Draft Addendum To
Mitigated Negative Declaration (SCH #2003062057)

Background

Grant Park Development is seeking approval of a Tentative Parcel Map and Use Permit for the Dunnigan Truck and Travel Center ("DTTC") located at the junction of Interstate 5 and County Road 8. The project was originally approved under Zoning File # 2002-001, which established a Planned Development Overlay and approved Tentative Map #4565 with a Conditional Use Permit for a wastewater system expansion.

The environmental analysis for the originally proposed DTTC project was a Mitigated Negative Declaration tiered from the Dunnigan General Plan and Specific Developments Projects Environmental Impact Report SCH #93053066. The Yolo County Board of Supervisors approved the DTTC project and adopted the Mitigated Negative Declaration (SCH #2003062057) on January 6, 2004. The project has since expired, and the applicant seeks reapproval of the project, with slight modifications from the original application. The project is subject to the California Environmental Quality Act (CEQA). The CEQA requirements are described below.

CEQA Requirements

This document has been prepared as an Addendum to the Mitigated Negative Declaration (SCH #2003062057) ("MND") in accordance with the CEQA Guidelines, Section 15164.

CEQA Guidelines Section 15164 provides that "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." The conditions in Section 15162 include substantial changes in the project or the circumstances under which the project is undertaken that result in new significant environmental effects, or new significant information showing new significant environmental effects, among others. Pursuant to Section 15164(e), a brief explanation is provided herein to document the County's decision that a subsequent EIR or negative declaration is not required.

The Guidelines go on to state that: (1) the addendum need not be circulated but can be included in or attached to the final EIR or negative declaration (Section 15164(c)), and (2) the County must consider the addendum with the final EIR or negative declaration prior to making a decision on the project (Section 15164(d)).

The analysis provided in this document demonstrates that the circumstances and impacts identified in the MND remain substantively unchanged and supports the finding that an addendum to the MND is the appropriate level of review.

Summary of Changes from the Project Description in the MND

The DTTC applicant has requested a Tentative Parcel Map (Map #5259) dividing a 100-acre property into four parcels with a remainder, and a Use Permit to construct and operate a truck stop, a truck dealership, and truck repairs and servicing. The DTTC is generally consistent with the Project Description in the MND, which proposed the following uses on the divided parcels:

- Parcel 1 (13 acres): A travel center including truck, RV, and auto fueling; a fast-food restaurant; a convenience store; truck supplies; a truck drivers lounge; showers and overnight truck parking.

- Parcel 3 (12 acres): A tire shop; a truck wash; travel-oriented retail shops; a truck drivers' lounge and restaurant; and overnight truck parking.

- Parcel 2 (10 acres): A restaurant, a 60-room motel, and parking.

- Parcel 4 (10 acres): A new and used truck dealership providing tractor-trailer sales, parts, and repair services.

- The remainder (55 acres): Truck-related Highway Services Commercial to be determined.

Changes to the proposed DTTC adjust the areas for the resulting parcels and provide more detailed descriptions for the land uses:

- Parcel 1 (15.83 acres): A travel center including truck, auto, and RV fueling; EV charging; quick service restaurants; a convenience store; truck and driver supplies; a truck drivers lounge; showers; and approximately four acres of overnight truck parking.

- Parcel 3 (12.72 acres): A tire shop; truck service center; travel-oriented retail shops; a full-service restaurant; and overnight truck parking.

- Parcel 2 (10.01 acres): A drive-thru restaurant, a 60-room motel, and parking.

- Parcel 4 (5.65 acres) A new and used truck dealership that would provide truck sales, parts, and repair services.

- The remainder (48.33 acres) would support the above uses with water and wastewater facilities and stormwater detention.

Access to the site would be provided by a roundabout installed by the developer to provide a safe entrance to the project area.

Proposed Project Evaluation

The following is an evaluation of potential changes in the project or regulatory environment since the last approval of the DTTC project and the adopted MND. The analysis in Table 1 (below) shows that the project remains substantively unchanged, such that an Addendum is warranted under Section 15164.

Table 1. Review of the Proposed Dunnigan Truck and Travel Center Relative to the Initial Study Environmental Checklist Factors

Environmental Factor	Discussion	Section 15162 Factors
Land Use	No change to the DTTC project is proposed that would further impact land use/ planning or agricultural resources. The uses remain the same with a travel center, truck services, new truck sales, motel, restaurants, and travel related retail, which are all permitted in Highway Service Commercial zoning. The MND found impacts to land uses to be less than significant. Agricultural conversion mitigation would be required, as provided in the Dunnigan EIR and the County's Agricultural Conservation and Mitigation Program.	No additional impact; no changed circumstances; no new information.
Population and Housing	The Dunnigan EIR determined that any impacts to population and housing resulting from the jobs created by the DTTC project would be less than significant. No change to the project is proposed which would further impact population and housing. No housing is proposed or impacted by the project.	No additional impact; no changed circumstances; no new information.
Geologic Problems	The MND contained a number of mitigation measures that would reduce any potential geologic impacts to a less-than-significant level. No change to the project is proposed which would impact geology.	No additional impact; no changed circumstances; no new information.
Water	The MND described a drainage study that confirmed the DTTC project's proposed detention basin's capacity to limits run-off during a 100-year storm event. Further, the MND described hydrogeologic analysis that determined an adequate water supply exists for the project. No change to the project is proposed which would impact water resources.	No additional impact; no changed circumstances; no new information.
Air Quality	The MND analyzed air quality impacts from construction activities and proposed mitigation measures that would reduce potential impacts to less-than-significant levels. The Dunnigan EIR also implemented air quality design strategies to reduce emissions from the DTTC, though the impacts were considered significant and unavoidable. No change to the project is proposed which would impact air quality.	No additional impact; no changed circumstances; no new information.

Environmental Factor	Discussion	Section 15162 Factors
Transportation/ Circulation	The MND proposed mitigation measures including a roundabout at the DTTC project entrance, additional lanes on County Road 8 and interstate off ramps, and traffic controls to reduce the potential impacts of the project to levels of service to a less than significant level. An updated Traffic Impact Study (TIS) based on 2023 roadway conditions was provided by Connor and Gaskins in January 2024 and reviewed by the California Department of Transportation (Caltrans) and Yolo County Public Works Division. This study recommends modifying the mitigation measure of the MND by providing a more in-depth proposal for traffic improvements as discussed below. As discussed further below, this change would not result in an increase in transportation or circulation-related impacts.	No additional impact; no changed circumstances; no new information.
Biological Resources	The MND found the DTTC to have potentially significant impacts on biological resources but proposed various mitigation measures to reduce those impacts to less-than-significant levels. An updated Biological Resources Assessment conducted by Jim Estep and published April 7, 2023 (BRA) was provided. The project lies within the Yolo County Habitat Conservation Plan/Natural Community Conservation Plan, which requires Avoidance and Minimization Measures (AMMs) to reduce impacts. The Biological Resources Assessment found that AMMs applicable to this project included: AMMs 4, 5, 7, 8, 9, 16, and 18 which would be incorporated into the project as conditions of approval. The protection provided by the AMMs would be superior to those in the Dunnigan EIR's mitigation measures. Thus, as further discussed below, the mitigation measures can be removed from the project without resulting in an increase in impacts to biological resources.	No additional impact; no changed circumstances; no new information.
Energy and Mineral Resources	The MND described various efficiency standards with which the project is required to comply and determined that it would not pose a significant impact. No change to the project is proposed which would impact energy and mineral resources.	No additional impact; no changed circumstances; no new information.
Hazards	The MND listed Federal, State, and local regulations that keep potential impacts from various hazards to a less than significant level. No change to the project is proposed which would impact hazards.	No additional impact; no changed circumstances; no new information.
Noise	The MND determined that any noise impacts from the project would be less than significant. No change to the project is proposed which would impact noise.	No additional impact; no changed circumstances; no new information.

Environmental Factor	Discussion	Section 15162 Factors
Public Services	The MND provided mitigation measures to offset the DTTC's potential impacts to the Fire Protection District and other public services so that the impacts would be less than significant. No change to the project is proposed which would impact public services.	No additional impact; no changed circumstances; no new information.
Utility and Services Systems	The MND relied on the Dunnigan Facilities Plan analysis included in the EIR and proposed a connection to the Dunnigan Water Works (DWW) facilities for water and wastewater services. The DTTC included expanding wastewater facilities at the DWW site on the eastside of I-5 pending approval by the Regional Water Quality Control Board so that impacts of the project on utilities would be less than significant. Although the project no longer proposes to connect to offsite services, onsite services were discussed in the EIR and it found that with required approvals by the Regional Water Quality Control Board (RWQCB), the impacts would be less than significant which is the same level of impact determined in the MND.	No additional impact; no changed circumstances; no new information.
Aesthetics	The MND included general mitigation measures to reduce aesthetic impacts to less than significant levels. No change to the project is proposed which would impact aesthetics.	No additional impact; no changed circumstances; no new information.
Cultural Resources	The MND found no evidence of paleontological, archaeological, or historic resources so that there would be no impact to these resources. No change to the project is proposed which would impact cultural or tribal cultural resources.	No additional impact; no changed circumstances; no new information.
Recreation	The MND found that the project would not generate population increase so that there would be no impact to increased demand or use of existing recreational facilities. No change to the project is proposed which would impact recreation.	No additional impact; no changed circumstances; no new information.

Discussion

The analysis above demonstrates that none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration are present. Regulatory changes since the MND was approved in 2004, require changes to mitigation measures for biological resources and transportation/circulation. As discussed below, the changes to the mitigation measures do not result in significant changes to the project or its environmental impacts.

Biological Resources

Biological Resources are discussed in Section 4.8 of the Dunnigan EIR and unchanged in the Tiered IS/MND. Although not a substantial change, the implementation of the Yolo County Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP) starting in 2019 changed the regulatory environment for biological resources and requires Avoidance and Minimization Measures (AMM) to prevent potential impacts to biological resources.

To comply with the HCP/NCCP, a Biological Resources Assessment was conducted by Jim Estep and published April 7, 2023. The assessment found that the DTTC is covered by the Yolo County Habitat Conservation Plan/Natural Community Conservation Plan which requires Avoidance and Minimization Measures (AMMs) to reduce impacts. These AMMs are similar to and further reduce impacts to Biological Resources mitigation measures 5-7 so that these mitigation measures adopted for the project may be removed. The conditioned AMMs include:

- **AMM 3. Confine and Delineate Work Areas.** Where natural communities and covered species habitat are present, workers will confine land clearing to the minimum area necessary to facilitate construction activities. Workers will restrict movement of heavy equipment to and from the project site to established roadways to minimize natural community and covered species habitat disturbance. The project proponent will clearly identify boundaries of work areas using temporary fencing or equivalent and will identify areas designated as environmentally sensitive. All construction vehicles, other equipment, and personnel will avoid these designated areas.

- **AMM 4. Cover Trenches and Holes during Construction and Maintenance.** To prevent injury and mortality of giant garter snake and western pond turtle, workers will cover open trenches and holes associated with implementation of covered activities that affect habitat for these species or design the trenches and holes with escape ramps that can be used during non-working hours. The construction contractor will inspect open trenches and holes prior to filling and contact a qualified biologist to remove or release any trapped wildlife found in the trenches or holes.

- **AMM 5. Control Fugitive Dust**. Workers will minimize the spread of dust from work sites to natural communities or covered species habitats on adjacent lands.

- **AMM 7. Control Nighttime Lighting of Project Construction Sites**. Workers will direct all lights for nighttime lighting of project construction sites into the project construction area and minimize the lighting of natural habitat areas adjacent to the project construction area.

- **AMM 8. Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas.** Project proponents should locate construction staging and other temporary work areas for covered activities in areas that will ultimately be a part of the permanent project development footprint. If construction staging and other temporary work areas must be located outside of permanent project footprints, they will be located either in areas that do not support habitat for covered species or are easily restored to prior or improved ecological functions (e.g., grassland and agricultural land).

- **AMM 9. Establish Resource Protection Buffers around Sensitive Natural Communities**
  o *Lacustrine and riverine:* Outside urban planning units, 100 feet from the top of banks. (This applies to the proximity of the proposed detention basin adjacent to

Bird Creek.)

- **AMM 16. Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite.** The applicant will retain a qualified biologist to conduct planning-level surveys and identify any nesting habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

  If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests consistent, with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000) within 15 days prior to the beginning of the construction activity. The results of the survey will be submitted to the Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

- **AMM18, Minimize Take and Adverse Effects on Western Burrowing Owl.** The project proponent will retain a qualified biologist to conduct planning-level surveys and identify western burrowing owl habitat (as defined in Appendix A) within or adjacent to (i.e., within 500 feet of) a covered activity. If habitat for this species is present, additional surveys for the species by a qualified biologist are required, consistent with CDFW guidelines (2012). If burrowing owls are identified during the planning-level survey, the project proponent will minimize activities that will affect occupied habitat as follows, by implementing preconstruction surveys and other AMMs. If burrowing owls are not found during the planning level survey, then pre-construction surveys are not needed.

  If the project does not fully avoid direct and indirect effects on nesting sites (i.e., if the project cannot adhere to the resource protection buffers described above), the project proponent will retain a qualified biologist to conduct pre-construction surveys and document the presence or absence of western burrowing owls that could be affected by the covered activity. Prior to any ground disturbance related to covered activities, the qualified biologist will conduct the preconstruction surveys within 3 days prior to ground disturbance in areas identified in the planning-level surveys as having suitable burrowing owl burrows, consistent with CDFW preconstruction survey guidelines. The qualified biologist will conduct the pre-construction surveys 3 days prior to ground disturbance. Time lapses between ground disturbing activities will trigger subsequent surveys prior to ground disturbance. If the biologist finds the site to be occupied by western burrowing owls during the breeding season (February 1 to August 31), the project proponent will avoid all nest sites during the remainder of the breeding season or while the nest is occupied by adults or young. Occupation includes individuals or family groups that forage on or near the site following fledging. Avoidance will be based on the resource protection buffer distances described above, Construction may occur inside of the resource protection buffer during the breeding season if the nest is not disturbed and the project

proponent develops an AMM plan that is approved by the Conservancy, CDFW, and USFWS prior to project construction.

Biological Resources mitigation measures 1-4 addressed retention of native trees and protection and restoration of Bird Creek. Mitigation measures 5-7 required consultation with the California Department of Fish and Game (CDFG) in the protection of Swainson's hawk and burrowing owl nests and foraging areas. The adopted HCP/NCCP now provides standard requirements to avoid and minimize impacts to Swainson's hawk and burrowing owl nesting sites in AMM 16 and 18 above respectively so that additional consultation with the State and National wildlife agencies are not needed for these covered species. Additional coverage is provided to protect habitat including foraging areas.

The HCP/NCCP and AMMs 16 and 18 reduce the Project's potential impacts to Swainson's hawk and burrowing owls to less than significant so that mitigation measures 5-7 are no longer needed or desired.

Transportation/ Circulation

The MND refers to a traffic study prepared by Grandy and Associates in 2002 that found that increases in traffic resulting from the proposed development would lead to significant impacts in the County's Level of Service standards. Two sets of mitigation measures were offered to reduce the Project's traffic impacts. Direct and near-term mitigation measures included a roundabout at the project entrance and additional lanes between the roundabout and southbound Interstate 5. Additional mitigations to the junction of I-5 and CR 8 include three-way stop signs at the northbound and southbound intersections with a separate left turn lane on the northbound exit ramp and a separate right turn lane on the southbound exit ramp. Long term mitigation measures include a fair share payment toward traffic signals when they are determined to be necessary.

An updated Traffic Impact Study (TIS) based on 2023 roadway conditions was provided by Connor and Gaskins in January 2024 and reviewed by the California Department of Transportation (Caltrans) and Yolo County Public Works Division. This study modifies the mitigation measure of the Dunnigan EIR by providing an updated proposal for traffic improvements.

MM6a. The Applicant shall install a single-lane roundabout with an inscribed diameter of 190 feet on County Road 8 at the project access point. The developer shall widen County Road 8, between the I-5 southbound ramps and the project access to provide a three-lane section. This section of CR 8 shall include eastbound and westbound lanes that feed the roundabout at the western terminus and the CR 8 overpass of I-5 at the eastern terminus of the section and an outer eastbound lane on this section of CR 8 that shall terminate with a right turn onto the southbound on-ramp to I-5. The existing portion of this segment of CR 8 shall be resurfaced.

The Applicant shall provide an exclusive 160-foot right tum lane for the southbound exit ramp and a left turn only lane for the northbound exit ramp of Interstate 5. Additionally, stop signs for east and west bound traffic on County Road 8 and a fair share contribution for installation of traffic signals shall be provided when Caltrans determines it is necessary.

The more recent Connor and Gaskins traffic study clarifies and combines the duplicative sets of mitigation measures in the MND to require the roundabout, the right turn lanes on the interstate off ramps, and three lanes on County Road 8 (CR 8) west of the interstate so as not to conflict

with the roundabout. The mitigation measures also clarify that the applicant will be responsible for stop signs at the CR 8/I-5 interchanges when required by Caltrans and to pay a fair share toward traffic signals should they become necessary.

Determination

The proposed Project, which seeks to approve an expired Tentative Parcel Map and permitted land uses, does not represent a substantive change to the previously approved project as analyzed under the adopted MND.

In order to assess whether additional CEQA review is required for the additional operations, an analysis of the applicability of Section 15162 of the CEQA Guidelines has been prepared. The table on the following page provides verbatim wording from the Guidelines and a corresponding analysis of the applicability of each section to the proposed project.

TABLE 2: Comparison of CEQA Requirements and Request

CEQA Requirement Section 15162(a)	**Relationship to Proposed Project**
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 light of the whole record, one or more of the following:	The Dunnigan Truck and Travel Center Rezoning, Tentative Subdivision Map, and Conditional Use Permit Initial Study/Mitigated Negative Declaration ("MND") was adopted by the Yolo County Board of Supervisors on January 6, 2004. The MND tiered off the Dunnigan General Plan EIR (SCH# 93053066) certified by the Yolo County Board of Supervisors on September 3, 1997. The information below summarizes the substantial evidence in support of the County's determination that the preparation of a subsequent EIR or negative declaration is not required.
(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;	There are no changes in the proposed project that would require major revision of the MND, which analyzed and mitigated the potential significant impacts of the Project. As shown in Table 1, the land uses and scale of the project remains the same. The applicant has satisfied some of the mitigation measures included in the MND related to transportation. Most of the other mitigation measures relate to site development that has not changed substantially; therefore, no new significant environmental effects would occur as a result of the amended project.

CEQA Requirement Section 15162(a)	Relationship to Proposed Project
(2) Substantial changes will 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	The project was approved in 2004 prior to adoption of the Yolo County Habitat Conservation Plan/Natural Communities Conservation Plan and the formalized Vehicle Miles Traveled analysis. The analysis of the biological resources and Traffic/Circulation sections was revised and the mitigation measures for these sections received a minor revision as discussed above. The project was evaluated with respect to the circumstances under which the development is or will be undertaken that would warrant major revisions to the previous CEQA review. As described above, the proposed project is substantially the same and would not create new significant environmental effects or increase previously identified effects. Therefore, the County has concluded that the proposed project is not a substantial change in circumstances that requires major revisions to the MND or result in an increase of project-related impacts.
(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:	There has been no new information of substantial importance that has become known since the MND was adopted in 2004. The proposed project remains substantially the same and will not cause any new significant effects that were not discussed in the MND.[1]
(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;	The proposed project remains substantially the same and will not have any significant effects that were not discussed in the adopted MND as there is no additional development included in the project proposal.
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;	No significant effects previously examined and mitigated in the EIR will be made more severe by the proposed amendments to the approved project. In fact, clarification of proposed transportation improvements and avoidance and minimization measures now required by the Yolo County HCP/NCCP reduce previously identified potential impacts to Transportation and Biological Resources to levels less than the prior mitigated impacts as described below.

[1] Since the MND was adopted in 2004, the CEQA Guidelines have been revised to include other resource categories, with impacts to greenhouse gas ("GHG") emissions being the most significant. GHGs were not addressed in the Dunnigan EIR or the MND. This does not trigger the need for subsequent or supplemental review because GHG emissions are not "new information" under CEQA, as GHG emissions were known as a potential environmental issue before 2004. *See Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego* (2011) 196 Cal.App.4th 515 (holding that GHGs did not require supplemental or subsequent EIR to 2002 EIR because GHG impacts on climate change were known in the 1970s); *see also Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788 (holding that addendum did not need to analyze GHGs because their impacts was not new information).

CEQA Requirement Section 15162(a)	Relationship to Proposed Project
(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	The EIR adopted for this project considered 3 alternatives including no additional development in the Dunnigan area, development only as allowed under the 1981 General Plan and an option to allow expanded development in addition to that allowed in the 2001 Dunnigan Plan. None of these alternatives were previously found not to be feasible; they were eliminated for other reasons that have not changed. The adopted tiering ND did not revisit the alternatives and included the relevant mitigation measures. None of the mitigation measures were found not to be feasible however the biological resources and circulation mitigation measures were updated to meet current regulatory requirements.
(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.	The proposed project has not substantially changed from the prior approval. No new alternatives or mitigations are proposed for the project though as identified in the preceding discussion, existing mitigations for biological resources and circulation have been updated for the current regulatory environment and revised.

CONCLUSION

Based on the analysis provided above, the proposed Project, which would approve a Tentative Parcel Map (Map #5259) and approve a Use Permit to construct and operate a truck stop, a truck dealership, and truck repairs and servicing for the Dunnigan Truck and Travel Center, would not result in new or more severe environmental impacts for which additional CEQA review is required. Additionally, the mitigation measures for the biological resources and circulation have been updated to meet current regulatory circumstances and do not require additional CEQA review. These include compliance with the Yolo County HCP/NCCP which requires standard Avoidance and Minimization Measures. The AMMs will eliminate the need for biological resources mitigation measure 5-7. Additionally, the updated Traffic Impact Study clarified the road safety improvements and replaced the existing mitigation measures. The DTTC project is substantially the same as previously evaluated through the adopted IS/MND. This addendum shall be attached to the existing Mitigated Negative Declaration (SCH #2003062057).

COUNTY RECORDER
Filing Requested by:

Yolo Planning & Public Works Department
Lance E. Lowe, AICP, Associate Planner
292 West Beamer Street
Address
Woodland, CA 95695
City, State, Zip

FILED
YOLO COUNTY CLERK/RECORDER
JAN - 8 2004
FREDDIE OAKLEY, CLERK
BY _____ DEPUTY

Notice of Determination

To: Yolo County Clerk
625 Court Street
Woodland, CA 95695

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Subject: Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: Zone File # 2002-001 State Clearinghouse Number:2003062057
Dunnigan Truck & Travel Center (805) 340-7458
P.O. Box 61
Paso Robles, CA. 93447

Project Description: A Planned Development Establishment, Tentative Parcel Map (TPM#4565) and Conditional Use Permit for the Dunnigan Truck and Travel Center, Planned Development.

This is to advise that the Yolo County Board of Supervisors has approved the above-described project on January 6, 2004, and has made the following determinations regarding the above-described project:

1. The project will not have a significant effect on the environment.
2. An Environmental Impact Report was previously prepared for this project pursuant to the provisions of CEQA.
3. A Tiered Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation Measures were made a condition of the approval of the project.
5. A Mitigation Monitoring and Reporting Plan was adopted pursuant to the provisions of CEQA.
6. A Statement of Overriding Considerations was not adopted for this project.
7. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Tiered Mitigated Negative Declaration with comments and responses and record of project approval is available to the General Public at the Yolo County Planning & Public Works Department located at 292 West Beamer Street, Woodland, California.

Signature (Public Agency) _____ Date 1-06-04
Date received for filing at OPR:

POSTED JAN - 8 2004 TO FEB - 9 2004

FILE #2002-001 FILE NAME Dunnigan Truck & Travel Center
AUTHORIZED SIGNATURE C.E. Lee
RECEIPT# 38106
FEE STATUS 25.00

H:\CEQA\NOTICE.DET.DOC

N04-02

Attachment "F" Mit. Mon. Program

MITIGATION MONITORING & REPORTING PLAN

FOR DUNNIGAN TRUCK AND TRAVEL CENTER, PLANNED DEVELOPMENT

YOLO COUNTY PLANNING AND PUBLIC WORKS DEPARTMENT

STATE CLEARINGHOUSE No. 93053066

AUGUST 14, 2003

PREPARED BY:
YOLO COUNTY PLANNING AND PUBLIC WORKS DEPARTMENT

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
3a-c	Geologic Hazards - The project may be subject to fault rupture, seismic ground shaking and seismic ground failure, including liquefaction.	1) All buildings shall comply with the seismic safety standards of the Uniform Building Code. This would include designing and constructing all new buildings to resist the effects of the maximum predicted shaking intensities (MM VI-VII) in compliance with the 1997 Uniform building code. 2) Subsurface utilities and pipelines shall be designed to accommodate minor differential displacements in areas underlain by unconsolidated alluvial materials. 3) The developer shall have a licensed geotechnical engineer conduct a detailed evaluation of the soil conditions for the project site. If expansive soils are determined to be present on the project site, the primary contractor shall employ standard engineering practices that would mitigate the effects associated with expansive materials. Any recommendations regarding soil preparation, structural setback requirements, foundation types, and site drainage made by the licensed geotechincal engineer shall be required as "conditions of approval" for the development of the project site.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
3f	Geologic Hazards- The project may be subject to Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill.	As a component of the required engineered grading plans, the applicant shall submit a detailed erosion control plan for the specific development to minimize sedimentation in the Bird Creek channel. The plan should contain detailed measures to control erosion of stockpiled earth and exposed soil, provide for revegetation of graded slopes before the first rainy season and following construction, and specify procedures for monitoring of the plan's effectiveness. The plan shall include, but not be limited to the following: 1. Limit the amount of grading as much as possible during the design phase of the project. 2. Follow local grading ordinances and recommendations of the developers' geotechicical engineer during grading operations. 3. All construction and grading should be restricted to the dry season, April 15 to October 15. All stabilization measures required to provide at least temporary protection against erosion during the rainy season would be installed by October 15. If grading operations cannot be completed before the commencement of the rainy season, temporary erosion control measures shall be designed to intercept sediments and debris that may be eroded from the development site. a. Provide for erosion control on all bare areas during the potential rainy season (October 16 through April 14). b. Revegetate exposed soils as soon as possible after completion of grading and construction activities. c. Leave existing vegetation undisturbed until construction is actually ready to begin. d. Immediately revegetate (using drought tolerant, native, fire/frozen tolerant plants) all disturbed areas or otherwise protect them from both wind and water erosion upon the completion of grading actives. e. Direct runoff away from all areas disturbed by construction.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG – Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
3f	Geologic Impacts-cont.	f. Restrict the operation of vehicles or the riding of horses off of designated roads and trails. g. Construct temporary sediment basins, sediment ponds, and silt traps and basins where needed for use during project construction. h. Limit the wet weather of unpaved overflow parking areas to the extent necessary to avoid soil erosion and turf damage, and include inspection of the areas after each use to monitor their condition and ensure their readiness for the next time the areas are needed. i. Minimize the use of heavy equipment near drainageways to prevent destruction of the local ecosystem and to prevent addition of sediment to the drainageways.	3	PPW	OG		
3g		The applicant shall have a licensed geotechincal engineer conduct a detailed evaluation of the soil conditions (soils report) for the project site. If expansive soils are determined to be present on the project site, the primary contractor shall employ standard engineering practices that would mitigate the effects of expansive materials. Any recommendations regarding soil preparation, structural setback requirements, foundation types, and site drainage made by the licensed geotechinical engineer shall be reflected in the Building Plans for the development of the project site. Excavation and re-compaction of weak soils and fills in areas of proposed structures. Construction of buildings on pier and grade-beam foundations that are supported at depth on well consolidated sedimentary materials. All earthwork shall be in accordance to the adopted soils report.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
5a	Air Quality - The project may violate air quality standards or contribute to an existing air quality violation.	To ensure that construction mitigation is utilized, final approval should not be given to the DTTC-PD project until the developer or contractor submits a satisfactory construction mitigation plan. This plan should specify the methods of control that will be utilized, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The construction dust mitigation plan should, at a minimum, include the following: 1. Provision of equipment and staffing for watering of all exposed or disturbed soil subsurfaces at least twice daily, including weekends, and holidays. An appropriate dust palliative or suppressant, added to water before application, should be utilized. 2. Watering or covering of stockpiles of debris, soil, sand, or other materials that can be blown by the wind. 3. Regular sweeping of construction area and adjacent street of all mud and debris, since this material can be pulverized and later re-suspended by vehicle traffic. 4. Enforcement of a speed limit of 15 miles per hour for all construction vehicles when off pavement. 5. All materials transported by truck will be covered or wetted down. 6. All inactive portions of the site will be watered with an appropriate dust suppressant, covered or seeded. 7. Suspension of earthmoving or other dust-producing actives during periods of high winds when dust control measures are unable to avoid visible dust plumes.	3	PPW	OG		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
6a	Circulation - The project will add increased trips or traffic congestion	A single-lane roundabout shall be installed on County Road 8 at the project access point. The developer shall widen CR8, between the I-5 southbound ramps and the project access, to provide a four-lane section. The four-lane section of CR8 shall include two interior lanes that feed the roundabout at the western terminus and the CR 8 overpass of I-5 at the eastern terminus of the section; the outer lane on eastbound CR8 shall terminate at a right turn onto the southbound on-ramp to I-5, while the outer lane on westbound CR8 will terminate at a right turn onto CR89B. The existing portion of this segment of CR8 shall be resurfaced. 1.2(a) The intersection of CR8/CR99W shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane and an exclusive eastbound left turn lane. 1.2(b) The intersection of CR8/I-5 Northbound Ramps shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane, an exclusive eastbound left turn lane, and an exclusive westbound right turn lane. 1.2(c) The intersection of CR8/I-5 Southbound Ramps shall have a traffic signal installed and be widened to provide an exclusive southbound left turn lane, an exclusive westbound left turn lane, and an exclusive eastbound right turn lane.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
6a	Circulation - The project will add increased trips or traffic congestion	The intersection of CR8/CR 99W shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane and an exclusive eastbound left turn lane. The project shall pay a fair share of the improvements required under the General Plan no project scenario. 1.3(b) The intersection of CR8/I-5 Northbound Ramps shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane, an exclusive eastbound left turn lane , and an exclusive westbound right turn lane. The project shall also pay a fair share of the improvements required under the General Plan No Project scenario. 1.3(c) The intersection of CR8/I-5 Southbound Ramps shall have a traffic signal installed and be widened to provide an exclusive southbound left turn lane, an exclusive westbound left turn lane, and an exclusive eastbound right turn lane. The project shall pay a fair share of the improvements required under the General Plan No Project scenario and fund the installation of the exclusive eastbound right turn lane. 1.3(d) A single-lane roundabout shall be installed on CR8 at the project access point. The project should widen CR8, between the I-5 southbound ramps and the project access, to provide a four-lane section as described previously. The existing portion of the	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
7a-e	Biological Resouces - The project may endanger, threaten, rare species or their habitat including, but not limited to plants, fish, insects, animals, and birds.	All native trees with trunk diameters exceeding 12 inches and existing riparian habitat should be mapped as part of the landscape submittal for the DTTC-PD. Said landscape plans should be reviewed to determine whether sensitive vegetation resources would be adversely affected by the proposed development plan, including construction-related impacts and long-term affects due to changes in drainage or irrigation. Treatment of trees to be preserved shall be addressed as a tree preservation component of the Landscape Plan for development. Standards contained in the tree preservation component of the Plan should include the following: a) Trees to be retained should be identified in the field through flagging or other obvious marking methods prior to any grading. b) tree or group of trees to be retained in the vicinity of grading to avoid compaction of the root zone and mechanical damage to trunks and limbs. c) Paving within tree driplines should be prohibited or stringently minimized, using porous materials such as gravel, loose boulders, cobbles, wood chips or bark mulch where hardscape improvements are necessary for access in the vicinity of trees. d) Trenching should be prohibited within tree driplines. Any required utility line poles within the dripline should be installed by boring or drilling through the soil. e) Landscape irrigation within tree driplines should be minimized. Turf or any landscaping with high water requirements should be prohibited. Permanent irrigation improvements should be limited to bubbler, drip, or subterranean systems.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
7a-e	Biological Resouces - The project may endanger, threaten, rare species or their habitat including, but not limited to plants, fish, insects, animals, and birds.	2. Bird Creek and detention basin shall be preserved and enhanced as open space features and wildlife corridors. A minimum of 100 feet shall be provided from the top of both sides of the creek bank. Where well-developed riparian cover is absent, a mosaic of native riparian and upland species trees and shrubs shall be established along the creek corridors to provide protective cover for wildlife and enhance the habitat of the setback area. The creek preservation and enhancement effort should be a required component of the Landscape Plan, prepared by a Landscape Architect familiar with native plants and restoration of riparian habitat. 3. Any proposed modifications to the Bird Creek channels shall be coordinated with representatives of the CDFG and U.S. Army Corps to ensure that the concerns and possible requirements of both agencies can be easily incorporated n the proposed plans. Jurisdictional determinations and appropriate mitigation may be required subject to the provisions of Section 404 of the Clean Water Act and Sections 1601-1606 of the CDFG Code. 4. Future landscaping along riparian and wildlife sensitive areas and private developments within the DTTC-PD shall emphasize the use of native tree species to the extent possible. Suitable native species for use in landscaping improvements include: valley oak (Quercus lobata), blue oak (Quercus douglasii), live oak (Quercus agrifolia), Fremont cottonwood (Populus Fremonti),, California buckeye (Aesculus californica), and Black Walnut (Juglans hindsii).	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
7a-e	Biological Resouces - The project may endanger, threaten, rare species or their habitat including, but not limited to plants, fish, insects, animals, and birds.	5. The applicant shall be required to consult with the California Department of Fish and Game to mitigate for the loss of Swainson Hawk foraging habitat in accordance with CDFG and Yolo County Habitat Mitigation requirements. A copy of the fully executed habitat management agreement with the CDFG shall be submitted to the Yolo County Planning and Public Works Department prior to the issuance of grading permits or initiation of site improvements, which ever occurs first. 6. A pre-construction survey shall be conducted by a qualified biologist and submitted to the Planning and Public Works Department. If raptor nests are encoountered, an appropriate buffer zone shall be established based on topography, vegetation screening, and adjacent habitat, and construction activities shall be prohibited within the zone during the nesting season (nesting season is typically from May through August). 7. If identified, representatives from CDFG and USFWS shall be consulted to determine whether the nest tree or burrow shall be protected and a permanent buffer established to ensure future use or whether the nest site may be destroyed one the young have fledged.	2	PPW	OT		
11a	Public Services - the project would impact the Dunnigan Fire District.	The project applicant shall consult with the Dunnigan Fire Protection District and reach a mutual agreement that provides reasonable offsets for the project's impacts to fire protection services. Said agreement shall be based on the fee schedule proposed by the DTTC-PD or Fire District Impact Fee Study, when adopted.	2	PPW/ Dunnigan Fire Depart.	OG		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
11d	Public Services - The project would have an effect upon maintenance of public facilities.	The developer shall establish a Landowner Association for all parcel owners for maintenance of common private facilities including, but not limited to: detention basin, drainage improvements, landscaping, etc. within the DTTC-PD project area. All private facilities, improvements, infrastructure, systems, equipment, common areas, etc., shall be operated and maintained by the property owner and/or the Landowners Association utilizing Best Management Practices, and in such a manner, and with such frequency, to ensure public health safety and general welfare. All costs of ownership, operation and maintenance of private facilities, improvements, infrastructure, systems, equipment, common areas. etc., shall be the responsibility of the property owner and/or the Landowners Association. The Landowners Association shall be adequately funded for the purpose of ongoing and long term maintenance of all facilities, improvements, infrastructure systems, equipment, common areas, etc., including the accumulation of a sufficient reserve fund for long-term major repair and/or replacement of the water well and service lines, sanitary sewer system, storm drainage system including detention basin, any private roads, common truck and automobile parking area and all other common facilities as necessary.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
12c	Aesthetics - the project would create light and glare	1. Prior to issuance of building permits, the applicant shall submit construction plans which comply with the following minimum requirements for light and glare: Outdoor night lighting shall be focused downward and/or shielded. Roadway and pavement surfaces should be selected to minimize upward reflected light. 2. All outdoor lighting should be turned off after 11:00 PM if not in use unless needed for safety and security. Safety and security lighting (except street lighting) can usually be at lower levels when the area is not at use. 3. A lighting design should attempt to conceal lights to avoid glare. When concealing lights, avoid placing lights too close to an object to avoid reflected glare. 4. Lighting fixtures should be selected that can be ielded, if a potential problem exists, after installation. 5. Non-glare glass shall be used in all buildings to nimize a and reduce impacts from daytime glare. 6. Structure exterior materials shall be composed of a minimum of 50 percent low reflectance, non-polished finishes. 7. Bare metallic surfaces on new structures shall be inted to minimize reflectance. 8. High-pressure sodium lamps shall be prohibited. hting plans shall be provided as part of facility provement plans to the County with certification that jacent areas will not be adversely affected and that off e illumination will not exceed 2-foot candles.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction
Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project
Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

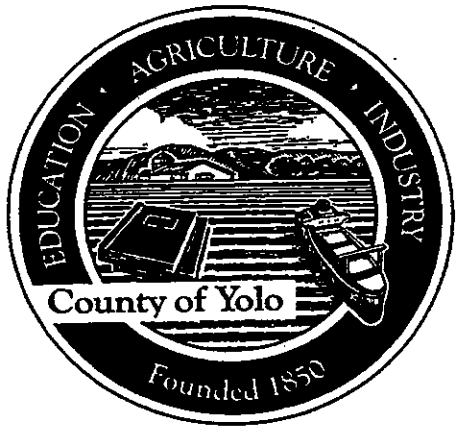
						VERIFICATION AND IMPLEMENTATION	
	Impact	Mitigation Measure	Phase	Responsible Person/ Agency	Frequency of Monitoring/ Reporting	Date Report Recieved	Notes
12c	Aesthetics - the project would create light and glare	9. Outdoor light fixtures shall be low-intensity, shielded and/or directed away from adjacent areas and the night sky. Lighting fixtures for parking lots shall use low-pressure sodium lamps or other similar lighting fixtures. 10. All light fixtures shall be installed and shielded in such a manner that not light rays are emitted from the fixture at angles above the horizontal plane. High-intensity discharge lamps, such as mercury, metal halide and high-pressure sodium lamps shall be prohibited. Lighting plans shall be provided as part of facility improvement plans to the County with certification that adjacent areas will not be adversely affected and that off site illumination will not exceed 2-foot candles.	2	PPW	OT		

Mitigation Phase Key: 1. Prior to approval of Dunnigan Truck and Travel Center Master Plan 2. Prior to approval of individual projects 3. Prior to construction and site grading 4. During construction 5. Prior to occupation/occupancy 6. Prior to approval of Dunnigan Facilities Plan or individual facilities plans 7. After construction

Responsible Person/Agency Key: PPW -- Yolo County Planning and Public Works Department APP -- Applicant of individual project

Phase /Frequency of Monitoring and Reporting Key: OG -- Ongoing OT -- One-time (at each development proposal) MO -- Monthly QU -- Quarterly AN -- Annually

Attachment "E" Initial Study/Neg. Dec



YOLO COUNTY PLANNING & PUBLIC WORKS DEPARTMENT

Initial Study & Tiered Mitigated Negative Declaration
for the Dunnigan Truck and Travel Center, Planned Development (ZF 2002-001)

June 6, 2003

COUNTY OF YOLO
TIERED MITIGATED NEGATIVE DECLARATION

Project Title	Zone File 2002-001
Lead Agency Name and Address	Yolo County Planning and Public Works Department 292 W. Beamer Street Woodland, CA 95695
Lead Agency Contact Person	Lance E. Lowe, Associate Planner (530) 666-8018
Project Location and Environmental Setting	The 100-acre Dunnigan Truck and Travel Center, Planned Development is located at the southwest corner of Interstate-5 and County Road 8 in Dunnigan (**Exhibits "1" - "5"**).
Project Sponsor's Name and Address	Grant Park Development, Inc. P.O. Box 61 Paso Robles, CA. 93447

Description (Brief): The Dunnigan Truck and Travel Center, Planned Development (DTTC/PD) is a Phased Development consisting of Truck related Highway Service Commercial uses in the unincorporated town of Dunnigan (**Exhibits "6" - "8"**).

Environmental Factors Potentially Affected (Check Box)

Land Use and Planning		Biological Resources	✓	Aesthetics	✓
Population and Housing		Energy and Mineral Resources		Cultural Resources	
Geological Problems	✓	Hazards	✓	Recreation	
Water	✓	Noise		Mandatory Findings of Significance	
Air Quality	✓	Public Services	✓		
Transportation and Circulation	✓	Utilities and Services			

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:	
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION has been prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant impact on the environment in this case because mitigation measures described on an attached sheet or by insert have been added to this project. A NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.	
I find that the proposed project MAY have a significant effect on the environment, but at least one effect: Has been adequately analyzed in an earlier document pursuant to applicable legal standards and, Has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant impact on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects: 1) Have been analyzed adequately in an earlier EIR pursuant to applicable standards, and 2) Have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	✓

SIGNATURE:	DATE: 6-4-03
PRINTED NAME: Lance E. Lowe	
TITLE: Associate Planner	FOR: COUNTY OF YOLO

MITIGATION MEASURE COMPLIANCE REVIEW AGREEMENT

I, being the applicant(s) for the described project agree to the full implementation of the Mitigation Measure(s) outlined in this environmental document as Conditions of Approval for the project.

I understand that by agreeing to the Mitigation Measure(s) outlined in this document, all foreseeable "Significant Effects on the Environment" should be reduced to a less than significant level as required by the California Environmental Quality Act and Guidelines (CEQA), thereby permitting the Yolo County Planning and Public Works Department to publicly notice and circulate the environmental document for my project.

Mel Smith 6-4-03

Mel Smith, Representative, Grant Park Development — Date

Project Description:

Currently vacant, the Dunnigan Truck and Travel Center, Planned Development (DTTC-PD) is designated Truck and Related Highway Services Commercial in the Town of Dunnigan General Plan and occurs in the Highway Services Commercial (C-H) Zone. The DTTC-PD will be subdivided into four parcels and a remainder. The parcels will be developed in phases. Parcel 1 will be developed first, followed by Parcel 3, Parcel 2, Parcel 4 and eventually the remainder. The DTTC-PD includes the following characteristics in its development proposal:

- **Parcel 1 (13 acres) Phase I** - A travel center providing truck, RV, and auto fueling, a fast food restaurant, a convenience store, truck supplies, a truck driver's lounge, and overnight truck parking.

- **Parcel 3 (12 acres) - Phase II** - A tire shop, a truck wash, travel oriented retail shops, a truck driver's lounge and restaurant, and overnight truck parking.

- **Parcel 2 (10 acres) - Phase III** - A restaurant, a 60 room motel, and parking.

- **Parcel 4 (10 acres) - Phase IV** - A new and used truck dealership providing tractor-trailer sales, parts and repair services.

- **Remainder (55 acres) - Phase V** - Truck related Highway Services Commercial to be determined.

Project Location and Surrounding Land Uses:

The approximate 100-acre DTTC-PD (Aulman Property Project)(APN: 052-060-06) is located southwest of the I-5/County Road 8 interchange. The project site is bounded on the north and east by County Road 90. The site is bounded on the south by Bird Creek. A portion of Bird Creek runs through the southeast corner of the property. The northern 45 ± acres of the project site are proposed for highway service commercial uses. Existing uses in the vicinity include the Beacon Truck Stop immediately north; Bird Creek immediately south; County Road 90 and Interstate 5 immediately east, followed by Highway Service Commercial and Agricultural Industrial uses; and agricultural lands immediately west.

Project Objective:

The objective of the DTTC-PD is to enhance the local economies of the town of Dunnigan and Yolo County by developing approximately 45 ± acres for the highway services industry. The Dunnigan Truck and Travel Center will create jobs by providing convenient highway service to the trucking industry and traveling public.

County Approvals:

Approval of the project is required by the Yolo County Board of Supervisors for the following:

- Certification/Adoption of an environmental document;
- Adoption of project Findings and project Conditions;

- Adoption of the Dunnigan Truck and Travel Center, Planned Development (DTTC-PD).

Other Public Agencies Whose Approval is Required:

- Regional Water Quality Control Board – Water and Wastewater Permits and permits related to the control of nonpoint source runoff pursuant to the National Pollution Discharge Elimination System requirements;
- Yolo County Local Agency Formation Commission (LAFCO) – annexation of the property into the Dunnigan Community Services Area No. 11 for lighting;
- Yolo County Planning and Public Works Department - Planning entitlements, building permit issuance, sign permits, and other discretionary and ministerial actions;
- Dunnigan Fire District - Fire Occupancy Permits/Fire Access and Fire Suppression Facilities;
- Yolo County Environmental Health Department – Health Permits.
- Yolo/Solano Air Quality Management District – Air Quality Permits for stationary and mobile sources;
- California Department of Transportation – Encroachment permits within the state right-of-way;
- California Department of Fish and Game – Swainson Hawk Mitigation.

ENVIRONMENTAL REVIEW

Introduction:

This environmental analysis is a Tiered Initial Study and Mitigated Negative Declaration for the proposed Dunnigan Truck and Travel Center, Planned Development (DTTC-PD) (TPM# 4442)(ZF#2002-001). The environmental analysis for the proposed project is Tiered from the Dunnigan General Plan Environmental Impact Report (SCH# 93053066) in accordance with Section 15152 and 15168(c) of the California Environmental Quality Act (CEQA) Guidelines and Public Resources Code Section 21094. The Dunnigan General Plan EIR is a Program and Project level Environmental Impact Report prepared pursuant to Section 15161 and 15168 of the CEQA Guidelines. The Dunnigan General Plan Program EIR analyzed development of the Town of Dunnigan consistent with the land use designations, goals, policies, and programs of the adopted Dunnigan General Plan. In addition, the Dunnigan General Plan Project level EIR evaluated three specific development proposals within the Dunnigan Area General Plan planning area.

The project previously evaluated within the Expansion Area 2 of the adopted Dunnigan General Plan was otherwise known as the Aulman Property Project. The proposed DTTC-PD is very similar to the previously evaluated Aulman Property Project. Project specific measures to mitigate the significant adverse project and cumulative impacts associated with the Aulman Property Project and General Plan have been identified in the Dunnigan EIR and will be required of the DTTC-PD project.

In addition, this Tiered environmental analysis focuses specifically on the differences between the two projects; changes in the project environment; and, and 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 Dunnigan EIR was certified. This Tiered Environmental analysis therefore provides analysis to address any potentially significant impacts resulting from any changes in the project.

The CEQA concept of "Tiering" refers to the coverage of general environmental matters in broad program-level EIRs, with subsequent focused environmental documents for individual projects that implement the program.

This project environmental document incorporates by reference the discussions in the Dunnigan General Plan Aulman Project EIR and concentrates on project specific environmental issues. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analysis of issues that were adequately addressed in previous EIRs and by incorporating that analysis by reference.

The Tiering of the environmental analysis for the proposed project allows this Tiered Initial Study to rely on the Certified Dunnigan EIR for the following:

1. A discussion of general background and setting information for environmental topic areas;
2. Growth related issues beyond the scope of the project;
3. Issues that were evaluated in sufficient detail in the Dunnigan EIR for which there is no significant new information or changes in circumstances that would require further analysis;
4. Long-term cumulative analysis.

As a result of the aforementioned, this Tired Initial Study and Tiered Mitigated Negative Declaration should be viewed in conjunction with the Dunnigan EIR (SCH#93053066). The purpose of this Tiered Initial Study and Mitigated Negative Declaration is to evaluate the potential environmental impacts of the DTTC in comparison to the Dunnigan EIR to determine what level of additional environmental review is appropriate.

Mitigation Measures identified in the Dunnigan EIR that apply to the DTTC will be required to be implemented as part of the project. The appropriate Mitigation Measures in the Dunnigan EIR to be implemented as part of the DTTC-PD project are identified, where applicable. New Mitigation Measures required to mitigate the impacts of the DTTC are also proposed.

The State CEQA Guidelines §15152(f)(3) provides that "significant environmental effects have been "adequately addressed" in a previous EIR if the lead agency determines that:

(a) They have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report;
(b) They have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the

imposition of conditions, or by other means in connection with the approval of the later project; or,

(c) They cannot be mitigated to avoid or substantially lessen the significant impact despite the project proponent's willingness to accept all feasible mitigation measures, and the only purpose of including analysis of such effects in another environmental impact report would be to put the agency in a position to adopt a Statement of Overriding Considerations with respect to the effects.

Scope of Dunnigan General Plan EIR:

On the basis of the issues raised in the Initial Study for the Dunnigan EIR and comments received from Responsible, Trustee, and other interested agencies and the public, the following topic areas were analyzed in the Dunnigan EIR:

- Land Use
- Population, Housing, and Employment
- Transportation and Circulation
- Air Quality
- Noise
- Geology and Soils
- Vegetation and Wildlife
- Hydrology and Drainage
- Public Services and Utilities
- Visual and Aesthetic Quality
- Fiscal Impact Analysis

Dunnigan EIR Conclusions:

Based on the environmental analysis of the Dunnigan EIR, the following conclusions have been determined:

- There are environmental issues that cannot be mitigated to a less-than-significant level;
- The loss of Agricultural land due to buildout under the Dunnigan General Plan is the most pressing land use concern, and could lead to further pressures to develop adjacent agricultural land;
- Buildout would require substantial improvements in the Dunnigan road system to meet sufficient levels of service required by the Yolo County Planning and Public Works Department;
- Further hydrogeological studies need to be done to establish the effect of the proposed development on the groundwater supply. Firm water supply studies should be obtained before a project is approved;
- Because the future availability of funds for needed facility improvements is uncertain, a sufficient level of service or emergency service providers may not be achieved.

Public and Agency Review:

This Tiered Initial Study and Mitigated Negative Declaration will be circulated for a 30-day public and agency review commencing May 30, 2003. Copies of this Initial Study and cited References may be obtained at the Yolo County Planning and Public Works Department at the address noted below. Written comments on this Initial Study and Tiered Mitigated Negative Declaration may be addressed to:

Lance E. Lowe, Associate Planner
Planning and Public Works Department
292. W. Beamer Street
Woodland, CA. 95695

ENVIRONMENTAL CHECKLIST

The checklist is used to identify the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are Mitigation Measures, where appropriate, recommended for implementation as part of the Proposed Project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, but was not previously identified in the Dunnigan EIR, or for which the Dunnigan EIR Mitigation Measures are not sufficient to mitigate the project's potential impacts to a level of insignificance. If any potentially significant impacts are identified, a supplemental or subsequent EIR may be required.

Potentially Significant Unless Mitigation Incorporated: Impacts that would be reduced to a less-than-significant level by mitigation measures contained in the Dunnigan EIR; Impacts identified as significant and unavoidable in the Dunnigan EIR, for which the project would not exacerbate the impact beyond the level identified in the Dunnigan EIR; and, Impacts which would be reduced to a less than significant impact with the incorporation of mitigation measures.

New Less-Than-Significant Impact: Any impact that is expected to occur with implementation of the project, but at a less-than-significant level under the California Environmental Quality Act (CEQA) relative to existing standards.

No Impact: The project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

   "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and,
   b) The mitigation measure identified, if any, to reduce the impact to a less than significance.

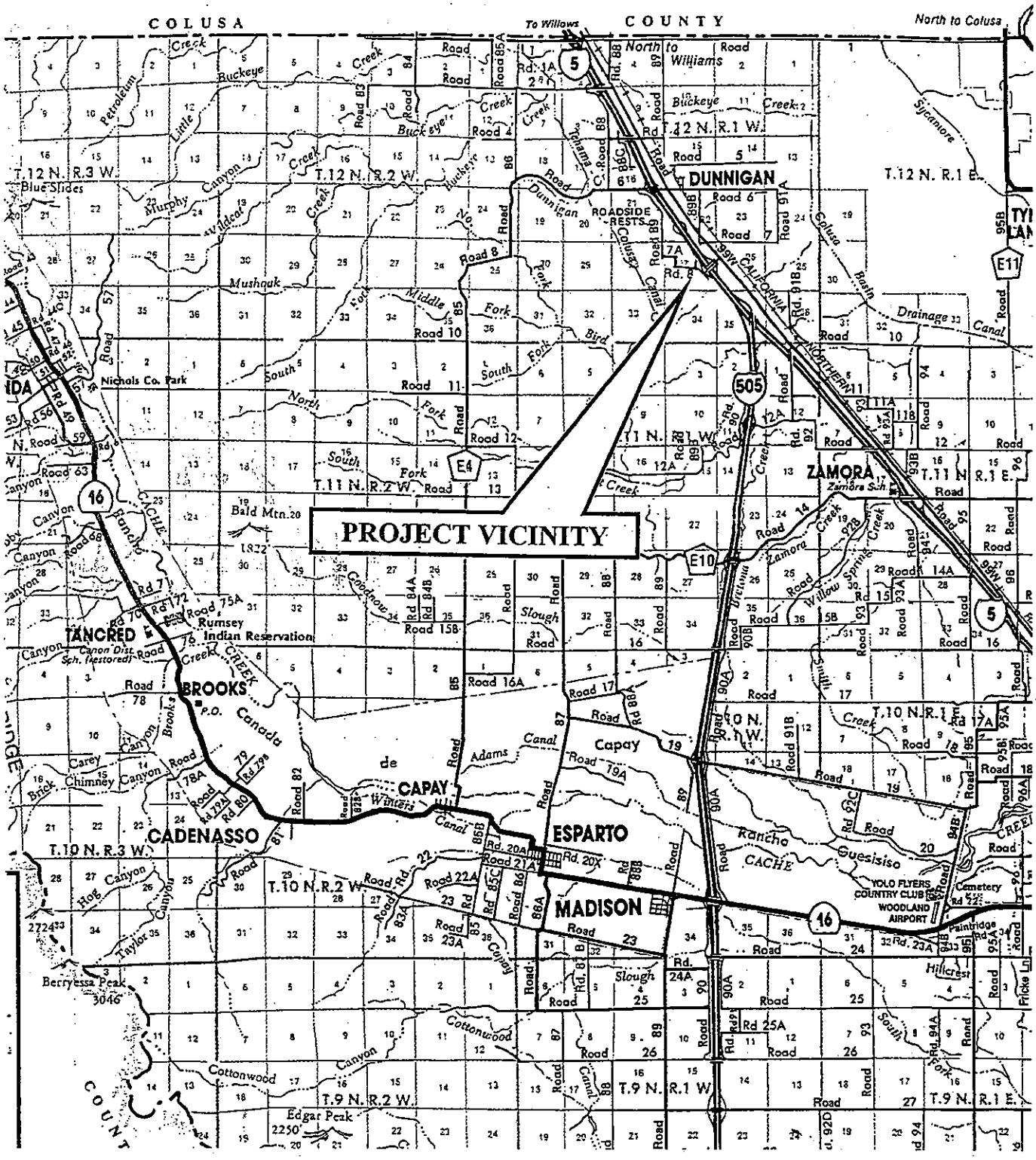
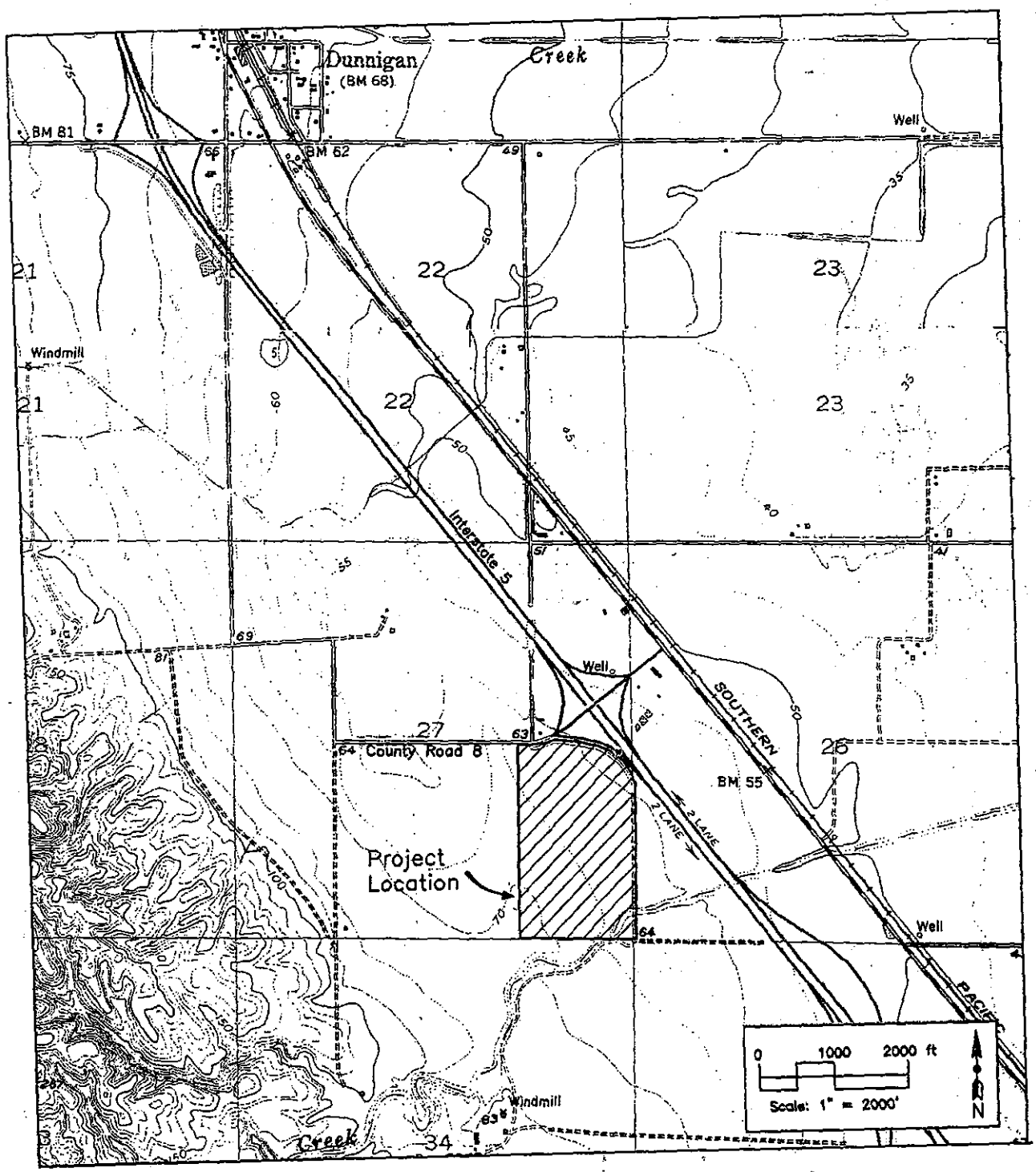


Exhibit "1"
Vicinity Map



County of Yolo

Exhibit "2"
Location Map

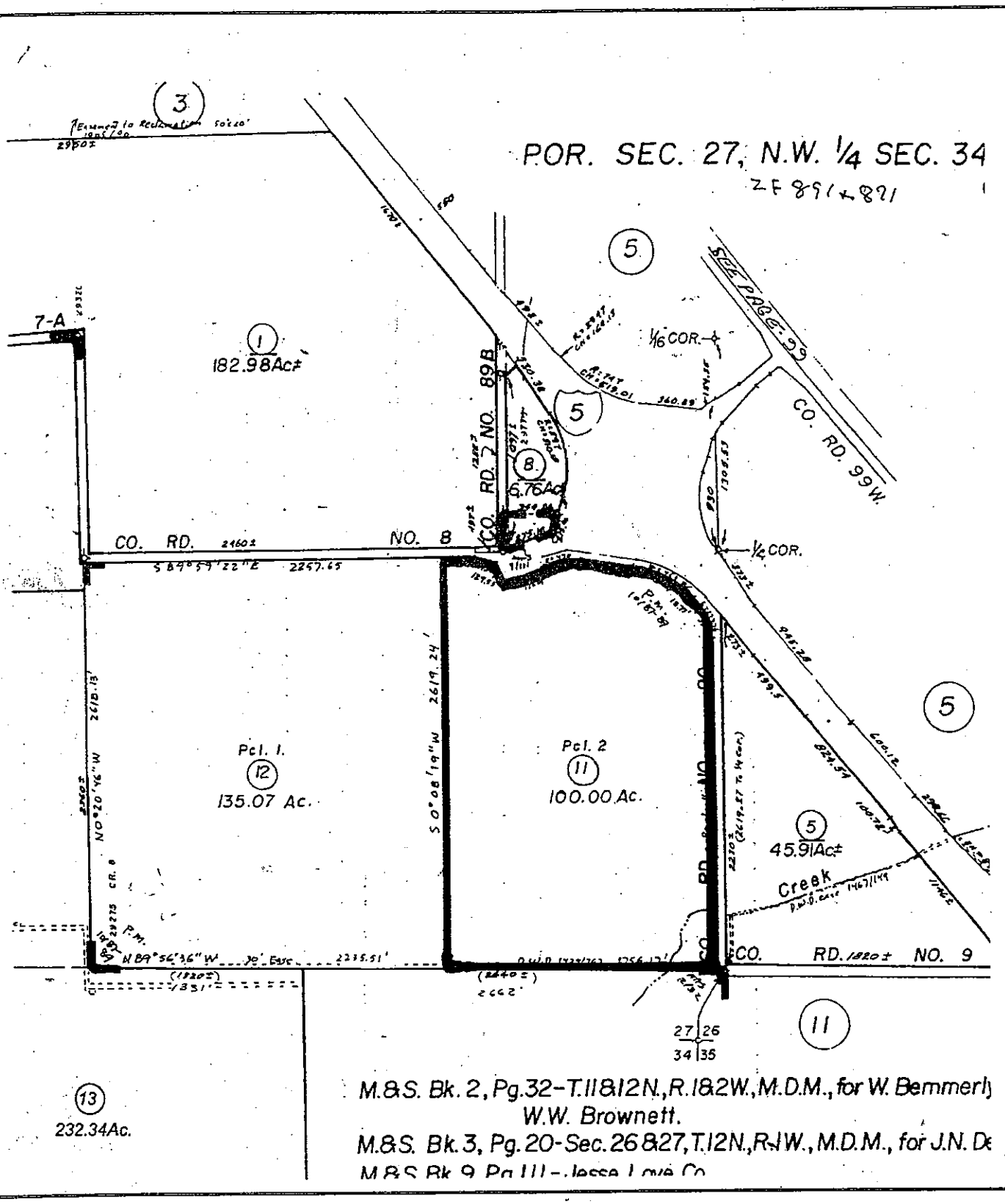


Exhibit "3"
Assessor's Parcel Map

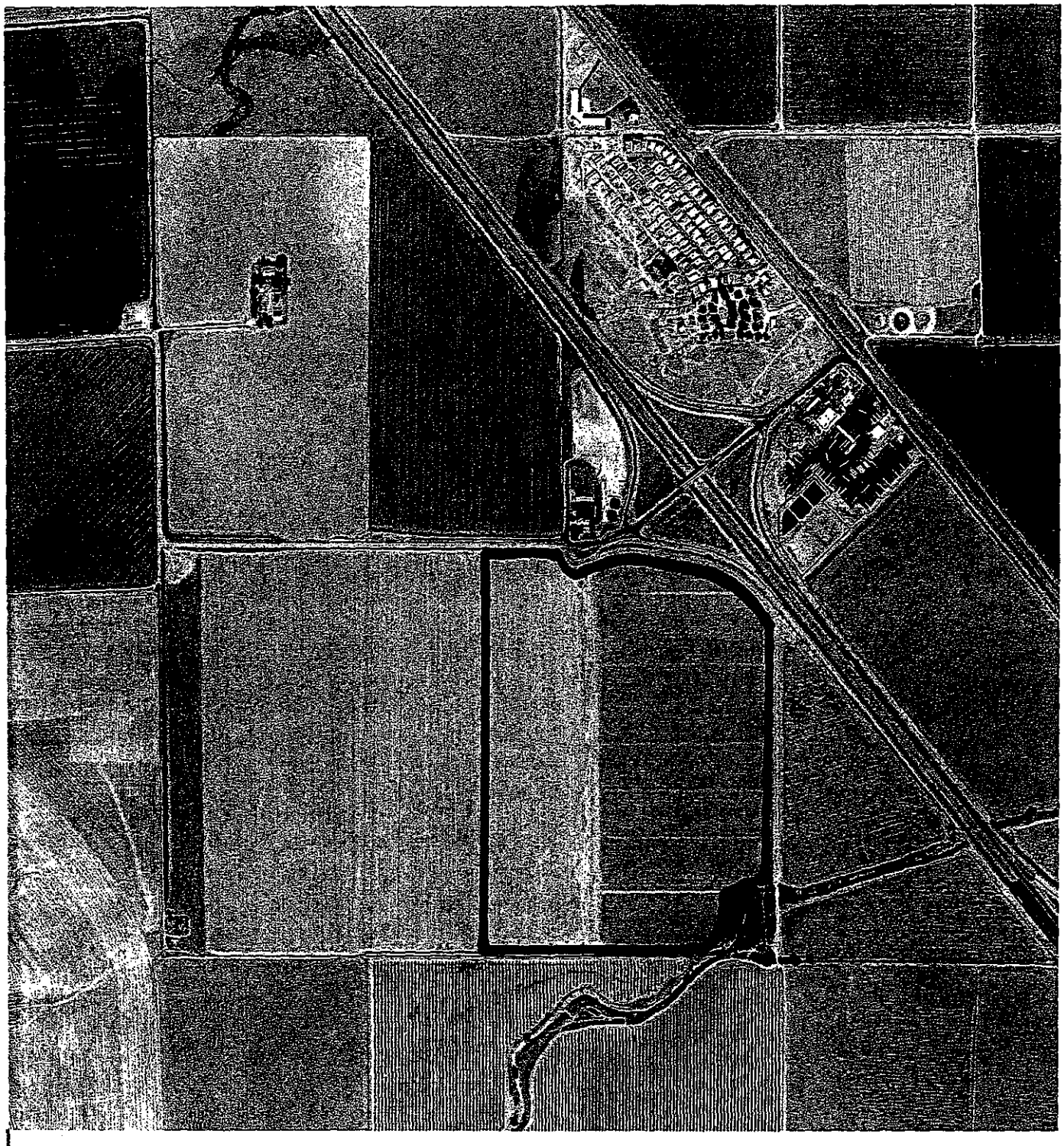
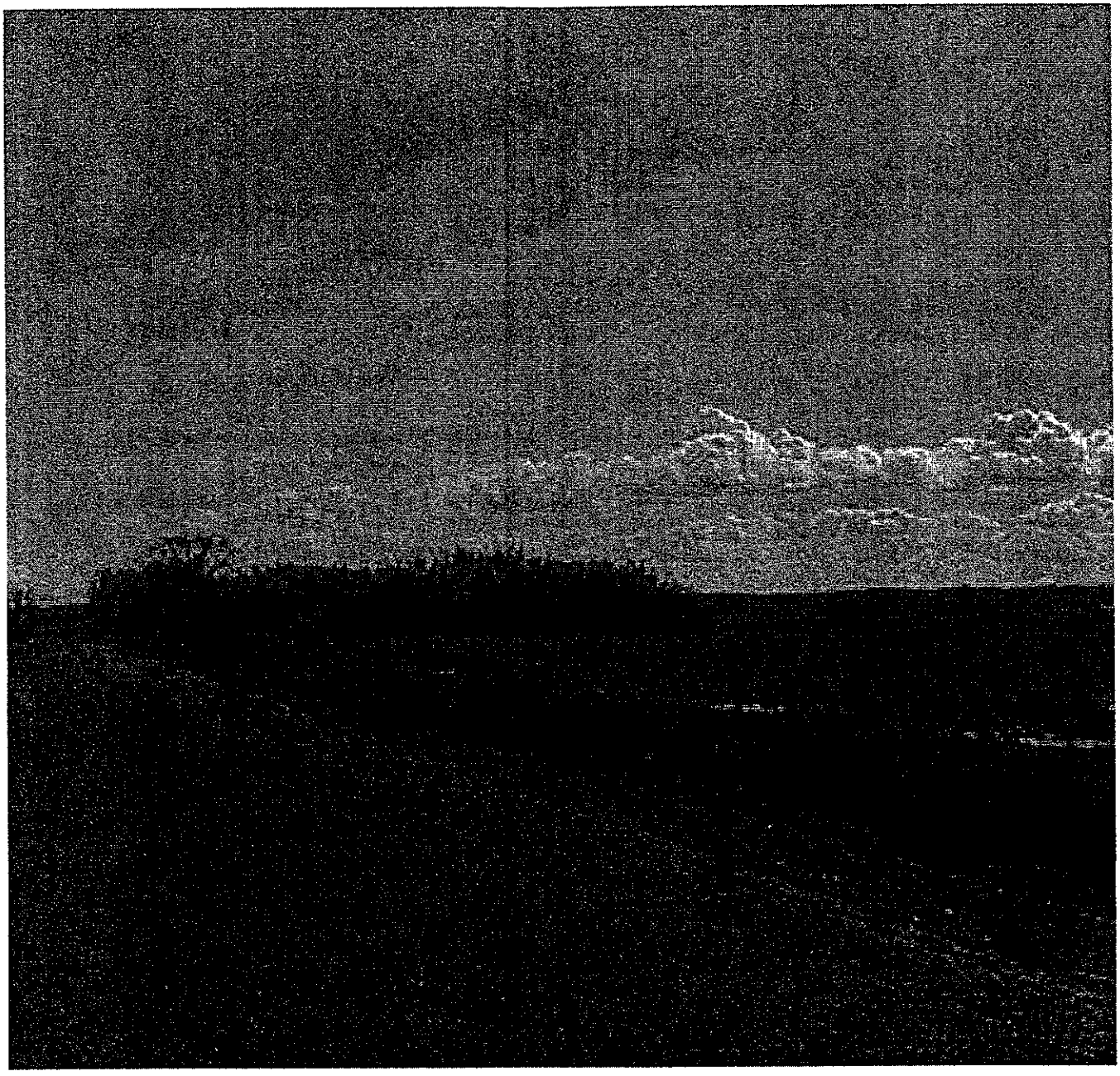
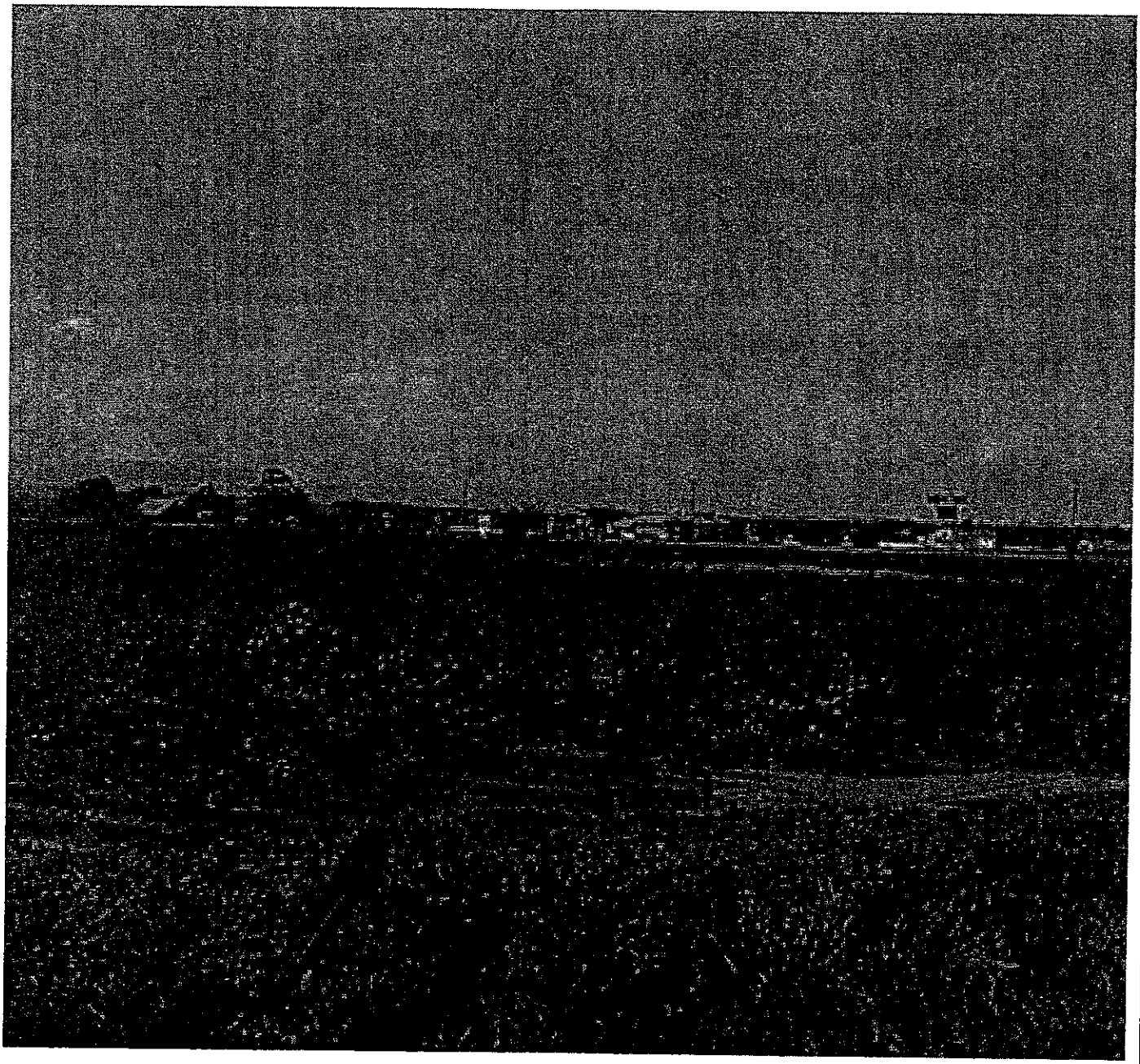


Exhibit "4"
Aerial Photograph



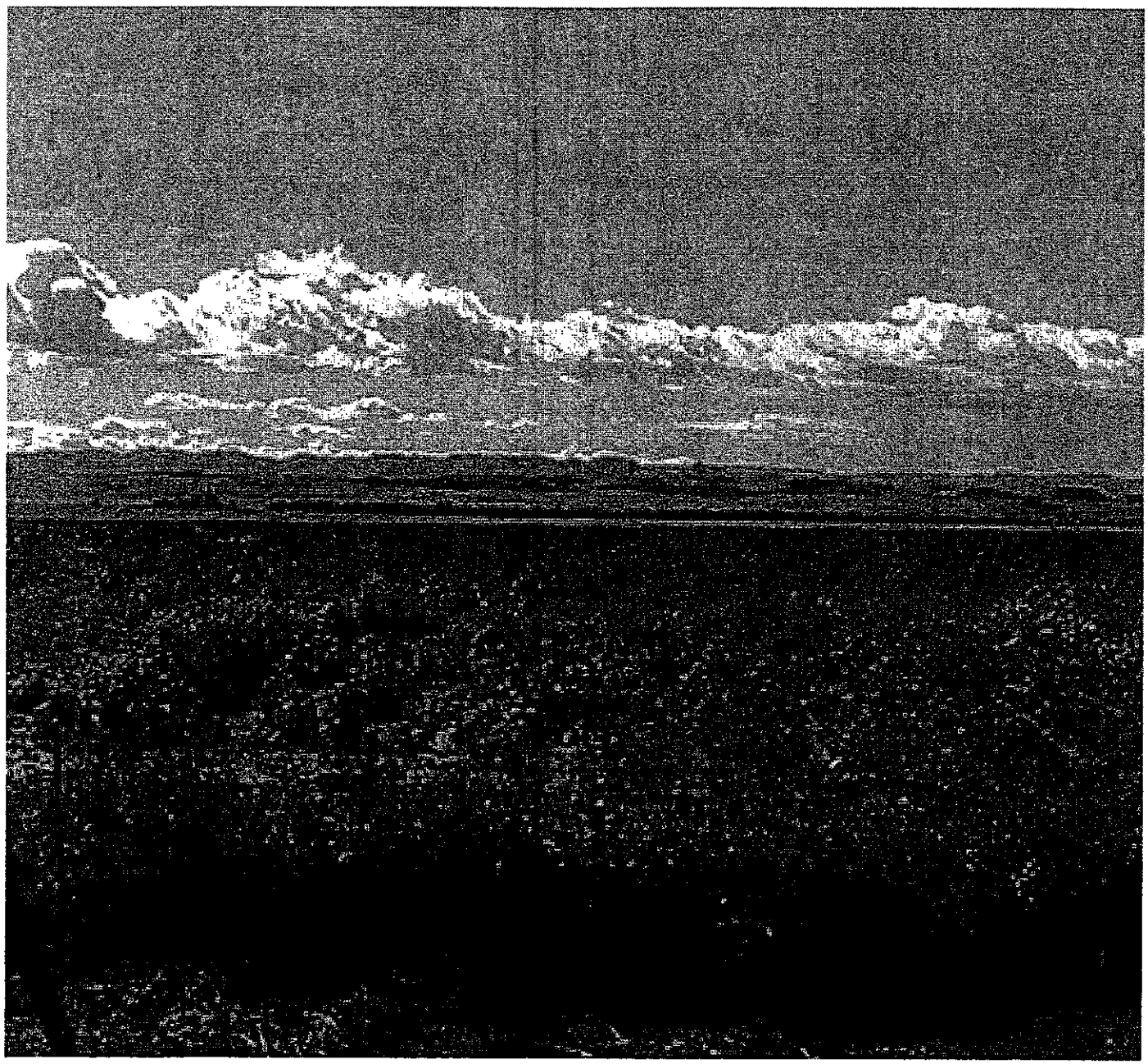
County Road 90 looking southwest

Exhibit "5"
Site Photograph



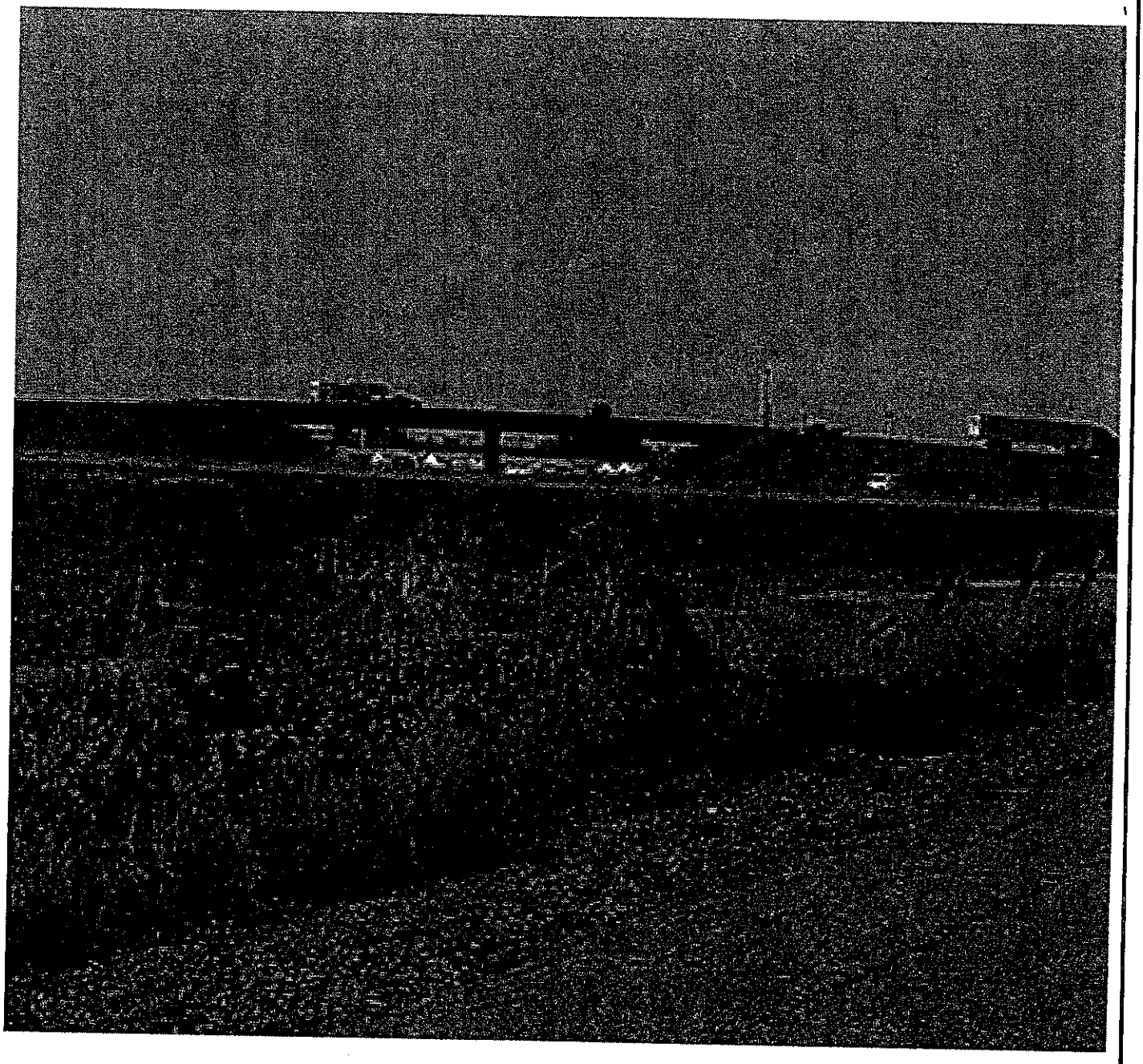
County Road 90 looking northwest

Exhibit "5"
Site Photograph



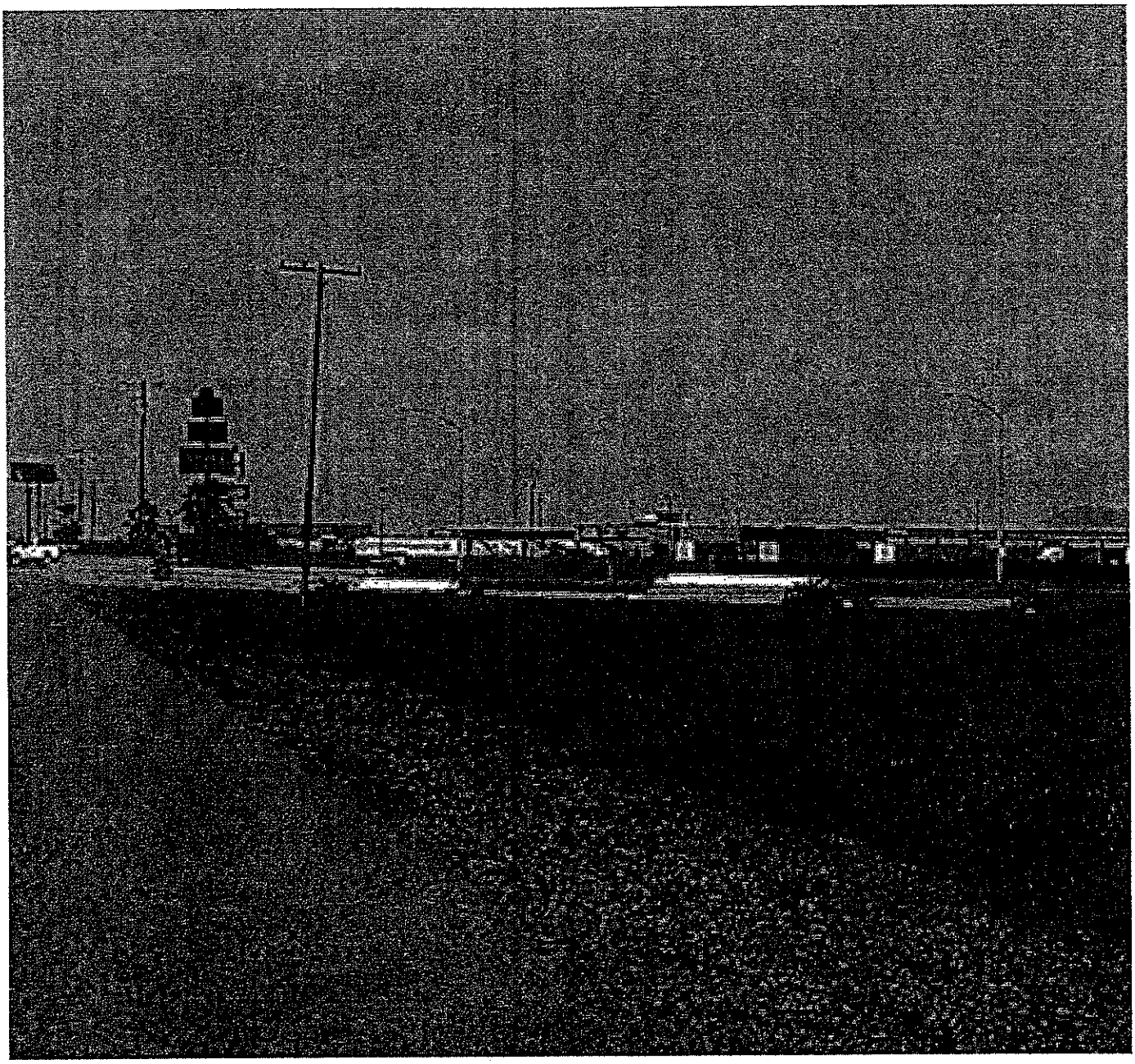
County Road 90 looking west

Exhibit "5"
Site Photograph



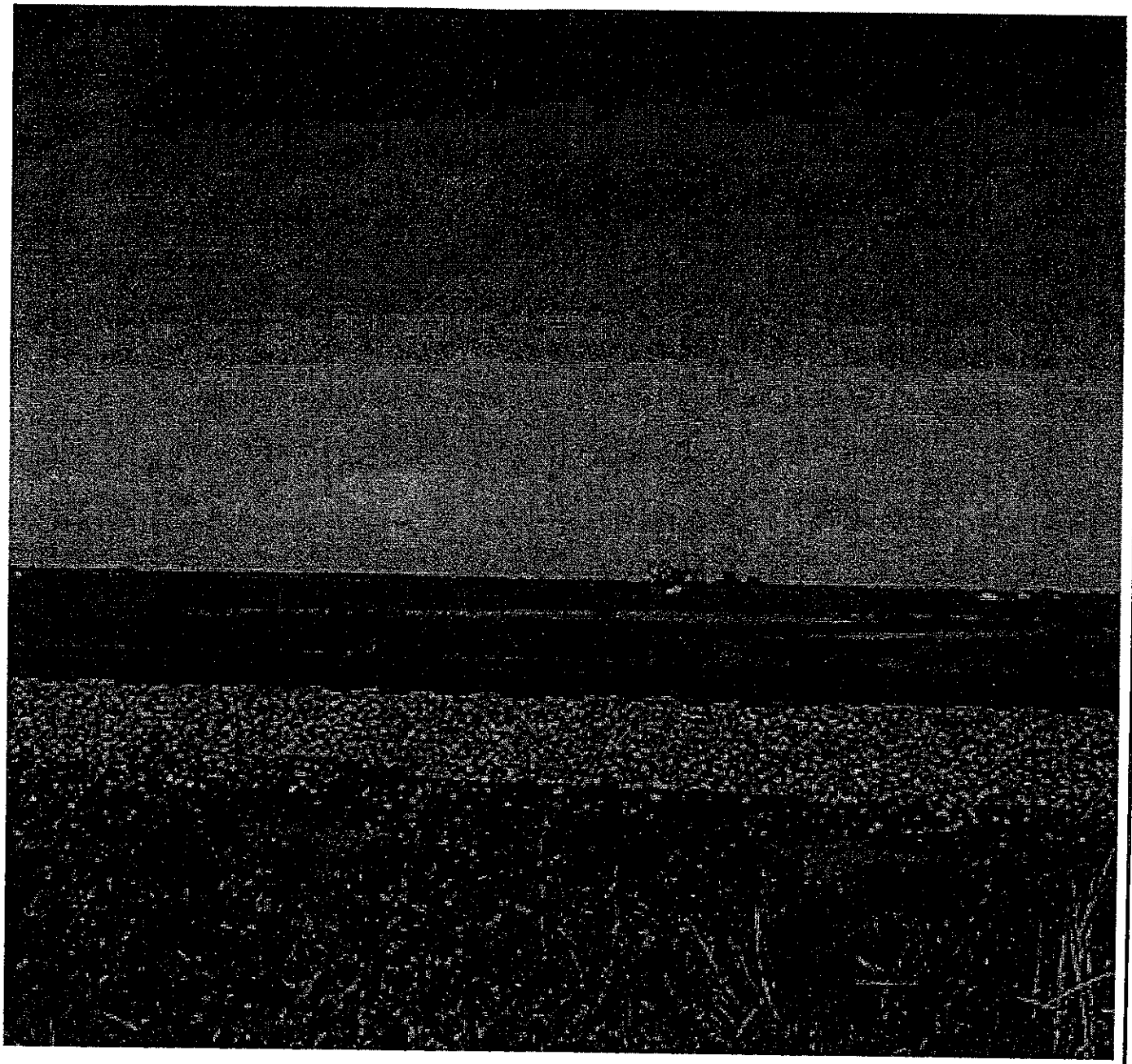
County Road 90 looking northeast

Exhibit "5"
Site Photograph



County Road 90 looking east

Exhibit "5"
Site Photograph



Wastewater pond

Exhibit "5"
Site Photograph

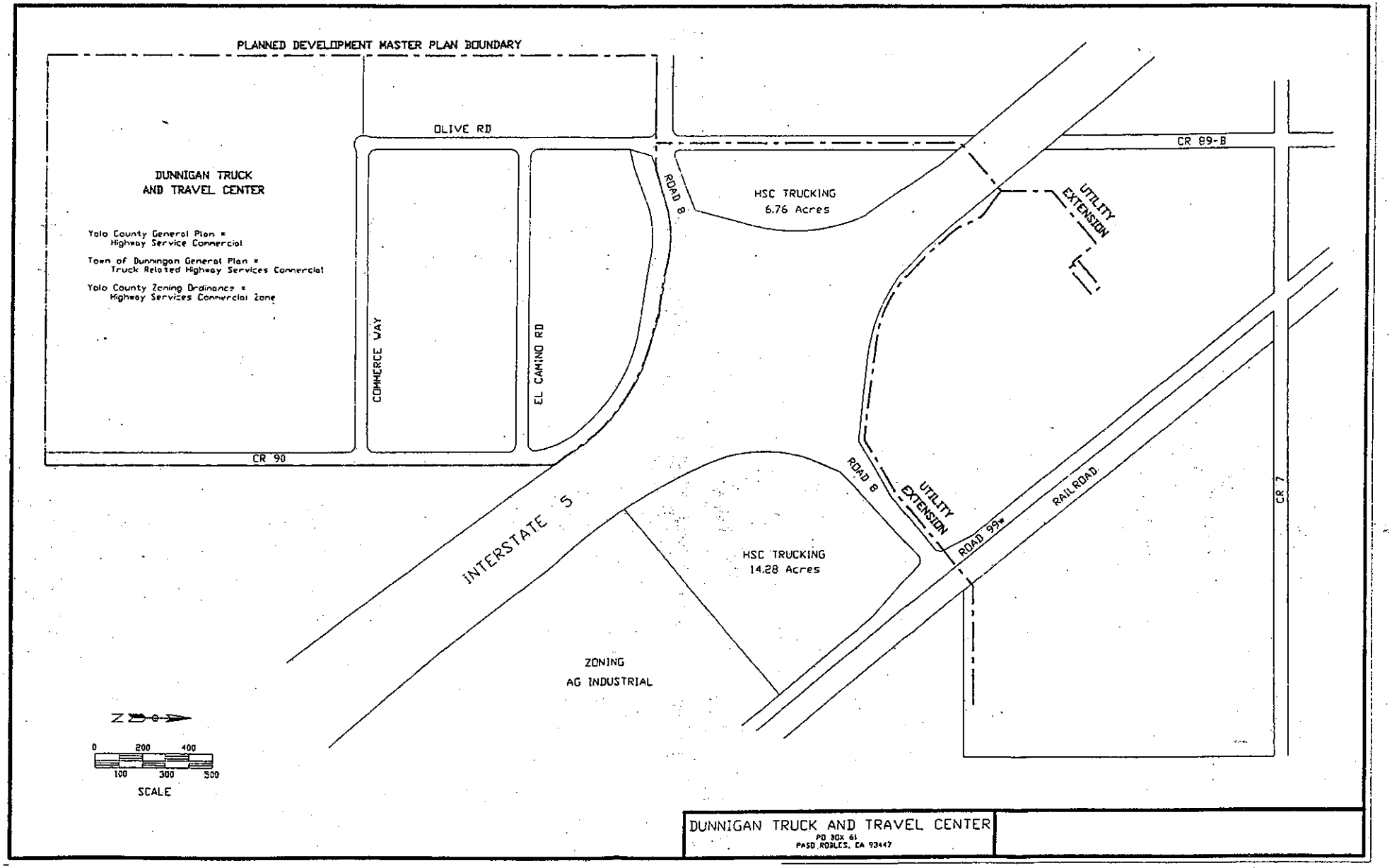
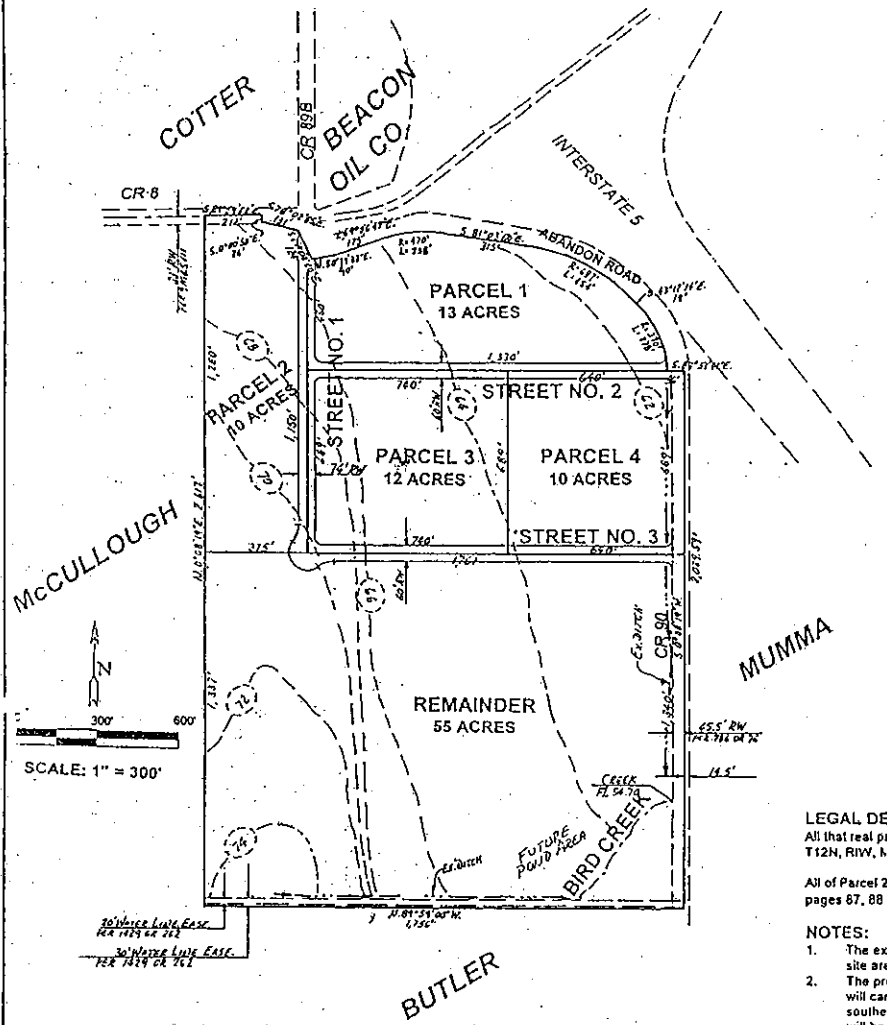
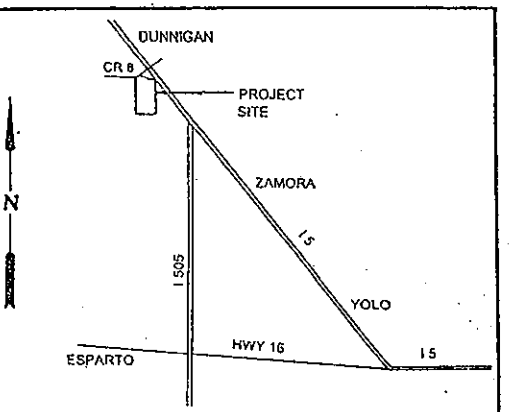
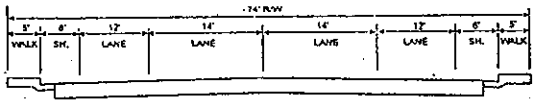


Exhibit "6" - Land Use Map

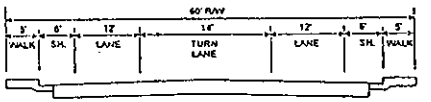




VICINITY MAP
NO SCALE



74 - FOOT R/W STREET
NO SCALE



60 - FOOT R/W STREET
NO SCALE

OWNER AND SUBDIVIDER:	Grant Park Development c/o Mel Smith P.O. Box 61. Paso Robles, CA. 93447
ENGINEER:	Richard Chambers, RCE 24608 NK Engineering & Surveying Co, Inc. 724 "G" Street Davis, CA. 95616
NO OF LOTS:	4 lots and a remainder
AREA:	100 AC
LAND USE:	Existing is one lot and Proposed are 4 lots and a remainder
ZONING:	Existing and Proposed is HSC/PD
SERVICES:	Gas & Electricity by PG&E, Drainage is private, Water & Sewer is by Dunnigan Water Works, telephone is Pacific Bell
FLOOD ZONE:	All in zone C except Bird Creek is zone A
AP. NO:	52-060-11

LEGAL DESCRIPTION

All that real property in the County of Yolo, State of California, being in Section 27, T12N, R1W, MDM described as follows:

All of Parcel 2 of Parcel Map No. 3957 as recorded in Book 10 of Parcel Maps on pages 87, 88 and 89 of Yolo County Records.

NOTES:

1. The existing trees and contours along Bird Creek in the southeast corner of the site are not shown.
2. The project site drains to the east. The drainage ditch on the west side of CR 90 will carry runoff to Bird Creek. There is an existing drainage ditch along the southern property line that carries storm water to Bird Creek. A drainage pond will be constructed in the south east corner of the remainder Parcel to retain runoff and release it at the existing runoff rate into Bird Creek.
3. See the PD standards for additional details on public facilities and services, design standards, and phasing.

NK ENGINEERING AND SURVEYING CO., INC.
724 "G" STREET
DAVIS, CA. 95616

TENTATIVE PARCEL MAP NO. 4565
GRANT PARK DEVELOPMENT

DESIGNED BY: RWC DRAWN BY: GNID	SCALE: 1" = 300'
DATE: 12/11/11 SHEET: 1	APPROVED: RWChambers, RCE 24608 DRAWING NO: 20112.11

Exhibit "7" - Tentative Parcel Map

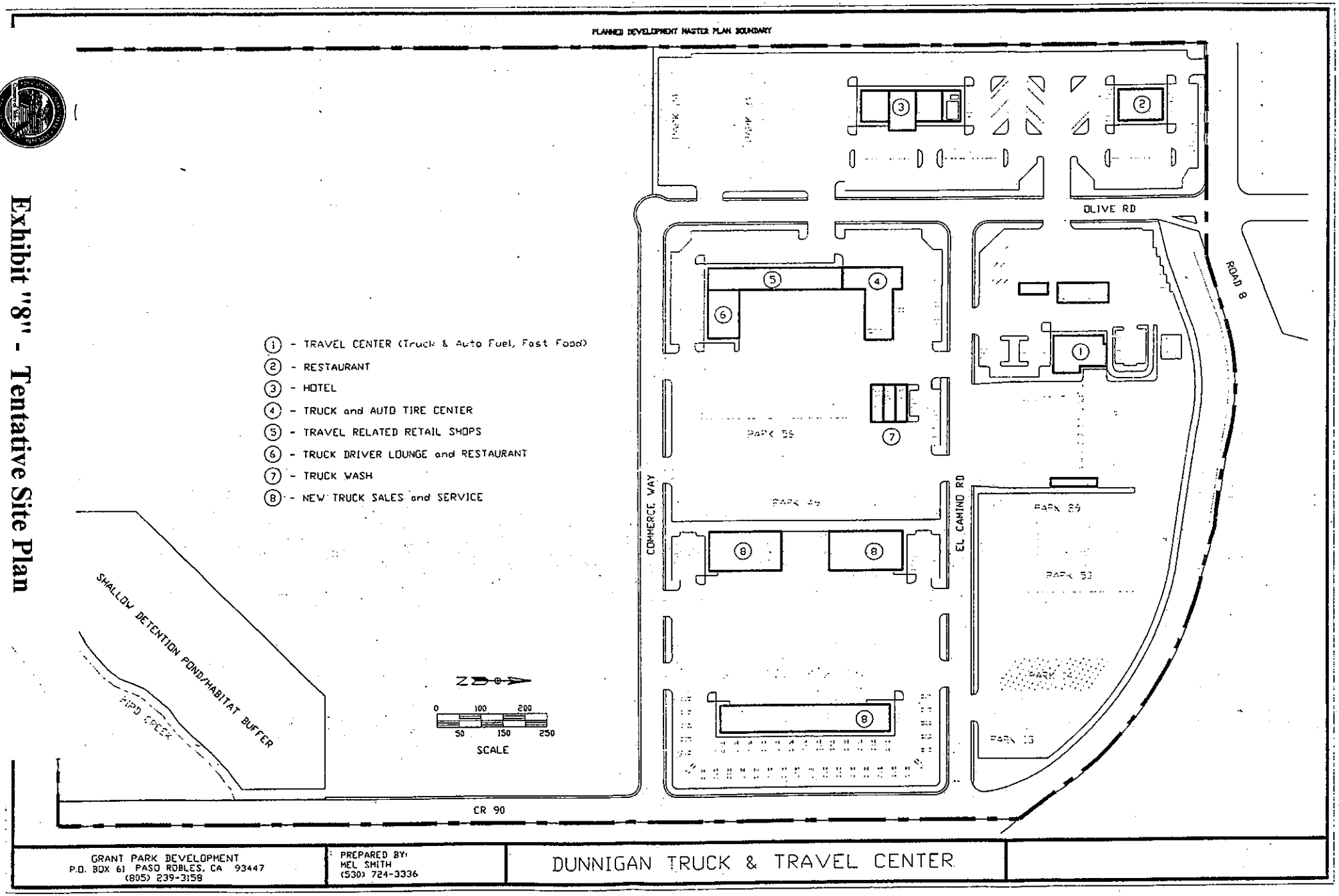


Exhibit "8" - Tentative Site Plan

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
1. LAND USE AND PLANNING. *Would the proposal:*				
a. Conflict with general plan designation or zoning?	☐	☐	☐	■
b. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	■	☐
c. Be incompatible with existing land use in the vicinity?	☐	☐	■	☐
d. Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	☐	☐	■	☐
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	■

Discussion

Land Use is discussed in Section 4.1 of the Dunnigan EIR.

1a) The DTTC-PD is located within Expansion Area 2 of the Dunnigan General Plan adopted on May 8, 2001. According to the Dunnigan General Plan, Expansion Area 2 envisions an area that would have a restaurant, motel, diesel gas stations, an overhaul repair station, and other uses that would provide a full range of services for the transportation industry subject to approval of a Master Plan that addresses public facilities and services, design standards, phasing, and environmental quality.

The subject property is zoned Highway Service Commercial, Planned Development (C-H/PD). Permitted uses within the Highway Service Commercial, Planned Development Zone include: Automobile repair garages for minor repairs, Automobile Service Stations, Cocktail lounges, Motels and hotels, Restaurants and refreshment stands, and other commercial uses and services, which are consistent with the purpose and intent of the Expansion Area 2, Highway Service Commercial (CH/PD) Zone.

Page 6 of the proposed DTTC-PD sets forth a list uses compatible with the Expansion Area 2, Highway Service Commercial Zone designation. The DTTC-PD Master Plan shall also be subject to the policies and goals of the Dunnigan General Plan, where applicable. Therefore, No Impact will occur.

1b) The 1996, Dunnigan Program and Project level Environmental Impact Report (SCH# 93053066) was Certified concurrently with the adoption of the Dunnigan General Plan in 2001. A similar project (Aulman Property Project) to the proposed DTTC-PD was previously evaluated within the Expansion Area 2. The Certified Dunnigan EIR will therefore be used as the environmental base analysis for the DTTC-PD. Incorporation of Mitigation Measures contained in the Certified Dunnigan EIR and project specific Mitigation Measures contained herein will assure compliance with adopted Environmental Plans and Policies. The proposed DTTC-PD is very similar to the previously evaluated Aulman Property Project. This potential impact is considered less-than-significant. No further mitigation or environmental analysis is proposed.

1c) Existing land uses in the vicinity consist of highway service commercial uses to the north (Beacon Gas Station); Bird Creek to the south; and agricultural lands adjacent east and west. Lands adjoining the DTTC-PD property east consist of row crop agricultural land also designated Community Commercial, Planned Development. Properties to the west are in agricultural production. The Pilot Truck and Travel Center is located across I-5 immediately east. An agricultural/heavy equipment auction yard (Richie Bros.) has recently been approved south of the Pilot Truck and Travel Center.

The Certified Dunnigan EIR identifies conflicts between different land uses, including agricultural vs. non-agricultural conflicts at the urban-rural interface. According to the Dunnigan EIR this conflict was considered a significant impact. Discussion of potential impacts and proposed Mitigation Measure 4.1.2 of the Dunnigan EIR provides a measure to mitigate this impact to a less than significant level. However, discussion and mitigation in the EIR does not identify the proposed project site as potentially impacting agricultural lands.

Based upon comments received from the Yolo County Department of Agriculture, a recommendation of a 500 foot buffer should be established on the north and continue along the west portion of the subject property to Bird Creek. Imposition of a 500-foot buffer would render development of this Expansion Area infeasible.

Further review of existing sensitive land uses in the area consisting of the Beacon Gas Station to the north and the Pilot Travel Center and Richie Brothers Auction Yard to the east reveals that existing uses in the vicinity of the DTTC-PD presently restrict certain pesticide applications. As a result of existing land uses, the proposed DTTC-PD will have no impact on agricultural operations north and east. Adjacent agricultural lands west however, could potentially be impacted by the proposed DTTC-PD project.

To reduce the level of impact of the DTTC-PD on adjoining agricultural lands west, the applicant has contacted the adjacent landowner to ascertain the level of impact on adjoining agricultural operations. The applicant has obtained correspondence from the property owner west indicating that the proposed DTTC-PD will not significantly impact agricultural operations.

The proposed DTTC-PD is consistent with the adopted Yolo County Agricultural Element, Policy A-P-22. Policy A-P-22 of the Yolo County Agricultural Element is based on the Agricultural Commissioner's Permit Conditions for restricted materials for the preservation of agricultural operations.

Policy A-P-22 states: "With the exception of individual residence appurtenant to active farming operations, where new urban (non-agricultural) development is approved adjacent to agricultural lands, it shall be set back a minimum of 150 feet. A setback of 300 feet shall be required for urban uses that adjoin agricultural preserves or active orchards, except where the adjacent property owner agrees in writing that a 300-foot buffer is not needed. In no case shall the buffer be reduced to less than 100 feet."

This potential impact is considered less than significant. No mitigation or further analysis is proposed.

1d) The proposed DTTC-PD project could eventually develop the approximately 100 acre agricultural site for truck related commercial development. According to the Dunnigan EIR, the loss of 100 acres of agricultural land is an un-mitigatable significant impact. Accordingly, the Dunnigan EIR identifies this potential impact as Significant and Unavoidable and a Statement of Overriding Considerations was adopted concurrently with the adoption of the Dunnigan General Plan. The EIR, however, further indicates that development within the Dunnigan General Plan shall mitigate for the loss of agricultural land according to Mitigation Measures 4.1-1 of the EIR and Agricultural Land Conversion Ordinance, Section 8-2.2416 of the County Code. Section III-4.H of the DTTC-PD requires the Master Developer to obtain agricultural mitigation in accordance with Section 8-2.2416 of the Yolo County Code prior to filing of the Final Map. Securing Agricultural Mitigation is consistent with the Dunnigan EIR and County Code. The Dunnigan EIR is sufficient. No further mitigation or analysis is proposed.

e) The DTTC-PD is located at the southernmost portion of the establishing Highway Service Commercial and Agricultural Industrial area of the Dunnigan community. The project site is bordered by agricultural uses, truck related uses and Interstate 5. The proposed project would not physically divide the Dunnigan community, including a low-income or minority community. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
2. POPULATION AND HOUSING. *Would the proposal:*				
a. Cumulatively exceed official regional or local population projections?	☐	☐	■	☐
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	■	☐
c. Displace existing housing, especially affordable housing?	☐	☐	☐	■

Discussion

Population and Housing are discussed in Section 4.2 of the Dunnigan EIR.

2a) Based on the analysis of the Dunnigan EIR, the proposed DTTC-PD project would generate approximately 218 jobs, which would result in an indirect increase in population by attracting workers who would want and/or need to live in close proximity to their employment. This impact was, however, identified as a less than significant impact with regard to exceeding regional or local population projections. Therefore, the Dunnigan EIR is sufficient. No mitigation or further analysis is proposed.

2b) Growth Management policies of the adopted Dunnigan General Plan stipulate that areas excluding the Expansion Areas identified within the Plan shall be restricted from urban development. Growth inducing impacts have therefore been considered to be less than significant. The Dunnigan EIR is sufficient. No mitigation or further analysis is proposed.

2c) The proposed project would not displace housing, including affordable housing. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3. GEOLOGIC PROBLEMS. *Would the proposal result in or expose people to potential impacts involving:*				
a. Fault rupture?	☐	■	☐	☐
b. Seismic ground shaking?	☐	■	☐	☐
c. Seismic ground failure including liquefaction?	☐	■	☐	☐
d. Seiche, tsunami, or volcanic hazard?	☐	☐	☐	■
e. Landslides or mudflows?	☐	☐	☐	■
f. Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	☐	■	☐	☐
g. Subsidence of the land?	☐	■	☐	☐
h. Expansive soils?	☐	■	☐	☐
i. Unique geologic or physical features?	☐	☐	☐	■

Discussion

Geologic/Seismic Safety, Drainage and Hydrology are discussed in Sections 4.7 and 4.9 of the Dunnigan EIR.

3a-c) According to the Dunnigan EIR, there is a high potential that the DTTC-PD will be subject to repeated episodes of moderate to strong ground shaking during future earthquakes with epicenters on the major active faults of Northern California or the smaller active faults located within the Sacramento Valley.

The historic record indicates that liquefaction, lurch cracking, lateral spreads and streambank failures have occurred during large earthquakes in Northern California in areas underlain by unconsolidated alluvial materials. Since all of Dunnigan is underlain by unconsolidated Pleistocene and Holocene alluvial fan and basin deposits, there is a moderate potential for significant adverse impacts associated with seismically-induced ground failures to occur in the Dunnigan Area. However, this potential impact will be reduced to a less than significant impact with the following Dunnigan EIR and Project specific Mitigation Measures:

MITIGATION MEASURES:

1) *All buildings shall comply with the seismic safety standards of the Uniform Building Code. This would include designing and constructing all new buildings to resist the effects of the maximum predicted shaking intensities (MM VI-VII) in compliance with the 1997 Uniform building code.*
2) *Subsurface utilities and pipelines shall be designed to accommodate minor differential displacements in areas underlain by unconsolidated alluvial materials.*
3) *The developer shall have a licensed geotechnical engineer conduct a detailed evaluation of the soil conditions for the project site. If expansive soils are determined to be present on the project site, the primary contractor shall employ standard engineering practices that would mitigate the effects associated with expansive materials. Any recommendations regarding soil preparation, structural setback requirements, foundation types, and site drainage made by the licensed geotechincal engineer shall be required as "conditions of approval" for the development of the project site.*

Timing/Implementation: Prior to building permit issuance

Enforcement/Monitoring: Yolo County Building Division

Implementation of the above mitigation measures would reduce potential exposure of people or structures to seismic-related ground failure to a less than significant level.

3d) The DTTC-PD is not in close proximity to any body of water or volcanoes. No impact will occur.

3e) The DTTC-PD project site is relatively level (0%-2% gradient) and would not expose people or structures to potential landslides. No impact will occur.

3f) The DTTC-PD property is underlain by Arbuckle gravelly loam (AaA), Rincon silty clay loam (Rg), and Tehama loam (TaA). All are Class II soils. The engineering properties for the Arbuckle gravelly loam include low shrink-swell potential, slow permeability, and medium strength. The erosion hazard is none to slight. The engineering properties for the Rincon

silty clay loam include high shrink-swell potential, slow permeability, and medium strength. The erosion hazard is none to slight.

The engineering properties of the Tehama loam include moderate shrink-swell potential, slow permeability, and high to medium strength. The erosion is none to slight. According to the Dunnigan EIR, any potential impact would be reduced with the following Dunnigan EIR Mitigation 4.7-4:

MITIGATION MEASURES:

As a component of the required engineered grading plans, the applicant shall submit a detailed erosion control plan for the specific development to minimize sedimentation in the Bird Creek channel. The plan should contain detailed measures to control erosion of stockpiled earth and exposed soil, provide for revegetation of graded slopes before the first rainy season and following construction, and specify procedures for monitoring of the plan's effectiveness. The plan shall include, but not be limited to the following:

1) *Limit the amount of grading as much as possible during the design phase of the project.*
2) *Follow local grading ordinances and recommendations of the developers' geotechicical engineer during grading operations.*
3) *All construction and grading should be restricted to the dry season, April 15 to October 15. All stabilization measures required to provide at least temporary protection against erosion during the rainy season would be installed by October 15. If grading operations cannot be completed before the commencement of the rainy season, temporary erosion control measures shall be designed to intercept sediments and debris that may be eroded from the development site.*
    1) *Provide for erosion control on all bare areas during the potential rainy season (October 16 through April 14).*
    2) *Revegetate exposed soils as soon as possible after completion of grading and construction activities.*
    3) *Leave existing vegetation undisturbed until construction is actually ready to begin.*
    4) *Immediately revegetate (using drought tolerant, native, fire/frozen tolerant plants) all disturbed areas or otherwise protect them from both wind and water erosion upon the completion of grading actives.*
    5) *Direct runoff away from all areas disturbed by construction.*
    6) *Restrict the operation of vehicles or the riding of horses off of designated roads and trails.*
    7) *Construct temporary sediment basins, sediment ponds, and silt traps and basins where needed for use during project construction.*
    8) *Limit the wet weather of unpaved overflow parking areas to the extent necessary to avoid soil erosion and turf damage, and include inspection of the areas after each use to monitor their condition and ensure their readiness for the next time the areas are needed.*
    9) *Minimize the use of heavy equipment near drainageways to prevent destruction of the local ecosystem and to prevent addition of sediment to the drainageways.*

Timing/Implementation: During project grading and construction

Enforcement/Monitoring: Yolo County Planning and Public Works Department

Implementation of Mitigation 4.7-4 would reduce erosion impacts to a less-than-significant level. The Dunnigan EIR is sufficient. No further mitigation or analysis is proposed.

3g) Differential settlement of unconsolidated natural soils and/or fill materials could cause potentially significant impacts. Long-term settlement could result in cracking of building foundations, interior and exterior walls, window frames, and possibly damage utility connections resulting in potentially significant impacts. However, this potential impact would reduced with the following Mitigation Measure:

MITIGATION MEASURE:

The applicant shall have a licensed geotechincal engineer conduct a detailed evaluation of the soil conditions (soils report) for the project site. If expansive soils are determined to be present on the project site, the primary contractor shall employ standard engineering practices that would mitigate the effects of expansive materials. Any recommendations regarding soil preparation, structural setback requirements, foundation types, and site drainage made by the licensed geotechinical engineer shall be reflected in the Building Plans for the development of the project site.

Timing/Implementation: Prior to Final Map

Enforcement/Monitoring: Yolo County Planning and Public Works Department

Implementation of Dunnigan and project specific Mitigation Measures would reduce this potential impact to a less than significant level. No further Mitigation or analysis is proposed.

3h) Soils of the Rincon silty clay loam and the Tehama loam, which underlie the site are characterized by high shrink-swell potential. This is a potentially significant impact. However, this impact would be reduced to a less than significant impact with the following Dunnigan EIR Mitigation 4.7-3:

MITIGATION MEASURES:

1) *Excavation and re-compaction of weak soils and fills in areas of proposed structures.*
2) *Construction of buildings on pier and grade-beam foundations that are supported at depth on well consolidated sedimentary materials.*
3) *All earthwork shall be in accordance to the adopted soils report*

Timing/Implementation: Prior to Building Permit issuance

Enforcement/Monitoring: Yolo County Building Division

Implementation of Mitigation 4.7-7 of the Dunnigan EIR would reduce differential settlement impacts to a less-than-significant level. The Dunnigan EIR is sufficient.

3i) The Certified Dunnigan EIR does not identify the DTTC-PD site as containing unique geologic or physical features. The Dunnigan EIR is sufficient. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4. WATER. *Would the proposal result in:*				
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	☐	☐	■	☐
b. Exposure of people or property to water-related hazards such as flooding?	☐	☐	☐	■
c. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	☐	☐	■	☐
d. Changes in the amount of surface water in any water body?	☐	☐	■	☐
e. Changes in currents, or the course or direction of water movements?	☐	☐	☐	■
f. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	☐	☐	■	☐
g. Altered direction or rate of flow of groundwater?	☐	☐	■	☐
h. Impacts to groundwater quality?	☐	☐	■	☐
i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	■	☐

Discussion

Hydrology and Drainage are discussed in Section 4.9 of the Dunnigan EIR.

4a) The DTTC/PD is located within the Bird Creek Water shed (Watershed 7) of the Dunnigan Facilities Plan. The Bird Creek Shed is approximately 11,000 acres of open space and agricultural land. The Dunnigan General Plan allows for approximately 220 acres of land to be developed in this watershed, all located adjacent to I-5. According to the Dunnigan General Plan EIR, this area will have little impact on the overall flows (peak flows increased 5%). Although peak reduction due to development may not be an issue, ponds may be required for water quality reasons.

According to the Dunnigan EIR, the DTTC-PD (Aulman Property) site is subject to flooding from Bird Creek and is partially in the 100-year floodplain. Runoff ponds upstream around

the Interstate 5 box culvert and upstream of the County Road 90 bridge have been identifed as historical flood prone areas. Development of the proposed DTTC-PD property would require flood protection from Bird Creek and an on-site collection system for runoff.

The Dunnigan Facilities Plan study for Watershed 7 also concluded the Interstate 5 box culvert 100-year design capacity could be achieved with three (3) feet of head over culverts. This in fact, could occur with the Bird Creek channel flowing at top of bank presuming that no restriction in flow would result from debris accumulation on the upstream face of the culvert.

A drainage study has been prepared for the DTTC-PD by Laugenour & Meikle, consulting engineers. According to the drainage study, the DTTC-PD proposes to accommodate increases in runoff from the proposed development with the construction of a detention basin to restrict flow from the project area to not more than 90% of the peak runoff from a 10-year storm event. The detention basin for the development is intended to detain accumulated run-off from the developed site in a 100 year storm event, while allowing releases through a controlled outlet structure to Bird Creek.

Analyzing elevations at the County Road 90 bridge crossing Bird Creek with the FEMA Flood Insurance Rate Map yields an approximate Base Flood Elevation (BFE) of 63.0 for the adjacent area. With a BFE of 63.0 approximately one foot of flooding could occur in the proposed detention basin area. Since no levees would be constructed around the basin perimeter, any overland flow could also enter the basin where additional capacity would be available within the freeboard area.

The DTTC-PD proposes stormwater drainage facilities to ensure that design of the stormwater drainage system reduces impacts identified in the Dunnigan EIR.

The proposed DTTC-PD has designed an underground storm water drainage system to be constructed for Parcels I-IV, Olive Road, Commerce Way, and El Camino Road. When a project is proposed for the remainder parcel, a drainage system for that parcel will be designed to integrate with the drainage system developed for the first fours phases of the DTTC-PD. As proposed, the impacts of added stormwater from the developed project would be less than significant if:

1) The pond is sized appropriately considering that drainage in Bird Creek may not be possible.
2) The pond volume created lies below existing grades so that existing storage that may be provided on the site is not lost.
3) The pond outflow structure is designed to prevent backflow from the creek.
4) An overflow is provided for controlled releases to and from the pond during flood events.

Implementation of the Storm Water Drainage Facilities Plan by the Master Developer would ensure that the DTTC-PD would have a less than significant impacts on flooding in the Bird Creek Watershed.

4b) The DTTC-PD is in an area of 100 year and minimal flooding according to the FEMA Flood Zone Map (Panel # 060423-0275 B, effective date December 12, 1980). Land designated within 100 year flooding is not proposed for development.

Excess drainage as a result of developing the DTTC-PD site is proposed to be retained by an on-site detention basin located at the southeaster portion of the property. As proposed and verified by the preliminary drainage study, the DTTC-PD will not expose people or property to water-related hazards such as flooding. No impact will occur.

4c) Surface water runoff contacts a number of pollution sources, including construction site pollutants, prior to reaching a stream or detention basin. Control of these pollution sources is required under the NPDES permit by development of a Stormwater Pollution Prevention Program (SWPPP) and compliance with the approved SWPPP.

Urban commercial uses of the DTTC-PD will result in pollution of stormwater runoff. This pollution is controlled by the application of the NPDES, Best Management Practices (BMP) for municipal and commercial organizations. County compliance with municipal BMP's is important to the success of any pollution control plan since many of the pollutants are generated from automobile travel and reach the creeks in the runoff from public roads. Prior to the issuance of grading permits, the applicant shall be required to obtain a NPDES permit and implement BMP's. Examples of BMP's include:

1. Reduction of the area and length of time that the site is cleared and graded;
2. Re-vegetation/stabilization of cleared areas as soon as possible;
3. Implementation of comprehensive erosion, dust and sediment controls;

4. Implementation of a program to control potential construction activity pollutants such as cement mortar, paints, and solvents, fuel and lubricating oils, pesticides and herbicides;
5. The use of paints, petroleum fuels, and other building materials shall cease when conditions including, but not limited to: wind (in excess of 15 mph, wind gusts of 20 mph), rain, or other inclement whether conditions exist.

Compliance with the terms and conditions of the required SWPPP and the NPDES would reduce the impact to a less-than-significant impact. No mitigation or further analysis is proposed.

4d) According to the drainage analysis prepared by Laugenor and Meikle, the DTTC-PD will not change the rate of stormwater discharge into Bird Creek. Excess stormwater generated from the project will be detained in the detention holding pond to alleviate potential flooding.

Discussion with the prior property owner whose family owned the property for 30 years, indicated that flooding along Bird Creek has historically occurred during high intensity rainfall periods at the westerly end of the County Road 99W culverts and at the westerly end of Interstate 5 culverts. The volume of flooding could not be confirmed, however, topographic data showing the relative elevations along Bird Creek from Interstate 5 to County Road 90 show that a significant volume of storage is available upstream on Interstate 5 exceeding the quantity modeled in the Dunnigan Facilities Plan.

The proposed detention facility of the DTTC-PD is located in the southeast corner of the parcel adjoining Bird Creek. Upon site visit, it is evident that excavation of this corner of the parcel has been done at some time in the past making this a logical location for stormwater collection with discharge to the adjacent creek channel. An existing ditch channel paralleling the south property line of the parcel collects and conducts upstream surface run-off to its

terminus with Bird Creek. Other upstream surface drainage is conducted northerly along the westerly property boundary to County Road 8.

Inflow to the detention basin was based on run-off from a 100-year, 24 hour storm event from the entire 98± acre site proposed for development. The additional run-off over and above the existing outflow from a 10-year storm event is the volume to be detained in the basin. The balance of the property (approximately 2± acres) lies south of Bird Creek and will not be developed.

The storage volume required for the basin is 27.76 acre-feet. The basin is located adjacent to Bird Creek in the southeast corner of the property on the west side of County Road 90. The basin area is approximately 8.3 acres. The basin will be designed with a low flow channel to a control structure designed to restrict outflow to the pre-project condition. This potential impact is less than significant.

4e) Based upon the hydrological information provided by Youngdahl Consulting Group, Inc., changes in currents, or the course or direction of water movements is not anticipated. No impact will occur.

4f) According to the hydrogeologic analysis provided by Youngdahl Consulting Group, Inc., an adequate water supply exists in the local portion of the Colusa Subbasin in the Arbuckle and Dunnigan Plains. The estimated perennial yield according to the Bulletin 118 Update (DWR, 2002), estimates a specific yield of 7.1 percent of the Colusa Subbasin. Assuming an aerial extent of 67,200 acres, and an average thickness of 200 feet, this results in at least 954,200 acre-feet of water in storage within the assumed aquifer boundaries. The perennial yield is the amount of water that can be extracted from an aquifer without causing a long term decline in aquifer levels. The DTTC-PD is estimated to require about 263 acre-feet per year. Based upon this analysis, there will be an adequate perennial yield in the local groundwater basin to meet the anticipated demand. This impact is considered less-than-significant. No mitigation or further analysis is proposed.

4g) Bulletin118 Update (DWR, 2002) indicates that about 64,000 acre-feet per year of water undergoes deep percolation from applied water for agriculture in the Colusa Subbasin. If the estimated area is scaled for the Arbuckle and Dunnigan plains, this equates to about 4,600 acre-feet of water per year entering the aquifer from irrigation. Without accounting for lateral inflow from the rest of the Colusa Subbasin, at least 4,600 acre-feet of water could be extracted per year from all uses in the area of the Arbuckle and Dunnigan Plains. This represents the perennial yield for the Arbuckle and Dunnigan Plains based on the information and analysis provided by Youngdhal Consulting Group.

If the entire inflow into the Colusa Subbasin is considered, including deeply infiltrating imported irrigation water, than more than 95,000 acre-feet of water per year could be extracted throughout the Colusa Subbasin. This represents the perennial yield for the Colusa Subbasin. If surface water deliveries stop or are severely reduced, such as in a time extended drought, then the short-term perennial yield would be much smaller.

As noted, the DTTC-PD is estimated to require about 263 acre-feet per year. According to Youngdahl Consulting Group, Inc., there will be an adequate perennial yield in the local groundwater basin to meet this demand. Based upon the analysis provided, this potential impact is less than significant. No mitigation or further analysis is proposed.

4h) According to the Hydrogeologic Study prepared by Youngdahl Consulting Group, Inc., water quality information is available from testing in the Town of Dunnigan via testing of a nearby community well and from Bulletin 118-6 (DWR, 1978). Bulletin 118-6 indicates that high magnesium water occurs east of the Dunnigan Hills. The source may be from magnesium rich water from faulting beneath the east site of the Dunnigan Hills.

A Groundwater pollution study has also been prepared which (Wallace-Kuhl & Associates, Inc., 1993) identified elevated nitrates in domestic wells in the Town of Dunnigan. An inverse relation between nitrate levels as well screen depth was observed.

In 1999, a community well was drilled for the Country Fair Estates mobile home park northeast and adjacent to County Road 8 and Interstate 5. This well was sampled and the water analyzed according to California Code of Regulations Title 22 (CCR Title 22) requirements. In general, the water meets drinking water standards according to the testing and as approved by the Yolo County Environmental Health Department. This most likely represents the water quality that may be present for a well drilled on the project site. No mitigation or further analysis is proposed.

4i) Based upon the analysis presented above, the DTTC-PD is not anticipated to substantially reduce the amount of groundwater otherwise available for public water supplies. This impact is considered less-than-significant. No mitigation or further analysis is proposed

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
5. AIR QUALITY. *Would the proposal:*				
a. Violate any air quality standard or contribute to and existing or projected air quality violation?	☐	■	☐	☐
b. Exposure of sensitive receptors to pollutants?	☐	☐	☐	■
c. Alter air movement, moisture, or temperature, or cause any change in climate?	☐	☐	☐	■
d. Create objectionable odors?	☐	☐	☐	■

Discussion

Air Quality is discussed in Section 4.5 of the Dunnigan EIR.

5a) Dunnigan is within the Yolo/Solano Air Quality Management District (AQMD), which is part of the Sacramento Valley Air Basin. The Yolo/Solano Region is a non-attainment area for state particulate matter (PM10) and ozone standards, and the Federal ozone standard. The project would contribute to air quality impacts including particulate matter (PM10) during construction and reactive organic gases (ROG) and nitrogen oxides (Nox) from additional vehicular traffic to the site. The air quality impacts of the DTTC-PD can be categorized as stationary and mobile sources. Stationary sources can include, but not be limited to: venting of water heaters, commercial kitchens, stationary combustible engines and the like, while mobile sources consist of construction-related actives and additional truck and automobile traffic. Stationary sources are deemed to be a less than significant impact.

Construction equipment would be a source of exhaust emissions during the excavation of a development site within the proposed town limit line. More importantly, during construction the potential for fugitive dust impacts would exist. Fugitive dust can be emitted by the action of equipment and vehicles and as a result of wind erosion over exposed earth surfaces. Clearing, grading, and earthmoving activities comprise the major source of construction dust emissions, but traffic and general disturbance of the soil generate significant dust emissions. Because of this variability construction dust impacts are considered to be potentially significant. However, the following Mitigation Measures 4.5-1 of the Dunnigan EIR and Air Quality Conservation Plan of the DTTC-PD would reduce construction period air quality impacts to a less than significant impact.

MITIGATION MEASURE:

To ensure that construction mitigation is utilized, final approval should not be given to the DTTC-PD project until the developer or contractor submits a satisfactory construction mitigation plan. This plan should specify the methods of control that will be utilized, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The construction dust mitigation plan should, at a minimum, include the following:

1) *Provision of equipment and staffing for watering of all exposed or disturbed soil subsurfaces at least twice daily, including weekends, and holidays. An appropriate dust palliative or suppressant, added to water before application, should be utilized.*
2) *Watering or covering of stockpiles of debris, soil, sand, or other materials that can be blown by the wind.*
3) *Regular sweeping of construction area and adjacent street of all mud and debris, since this material can be pulverized and later re-suspended by vehicle traffic.*
4) *Enforcement of a speed limit of 15 miles per hour for all construction vehicles when off pavement.*
5) *All materials transported by truck will be covered or wetted down.*
6) *All inactive portions of the site will be watered with an appropriate dust suppressant, covered or seeded.*
7) *Suspension of earthmoving or other dust-producing actives during periods of high winds when dust control measures are unable to avoid visible dust plumes.*

Timing/Implementation: During Grading and site construction

Enforcement/Monitoring: Planning and Public Works Department

For long-term mobile sources, the Air Resources Board (ARB) has identified diesel particulate emissions as a toxic air contaminant, but modeling tools needed to quantify the potential risk for a project specific site are not yet available. ARB has proposed risk reduction measures to reduce the toxic emissions from diesel engines. These measures will be phased in over the next 4 to 20 years, and will significantly (i.e. up to 85 percent) lower the emissions and associated health risks from diesel engines. The measures proposed include low sulfur fuels and use of diesel particulate filters.

The potential health risks from diesel emissions resulting from the DTTC-PD proposal is less than the potential risks from the surrounding land uses, particularly the traffic on Interstate 5. Diesel emission risks decrease significantly considering such factors as obstructions, sound walls, and buffers (distance to nearest sensitive receptor). As proposed, the DTTC-PD is approximately 500 meters away from the County West Mobile Home Park. According to representatives of the Yolo/Solano Air Quality Management District, it is estimated that the impact at a 1,000 meters would be one (1) case of cancer in a million (1,000,000). The Thresholds of Significance for diesel particulate emissions is ten (10) cases in a million (1,000,000) based upon adopted Environmental Health Standards. Using these adopted standards and given the DTTC-PD is separated from the County Fair Estates Mobile Home Park by 500 meters, an over-pass and proposed landscaping buffer, the Air Quality Management District has determined that the DTTC-PD is below adopted Thresholds of Significance in accordance with Environmental Health Standards.

The Yolo/Solano AQMD and the California Air Resources Board (CARB) maintain several air quality monitoring sites in Yolo County., Currently the CARB monitors ozone levels in Davis, while the Yolo/Solano AQMD monitors ozone in Woodland and PM-10 levels in West Sacramento and Woodland. The Air Quality Management District has provided Air Quality Analysis using the URBEMIS 2002, air quality program.

The following table estimates Unmitigated Operational Emissions as a result of the DTTC-PD:

	ROG	NOx	CO	SO2	PM10
Total Emissions	7.75	46.57	70.00	0.64	6.24

Key: ROG- Regional Organic Gases, Nox - Nitrogen Oxides, CO- Carbon Monoxide, SO2- Sulfur Dioxide, PM10- Particulate Matter, 10 Micron
Does not include correction for pass-by trips
Does not include double counting adjustment for internal trips

OPERATIONAL (vehicle) EMISSION ESTIMATES
EMFAC2002

Vehicle Assumptions Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	50.00	2.30	97.10	0.60
Light Truck<3,750 lbs	0.00	4.00	93.40	2.60
Light Truck 3,751-5,750	0.00	1.90	96.80	1.30
Med Truck 5,751-8,500	0.00	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	0.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.00	0.00	66.70	33.30
Med-Heavy 14,001- 33,000	0.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	50.00	0.00	12.50	87.50
Line Haul > 60,000	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00
Motorcycle	0.00	87.50	12.50	0.00
School Bus	0.00	0.00	0.00	100.00
Motor Home	0.00	14.30	78.60	7.10

Travel Conditions	Residential				Commercial	
	Home-Work	Home -Shop	Home-Other	Commute	Non-work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	100.0	0.0	0.0			
% of Trips - Commercial (by land use)						
DTTC-PD				2.0%	1.0%	97.0%

As shown above, impacts of the DTTC-PD are estimated at ROG at 7.75 lbs./day, Nox at 46.57 lbs./day and PM10 at 6.24 lbs./day. The Yolo/Solano Air Quality Management District Thresholds of Significance are 82 lbs./day for ROG, and Nox and 150 lbs./day for PM10.

While the project proponent is aware of emissions of diesel PM, the YSAQMD plans to fully explore and engage in dialogue with the individual developer concerning opportunities for using feasible and visible alternative technologies to reduce diesel PM emissions.

Air Quality design strategies proposed by the Dunnigan EIR for the DTTC-PD project include:

- Provide for the future installation of alternative fuels (compressed natural gas, electricity) refueling equipment within the truck stop.
- Develop the employment generating portions of the project under a trip-reduction program requirement; and,
- Promote the use of electrical-powered rather than fossil-fuel powered equipment and vehicles.

Implementation of the above measures could expect to reduce project impacts, However, total buildout of the Dunnigan General Plan is still considered potentially significant and unavoidable. Therefore, a Statement of Overriding Considerations was adopted in conjunction with the Dunnigan General Plan. The Dunnigan EIR is therefore sufficient. No mitigation or further analysis is proposed.

5b) According to the Dunnigan EIR, the DTTC-PD (Aulman Property) site will not expose sensitive receptors to pollutants. No impact will occur.

5c) The proposed DTTC-PD proposes design features to reduce the potential of the DTTC-PD becoming a heat island. Specific methods to reduce the impacts caused by the construction of building and excessive parking lot paving include parking lot trees that will provide 50% shade within a 5 year period, where practicable, reflective coatings of paving, and reflective materials used for rooftops. Implementation of the Air Quality Section of the DTTC-PD would reduce this potential impact to a less than significant level. No mitigation or further analysis is proposed.

5d) Development of the DTTC-PD from its present agricultural state is not anticipated to create objectionable odors. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
6. TRANSPORTATION/CIRCULATION. *Would the proposal result in:*				
a. Increased vehicle trips or traffic congestion?	☐	■	☐	☐
b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
c. Inadequate emergency access or access to nearby uses?	☐	☐	■	☐
d. Insufficient parking capacity on-site or off-site?	☐	☐	☐	■
e. Hazards or barriers for pedestrians or bicyclists?	☐	☐	☐	■
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■
g. Rail, waterborne or air traffic impacts?	☐	☐	☐	■

Discussion

Transportation/Circulation are discussed in Section 4.3 of the Dunnigan EIR.

6a) The project site is located on the southwest quadrant of County Road 8 and Interstate 5. Northbound and southbound on/off ramps adjoin the subject site. To evaluate potential traffic impacts of the DTTC-PD, a Traffic Study has been prepared by Grandy and Associates to evaluate traffic impacts as a result of implementation of the DTTC-PD as well as other project in the vicinity.

The operating conditions of transportation facilities of the DTTC-PD are described in terms of their relative "level of service" (LOS). The concept of levels of service uses qualitative measures that characterize operational conditions and their perception by motorists. The descriptions of LOS characterize operational conditions in terms of such factors as speed and travel time, traffic interruptions, and comfort and convenience.

Three study intersections (CR8/I-5 SB Ramp, CR8/I-5 NB Ramp, and CR 8/CR 99W) were evaluated by Grandy and Associates. These intersections currently operate at service level A or B conditions meaning uncontested operations, volumes 50 percent of capacity or less.

The traffic study evaluated traffic conditions under a variety of scenarios, including, but not limited to: existing, Phases I and II, General Plan Build Out plus Phases I-IV and warehouse and the Auction Yard. In addition, an analysis of freeway mainline conditions as well as ramp merge and diverge conditions in the vicinity of the I-5 and County Road 8 interchange were conducted.

The conclusion of Grandy and Associates is that reductions in levels of service would present a significant impact to the area. However, the following Mitigation Measures would reduce these potential impact to a less than significant level:

MITIGATION MEASURES:

1.1(a) A single-lane roundabout shall be installed on County Road 8 at the project access point. The developer shall widen CR8, between the I-5 southbound ramps and the project access, to provide a four-lane section. The four-lane section of CR8 shall include two interior lanes that feed the roundabout at the western terminus and the CR 8 overpass of I-5 at the eastern terminus of the section; the outer lane on eastbound CR8 shall terminate at a right turn onto the southbound on-ramp to I-5, while the outer lane on westbound CR8 will terminate at a right turn onto CR89B. The existing portion of this segment of CR8 shall be resurfaced.

1.2(a) The intersection of CR8/CR99W shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane and an exclusive eastbound left turn lane.

1.2(b) The intersection of CR8/I-5 Northbound Ramps shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane, an exclusive eastbound left turn lane, and an exclusive westbound right turn lane.

1.2(c) The intersection of CR8/I-5 Southbound Ramps shall have a traffic signal installed and be widened to provide an exclusive southbound left turn lane, an exclusive westbound left turn lane, and an exclusive eastbound right turn lane.

1.3(a) The intersection of CR8/CR 99W shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane and an exclusive eastbound left turn lane. The project shall pay a fair share of the improvements required under the General Plan no project scenario.

1.3(b) The intersection of CR8/I-5 Northbound Ramps shall have a traffic signal installed and be widened to provide an exclusive northbound left turn lane, an exclusive eastbound left turn lane , and an exclusive westbound right turn lane. The project shall also pay a fair share of the improvements required under the General Plan No Project scenario.

1.3(c) The intersection of CR8/I-5 Southbound Ramps shall have a traffic signal installed and be widened to provide an exclusive southbound left turn lane, an exclusive westbound left turn lane, and an exclusive eastbound right turn lane. The project shall pay a fair share of the improvements required under the General Plan No Project scenario and fund the installation of the exclusive eastbound right turn lane.

1.3(d) A single-lane roundabout shall be installed on CR8 at the project access point. The project should widen CR8, between the I-5 southbound ramps and the project access, to provide a four-lane section as described previously. The existing portion of the segment of CR8 shall be resurfaced.

Timing/Implementation: As indicated in the following Table

Enforcement/Monitoring: Planning and Public Works Department.

The following table provides a preliminary mitigation plan for all of the improvements needed for the study intersections, including the mitigation plan described above for the Truck Stop Project. This overall mitigation plan is based on the DTTC-PD as well as the Auction Yard TIS. The table also shows mitigation previously conditioned on the development project at the northeast quadrant of the interchange.

MITIGATIONS	NE QUADRANT	TRUCK STOP	AUCTION YARD	37-ACRE HC
1.CR 8/1-5 SB Ramps				
Install 3-way Stop Sign		Phases 1&2		
Install Traffic Signal		Phase 3[1]		Reimburse (40%)
Install southbound left turn lane		Phase 5		Reimburse (40%)
Install westbound left turn lane		Phase 5		Reimburse (40%)
Install eastbound right turn lane		Phases 1&2		Reimburse (40%)

[1] Should the 37-acre Truck HC Parcel develop prior to Phase 3 of the Truck Stop Project, the project would be responsible for implementing this mitigation measure, with subsequent reimbursement from the Truck Stop Project.

2. CR 8/I-5 NB Ramps				
Install 3-way Stop Sign		Phase 3		
Install Traffic Signal		Reimburse (53.5%)[2]		Condition
Install northbound left turn lane				Reimburse (40.5%)
Install eastbound left turn lane				Condition
Install westbound right turn lane	Condition			
3. CR 8/CR 99W				
Install Traffic Signal			Condition	
Install northbound left turn lane			Condition	
Install eastbound left turn lane	Condition			
Install southbound right turn lane	Condition			
4. CR 8/Truck Stop Access				
Install Roundabout		Phases 1&2		Reimburse (41%)
5. County Road 8				
Widen from I-5 to CR 89B		Phases 1&2		Reimburse (41%)
Widen from I-5 to CR 99W	Condition			
6. County Road 99W				
Improve north of CR 8	Condition			
Improve south of Pilot Truck Stop			Condition	

Implementation of the traffic improvements in accordance with the table above will reduce potential traffic impacts to a less than significant level.

6b) The DTTC-PD does not incorporate design features that would substantially increase hazards or introduce incompatible uses. Although the project would introduce additional semi-trucks onto County Road 8 and at intersections between the project site and Interstate 5, the area is presently used for Truck related Highway Service Commercial Uses. All proposed improvements shall be constructed in accordance with Yolo County and Caltrans standards. Prior to Filing of the Final Map, the applicant shall submit "as built" improvement plans. An improvement agreement shall be entered into by the developer to assure that improvements of the DTTC-PD will be constructed. Therefore, this potential impact is less than significant. No mitigation or further analysis is proposed.

6c) The DTTC-PD is required to comply with Yolo County, Department of Transportation and Dunnigan Fire District design standards for circulation. The DTTC-PD would not result in inadequate emergency access. This potential impact is less than significant. No mitigation or further analysis is proposed.

[2] Should phases 3-5 of the Truck Stop Project develop prior to the 37-acre Truck HC parcel, that project would be responsible for implementing this mitigation measure, with subsequent reimbursement from the 37-acre Truck HC parcel.

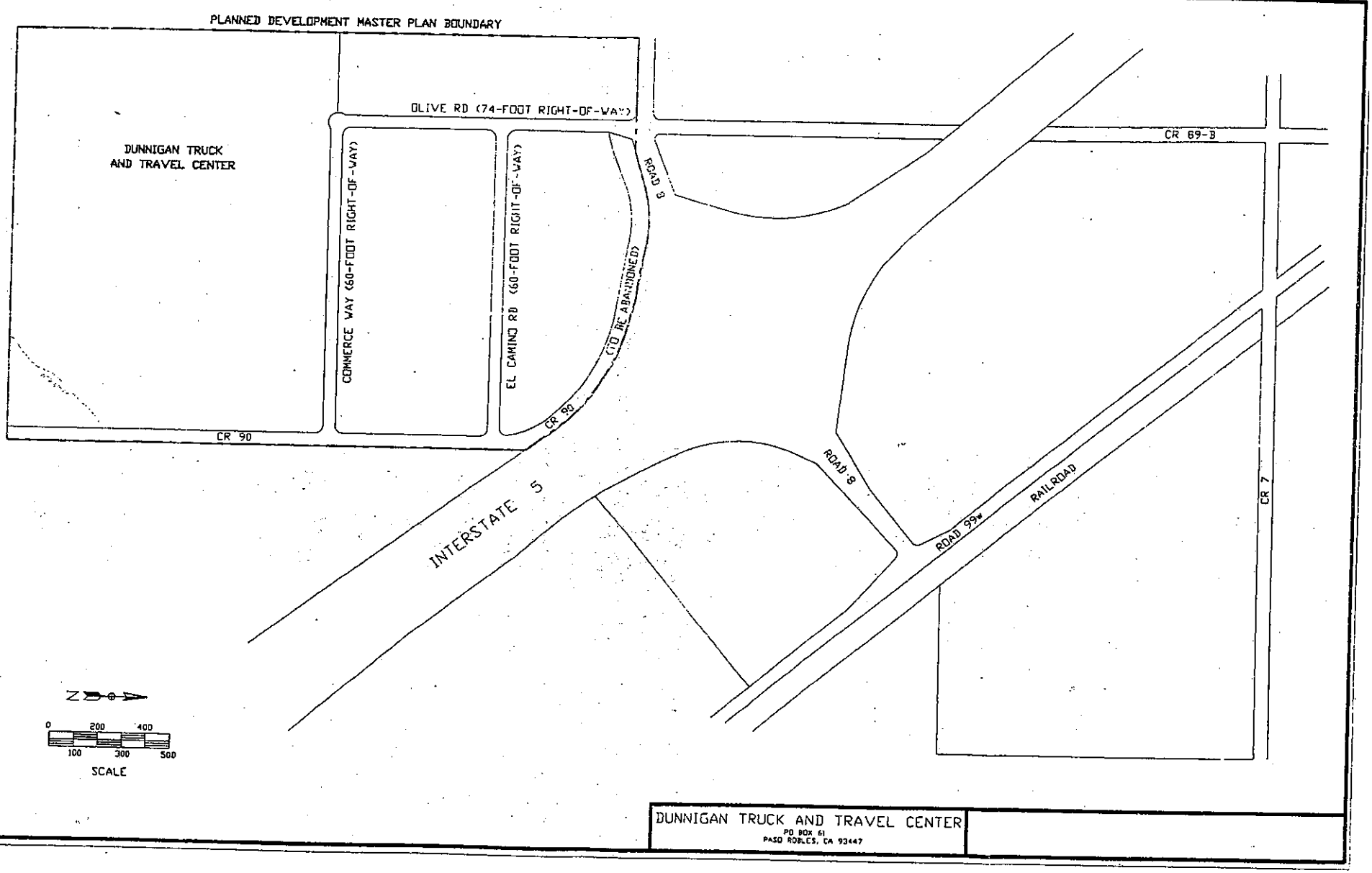
6d) The DTTC-PD is required to meet the parking standards established by the Yolo County Code and DTTC-PD. Approval of the project is contingent on adequate parking supply. Prior to building permit issuance, the applicant shall acquire site plan approval to assure adequate parking. No mitigation or further analysis is proposed.

6e) The DTTC-PD would not present hazards or barriers for pedestrians or bicyclists. On-site improvements include sidewalks and round-a-bout design to include pedestrian crossing. No impact
will occur.

6f) The DTTC-PD would not conflict with adopted policies, plans, or programs supporting alternative transportation. No impact will occur.

6g) The DTTC-PD will not impact rail, waterborne or air traffic impacts. No impact will occur.

Exhibit "9" - Circulation Map



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
7. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*				
a. Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?	☐	■	☐	☐
b. Locally designated species (e.g., heritage trees)?	☐	☐	■	☐
c. Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	■
d. Wetland habitat (e.g., marsh, riparian and vernal pool)?	☐	☐	☐	■
e. Wildlife dispersal or migration corridors?	☐	☐	■	☐

Discussion

Biological Resources are discussed in Section 4.8 of the Dunnigan EIR.

7a-e) According to the Dunnigan EIR, the Bird Creek corridor in the vicinity of the site contains the most well-developed riparian habitat in the Dunnigan Planning Area. As previously proposed with the Aulman Property Project, a habitat buffer area of approximately 24 acres was to be established between the commercial use and the north bank of the creek thereby providing adequate protection of the sensitive corridor. The DTTC-PD proposes a detention basin at the southeastern portion of the project site. The DTTC-PD however, does not entail such a habitat buffer as identified in the Dunnigan EIR. The absence of such a buffer could present a potential significant impact on habitat. However, this impact would be reduced with the following Dunnigan EIR mitigation measures 4.8-2 and 4.8-5:

MITIGATION MEASURES:

1. *All native trees with trunk diameters exceeding 12 inches and existing riparian habitat should be mapped as part of the landscape submittal for the DTTC-PD. Said landscape plans should be reviewed to determine whether sensitive vegetation resources would be adversely affected by the proposed development plan, including construction-related impacts and long-term affects due to changes in drainage or irrigation. Treatment of trees to be preserved shall be addressed as a tree preservation component of the Landscape Plan for development. Standards contained in the tree preservation component of the Plan should include the following:*

a) *Trees to be retained should be identified in the field through flagging or other obvious marking methods prior to any grading.*
b) *tree or group of trees to be retained in the vicinity of grading to avoid compaction of the root zone and mechanical damage to trunks and limbs.*
c) *Paving within tree driplines should be prohibited or stringently minimized, using porous materials such as gravel, loose boulders, cobbles, wood chips or bark mulch where hardscape improvements are necessary for access in the vicinity of trees.*
d) *Trenching should be prohibited within tree driplines. Any required utility line poles within the dripline should be installed by boring or drilling through the soil.*
e) *Landscape irrigation within tree driplines should be minimized. Turf or any landscaping with high water requirements should be prohibited. Permanent irrigation improvements should be limited to bubbler, drip, or subterranean systems.*

2. *Bird Creek and detention basin shall be preserved and enhanced as open space features and wildlife corridors. A minimum of 100 feet shall be provided from the top of both sides of the creek bank. Where well-developed riparian cover is absent, a mosaic of native riparian and upland species trees and shrubs shall be established along the creek corridors to provide protective cover for wildlife and enhance the habitat of the setback area. The creek preservation and enhancement effort should be a required component of the Landscape Plan, prepared by a Landscape Architect familiar with native plants and restoration of riparian habitat.*

3. *Any proposed modifications to the Bird Creek channels shall be coordinated with representatives of the CDFG and U.S. Army Corps to ensure that the concerns and possible requirements of both agencies can be easily incorporated n the proposed plans. Jurisdictional determinations and appropriate mitigation may be required subject to the provisions of Section 404 of the Clean Water Act and Sections 1601-1606 of the CDFG Code.*

4. *Future landscaping along riparian and wildlife sensitive areas and private developments within the DTTC-PD shall emphasize the use of native tree species to the extent possible. Suitable native species for use in landscaping improvements include: valley oak (Quercus lobata), blue oak (Quercus douglasii), live oak (Quercus agrifolia), Fremont cottonwood (Populus Fremonti),, California buckeye (Aesculus californica), and Black Walnut (Juglans hindsii).*

5. *The applicant shall be required to consult with the California Department of Fish and Game to mitigate for the loss of Swainson Hawk foraging habitat in accordance with CDFG and Yolo County Habitat Mitigation requirements. A copy of the fully executed habitat management agreement with the CDFG shall be submitted to the Yolo County Planning and Public Works Department prior to the issuance of grading permits or initiation of site improvements, which ever occurs first.*

6. *A pre-construction survey shall be conducted by a qualified biologist and submitted to the Planning and Public Works Department. If raptor nests are encoountered, an appropriate buffer zone shall be established based on topography, vegetation screening, and adjacent habitat, and construction activities shall be prohibited within the zone during the nesting season (nesting season is typically from May through August).*

7. *If identified, representatives from CDFG and USFWS shall be consulted to determine whether the nest tree or burrow shall be protected and a permanent buffer established to ensure future use or whether the nest site may be destroyed one the young have fledged.*

Timing/Implementation: Prior to Grading and Building Permit issuance.

Enforcement/Monitoring: Planning and Public Works Department

Implementation of the above mitigation measures will reduce this potential impact to Biological Resources a less than significant level. The Dunnigan EIR is sufficient.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
8. ENERGY AND MINERAL RESOURCES. *Would the proposal:*				
a. Conflict with adopted energy conservation plans?	☐	☐	■	☐
b. Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	☐	■
c. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	■

Discussion

Resources are discussed in Section 4.6 and 4.7 of the Dunnigan EIR.

8a) The DTTC-PD proposes a number of energy efficiency design standards including Landscaping within parking areas and reflective materials

The DTTC-PD will also be subject to adopted energy conservation plans adopted by Yolo County. In accordance with adopted conservation plans, all new buildings in Yolo County must meet the energy efficiency standards contained in Title 24, for commercial facilities. Compliance with Title 24 will ensure that all structures are constructed in accordance with accepted local and state energy efficiency standards. In addition, the project will be subject to the Uniform Plumbing Code for water efficiency. Therefore, this potential impact to a less than significant impact. No mitigation or further analysis is proposed.

8b,c) The proposed project will not use non-renewable resources in a wasteful and inefficient manner. The subject site is not designated as an area of significant mineral resources, significant aggregate deposits, or potential clay deposits. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
9. HAZARDS. *Would the proposal involve:*				
a. A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	☐	☐	■	☐
b. Possible interference with an emergency response plan or emergency evacuation plan?	☐	☐	☐	■
c. The creation of any health hazard or potential health hazard?	☐	☐	■	☐
d. Exposure of people to existing sources of potential health hazards?	☐	☐	☐	■
e. Increased fire hazard in areas with flammable brush, grass, or trees?	☐	☐	☐	■

Discussion

Hazards are discussed in Section 4.3.3 of the Dunnigan EIR.

9a) The DTTC-PD will involve the routine transport, use, and disposal of hazardous materials normally associated with fueling stations and underground tanks. As a result, there is a risk of accidental explosion. All structures will be constructed in accordance with Federal, State and local regulations including, but not limited to: Uniform Fire Code, Building, Mechanical, Plumbing and Electrical Codes, as amended and adopted by Yolo County. Fuel dispensing shall also be in accordance with the Yolo/Solano Air Quality requirements. Compliance with federal, state and local regulations will reduce the potential impact of accidental explosion, or release of hazardous substances to a less-than-significant impact. No mitigation or further analysis is proposed.

9b) The DTTC-PD would not interfere with any adopted emergency response or evacuation plans. No impact will occur.

9c) During various phases of construction activity of the site, there is an element of risk associated with construction for contractors and the public. However, this potential impact will be reduced to a less than significant impact with the following project conditions:

During all phases of construction, the contractor(s) shall maintain an orderly and safe construction site, including but not limited to:

a) Open trenching and other earthwork shall be completed within 24 hours.
b) All building materials shall be properly stacked, covered and/or inaccessible during non construction hours to prevent displacement.

c) All painting and similar hazardous materials shall be stored in secured premises.
d) Approved perimeter fencing shall be installed during building construction activity.
e) The building site shall be maintained in accordance with California Occupational Safety and Health Administration requirements.

Implementation of the above project conditions will reduce this potential impact to a less-than-significant impact.

9d) The project is not located on a site that is included on a list of hazardous materials sites compiled by the Yolo County Environmental Health Department-Hazardous Waste Sites. The DTTC-PD will not expose people to existing sources of potential health hazards. No impact will occur.

9e) The proposed DTTC-PD will increase the potential fire hazard of the area which is prone to high fire hazard during the summer months. However, based upon the setbacks required of the development will assure that this potential impact is less than significant.

Development of the subject site for urban type development will reduce the existing potential of fire hazard of brush and grass. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
10. NOISE. *Would the proposal result in:*				
a. Increases in existing noise levels?	☐	☐	■	☐
b. Exposure of people to severe noise levels?	☐	☐	☐	■

Discussion

Noise is discussed in Section 4.4 of the Dunnigan EIR.

10a) During construction and operation, the DTTC-PD noise levels on-site would exceed an Ldn of 60 dB. However, no sensitive land uses are in close proximity to the proposed DTTC-PD. Therefore, this is a less-than-significant-impact. No mitigation or further analysis is proposed.

10b) High noise levels could be generated with the addition of the proposed land uses. However, these noise levels will not expose people to severe noise levels since there are no existing or proposed noise sensitive receptors near the proposed DTTC-PD. No impact will occur.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
11. PUBLIC SERVICES. *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*					
a.	Fire protection?	☐	■	☐	☐
b.	Police protection?	☐	☐	■	☐
c.	Schools?	☐	☐	■	☐
d.	Maintenance of public facilities, including roads?	☐	☐	■	☐
e.	Other governmental services?	☐	■	☐	☐

Discussion

Services are discussed in Section 4.6 of the Dunnigan EIR.

11a) The Dunnigan Fire Protection District is made up of volunteer fire fighters. The DFPD has one 4,000 gallon tanker, one fire engine, two all-wheel drive grass fire vehicles, and one emergency medical vehicle. Development of the DTTC-PD will create additional service demand on the Dunnigan Fire District, requiring new equipment, facilities, and personnel to maintain an acceptable level of service. The Dunnigan EIR indicates that before substantial new development can occur within the town, a Fire District Master Plan is to be developed and adopted by the County. Currently, a Fire District Master Plan has not been adopted. However, a Fire District Master Fee Study (nexus study) is underway to ascertain and establish impact fees for various types of development. Development of the DTTC-PD may present a significant impact on fire services. However, the DTTC-PD proposes the following fee schedule, which could reduce this potential impact to a less than significant level:

- Office, service, and retail buildings less than 4,000 square feet, the applicant shall pay $2.00 per square foot (up to $8,000).
- Office, service, and retail buildings 4,001 - 12,000 square feet, the applicant shall pay $1.50 per square foot ($6001.50-$18,000)
- Office, service and retail buildings 12,001 - 23,000 square feet, the applicant shall pay $1.00 per square foot ($12,001 - $23,000).
- Office, service, and retail buildings larger than 23,000 square feet, the applicant shall pay $0.75 per square foot ($17,250.75 and up).
- Warehouse buildings less than 10,000 square feet, the applicant shall pay $1.00 per square foot (up to $10,000).
- Warehouse buildings 10,001 - 25,000 square feet, the applicant shall pay $0.75 per square foot ($7,500-$18,750).
- Warehouse buildings 25,001 - 100,000 square feet, the applicant shall pay $0.40 per square foot ($10,000.40 - $40,000).

- Warehouse buildings 100,001 - 300,000 square feet, the applicant shall pay $0.25 per square foot ($25,000.25 - $75,000).
- Warehouse buildings larger than 300,000 square feet, the applicant shall pay $0.20 per square foot ($60,000.20 and up).

In consultation with the Dunnigan Fire District Chief, the above fee schedule, based on existing available data, would be acceptable in providing fire service and facilities for the proposed DTTC-PD. However, the Dunnigan Fire District Chief notes that until the Fire District Fee study is completed, the proposed fee amounts could be low. This could result in a potential impact. However, the following mitigation would reduce this potential impact to a less than significant level:

MITIGATION MEASURE:

The project applicant shall consult with the Dunnigan Fire Protection District and reach a mutual agreement that provides reasonable offsets for the project's impacts to fire protection services. Said agreement shall be based on the fee schedule proposed by the DTTC-PD or Fire District Impact Fee Study, when adopted.

Timing/Implementation: Prior to building permit issuance

Enforcement/Monitoring: Planning and Public Works Department

Implementation of the above DTTC-PD Fee schedule or impact fees derived from the Fire District Fee Study, which ever are greater, would reduce this potential impact to a less than significant level.

11b) Police protection is the unincorporated areas of Yolo County are provided by the Yolo County Sheriff's Department. The County is divided into four areas, which are designated by color: Red, White, Green and Blue. Dunnigan is located in the "Green" area, along with the communities of Zamora, Yolo, and Knights Landing.

Currently, one resident deputy patrols the Green zone, with a relief officer covering when the resident officer is off. Generally, there is one officer patrolling each zone in the County, with other officers providing backup as required. In an emergency, as many officers as needed and available would be dispatched, usually between three and five officers and one sergeant. Assistance would also be available in an emergency from the California Highway Patrol.

The DTTC-PD would require additional police patrol, however, the DTTC-PD will not generate additional population thus causing a need for additional police personnel. Therefore, this potential impact is considered less than significant.

11c) The DTTC-PD is not considered a student generator and, therefore, would not affect any school facilities. School impact fees in the amount of approximately $.33 per square foot will be collected by the Pierce Unified School District prior to building permit issuance. This potential impact is less than significant.

11d) The DTTC-PD would not create any additional need for parks and no additional demands on the current park facilities. No impact will occur.

11e) The DTTC-PD proposes infrastructure improvements to be constructed by the Master Developer and subsequent improvements by the Phase Developers. The DTTC-PD further indicates that all public facilities, including stormwater drainage systems, the detention and streets shall be maintained by the County. This could present a significant impact on governmental services in maintaining these facilities and is also contrary to Article 10, Section 8-1.1001 and 8-1.1003 of the Yolo County Code. Section 8-1.1001 and 8-1.1003 requires the developer to construction and bond for all required subdivision improvements to assure orderly development of the site. Sections 8-1.1001 and 8-1.1003 of the County Code will be required as conditions of project approval.

In addition, the proposed DTTC-PD specifies that maintenance of common facilities will be done with the expansion of CSA 11. Expansion of CSA 11 for this development to maintain common commercial facilities may place an undue administrative burden on the County. However, this potential impact would be reduced to a less than significant level with the following mitigation:

MITIGATION:

The DTTC-PD shall be amended to reflect the following:

The developer shall establish a Landowner Association for all parcel owners for maintenance of common private facilities including, but not limited to: detention basin, drainage improvements, landscaping, etc. within the DTTC-PD project area. All private facilities, improvements, infrastructure, systems, equipment, common areas, etc., shall be operated and maintained by the property owner and/or the Landowners Association utilizing Best Management Practices, and in such a manner, and with such frequency, to ensure public health safety and general welfare.

All costs of ownership, operation and maintenance of private facilities, improvements, infrastructure, systems, equipment, common areas. etc., shall be the responsibility of the property owner and/or the Landowners Association. The Landowners Association shall be adequately funded for the purpose of ongoing and long term maintenance of all facilities, improvements, infrastructure systems, equipment, common areas, etc., including the accumulation of a sufficient reserve fund for long-term major repair and/or replacement of the water well and service lines, sanitary sewer system, storm drainage system including detention basin, any private roads, common truck and automobile parking area and all other common facilities as necessary.

Timing/Implementation: Submit developers CC&R's for review Prior to Filing Final Map; Record CC&R's against parcels concurrently with Filing of Final Map.

Enforcement/Monitoring: Planning and Public Works Department

All other service providers have been forwarded the project. No significant impacts have been identified. Therefore, this impact is less-than-significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
12. UTILITIES AND SERVICE SYSTEMS. *Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:*				
a. Power or natural gas?	☐	☐	■	☐
b. Communications systems?	☐	☐	■	☐
c. Local or regional water treatment or distribution facilities?	☐	☐	■	☐
d. Sewer or septic tanks?	☐	☐	■	☐
e. Storm water drainage?	☐	☐	■	☐
f. Solid waste disposal?	☐	☐	■	☐
g. Local or regional water supplies?	☐	☐	■	☐

Discussion

Services are discussed in Section 4.6 of the Dunnigan EIR.

12a) PG&E supplies electricity and natural gas to the Dunnigan community through its existing distribution and transmission facilities. The town of Dunnigan is within an electricity service area that runs approximately along Intestate 5, halfway to Arbuckle to the north, and Zamora to the south. The Dunnigan Substation has a capacity of about ten megawatts and is served by a 60 Kilovolt line located along Grieve Road. Natural gas lines are also located throughout the area.

Concurrent with the DTTC-PD site, utilities would be installed during the initial phase of project implementation when all infrastructure and other site improvements would be constructed. According the Dunnigan EIR, buildout of the expansion areas could not be handled by PG&E and any new development would need to undergo a thorough review by PG&E. Before new electric distribution or transmission facilities are expanded, an extensive review by PG&E would be required to determine the best placement of lines and substations. Gas facilities would also need to be upgraded and distribution lines expanded. This potential impact is less than significant.

12b) Pacific Bell was also contacted to determine the effect of the proposed project. No conflicts were foreseen from the preliminary plans permitted, although more detailed site plans would be needed for a completion of services. Submission of such plans is required prior to building permit issuance. Therefore, this impact is less-than-significant.

12c) The Water facilitates plan for the DTTC-PD was developed to incorporate the recommendations of the Dunnigan Facilities Plan. Dunnigan Water Works (DWW) will provide water service to the DTTC-PD. A minimum ten inch-inch distribution main would be installed under I-5 at County Road 89 and continue south into the site at Olive Road.

The minimum ten-inch distribution main shall loop around DTTC-PD within the ROWs of Commerce Way, County Road 90, and El Camino Rd.

The DWW intends to obtain easement dedications from the DTTC-PD to locate a second production well at the south end of the remainder parcel, with parallel supply piping back to the water treatment facility on the east side of I-5. The DWW plans to obtain an easement dedication for additional clear water storage and a pumping station on the remainder near the new well. This potential impact is less than significant.

12d) According to the Dunnigan EIR, which evaluated a similar project (Aulman Property) at the DTTC-PD location, project wastewater flow would be about 170,000 gallons per day at buildout. This would require a pond area of about nine acres, with a two-acre aeration ponds and seven acres in evaporation/percolation ponds. Total site area required for wastewater disposal would be estimated at 12 acres.

According to the DTTC-PD Master Plan, the wastewater facilities are to be constructed by Dunnigan Water Works (DWW). Wastewater treatment service will be provided to the DTTC-PD under will-serve agreements with the individual property owners. The DWW intends to meet future demands by increasing the size of its holding capacity on the east side of Interstate 5. The subject property zoning at this location is Agricultural General (A-1), which requires a Conditional Use Permit for expansion. DWW currently operates two wastewater treatment ponds at this location with a capacity flow rate of 27,000 gallons per day (gpd). The RWQCB issued Waste Discharge Requirements Order Number 93-176 to DWW for the operation of four ponds at its current location east of I-5. With four ponds operating, the maximum permitted discharge is 54,000 gpd. This would result in a potential deficit of 116,000 gpd., which would result in a potentially significant impact. However, DWW will prepare and submit necessary technical reports and plans to RWQCB to receive approval and the required permits for constructing and operating expanded sewer services. Capitol outlay for the construction of the system shall be the responsibility of DWW. The DWW shall obtain all necessary permits to construct the sewer system. A ROWD shall be submitted to the Regional Water Quality Control Board prior any new discharge to the existing system or to any new proposed wastewater treatment and disposal system. The ROWD shall be accompanied by a technical report that should include at least the following items:

1. A detailed engineering design of the proposed wastewater treatment and disposal system. It shall be demonstrated that the upgraded or new treatment facility have sufficient treatment, storage and disposal capacity to accommodate allowable wastewater flow, design seasonal precipitation and ancillary inflow and infiltration during

winter months. Design seasonal precipitation should be based on total annual precipitation using a minimum return period of 100 years, distributed monthly in accordance with historical rainfall patterns.

2. A detailed assessment of both the individual and cumulative wastewater characteristics must be completed in order to determine the appropriateness of combining such waste streams, identify the potential threats to water quality, and determine the required level of treatment to eliminate such threats.

3. It must be demonstrated that a minimum of five feet of separation is maintained between the base of the disposal system and the uppermost groundwater aquifer at all times, including during periods of extremely wet weatehr conditions. Based upon on site specific conditions, the Board may require that the ponds be lined to ensure the protection of water quality.

4. Demonstration that the proposed discharge will not threaten to degrade water quality or create a condition of pollution and/or nuisance and that the proposed treatment and disposal system be designed such that water quality is protected.

The construction and operation of the ponds could be carried out with less-than-significant impacts, provided the work meets all permit conditions imposed by the Central Valley Regional Water Quality Control Board.

Additionally, construction associated with the project will disturb more than five acres and therefore, will require a permit under the National Pollution Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity. Before construction begins, the proponent must submit an NOI to comply with the permit to the State Water Resources Control Board and a Storm Water Prevention Pollution Plan must be prepared prior to grading permit issuance.

Implementation of the above statutory requirements will result in a less-than-significant impact.

12e) The DTTC-PD proposes an underground storm water drainage system to be constructed for Parcels I -IV, Olive Road, Commerce Way, and El Camino Road. Drainage from the DTTC-PD will be directed through underground pipes to the open ditch along the west side of County Road 90. Improvements to the drainage ditch along County Road 90 will be constructed as necessary to accommodate drainage/runoff from the entire 100-ac DTTC-PD. This potential impact is less than significant.

12f) Solid waste disposal generated from the DTTC-PD would be transported to the Yolo County Landfill. The existing yearly permitted allotment of the landfill is adequate to meet the extra demand generated by the DTTC-PD. This impact is less-than-significant.

12g) As indicated by the hydrogeological report prepared by Youngdahl Consulting Group, Inc., the Colusa sub-basin of the Sacramento Groundwater Basin has ample reserve to accommodate the proposed DTTC-PD project. Therefore, this impact is considered less-than-significant. No mitigation or further analysis is proposed.

Exhibit "10" - Water System

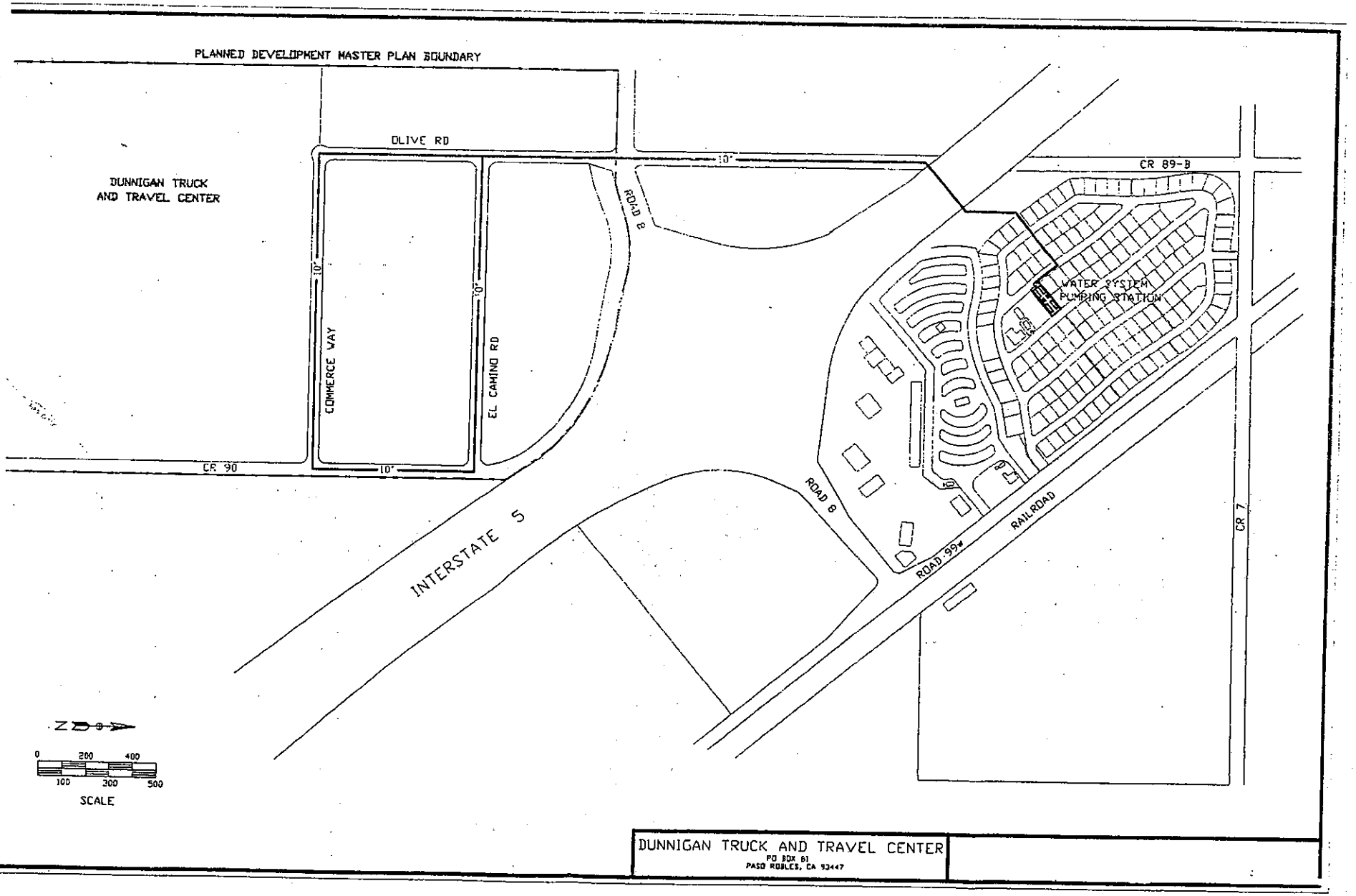
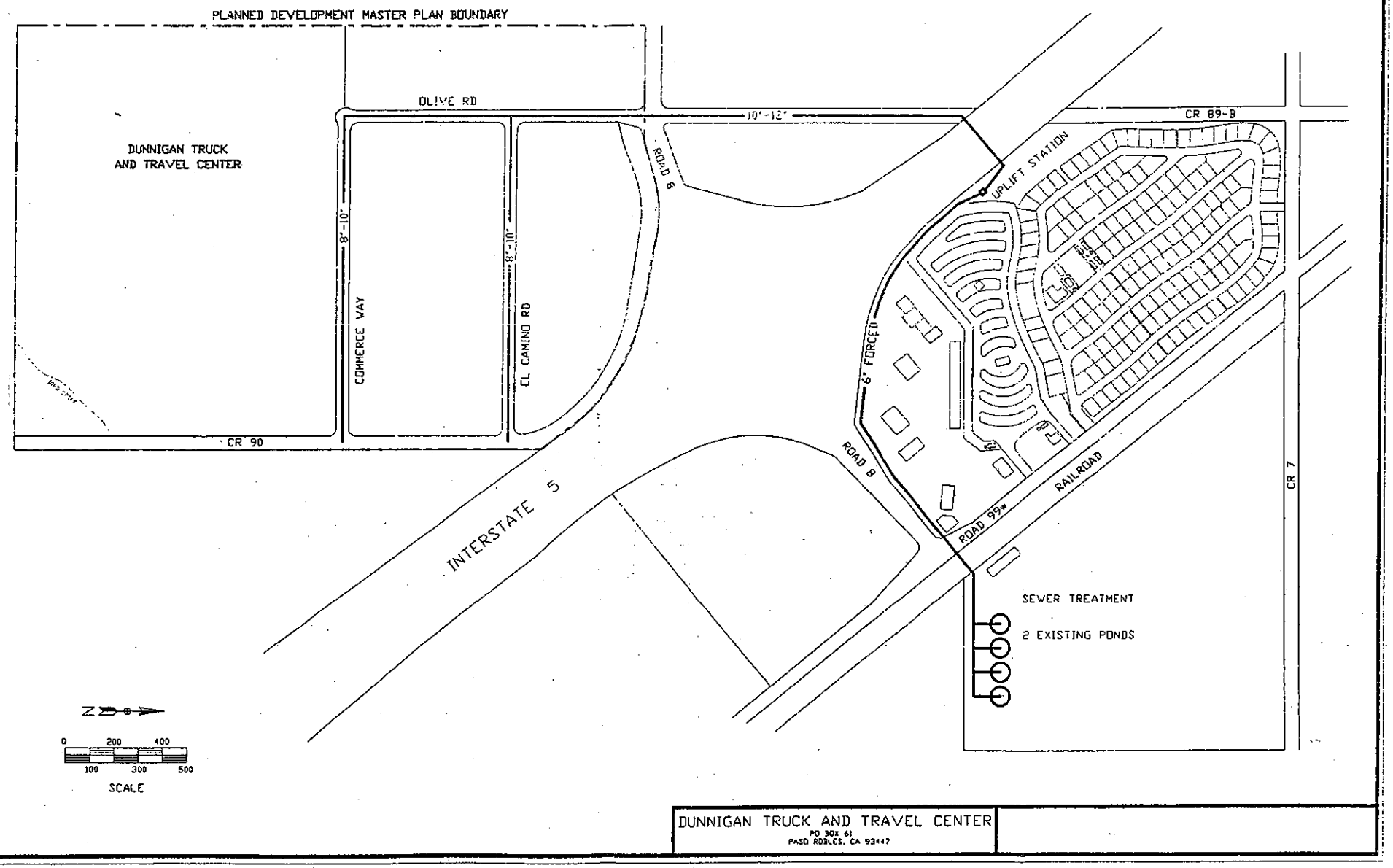


Exhibit "11" - Sewer System



		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
13. AESTHETICS. *Would the proposal:*					
a.	Affect a scenic vista or scenic highway?	☐	■	☐	☐
b.	Have a demonstrable negative aesthetic effect?	☐	■	☐	☐
c.	Create light or glare?	☐	■	☐	☐

Discussion

Aesthetics are discussed in Section 4.10 of the Dunnigan EIR.

13a-b) According to the Dunnigan EIR, existing land uses that enjoy a view of open agricultural land would be impacted with development of the DTTC-PD site. Development of the site would further transform the site from urban type development from open, flat farmland, which would present a significant impact to a scenic vista as well as have a negative aesthetic effect.

According to the DTTC-PD, a Landscape Master Plan shall be prepared by the phased developers. Landscaping shall be required for all projects in the DTTC-PD. Landscaping within parking areas will attempt have shading consistent with the goals and policies of the Dunnigan General Plan. The Landscaping plan shall comply with the Model State Ordinance for Water Efficient Landscape (Division 2, Title 23 of the California Code of Regulations). The landscaped plan shall address landscape treatments, parking areas, landscape strips, and irrigation.

The DTTC-PD also proposes Building and Site Design Review processes, Building continuity, Special Treatment of Rear and Side Elevations, Loading Docks, Service Areas, Mechanical Equipment, Signage.

Implementation of the aforementioned sections of the DTTC-PD will reduce the potential impacts associated with development of the site. Therefore, the Dunnigan EIR analysis is sufficient. No further mitigation or environmental review is proposed.

12c) The DTTC-PD would provide additional light and glare into an area currently unlit. However, the surrounding area contain numerous truck related uses producing significant amounts of light and glare. Lights associated with the project would produce additional lighting sources, but would be utilized mainly for security purposes and would not produce significant amounts of light or glare that may affect adjacent properties. Additionally, the following Dunnigan EIR Mitigation Measures will further reduce impacts:

MITIGATION MEASURES:

Prior to issuance of building permits, the applicant shall submit construction plans which comply with the following minimum requirements for light and glare:

1) *Outdoor night lighting shall be focused downward and/or shielded. Roadway and pavement surfaces should be selected to minimize upward reflected light.*
2) *All outdoor lighting should be turned off after 11:00 PM if not in use unless needed for safety and security. Safety and security lighting (except street lighting) can usually be at lower levels when the area is not at use.*
3) *A lighting design should attempt to conceal lights to avoid glare. When concealing lights, avoid placing lights too close to an object to avoid reflected glare.*
4) *Lighting fixtures should be selected that can be shielded, if a potential problem exists, after installation.*
5) *Non-glare glass shall be used in all buildings to minimize and reduce impacts from daytime glare.*
6) *Structure exterior materials shall be composed of a minimum of 50 percent low reflectance, non-polished finishes.*
7) *Bare metallic surfaces on new structures shall be painted to minimize reflectance.*
8) *Outdoor light fixtures shall be low-intensity, shielded and/or directed away from adjacent areas and the night sky. Lighting fixtures for parking lots shall use low-pressure sodium lamps or other similar lighting fixtures. All light fixtures shall be installed and shielded in such a manner that not light rays are emitted from the fixture at angles above the horizontal plane. High-intensity discharge lamps, such as mercury, metal halide and high-pressure sodium lamps shall be prohibited. Lighting plans shall be provided as part of facility improvement plans to the County with certification that adjacent areas will not be adversely affected and that off site illumination will not exceed 2-foot candles.*

Timing/Implementation: Prior to building permit issuance

Enforcement/Monitoring: Yolo County Building Division

According to the Dunnigan EIR, the DTTC-PD (Aulman Property) would cause significant impacts under Impact 4.10-3, "Disruption of Scenic Vistas"; and 4.10-4 "Construction Impacts". All mitigation measures and significance after mitigation would be the same. All mitigation measures and significance after mitigation would be the same as in these impacts.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
13. CULTURAL RESOURCES. *Would the proposal:*					
a.	Disturb paleontological resources?	☐	☐	☐	■
b.	Disturb archaeological resources?	☐	☐	☐	■
c.	Affect historical resources?	☐	☐	☐	■
d.	Have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	☐	■
e.	Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	■

Discussion

Geology is discussed in section 4.7 of the Dunnigan EIR.

13a) According to the Dunnigan EIR, no paleontological resources are known or suspected on the proposed DTTC-PD site. No impact will occur.

13b) The project site does not have any archaeologically significant characteristics as defined by the criteria according to the CEQA Guidelines. No impact will occur.

13c) The project site is not known to have any historical significant or significant characteristics as defined by the criteria according to the CEQA Guidelines. No impact will occur.

13d) The project site does not have the potential to cause physical change which would affect a unique ethnic cultural value according to the CEQA Guidelines. No impact will occur.

13e) The project does not have the potential to restrict existing religious or sacred uses within the potential impact area. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
14. RECREATION. *Would the proposal:*				
a. Increase the demand for neighborhood or regional parks or other recreational facilities?	☐	☐	☐	■
b. Affect existing recreational opportunities?	☐	☐	☐	■

Discussion

Recreation is discussed in various sections of the Dunnigan EIR.

14a) An increase in the demand for recreational facilities is generally as a result of a population generating land use. The DTTC-PD is a commercial development, thus, not generating additional population. The DTTC-PD would not require the construction of additional recreational facilities nor substantially increase the use of existing recreational facilities. No impact will occur.

14b) As indicated above, the DTTC-PD will not affect recreational opportunities. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
15. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	■
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	■	☐
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	■	☐
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?	☐	☐	☐	■

FISH AND GAME ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

For purposes of implementing Section 735.5 of Title 14, California Code of Regulations: if based on the record as a whole, the Department of Fish and Game determines that implementation of the project described herein, will result in changes to resources A - G listed below, then a **Fish and Game Document Filing Fee** must be assessed. Based upon analysis using the criteria A - G, and information contained in the record, state conclusions with evidence below.

A) Riparian land, rivers, streams, water courses, and wetlands under state and federal jurisdiction;

B) Native and non-native plant life and the soil required to sustain habitat for fish and wildlife;

C) Rare and unique plant life and ecological communities dependent on plant life, and;

D) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside;

E) All species of plant or animals as listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, and the Water Code, or regulations adopted thereunder;

F) All marine terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside;

G) All air and water resources the degradation of which will individually or cumulatively result in the loss of biological diversity among plants and animals residing in air or water.

De minimus Fee Exemption: For purposes of implementing Section 735.5 of the California Code of Regulations: A *De minimus Exemption* may be granted to the **Environmental Document Fee** if there is substantial evidence, based on the record as a whole, that there **will not** be changes to the above named resources 25.A - G caused by implementation of the project. Using the above criteria, state conclusions with evidence below, and follow Planning and Building Inspection Department procedures for filing a De minimus Exemption.

Conclusion: The project will be required to pay the fee.

Evidence: Based upon the Department of Fish and Game comments regarding the proposed project, the Department of Fish and Game have determined that significant resources of the project include foraging habitat for the state-listed threatened Swainsons's Hawk (Buteo swainsoni). Recent surveys conducted by the DFG indicate a minimum of four active Swainson's Hawk nest sites within two to five miles of the project site. The DFG also recommends that Conditions of Approval for project impacts be implemented. Because this project will have an impact to fish and/or wildlife habitat, assessment of fees under Public Resources Code Section 21089, and as defined by assessment of fees under Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency

EXHIBITS

Exhibit "1" – Vicinity Map
Exhibit "2" – Location Map
Exhibit "3" – Assessor's Parcel Map
Exhibit "4" – Aerial Photograph
Exhibit "5" – Site Photographs
Exhibit "6" – Land Use Map
Exhibit "7" – Tentative Parcel Map (TPM#4442)
Exhibit "8" – Site Plan
Exhibit "9" – Circulation Map
Exhibit "10" –Water System Planned Expansion
Exhibit "11" –Sewer System Planned Expansion
Exhibit "12" –Dunnigan Truck and Travel Center, Planned Development dated Feb. 21, 03
Exhibit "13"– Certified Dunnigan EIR (On file with the Planning and Public Works Department)
Exhibit "14" – Responsible Agency and Public Comment (On File with the Planning and Public Works Department)

REFERENCES:

Dunnigan Truck and Travel Center, Planned Development, November 12, 2002
Town of Dunnigan General Plan, February 2001
Certified Dunnigan General Plan and Specific Developments EIR (SCH#93053066. March 1996)
Uniform Codes adopted by Yolo County
Yolo/Solano Air Quality Management District