



Notice of Intent to Adopt an Addendum to the Flying J Travel Plaza EIR

Project Title: Development of 21 acres for a proposed TEC equipment facility. The use includes truck sales, repairs and parts.

Project Description: 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 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.

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.

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.

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.

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.

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.

Environmental Review:

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.

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.

An addendum is appropriate here because none of the conditions calling for preparation of a subsequent EIR or negative declaration have occurred.

The addendum and associated materials is available for a 20 day review and comment period beginning on May 16, 2017 and ending at 5pm on May 26, 2017. Please email your comments to dtasini@ci.dixon.ca.us or mail comments to the address found below.

FURTHER INFORMATION, including copies of the Addendum to the Flying J Travel Plaza EIR may be obtained by contacting the Community Development Department at 707-678-1000 ext 1114. In addition all materials are available for review at the City of Dixon, City Hall located at 600 East A street, Dixon CA 95620 and online at the City of Dixon website <http://www.ci.dixon.ca.us/DocumentCenter/View/7848>