these developments would be subject to the policies and mitigation measures in the NQSP EIR and the General Plan, the change in visual character is considered a cumulative impact. Implementation of the project in combination with other development in the area, including the proposed Dixon Downs project and the Milk Farm site, would contribute to the cumulative impacts identified for future development in the project area and in the City (Considerable).

**CU-2**      **Agriculture and Forest Resources Cumulative Impact:** The Original Project would be located on agricultural lands within the boundaries set for the City of Dixon’s expansion.      The Original Project, in combination with other development within the City of Dixon, would convert hundreds of acres from agricultural uses to non-agricultural uses. However, the number of acres converted as part of the Original Project would only total 27 acres, making the project’s contribution to cumulative impacts associated with the conversion of agricultural lands less than significant (Less than Significant).

**CU-3**      **Air Quality Impact:** The Original Project would not have significant cumulative air quality impacts with respect to changes in land use designation.

The Original Project’s operational emissions exceed the YSAQMD thresholds indicates that emissions generated by traffic going to and from the project site when combined with emissions generated by other existing and future development within the SVAB to contribute to an air quality violation in the region. Also, the Original Project’s exceedance of the thresholds by itself indicates that its contribution to such a violation would be considerable when compared to other projects in the region. Consequently, the Original Project’s emissions would be cumulatively considerable, resulting in a significant cumulative impact (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 4.3-7. Residual impact is significant and unavoidable.

*Mitigation Measure 4.3-7: Mitigation measures discussed under Impact 4.3-2 would also apply to cumulative air quality impacts. As discussed in Impact 4.3-2, these mitigation measures would not reduce operational emissions of NO<sub>x</sub> to levels that are below the YSAQMD thresholds of significance. Consequently, because the project’s own emissions would be significant, the proposed project’s cumulative impact would also be considered cumulatively considerable and significant and unavoidable.*

**CU-4**      **Biological Resources Impact:** The Original Project would have a significant contribution toward the regional loss of Swainson’s hawk foraging habitat. This loss of regional habitat would be a cumulatively considerable impact.

The Original Project’s contribution towards the loss of Swainson’s hawk foraging habitat would be reduced to below a level of significance through

implementation of *Mitigation Measure 4.4-2*. The finding that cumulative impacts to Swainson's hawk can be adequately addressed through the preservation of land at a 1:1 ratio is consistent with the findings of the approved NQSP EIR (Less than Significant).

**Mitigation Adopted by the City:** MM 4.4-2

**CU-5**

**Hazards and Hazardous Materials Impact:** Development elsewhere in the NQSP and the City of Dixon would likely include some industrial uses, which could involve the use of greater quantities and variety of hazardous products. Potential impacts associated with the Original Project would be largely confined to fuel-related activities. Associated health and safety risks of fuel and chemical spills would generally be limited to those individuals using the materials or to persons in the immediate vicinity of the materials and would not combine with similar effects elsewhere within the City. Therefore, hazardous materials impacts would not be cumulatively considerable.

For any projects in the NQSP and the City of Dixon that would involve development or redevelopment of an existing site in which soil or groundwater contamination may have occurred, the potential exists for release of hazardous materials during construction and/or remediation of those sites. However, as discussed in the Draft EIR, the Original Project's contribution to exposure to unidentified contaminants in soil or ground water, in combination with other remediation projects in Dixon, would not be cumulatively considerable (Less than Significant).

**CU-6**

**Hydrology and Water Quality:** As discussed previously, the Original P would not result in significant hydrology or water quality impacts. As described in the NQSP EIR, cumulative development within the entire NQSP area, including the Original Project, would result in the alteration of existing topography. This alteration would increase the potential for higher runoff volumes and flow rates, as well as contribute to alteration of top soils in the area. However, these impacts would not be considered significant because the issues associated with increased development in the area (soil erosion and water quality) would be mitigated through grading, drainage and revegetation features outlined in the NWSP.

Given the efficiency of these drainage and water quality control features, no significant cumulative impacts to hydrology or water quality would be expected (Less than Significant).

**CU-7**

**Land Use:** Development of the Original Project, in combination with other planned and/or proposed development projects (e.g., Dixon Downs), would result in a change in the intensity of development in the NQSP. Cumulative development in this area would also result in changes to the ratios of space designated for agricultural and non-agricultural land use. A major portion of the future development identified in the City's General Plan and the NQSP is commercial in nature and generally of low to medium density. This portion of the City is largely rural in nature and, as a result, is one of the few areas within the City that can support the level of commercial development desired by the City and proposed in the NQSP.

Under the General Plan and the NQSP, the City increased the amount of commercial land previously in agricultural use. Because the Original Project would be consistent with the applicable goals and policies set forth in the General Plan and NQSP, the project's contribution to cumulative land use impacts would be less-than-significant (Less than Significant).

**CU-8**

**Noise:** The cumulative context for noise would be different for stationary, mobile, and construction noise. No cumulative impacts for construction noise were identified.

As shown in **Table 4.8-7** of the Original Project EIR, Predicted Cumulative Roadway Noise Levels, implementation of the Original Project would cause an increase in the noise levels by approximately 3.1 dB(A) at a distance of 50 feet from the edge of Pedrick Road. This contribution to the cumulative noise impacts exceeds the incremental criteria of 3.0 dB(A), placing it in the cumulatively considerable category. Additionally, this contribution, when combined with the noise impacts of other land uses in the area, would exceed the 70 dB(A) commercial use noise contour and the 75 dB(A) industrial use noise contour projected for the year 2025.

Consequently, the Original Project would be a significant contributor to 2025 daily traffic noise levels along Pedrick Road. There are no feasible mitigation measures available to reduce this cumulative impact from traffic noise. Consequently, the contribution to significant noise levels is likely to be a considerably significant cumulative impact (Significant and Unavoidable).

**Mitigation Adopted by the County:** None

**CU-9**

**Public Services:** The Original Project, combined with approved and proposed future projects in the area, would increase the demand for fire protection and police protection.

As with this project, other development projects would be required to pay impact fees to mitigate impacts on department facilities, equipment, and staffing levels. The payment of these fees would mitigate the project's cumulative impact to fire services and, subsequently, would not result in a cumulatively considerable impact on fire services (Less than Significant).

**CU-10**

**Traffic and Circulation:** See Impacts C-10A, C-10B, and C-10C below.

**Impact C-10A** (Impact 4.10-6 in the Original Project EIR): Development of the Original Project would add to unacceptable level service operations at existing intersections under future background conditions (Significant and Unavoidable).

**Table 4.10-10** of the Original Project EIR, entitled Intersection Level of Service – 2025, shows that the project would add more than 5 seconds delay to already unacceptable weekday PM peak hour operation at the I-80 Eastbound Ramps/Sievers Road/Pedrick Road and I-80 Westbound Ramps/Sparling Lane/Pedrick Road intersections.

**Impact C-10B** (4.10-7 in the Original Project EIR): Development of the Original Project would add traffic to the freeway mainline, which would already be operating unacceptably at LOS F under future background conditions.

**Mitigation Adopted by the City:** Mitigation Measure C-10. Residual impact is significant and unavoidable.

***Mitigation Measure C-10:** The project will be required to contribute its fair share towards signalization of the I-80 Westbound Ramps/Pedrick Road and I-80 Eastbound Ramps/Pedrick Road intersections as stated in **Mitigation 4.10-2.***

**Impact C-10C (4.10-8 in the Original Project EIR):** It is projected that an additional 57 vehicles per hour (vph) would be added to the I-80 freeway segment east of Pedrick Road, and 56 vph to the I-80 freeway segment west of Pedrick Road. This would be less than a one percent increase over future volumes (Less than Significant).

**CU-11**

**Utilities and Service Systems Impact:** No cumulative impacts were identified for this resource.

**Discussion**

The above cumulative impacts were identified and discussed throughout Chapter 4.0 of the Original Project EIR.

As previously described, the Modified Project would reduce the area of the project site proposed for development and would not result in an increase in the intensity of development on the project site. Neither the design and use modifications to the site nor the reduction in site footprint would increase any of the cumulative impacts listed above or result in new cumulative impacts. Traffic generated by the Modified Project would be reduced compared to the Original Project, as shown in Table 3. As previously discussed, there are no new impacts beyond what was addressed in the Original Project EIR. All Mitigation Measures that were specified for the Original Project would remain applicable for the Modified Project and would continue to reduce potential impacts. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

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