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Secretary for
Environmental Protection



Department of Toxic Substances Control

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Gavin Newsom
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SENT VIA ELECTRONIC MAIL

February 27, 2024

Mr. Clifton Taylor
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APPROVAL OF REVISED REMOVAL ACTION WORKPLAN FOR OU3-EAST,
SW DIXON - HARVEST PROPERTY, 630 SOUTH LINCOLN STREET, DIXON
(SITE CODE: 102381)

Dear Mr. Taylor:

The Department of Toxic Substances Control (DTSC) provided oversight of the preparation of the *Removal Action Work Plan for SW Dixon – Harvest Property Operable Unit 3-East* (RAW) for the SW Dixon – Harvest Property. The RAW, prepared by ENGEO on behalf of JEN California 6, LLC, evaluates existing site conditions, proposes soil cleanup levels for protection of human health and the environment, evaluates cleanup alternatives, and identifies a final recommendation for a removal action at Operable Unit 3 East (OU-3 East) the SW Dixon – Harvest Property (Site).

OU-3 East is located generally south of West A Street and west of Pitt School Road in Dixon, California and consists of approximately 60-acres of former agricultural property. OU-3 East is part of a larger approximately 330-acre Site, for which DTSC began oversight of environmental investigations under Standard Voluntary Agreement HSA-FY 19/20-016 executed on September 3, 2019 and amended June 17, 2020. The Site was transferred to DTSC from Solano County.

Investigation of the Site was divided into four Operable Units (OUs), consisting of OU-1, OU-2, OU 3-West, and OU 3-East, to accommodate Site development timelines. OU-1 received a No Further Action (NFA) determination on July 2, 2020, and OU-2 and OU-3 West received a NFA determination on June 23, 2021. Residential development of OU-1, OU-2, and OU-3 West as part of the Southwest Dixon Specific Plan is currently underway, and OU-3 East is proposed for further residential development.

DTSC review of eight finalized reports for the Site, including Phase I Reports, Phase II Reports, and a Report of Findings, determined that data gaps existed for constituents of concern (COCs) in soil within OU-3 East. The data gaps identified included arsenic and organochlorine pesticides (OCPs), specifically toxaphene. DTSC concurred with the evaluation provided in the Preliminary Endangerment Assessment for OU-3 East dated January 28, 2022 (OU-3 East PEA), that arsenic concentrations in soil within OU 3-East, ranging from 4.2 milligrams per a kilogram (mg/kg) to 7.6 mg/kg, are within expected background concentrations for the region.

ENGEO conducted supplemental sampling in January 2021, February 2021, and July 2021 to fully characterize the vertical and lateral extent of toxaphene in soil in OU-3 East. Additional soil sampling of the sub-graded Homestead Way, which bisects OU-3 East and was graded to provide utility connection to the surrounding development, was conducted in January 2022. Toxaphene was detected in soil, from the ground surface to 18 inches below the ground surface (bgs), ranging from non-detect to 1.68 mg/kg. Toxaphene concentrations exceeding the DTSC Screening level for unrestricted use (0.45 mg/kg) were primarily located within shallow soil, from the ground surface to 12 inches bgs. DTSC concurred with the OU-3 East PEA conclusion that toxaphene concentrations present in shallow soil, excluding Homestead Way, represent an environmental concern and warrant remediation prior to residential development.

DTSC received a draft Removal Action Workplan on May 22, 2022 and provided comments for clarification and revision on September 8, 2022. DTSC received a *Revised Draft Removal Action Work Plan for SW Dixon – Harvest Property Operable Unit 3-East* (Revised Draft RAW) for the SW Dixon – Harvest Property (Site) on December 2, 2022, and provided additional comments on January 12, 2023 and April 25, 2023. DTSC received a second revision to the RAW dated April 28, 2023 (Draft Final RAW).

DTSC determined that the appropriate California Environmental Quality Act (CEQA) approach as responsible agency for the remediation project was a second addendum to the Southwest Dixon Specific Plan Environmental Impact Report (Addendum No. 2 to the SWDSP EIR) that addressed the potential impacts from the remediation project in OU-3 East.

DTSC approved the Draft Final RAW for public review and comment on September 27, 2023. DTSC distributed a Public Notice dated November 2023, which announced a 33-day Public Review and Comment period for the RAW from November 17, 2023 to December 20, 2003. During the Public Review and Comment Period, DTSC received one comment and two questions. One member of the public emailed and called to inform DTSC of the high winds present in Solano County and

express their concern that the dust control measures listed in the Public Notice may be insufficient to prevent dust from covering their home and vehicle. As a result of the Community Member's comment, DTSC's Human and Ecological Risk Office (HERO), Engineering and Special Projects Office (ESPO), and Health and Safety Program (HSP) conducted additional review of the Community and Air Monitoring Plan (CAMP) in the Draft Final RAW. HERO and ESPO found that the procedures in the CAMP for dust mitigation and monitoring should be sufficient for dust control during earthwork activities at the Site, provided they are adhered to by the contractor. HSP provided comments in a January 4, 2024 memorandum recommending revision of the CAMP to include measures for further control of dust generation during project earthwork activities. DTSC provided the HSP comments to ENGEO on January 18, 2024.

DTSC received a response to comments and revised Draft Final RAW with a revised date of January 23, 2024 based on the HSP comments. Revisions to the CAMP include the following clarifications:

- Dust generating activities will pause if the 15-minute windspeed average exceeds 20 miles per an hour until the wind speed decreases below the stated threshold,
- Dust monitoring and meteorological equipment will be equipped with telemetry to allow real-time monitoring and alerts,
- Adjacent public roads and paved site roads will be wet swept with HEPA-filter equipped vacuums at a minimum of twice per a day and more frequently if necessary, and
- Publicly visible signage will be posted on OU-3 East perimeter providing contact information for reporting problems or concerns.

DTSC's review of the revisions determined that DTSC's comments were appropriately addressed, and the revised Draft Final RAW is hereby approved as final. Please include the signature(s) and stamp(s) of registered professionals where appropriate, and attach the enclosed Addendum No. 2 to the SWDSP EIR, Notice of Determination, and Responsiveness Summary in to the Final RAW and provide DTSC with one paper copy and one digital copy of the final RAW.

Any deviation, future changes, and/or revisions to the final version other than as indicated in this Final RAW, shall be clearly identified in an amended Final RAW and re-submitted for DTSC's review/approval. If RAW activities are not initiated within six months of the date of this letter, DTSC may require additional investigation, activities, and/or revision to the document.

Prior to the start of field work, please submit a schedule that includes dates for field work, public participation activities, and submission of the RAW completion report.

Mr. Clifton Taylor
February 27, 2024
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Please notify DTSC a minimum of 10 calendar days in advance of field work or schedule changes. DTSC will mail out a Work Notice at least 7 days prior to field mobilization. DTSC will also submit Addendum No. 2 to the SWDSP EIR and a Notice of Determination to the State Clearinghouse within five days of the date of this approval letter.

DTSC appreciates your efforts with this project. If you have any questions regarding this letter, please contact project manager Karri Peters at (916) 255-3614 or via email at Karri.Peters@dtsc.ca.gov.

Sincerely,



Steven Becker
Branch Chief
Santa Susana Field Laboratory
Site Mitigation and Restoration Program
Department of Toxic Substances Control

Enclosures: Addendum No. 2 to the SWDSP EIR Dated October 2023
Notice of Determination Signed February 27, 2024
Responsiveness Summary dated February 2024

cc: (via email)

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ADDENDUM NO. 2
TO THE SOUTHWEST DIXON
SPECIFIC PLAN EIR FOR THE SW DIXON
– HARVEST PROPERTY OPERABLE
UNIT 3-EAST (OU-3 EAST) REMOVAL
ACTION WORK PLAN
(STATE CLEARINGHOUSE NUMBER 2002042037)

Prepared for:

Department of Toxic Substances Control
8800 Cal Center Drive
Sacramento, CA 95826

OCTOBER 2023

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1.0 Addendum to the Southwest Dixon Specific Plan EIR

1.1. INTRODUCTION/BACKGROUND

The Southwest Dixon Harvest Property, Operable Unit 3-East (OU-3 East or Site) is part of a 330-acre development known as the Southwest Dixon Specific Plan (SWDSP) or Homestead. The Site is approximately 45 acres and includes a portion of Solano County Assessor Parcel Number (APN) 0114-012-010 and all of APN 0114-012-050 and APN 0114-012-060. (Figure 1) The Site is proposed for residential development but was historically planted with agricultural row crops.

As a result of the previous land use, a Preliminary Endangerment Assessment Report (PEA) was prepared for the Site in 2022. The PEA identified and delineated elevated toxaphene levels to the upper 12 inches of soil, with approximately 56,000 cubic yards of total soil being impacted. The PEA report recommended the development of a Removal Action Workplan (RAW) to address the elevated toxaphene levels to the upper foot of soil within the Site.

The purpose of the RAW is to identify the preferred remedial alternative to describe the proposed procedures and protocols for remediation of toxaphene-impacted soil at the Site to allow for future residential development. This Addendum was prepared to identify and analyze any environmental impacts to human health and/or the environment with the excavation of approximately 56,000 cubic yards of contaminated soil.

1.2. SOUTHWEST DIXON SPECIFIC PLAN EIR

The Southwest Dixon Specific Plan Environmental Impact Report (SCH 2002042037) (SWDSP EIR) was certified by the City of Dixon (City) in March 2004 pursuant to Resolution No. 04-195, and the SWDSP project was approved by the City in 2005, pursuant to approval of Resolution 2005-217. In 2008, the City amended the SWDSP to add 40.9 acres of land east of Pitt School Road and south of Southeast Parkway to increase the low-density residential acreage from 185.53 to 226.43 acres, but leaving the total number of dwelling units unchanged.

In 2016, the City amended the SWDSP to designate a portion of the specific plan to RM-4 (multi-family) to accommodate affordable housing within the specific plan area. In 2019, the City adopted the first addendum to the SWDSP EIR and approved an Amended and Restated Development Agreement for the SWDSP, as well as tentative maps for Phase 1, Villages 2 and 3. In support of the first addendum, the City commissioned a transportation phasing study, which was prepared by Fehr & Peers to determine whether the changes in traffic mitigation outlined in the phasing study would not result in any new or increased traffic impacts compared to those previously identified. (*Final Report for the Update to Southwest Dixon Specific Plan Mitigation Phasing Study, Fehr & Peers, 2019.*)

The SWDSP EIR generally contemplated the potential need for soil remediation. For instance, Impacts 3.8-B and 3.8-E of the SWDSP EIR identified five areas of the specific plan that could have contaminated soil, exposure to which could pose a safety hazard for workers and residents, and which could cause significant health risk to future residents if not remediated. Specifically, the SWDSP Draft EIR discussed that the plan area had been used for commercial agricultural production for many years, which use included the spraying of pesticides, herbicides, and other agricultural chemicals that could have left residues in the soil. This impact was considered potentially significant and triggered the adoption of mitigation measure requiring that a Phase I Environmental Site Assessment be conducted on all areas within the Specific Plan.

Other impact areas analyzed by the SWDSP EIR and relevant to the Modified Project (defined in Section 1.3) are detailed in Section 2.1.2, below.

1.3 MODIFIED PROJECT DESCRIPTION

The proposed remedy to remediate the Site is excavation and offsite disposal of the impacted soil. This approach includes the following elements:

- Excavation of an estimated 56,000 cubic yards of the top 12 inches of toxaphene-impacted soil;
- Stockpiling of the excavated soil on site for off haul;
- Transport of the soil to an appropriate permitted disposal facility; and
- Collection of confirmation soil samples across the excavation area and excavation sidewalls to verify the removal of toxaphene-impacted soil.

The remediation activities would be conducted between 7:00 a.m. and 6:00 p.m. Monday through Friday. Any work conducted on a Saturday or Sunday would be completed between 8:00 a.m. and 5:00 p.m., subject to the approval of the City. All remedial activities would be conducted by a California-licensed contractor under the supervision of a California-licensed professional geologist and/or civil engineer.

The excavated soil would be transported to Hay Road Landfill in Vacaville, approximately 11 miles south of the Site. The haul route would include the use of Pitt School Road, Midway Road, State Route 113, and Hay Road. A copy of the exact haul route to be used is attached as Appendix B, Transportation Plan, to the RAW, but is also shown in Figure 2, attached.

After all impacted soil has been removed from the Site, soil samples would be collected from across the excavation area in accordance with the Sampling and Analysis Plan contained in the RAW to verify the removal of all impacted soils has been completed. Sampling results would be returned within approximate five (5) working days. Clean soil would be imported from nearby land (within one-half mile) owned by the developer to restore grades at the Site to allow for the construction of homes.

The RAW requires the developer to apply to the City for a grading permit and hauling permit prior to the start of work, and to conduct the Project in accordance with all applicable local, state, and federal rules, including but not limited to, the Cal/OSHA regulations pertaining to worker protections, CEQA air quality guidelines, and the City's ordinances.

1.4 PURPOSE OF THE EIR ADDENDUM

According to CEQA Guidelines Section 15164(a), an addendum shall be prepared if changes or additions to a previously adopted EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162, subdivision (a)(1) through (3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162, subdivision (a):

When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation Programs 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 Program or alternative; or

- (D) Mitigation Programs 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 Program or alternative.

1.5 RATIONALE FOR PREPARING THE ADDENDUM

As outlined in Section 2.0 below, the Modified Project will not result in any new significant impacts or increase in severity of impacts that would require an update to the SWDSP EIR. Further, as documented in the Fehr & Peers memo dated November 18, 2022, and updated on July 28, 2023, (see attached Exhibit A), the circumstances surrounding the Modified Project have not changed and would not result in the need to address any new significant environmental impacts related to traffic and transportation. Finally, the Modified Project would not result in the revelation of any new significant information which was not known or could not have been known at the time the EIR was prepared, which would require additional mitigation measures or alternatives be adopted.

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR):

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

This Addendum and other supporting documentation may be reviewed under the “Site/Facility Docs” tab on DTSC’s Envirostor website for this Modified Project at https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60002862. The SWDSP EIR, may be reviewed on the City’s website at <https://www.cityofdixon.us/EnvironmentalReviewDocuments>.

2.0 CEQA Analysis

This Section analyzes and concludes that the modified project (implementation of the RAW) does not meet the criteria requiring preparation of a subsequent EIR as required under CEQA Guidelines Section 15164. This Section includes a summary of the environmental impact topics evaluated in the SWDSP Final EIR, and a determination as to whether the Modified Project would result in an increase in the severity of the impacts identified in the SWDSP EIR, or any new impacts not previously considered in the SWDSP EIR.

No substantial changes in circumstances have occurred and no new information of substantial importance has arisen since the SWDSP EIR and Addendum No. 1 were prepared.

Soil remediation of the Site was generally considered in the SWDSP EIR approved in 2005 and is fully consistent with the City’s 2040 General Plan and General Plan EIR adopted in April 2022 (SCH 2018112035). The purpose of this Addendum is to provide details about and analysis of the proposed cleanup of the soil at the Site to ensure no new significant environmental impacts would result from the Modified Project.

Notably, this Modified Project is a component of the Southwest Dixon Specific Plan (Homestead Development), which remains unchanged and contains the same land uses, densities, unit counts, and commercial acreages as when originally approved. Additionally, there have been no major changes to the proposed land uses in the immediate vicinity of the SWDSP, as development within the City continues to occur consistent with the specific plans adopted in the early 2000’s, and the City’s 2040 General Plan. Thus, no new or changed impacts to aesthetics, agriculture and forestry, geology, land use and planning, mineral resources, population and housing, public services, parks and recreation, water, wastewater, or wildfire would result as part of the proposed soil excavation.

The environmental analysis below includes the potentially impacted resources and discusses how the existing SWDSP EIR or the Modified Project itself, mitigates any potentially significant impacts to a less than significant impact.

2.1. ENVIRONMENTAL SETTING

The Southwest Dixon Specific Plan area (Homestead) is bounded by West A Street to the north, Pitt School Road and South Lincoln Street to the east, agricultural land to the south and west. The specific plan area is approximately 35 percent built out, with all of the key infrastructure

improvements having been constructed throughout all phases, except Phase 4. Of the 1,365 residential units proposed and entitled, approximately 450 single family homes have been constructed and are occupied as follows: Phase 1 (Villages 1-4) of the SWDSP has been completed and is fully occupied with single-family homes and various sized parks; Phase 2A (Villages 5-7) includes age-restricted single-family homes, a large detention pond, and a few small parks and is currently under construction; Phase 2B (Villages 9-10) have backbone infrastructure in, but no homes will be constructed until the end of 2024/beginning of 2025; Phase 3 (Villages 11) is nearing construction of single-family homes. The vacant parcels shown as Parcels B and C on the attached Phasing Boundaries Map in Figure 3 are proposed for two affordable housing apartment buildings – one for seniors and the other for families – with approximately 230 units in total. The commercial parcels (Parcels A, D, E and F) on the west of the specific plan area have not yet been developed. The proposed remediation activities would occur on unimproved land identified as Villages 12, 14 and 15 on the Phasing Boundaries Map in Figure 3. The County areas to the south and west of the Site remain rural, while the areas to the north and east consist of existing single-family home neighborhoods.

2.2. ENVIRONMENTAL ANALYSIS

2.2.1. Air Quality

An air quality analysis under CEQA addresses concerns related to whether a project poses the risk of exceeding air quality limits for pollutants such as particulate matter (PM₁₀), nitrogen oxides (NO_x), reactive organic gases (ROGs), and other emissions like odors that might adversely affect a large number of individuals. Construction associated with the buildout of the SWDSP was analyzed in Impact 3.5-A of the SWDSP EIR and determined that such construction could potentially generate substantial emissions of ozone precursors (e.g., NO_x) as well as PM₁₀, which could contribute to local and regional air quality impacts. Mitigation Measure 3.5-A of the SWDSP EIR (Exhibit B) outlines measures to reduce construction impacts on air quality to a less than significant level and would apply to this Modified Project.

Air quality impacts of the soil excavation activities are not anticipated to exceed those associated with the buildout of the specific plan area and identified in the SWDSP EIR. This is because while the off haul of the soil would generate approximately 705 equivalent vehicle trips per day, this number is far below the 2,046 projected number of vehicle trips per day analyzed in the traffic analysis. (See Exhibit A.) Additionally, while the RAW identifies potential short-term risks to onsite workers, public health, and the environment due to exposure to dust or particulate matter generated during excavation and soil handling activities, as well as transport, the RAW includes mitigation measures in addition to those outlined in Mitigation Measure 3.5-A of the SWDSP EIR (Exhibit B) to reduce the impacts to less than significant. Specifically, the RAW contains two key documents to protect the public and workers. First, it includes a Community Air Monitoring Plan (CAMP) in Appendix A, which is focused on minimizing dust emissions and concentrations of constituents in fugitive dust during the removal activities at the Site. Second,

it includes a Health and Safety Plan (HSP) in Appendix E, which is focused on the occupational health and safety of the workers conducting the soil remediation. Each of these plans outlines the potential air quality impacts associated with the Modified Project and identifies various mitigation measures that must be implemented to reduce them. Each plan is discussed in detail below, and each is incorporated into this Addendum by this reference.

2.2.1.1. The Community Air Monitoring Plan (CAMP)

The CAMP can be found in Appendix A of the RAW. As previously noted, the CAMP is focused on minimizing dust emissions and concentrations of constituents in fugitive dust during the removal activities at the Site. Dust is most effectively controlled through watering the soil with a water truck, but various mitigation measures would be employed, including, but not limited to, track-out prevention and control, covering active storage piles, stabilizing inactive disturbed surfaces on Site, and limited onsite traffic speeds to 15 miles per hour or less.

The maximum potential exposure of toxaphene in the air is $1.85E^{-6}$ micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The cancer risk for toxaphene within the air concentration is $2.24E^{-10}$, which is below the acceptable risk level of $1E^{-6}$. As discussed in Appendix A, additional site-specific action limits have been established to protect onsite workers as well as offsite receptors from airborne particulate matter generated during the proposed removal activities.

2.2.1.2. The Health and Safety Plan (HSP)

The HSP can be found in Appendix E of the RAW. As previously noted, the HSP is focused on protecting the health of workers and protecting them from breathing in contaminated soils and toxic fumes during excavation and loading. For instance, all workers would be required to certify that they have undergone the requisite OSHA training. Additionally, if the Air Quality Index reaches above 151 (due to wildfires or otherwise), workers would be provided N95 masks for their protection or work would cease until conditions improve. Inhalation of dust above the Permissible Exposure Limit or PEL ($500 \mu\text{g}/\text{m}^3$) are unlikely given the exposure concentrations of toxaphene would not exceed $1.85 \mu\text{g}/\text{m}^3$ – well below the PEL. Similarly, fugitive dust emissions of PM_{10} at $0.050 \mu\text{g}/\text{m}^3$ are below protective limits. As a result, respiratory protection is not required.

Pursuant to Section 6.0 of the HSP, dust monitors (i.e., TSI DustTrak II Aerosol Monitor, Thermo Scientific ADR 1500 Area Dust Monitor) would be used to measure real-time dust concentrations at one upwind and two downwind locations. The monitors would be mounted approximately five feet above the ground surface and would be equipped with data recorders and set to log dust concentrations at a one-minute logging interval. A portable meteorological station would be set upon site during air monitoring activities to measure wind speed and direction. This station would be used to determine the appropriate location of the air monitoring locations. Wind speed and direction would be measured hourly. Two days of baseline dust data would be

used to determine where the system would be located on site. All air quality instrumentation would be calibrated at the beginning of each workday, and weekly dust monitoring reports would be sent to the DTSC project manager for review.

Based on the detailed calculations provided in Section 7.0, and the combination of a conservative dust action level (50 $\mu\text{g}/\text{m}^3$) and the use of the dust mitigation and control measures discussed above, the proposed removal action would not represent airborne risks to onsite workers or offsite receptors.

2.2.2. Biological Resources

Biological resources include wildlife and vegetation that inhabit the Site. These resources were studied in detail and mitigation applied to ensure full protection of them in the SWDSP EIR under Impact 3.3. In particular, the SWDSP EIR looked at how the development of the plan area could adversely impact sensitive wildlife species across the entire plan area, including the Site – mainly burrowing owl and Swainson’s hawk. As a result, Mitigation Measure 3.3-A 1 through 3 (Exhibit B) apply to the Modified Project. Measure 3.3-A.1 requires preconstruction surveys within one-quarter mile of any development of the Site where construction would occur between March 1 and August 15. If a Swainson’s hawk nest is located with one-quarter mile of the Site, seasonal construction restrictions may be necessary to eliminate the potential for noise disturbance to nesting hawks, as determined by a qualified biologist. Mitigation Measure 3.3-A.2 requires that for every acre developed, one acre of Swainson’s hawk habitat be placed into a conservation easement (or a fee paid), as outlined in Mitigation Measure 3.10-A (Exhibit B). The developer would pay the City’s agricultural mitigation fee for the 45-acre Site prior to commencement of the Modified Project. Currently, the fee is set at \$7,310.40 per acre. So, the total hawk mitigation fee paid by the developer would be \$328,968. Accordingly, this mitigation would be fully satisfied prior to commencement of construction and no impacts to wildlife resources would occur.

Because the Site has been actively farmed for decades, no sensitive plant species occur on site, and no mitigation for sensitive plant species is required.

2.2.3. Cultural Resources

Cultural resources include historic resources (i.e., old buildings, etc.) as well as archaeological resources such as human remains, pottery, etc. Any type of ground disturbance can affect cultural resources. Hence, if such resources are present at the Site, the Modified Project could have a potentially significant impact on them by damaging or destroying them. The SWDSP EIR contemplated such effects of development on such resources in Impact 3.19 (A-D) (Exhibit B) and proposed various mitigation measures. The proposed soil excavation would not have any additional impacts beyond those identified in the SWDSP EIR.

In this instance, there are no structures on the Site; therefore, there are no potentially historic structures to be protected. However, there could be archeological resources below ground, where

excavation would occur. The contractor would be required to comply with Mitigation Measure 3.19-B, which addresses artifacts encountered during project construction and provides that any work in the area must stop until a qualified archaeologist has evaluated the nature and significance of the find. It would also require that a qualified archaeologist monitor subsequent excavations and spoils of any find for additional archaeological resources. If finds are made and deemed significant by the qualified archaeologist, s/he shall prepare a summary outlining the methods following, list and describe the resources recovered, map their exact locations and depths, and include any other pertinent information. Finally, the City must submit the report to the appropriate Information Center and the California state Historic Preservation Officer. As a result, any potentially significant impacts would be mitigated by compliance with Measure 3.19-B.

For impacts to Tribal Cultural Resources, see Section 2.2.10, below.

2.2.4. Geology/Soils

CEQA requires that a lead agency examine whether a project would directly or indirectly cause potential substantial adverse effects due to earthquakes, liquefaction, landslides or result in soil erosion. Soil erosion usually occurs during runoff from rainstorms, or where soils are left bare for extensive period of time.

Here, the Modified Project would not cause loss, injury, or death due to earthquakes, liquefaction, or landslides. The Health and Safety Plan attached as Appendix E to the RAW outlines safety procedures for workers if an earthquake were to occur. Finally, no landslides would occur because the Site is flat.

Additionally, the Modified Project would not result in substantial soil erosion or the loss of healthy topsoil because the Modified Project proposes to remove contaminated soil – for the benefit of the community and future residents - during the dry months. All stockpiled soil would be covered with one or more tarps until it can be transported offsite. All truckloads would be covered to prevent soil from leaving the dump trucks. Most importantly, new, non-contaminated topsoil would be imported to the Site from a neighboring property less than one-half mile away to bring the Site back up to grade.

Based on the foregoing facts and analysis, the Modified Project would not have a new or significant impact on geology or soils.

2.2.5. Greenhouse Gas Emissions

CEQA requires a lead agency to analyze whether a project would generate greenhouse gas emissions (directly or indirectly) that may have a significant impact on the environment, and whether a project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Greenhouse gases (GHGs) are gases that trap heat in the atmosphere and affect the earth's temperature. Examples of GHGs include, but are not limited to, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). (Cal. Code Regs., tit. 14, § 15364.5.) Carbon dioxide and nitrous oxide are byproducts of fossil fuel combustion; nitrous oxide is also associated with agricultural operations such as fertilization of crops. Transportation, however, accounts for 40 percent of the annual GHG emissions in California – approximately 170 metric tons of carbon dioxide equivalents (MTCO_{2e}). (GP EIR, p. 3.6-5.) In Dixon (as of 2018), energy usage was the largest GHG contributor at 44.5 percent or 96,203 MTCO_{2e}, and mobile sources (i.e., cars and trucks) contributed 33 percent of the GHG emissions or 71,383 MTCO_{2e}. (GP EIR, Table 3.6-3.)

The SWDSP EIR does not contain a GHG analysis, however, the City's 2040 General Plan EIR certified on May 20, 2021 (SCH No. 2018112035) (GP EIR) does. The City's General Plan EIR discusses GHGs impacts of construction for the General Plan buildout in Chapter 3.6. Impact 3.6-1 and found the impacts to be significant and unavoidable. Similarly, Impact 3.6-2 analyzes whether the buildout of the plan area would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. Because the Homestead Project is consistent with and is included as a planning area in the General Plan, the Modified Project is specifically covered by the analysis therein. The Modified Project would fully comply with the Yolo Solano County Air District's requirements for construction equipment. Also, as shown in the traffic analysis, the Modified Project would not add any new vehicle trips above and beyond those already contemplated by the Homestead Project. Because the Project's GHG impacts would be limited to fuel emissions from construction and transport equipment, and because those emission would be below those already anticipated in the trip analysis, no new or increased significant GHG impacts need be analyzed.

2.2.6. Hazards and Hazardous Materials

The RAW's project activities raise new issues as to how to protect workers and the community from hazards such as equipment leaks and avoiding ingestion or inhalation of soil with elevated levels of toxaphene during the cleanup. The SWDSP EIR studied the impacts of hazards/hazardous materials related to the historic use of agricultural chemicals on the Site and the surrounding areas in Impact 3.8-B and 3.8-E (Exhibit B), finding that there were potentially significant impacts to soil and groundwater from the use of organochlorine pesticides. Mitigation Measure 3.8-B required that a Phase I Environmental Site Assessment (ESA) of the plan area be conducted and evaluated for remediation as recommended by the ESA.

A Phase I ESA was prepared by Wallace-Kuhl & Associates in December 2017. Based on the results of the Phase I ESA, Wallace-Kuhl & Associates collected 346 soil samples from the Site and surrounding area in December 2017. Samples from within the agricultural areas of the Site and surrounding area were composited, 18 of which were retrieved from OU-3 East and analyzed for arsenic and organochlorine pesticides. Seven of the 18 composite samples taken from OU-3 East exceeded the DTSC residential screening level for toxaphene in soil.

Concentrations of toxaphene ranged from 460 micrograms per kilogram ($\mu\text{g}/\text{kg}$) to 580 $\mu\text{g}/\text{kg}$. Fourteen discrete samples taken from within OU-3 East had reported arsenic concentrations that exceeded the DTSC screening level for arsenic in residential soil. Arsenic concentrations ranged from 4.2 milligrams per a kilogram (mg/kg) to 7.6 mg/kg .

In a Report of Findings (ROF) finalized in June 2019, Tetra Tech concluded that although arsenic concentrations exceeded the DTSC screening level for residential soil, they are generally consistent with the expected background concentrations found within Solano County. The ROF also concluded that toxaphene in soil did not warrant remedial excavation based on results of a statistical evaluation which included both the Site (OU-3 East) and surrounding area. However, in November 2019 DTSC commented on Tetra Tech's findings that the statistical evaluation across the larger Site and surrounding area was not appropriate and should be conducted using smaller exposure units appropriate for the size of the lots in the planned residential development. DTSC also commented that multiple composite samples consisted of soil from different parcels with potentially different cultivation practices, creating the potential for composite results that is biased low for toxaphene.

ENGEO prepared a Preliminary Endangerment Assessment Equivalent report (PEA) dated March 2019 that evaluated OU-3 East and the surrounding areas. Based on identified data gaps, ENGEO prepared a Supplemental Site Investigation Work Plan for OU-3 East in January 2021, and investigation was performed on January 21, 2021. Because samples recovered exhibited elevated toxaphene concentrations, an additional 20 soil borings between 0 to 36 inches below the ground surface were advanced at the Site on February 26, 2021, and samples were collected and analyzed to ascertain the vertical extent of elevated toxaphene levels in soil. In July of 2021, ENGEO conducted step-out sampling in OU-3 East to further delineate the horizontal extent of elevated toxaphene levels in soil. ENGEO prepared a PEA specific to OU-3 East dated January 2022. ENGEO concluded and DTSC agreed that arsenic levels are within background concentration levels for the Solano County region (and thus do not require remediation), and that toxaphene levels exceed DTSC's residential screening level for soil. As a result, ENGEO recommended the development of the Removal Action Workplan for the Site.

As noted above, the RAW includes a Health and Safety Plan (HSP) which would mitigate any hazard/hazardous materials impacts of the soil remediation. For instance, Section 13.0 of the Plan outlines "Safety Procedures, Engineering Controls, and Work Practices." The HSP outlines general site rules, including engineering controls and work practices to minimize spills. The HSP details procedures for ensuring the Site is safely secured from public access, as well as communicating and resolving potential spills. Section 16.0 of the HSP identifies emergency response and contingency procedures, including but not limited to, procedures for site evacuation, as well as emergency alerting procedures for the surrounding community.

In addition to the HSP, the CAMP details dust control measures to minimize dust emissions and concentrations of toxaphene in fugitive dust during removal activities at the Site. The CAMP

identifies sources of emissions, sets specific action limits for dust, lists dust mitigation measures, addresses traffic control measures, and outlines contingency mitigation measures.

The proposed Modified Project – the RAW– would ensure soil containing levels of toxaphene exceeding DTSC’s residential screening level are excavated and removed from the Site. Thus, as discussed here and throughout this Addendum, no new significant impacts from hazards or hazardous materials would result from the Modified Project.

2.2.7. Hydrology/Water Quality

Toxaphene is not water or air soluble. Thus, impacts to groundwater and soil vapor are not likely. Furthermore, shallow groundwater has not been identified on the Site, and toxaphene does not affect subsurface soil gas. Additionally, there are no creeks, waterways, lakes, or suitable habitat on or near the Site; so, no exposure waterways are present for ecological receptors. The soil excavation would occur under a State Water Resources Quality Control Board general stormwater permit as identified in ARAR 2,3 in Table 6 of Appendix F. Finally, the Site would be brought back up to its current elevation with dirt imported from an adjacent parcel. Based on the foregoing, the Modified Project would not result in any new significant impacts to hydrology or water quality.

2.2.8. Noise

The SWDSP EIR analyzed noise impacts on surrounding sensitive receptors due construction, including construction traffic, in Impact 3.6-C (Exhibit B). The potentially significant noise impacts from construction were reduced to less than significant with various mitigation measures, which the Modified Project would implement. Such measures include limiting hours and days of operation, buffering operations from existing residential uses, installing mufflers on equipment, limiting idling time to less than five minutes, designating a noise disturbance coordinator, and routing construction traffic along major arterials, among others. (*Ibid.*) The RAW imposes these mitigation measures as well.

Specifically, remediation activities would occur Mondays through Fridays between 7:00 a.m. and 6:00 p.m. with rare exceptions. Any work conducted on a weekend day or a holiday would be required to be at least 500 feet away from any existing residences. While the excavation equipment would create noise and vibrations, such impacts are identical to those of standard construction and were previously contemplated by the SWDSP EIR. In addition, the Modified Project will occur over a limited period of time. Similarly, no new noise impacts due to truck trips would occur given the trip numbers are well below those anticipated for buildout of the plan area. Therefore, no additional noise impacts from construction operations, including construction traffic noise, on sensitive receptors would occur.

Additionally, noise emanating from heavy equipment such as excavators, backhoes, scrapers, loaders, and dump trucks used during the soil remediation may impact workers. To mitigate the noise impacts to workers, the equipment operators and any observers would be required to use hearing protection if decibels are expected to exceed 85 decibels.

Based on the foregoing analysis, no new noise impacts would occur due to the Modified Project. In addition, Mitigation Measure 3.6-C (Exhibit B) in the SWDSP EIR for the original project would be implemented for the soil excavation activities proposed.

2.2.9. Transportation/Circulation

The Modified Project's hauling activities are scheduled to last between 20 and 30 days and generate between 4,500 and 4,700 total truck trips along the designated haul route. These truck trips are equivalent to around 705 vehicle trips per day. Additionally, all of the onsite roadway improvements required for the Homestead buildout, have been completed, including the expansion (and repaving) of Pitt School road to four lanes with a center median, the construction of West A Street to four lanes with a center median between Evans Road and Gateway Drive, the construction of two minor collector roads – Sunflower Way (formerly South Parkway) and South Lincoln Street), and the construction of Evans Road (a major collector road with between two and four lanes with a center median).

Offsite roadway improvements (and mitigation measures) including signalized intersections at West A Street and Pitt School Road and West A Street and Evans Road have been installed and are operative. New intersection improvements at West A Street and Gateway Drive include a three-way stop. Prior to issuance of the 900th residential building permit, traffic signals would be installed at the intersection. The intersections at West A Street and I-80 eastbound ramps also have stop signs; traffic signals would be installed prior to the issuance of the 900th residential building permit.

Fehr & Peers analyzed the required remediation truck trips and submitted a Memorandum (Exhibit A), concluding the number of trips generated by the Modified Project (705 equivalent vehicle trips per day) falls below the overall trip budget of 2,046 vehicles per day on the proposed haul route estimated for the buildout of the specific plan area in the first addendum to the SWDSP EIR. DTSC and engineer David Robinson of Fehr and Peers had meeting on September 7, 2023, to review the methodology and conclusions. DTSC concluded the proposed remedial activities would not trigger any new significant transportation or circulation impacts beyond those identified and analyzed in the EIR or the first addendum to the SWDSP EIR.

2.2.10. Tribal Cultural Resources

The Department of Toxic Substances Control's Office of Environmental Equity -Tribal Affairs requested a Sacred Lands File (SLF) and a Tribal contact listing for the SW Dixon Harvest Property

Modified Project to the Native American Heritage Commission (NAHC) in April 2022. The contact listing identified three Tribal governments traditionally and culturally affiliated with the Site and area of the Modified Project. Tribal engagement letters were extended to these Tribal governments making them aware of the Remedial Action Workplan for the Modified Project, allowing for an opportunity to express an interest in the Modified Project or ask any project related questions. The SLF search returned negative results. Upon follow up with the Tribal governments, no interest was expressed, nor did DTSC receive a request for government-to-government consultation.

The Yocha DeHe Wintun Nation (Tribe) and its ancestors traditionally occupied the Southwest Dixon Specific Plan area. Tribal cultural resources have been identified within Villages 1 and 3, and future unknown discoveries are distinctly possible. As a result, the Developer entered into a monitoring agreement with the Tribe in April 2020 to ensure the Developer could proceed with its development without unnecessary delay, as well as to ensure that any unanticipated cultural resource discoveries are addressed in an appropriate and respectful manner. The monitoring agreement would remain in place, and Developer would fund a tribal monitor for all ground-disturbing activities through completion of all ground-disturbing activities by Developer, including this soil excavation project. Accordingly, all tribal cultural resources have been addressed and the monitoring activities by the Tribe serve to mitigate any impacts to resources. The monitoring agreement is incorporated to this Addendum by reference and is available (excepting any confidential exhibits) at the City's offices.

2.2.11. Mandatory Findings of Significance

Based on the foregoing analyses, with the implementation of the mitigation measures identified throughout this Addendum and in the SWDSP EIR, the Modified Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory.

Furthermore, the cumulative impacts associated with the Modified Project would be less than significant in all environmental impact topic areas since the foregoing analysis in each of the subject areas in this Addendum indicates that none of these impacts would be substantially increased due to the Modified Project.

As a result, the Modified Project would not result in any additional significant adverse impacts specified in the Mandatory Findings of Significance or a substantial increase in the severity of the impacts identified in the SWDSP EIR.

///

2.3 ADDENDUM CONCLUSION

Based on the forgoing analysis, DTSC has determined that the potential environmental impacts associated with the implementation of the Southwest Dixon Harvest Property, Operable Unit 3-East Removal Action Workplan have been analyzed and addressed in the Southwest Dixon Specific Plan EIR, the Fehr and Peers Homestead at Dixon – Truck Trip Analysis, and this Addendum and would not result in conditions outlined in State CEQA Guidelines Section 15162 that would require the preparation of a subsequent Environmental Impact Report.

3.0 Exhibits and Figures

Exhibit A – Fehr & Peers Truck Traffic Memorandum

Exhibit B – Southwest Dixon Specific Plan Final EIR Impact and Mitigation Summary

Figure 1 – Site Plan

Figure 2 – Haul Route

Figure 3 – Phasing Boundaries

Exhibit A
Fehr & Peers Truck Traffic Memorandum



MEMORANDUM

Date: November 18, 2022 (Updated July 28, 2023)
To: Anton Garcia, Taylor Builders, LLC
From: David B. Robinson, Fehr & Peers
Subject: Homestead at Dixon – Truck Trip Analysis

RS18-3633

INTRODUCTION

Fehr & Peers completed the review of truck generation associated with project site cleanup activities. The purpose of the analysis was to determine if the proposed cleanup activities would result in operations deficiencies beyond those identified in the transportation analysis conducted for the project. The following outlines the transportation analysis completed for Dixon Homestead, outlined roadway improvements completed to date, summarizes the proposed cleanup activities, and analyzes the potential impacts of the cleanup.

DIXON HOMESTEAD TRANSPORTATION ANALYSIS

The City of Dixon certified the Environmental Impact Report (EIR) for the Southwest Dixon Specific Plan in 2004 by Resolution 04-195 certifying the EIR. The City approved the 477-acre Southwest Dixon Specific Plan by Resolution 2005-217 in 2005.

In 2008, the City amended the Specific Plan to add 40.9 acres of land east of Pitt School Road and south of Southeast parkway, increasing the low-density residential acreages but leaving the total number of dwelling units unchanged.

In 2016, the City amended the Specific plan to designate a portion of the Specific Plan to RM-4 (multi-family residential).

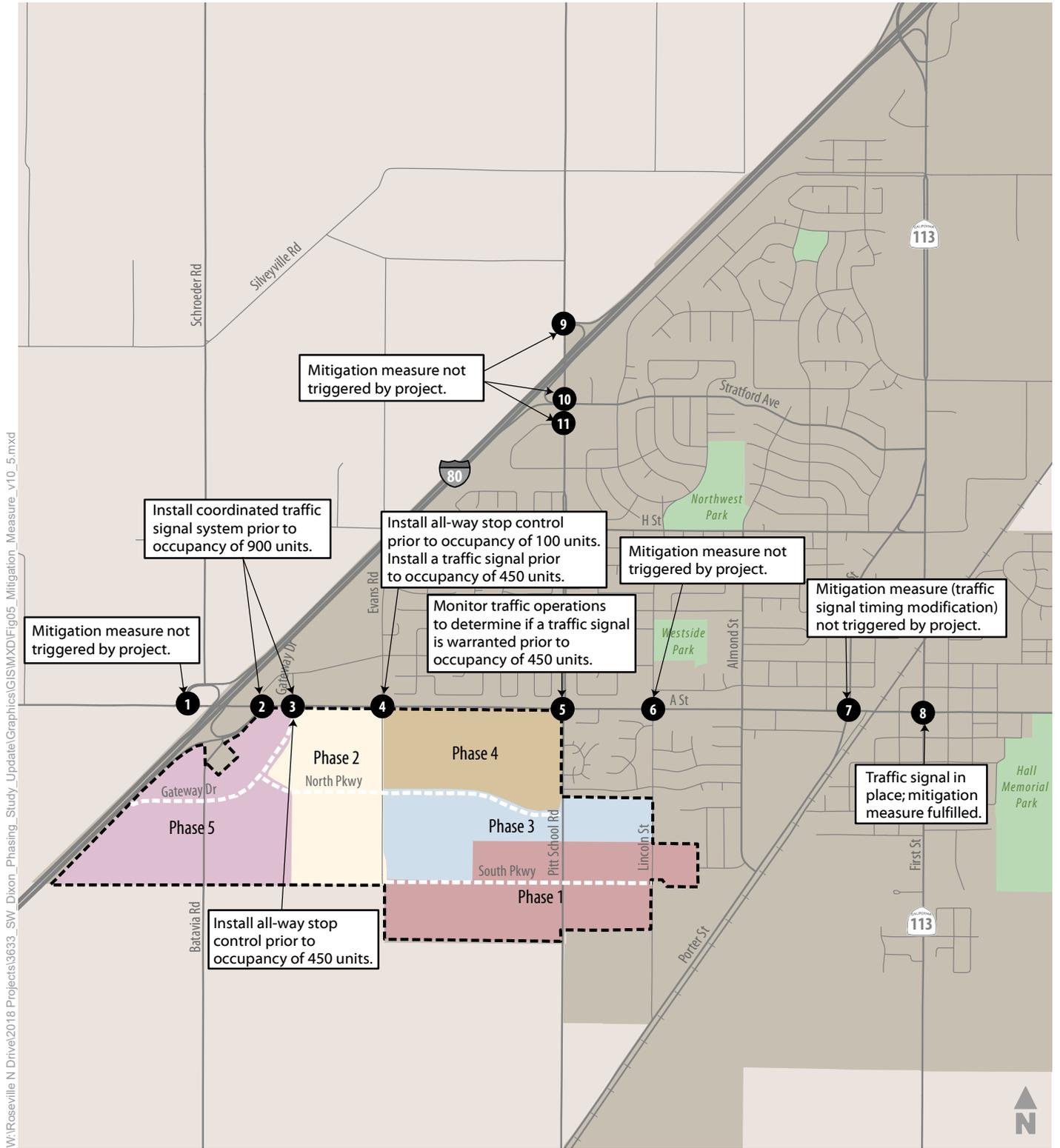
In 2019, the City adopted an Addendum to the Southwest Dixon Specific Plan EIR that was necessary to address changed circumstances since certification of the EIR in 2004, including reduced traffic volume near the project compared to those measured in 2008. To support the addendum, a transportation phasing study (*Final Report For the Update to the Southwest Dixon Specific Pan Mitigation Phasing Study*, Fehr & Peers, 2019) was conducted to determine if the traffic volume changes would change the findings of the transportation analysis for the previous CEQA analysis. The Addendum determined that the changes in traffic mitigation documented in the phasing study would not result in any environmental impacts significant environmental effects or increase in the severity of previously identified significant impacts.

The phasing study identified the phasing/timing of roadway infrastructure improvements needed based on phased development of the Southwest Dixon Specific Plan, which is required by Mitigation Measure 3.4-A in the *Southwest Dixon Specific Plan EIR* (Leonard Charles & Associates, March 2003).

ROADWAY IMPROVEMENTS

Figure 1 summarizes the results of the phasing analysis, including the roadway improvement and dwelling unit trigger. **Table 1** summarizes the status of roadway improvements to accommodate project development, consistent with the phasing study. As summarized, all the required mitigation from the phasing study is either complete or ongoing. As identified on **Figure 1**, the completed intersection traffic signal improvements on West A Street were required prior to occupancy of 450 dwelling units.

| Table 1 – Roadway Improvements | | |
|---|---|---------------|
| Roadway Facility | Description | Status |
| Off-Site Mitigation | | |
| West A Street/Pitt School Road | Traffic Signal | Complete |
| West A Street/Evans Road | Traffic Signal | Complete |
| West A Street/Gateway Drive | Traffic Signal (Coordinated System) | Ongoing |
| West A Street/I-80 EB Ramps | Traffic Signal (Coordinated System) | Ongoing |
| On-Site Improvements | | |
| Pitt School Road | 4 lanes with center median in Plan Area | Complete |
| West A Street (Evans Road to Gateway Drive) | 4 lanes arterial with center median | Complete |
| Sunflower Way (formerly south parkway) | 2-lane minor collector in Plan Area | Complete |
| South Lincoln Street | 2-lane minor collector | Complete |
| Evans Road | Major Collector: 4 lanes with center median (West A to North Parkway) and 2 lanes with center median (North Parkway to Sunflower Way) | Complete |



- 1 Study Intersection
- Project Roadway
- Project Site
- City Boundary



Figure 1
Mitigation Measure Phasing

PROPOSED CLEAN-UP ACTIVITIES

Cleanup activities are proposed to include removal of soil by truck and transporting for disposal between the project site (i.e., at the corner of West A Street and Pitt School Road) and the Hay Road Landfill in Vacaville. The landfill is located about 11.2 miles south of the project site. As proposed, the haul route would include use of Pitt School Road, Midway Road, SR 113, and Hay Road. Cleanup activities are scheduled to last between 20 and 30 days and generate about 4,500 to 4,700 trips.

ANALYSIS

We used the following seven steps to analyze the potential impacts associated with cleanup activities relative to the findings of the phasing analysis:

- 1 – Daily Cleanup Truck Trips – Estimated daily trip generation for proposed cleanup activities based on most conservative (i.e., on the high side) assumptions, including 4,700 trips and 20-day duration. Based on these inputs, cleanup activities would generate about 235 truck trips per day.
- 2 – Passenger Car Equivalents (PCE) – Converted truck trips to vehicle trips using a passenger car equivalent adjustment of 3.0 to account for the size of trucks relative to cars and light trucks.
- 3 – Project Haul Route Trip Distribution – Calculated the distribution of project traffic using the proposed haul route based on trip distributions from the phasing analysis for residential and non-residential land uses. Based on the phasing analysis, about 8% of project trips were assigned to Pitt School Road south of the project.
- 4 – Occupied Dwelling Unit Trips – Estimated the number of trips from occupied dwelling units in the project using the proposed haul route. There are about 450 occupied dwelling units. Based on the trip generation rates and trip distribution from the phasing analysis, occupied dwelling units account for about 191 trips per day on the proposed haul route.
- 5 – Phasing Analysis Trip Budget for Haul Route – Estimated the daily trip budget for the proposed haul route based on the phasing analysis after accounting for trips from occupied dwelling units. Calculation based on the total number of trips from the phasing analysis, the distribution from Step 3, and the trips from occupied dwelling units from Step 4. The trip budget for the haul route is estimated at 2,046.
- 6 – Cleanup Trips using Haul Route – Calculated haul route trips from cleanup activities by multiplying the daily cleanup trips from Step 1 by the PCE from Step 2. Applying a PCE of 3.0 would result in about 705 equivalent vehicle trips per day using the proposed haul route.
- 7 – Trip Comparison – Compared the haul route trips from Step 6 to the phasing analysis trip budget for the haul route from Step 5 to determine if the proposed cleanup activities would exceed the phasing analysis trip budget.

As outlined in Table 1, all the required mitigation from the phasing study is either complete or ongoing, including the installation of traffic signal control at the West A Street/Pitt School Road intersection that will be the primary intersection along the haul route used to access the project site. Therefore, we applied a trip budget based on project buildout to analyze the impact of the proposed cleanup activities.

The proposed cleanup activities would generate about 705 equivalent vehicle trips, which is lower than the trip budget of 2,046 for the proposed haul route that was used for the phasing analysis prepared to support the Addendum to the Southwest Dixon Specific Plan EIR. Therefore, the proposed cleanup activities would not change the findings of the phasing analysis or the Addendum to the Southwest Dixon Specific Plan EIR.

Exhibit B
Southwest Dixon Specific Plan Final EIR
Impact and Mitigation Summary

Page 306. Revise Mitigation Measure 1 to state: "Revise Specific Plan Implementation Program 7.6a to state as follows: "Require developers of new residential subdivisions in Southwest Dixon to dedicate land and to pay fees for the development of parkland, or to pay a comprehensive fee in lieu of dedication for the acquisition and development of recreation facilities to serve the new population, in accordance with Dixon General Plan, Parks Master Plan, Subdivision Ordinance, the Quimby Act, and Assembly Bill (AB) 1600 fee requirements."

Page 307. Add the following as Mitigation Measure 4 for Impact 3.16-A: "Revise Specific Plan Implementation Program 7.6e to state as follows: "The Master Lighting Plan shall require approval with or prior to any tentative subdivision maps for adjacent properties in the Plan Area and shall be approved by the City."

Revised Impact and Mitigation Summary Table

The following pages present the DEIR Impact and Mitigation Summary Table as revised per the revisions listed in the previous section.

TABLE 3 - IMPACT AND MITIGATION SUMMARY

| IMPACTS | | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|------------|---|--------------------------------|---|-------------------------------|
| 3.1 | Geology | | | |
| 3.1-A | New residences, commercial and employment center businesses, and other Specific Plan area land uses could fail during an earthquake. | PS | 1. Require a geotechnical study prior to final design of each project within the Specific Plan area. The geotechnical study will be prepared by a registered geotechnical engineer or engineering geologist. The design report will contain specific construction recommendations for all buildings, roads, and other improvements to ensure that those improvements can withstand the maximum probable earthquake predicted for the area. The geotechnical report shall also provide construction guidelines to address expansive soils and any other soil constraints identified by the geotechnical consultant. Final project design will include the recommendations contained in the geotechnical report. | LS |
| 3.1-B | Construction of Specific Plan area improvements could result in substantial soil erosion.. | PS | 1. Detention Pond A and the West Pond Complex will act as sedimentation ponds and will decrease downstream sediment loading. A pond sediment monitoring program will be developed and approved by the City prior to approval of the first Final Subdivision Map. This program will provide a schedule for monitoring and removal of sediments and who will be responsible for those actions. 2. Each project developer shall prepare and implement a Stormwater Pollution Prevention Program (SWPPP) for on-site and off-site activities. The SWPPP shall be consistent with the terms of the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activities (General Permit). Each developer shall file a Notice of Intent with the State Water Resources Control Board, Division of Water Quality. | LS |
| 3.1-C | Development of the Specific Plan area has the potential for being inconsistent with Dixon General Plan policies that address protecting residents and improvements from geologic and soils constraints and hazards. | LS | No mitigation is required beyond the measures recommended for Impacts 3.1-A and B. | LS |
| 3.1-D | Improvements constructed for the five projects could fail during an earthquake.. | PS | The mitigation measure recommended for Impact 3.1-A would also apply to each project. | LS |
| 3.1-E | Construction of the five projects and off-site improvements could result in substantial soil erosion. | PS | The mitigation measure recommended for Impact 3.1-B would also apply to each project. | LS |
| 3.1-F | Development of Specific Plan area projects would combine with other anticipated projects to increase erosion and sedimentation. | PS | The mitigation measure recommended for Impact 3.1-B would also apply to each project. | LS |

NOTE: S = Significant PS = Potentially Significant
 LS = Less than Significant B = Beneficial

**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|------------|---|--------------------------------|---|-------------------------------|
| 3.2 | Hydrology | | | |
| 3.2-A | Development of new residences, commercial and employment center businesses, and other Specific Plan area land uses would create new impervious surfaces, increasing the rate and amount of stormwater runoff. This runoff could contribute to local or downstream flooding. | PS | <ol style="list-style-type: none"> 1. Before the first Tentative Subdivision Map approval for the plan area, the Specific Plan Drainage Master Plan shall be completed and submitted for City of Dixon review and approval. The Drainage Master Plan shall demonstrate that the system contains specific storm drainage design features to control increased runoff from the project site and will not increase runoff over current conditions. This may be achieved through one or more of the following: on-site conveyance and detention facilities, off-site detention facilities, and/or channel modification, or equally effective measures to control the rate and volume of runoff. To demonstrate the effectiveness of the proposed system to prevent additional flooding at off-site (downstream) locations, all necessary hydrologic and hydraulic calculations and assumptions and design details shall be submitted to the City Engineering Department for review and approval. The design of all features proposed by the project applicant shall be consistent with the most recent version of the City's Storm Drainage Guidelines and Criteria, and standard design and construction specifications and details, as modified by the approved Specific Plan Drainage Master Plan. 2. Before the first Tentative Subdivision Map approval for the plan area, the project applicant shall demonstrate to the City Engineering Department that development of the Specific Plan will not preclude future installation and operation of storm drain improvements anticipated in the plan area and that facility improvements will be consistent with the Specific Plan Storm Drainage Master Plan. 3. Before the first Tentative Subdivision Map approval for the plan area, the project applicant shall demonstrate that an appropriately sized and located storm drainage system shall be installed or adequately financed (through fair-share payment of fees or other means). 4. All project applicants shall pay their fair share toward drainage improvements, as identified in the City's Assembly Bill (AB) 1600 fee program. | LS |

NOTE: S = Significant PS = Potentially Significant
 LS = Less than Significant B = Beneficial

**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION | |
|---------|--|------------|--|----|
| 3.2-B | The impervious surfaces and associated storm water runoff created by development in the Specific Plan area would affect the capacity of stormwater facilities in Basin A identified in the City's 1999 Storm Drain Report. | PS | <ol style="list-style-type: none"> 1. As a condition of approval for all Tentative Subdivision Maps in the plan area, the City of Dixon shall require that adequate storm drainage capacity will be in place before City approval of the Final Subdivision Map. 2. As a condition of approving any Tentative Subdivision Maps in the plan area, the project applicant shall, in accordance with the AB 1600 fee program, fund a fair share of the drainage facilities improvements identified by the City of Dixon in the 1999 Storm Drain Report for Basin A and the City of Dixon AB 1600 Facilities and Equipment Study. In addition, the City of Dixon shall establish a maintenance district encompassing properties using Basin A facilities to pay a fair share of the maintenance costs. A provision for forming and participating in the maintenance district shall be addressed through conditions of a development agreement or other formal agreement at the Tentative Subdivision Map stage for each individual development project in the plan area. The City will handle the process for creating a Community Facilities District, with costs borne by developers. | LS |
| 3.2-C | Storm drain facilities constructed to serve development in the Specific Plan area have the potential to cause environmental effects outside the plan area. | PS | <ol style="list-style-type: none"> 1. Prior to approval of the first Tentative Subdivision Map, the applicant shall demonstrate that adequate width exists in South Lincoln Street between the plan area and Porter Road to construct the storm drain, water lines, and wastewater pipelines within the existing right-of-way. South Lincoln Street between the plan area and Porter Road shall be reconstructed to meet City and/or County standards upon completion of construction of underground infrastructure utilities such as storm drainage, water, and sewer pipes. 2. Approval for construction of the pipeline from the plan area to McCune Creek shall be obtained prior to construction of any improvements generating new runoff to Batavia Pond. Alternatively, any request to delay approval of construction of the pipeline shall require that the applicant demonstrate and submit for approval by the City an acceptable interim alternative to address runoff from new development. 3. Carry out mitigation measures identified for Impact 3.2-A above. These measures would require the Drainage Master Plan for the Specific Plan area to demonstrate that the storm drain system would not increase runoff over current conditions that were anticipated in the design capacity for the Pond A expansion. | LS |
| 3.2-D | Runoff from new impervious surfaces would contain urban contaminants that could degrade the quality of receiving waters. | PS | <ol style="list-style-type: none"> 1. With each Final Subdivision Map approval, each project applicant shall comply with and adhere to the conditions of the RWQCB Statewide NPDES Permit and NPDES General Permit for General Construction Activities. 2. The project applicant shall comply with mitigation measures identified in Section 3.8, Hazards and Hazardous Materials, of this EIR. | LS |

NOTE: S = Significant PS = Potentially Significant
 LS = Less than Significant B = Beneficial

TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)

| IMPACTS | | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|------------------------------------|--|--------------------------------|---|-------------------------------|
| 3.2-E | Use of groundwater as a domestic water supply for development in the Specific Plan area could result in changes in groundwater levels or groundwater areas of influence or induce subsidence. | PS | 1. The location of the new well shall be approved by the Dixon-Solano Municipal Water Service. | LS |
| 3.2-F | Development of the five projects would increase demands on storm drain facilities and contribute to water quality degradation and groundwater effects. | PS | The mitigation measures recommended for Impacts 3.2-A to 3.2-E apply to the five projects. | LS |
| 3.2-G | Development in accordance with the Specific Plan, combined with development of other anticipated projects in the Dixon planning area, would contribute to cumulative demands on storm drain facilities and cumulative water quality degradation and groundwater effects. | PS | Carry out mitigation measures recommended for Impact 3.2-A and 3.2-F. | LS |
| 3.3 Wildlife and Vegetation | | | | |
| 3.3-A | Future Specific Plan area development could adversely impact sensitive wildlife species. | PS | <p>1. Pre-construction surveys within 0.25 miles of any development on the Specific Plan area and for plan area-required off-site pipeline and roadway improvements are recommended prior to construction activities that would occur between March 1 and August 15. In the event that a Swainson's hawk nest is located within 0.25 miles of the project site, seasonal construction restrictions may be necessary to eliminate the potential for noise disturbance to nesting hawks. The necessity of such restrictions is dependent on the location of the nest with respect to construction and should be determined by a qualified biologist.</p> <p>2. For every acre of suitable Swainson's hawk habitat developed within the Specific Plan area, the developer of each project will be responsible for preserving one acre of Swainson's hawk habitat per the California Department of Fish and Game's <i>Staff Report Regarding Mitigation for Impacts to Swainson's Hawk (Buteo swainsoni) in the Central Valley of California</i> (CDFG, 1994). The area to be preserved will be confirmed as adequate Swainson's hawk habitat by CDFG. Proof of purchase of the property or a suitable conservation easement shall be provided to the City of Dixon prior to the start of construction of each project. The habitat purchase or purchase of development rights may be combined with land preserved to offset loss of agricultural lands as described in the mitigation for Impact 3.10-A.</p> <p>3. For all development within the Specific Plan area and for plan area-required off-site pipeline and roadway improvements, pre-construction surveys for burrowing owl should be conducted as outlined in CDFG's (1995) <i>Staff Report on Burrowing Owl (Athene cunicularia) Mitigation</i>. If active burrows are found, a qualified biologist should determine temporal restrictions on construction and/or grading activities. If owls need to be moved, they should be passively relocated prior to February 1 or after August 31 using standard methodologies described in CDFG's <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG, 1995). As construction will likely take several years and owls could move on the site</p> | LS |

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TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION | |
|------------|--|---|---|----|
| | | during the duration of construction, pre-construction surveys should be repeated prior to each phase of ground disturbance. | | |
| 3.3-B | Future development of the Specific Plan area could be inconsistent with the Dixon General Plan. | PS | The mitigation required for Impact 3.3-A applies. | LS |
| 3.3-C | Future development of the five proposed projects could adversely impact sensitive wildlife species. | PS | <ol style="list-style-type: none"> 1. Each development will be responsible for the pre-construction surveys described under the mitigation measures for Impact 3.3-A and will abide by the guidelines listed in those mitigation measures if Swainson's hawks or burrowing owls are found on the subject property or within 0.25 miles of the property for Swainson's hawk. 2. Each new developer will be responsible for their fair share of the cost of acquiring and protecting Swainson's hawk habitat as described under Mitigation Measure No. 2 under Impact 3.3-A. | LS |
| 3.3-D | Future development of the Specific Plan area plus other projects could adversely impact sensitive wildlife species. | PS | No mitigation beyond those recommended for Impacts 3.3-A and 3.3-C is required. | LS |
| 3.4 | Traffic and Circulation | | | |
| 3.4-A | Implementation of the proposed Specific Plan would cause an increase in a.m. and p.m. peak hour traffic volumes at study intersections, causing unacceptable levels of service and warranting the installation of traffic signals. | PS | <ol style="list-style-type: none"> 1. <u>West A Street/Schroeder Road Intersection.</u> The project applicant shall install a traffic signal at the West A Street/Schroeder Road intersection and provide right-turn overlap phasing with the southbound left-turn movement. The project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Element Policy 1. If triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If the studies indicate that a project does not trigger an improvement, the project applicant shall participate in the financing plan for future public facility improvements approved in the Southwest Dixon Specific Plan. Implementation of this mitigation measure would provide acceptable LOS B operations during both the a.m. and p.m. peak hours under existing plus project conditions. 2. <u>West A Street/Batavia Road Intersection.</u> The project applicant shall modify the Specific Plan to eliminate the connection of Batavia Road to the eastbound I-80 on- and off-ramps and install a signal system to accommodate project traffic along West A Street. Existing access to commercial uses at the intersection could remain. Although the traffic volumes at this intersection would satisfy the peak hour volume warrant for signalization, the installation of a traffic signal at the Eastbound I-80 Ramps/Batavia Road intersection is not feasible because there would be insufficient storage for queued vehicles on the eastbound off-ramp, causing potential vehicle spillback onto I-80. <p>The elimination of this connection will cause a redistribution of traffic to the</p> | LS |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--------------------------------|---|-------------------------------|
| | | <p>The elimination of this connection will cause a redistribution of traffic to the West A Street/Gateway Drive and West A Street/Batavia Road intersections. These intersections will provide access to I-80 and the office and commercial land uses in the western portion of the Specific Plan with the elimination of the connection. To accommodate the traffic redistribution, traffic signals shall be installed on West A Street at Batavia Road and Gateway Drive to provide a signal system that can be coordinated, which will minimize vehicle queues and improve vehicle progression along West A Street.</p> <p>In November 1999, a detailed plan-line study was initiated that identified and evaluated intersection improvement options at the I-80/West A Street interchange. Summary figures and tables from the plan-line study are available for review and are on file with the Dixon Community Development Department. Alternative 1 from this study identified signalization, coordination, and turn lane improvements at the West A Street/Gateway Drive and West A Street/Batavia Road intersections that would provide acceptable operations through year 2010, without the Batavia Road connection to the I-80 eastbound ramps, and without reconstruction of the interchange. The following lane configurations, which are based on Alternative 1, shall be provided at the West A Street/Gateway Drive and West A Street/Batavia Road intersections:</p> | |
| | | <p><u>West A Street/Gateway Drive</u></p> <ul style="list-style-type: none"> • Dual exclusive left-turn lanes and a shared through/right-turn lane on the northbound approach; • One exclusive left-turn lane and a shared through/right-turn lane on the southbound approach; • Dual exclusive left-turn lanes, two through lanes, and an exclusive right-turn lane on the eastbound approach; • One exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the westbound approach <p><u>West A Street/Batavia Road</u></p> <ul style="list-style-type: none"> • One exclusive left-turn lane and one exclusive right-turn lane on the northbound approach; • One through lane and an exclusive right-turn lane on the eastbound approach; and • One exclusive left-turn lane and one through lane on the westbound approach. | |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
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| | | <p>No project-specific phasing program has been submitted with the Specific Plan and no housing allocations have been awarded, so mitigation timing is unknown at this time. The timing of improvements would depend on the location and amount of development. Furthermore, not all of the improvements (i.e., traffic signals on West A Street) may be necessary with the elimination of the Batavia Road/I-80 ramps connection. Therefore, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Policy 1. If triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If the studies indicate that a project does not trigger an improvement, the project applicant shall participate in the financing plan for future public facility improvements approved in the Southwest Dixon Specific Plan.</p> <p>3. <u>Eastbound I-80 Ramps/Batavia Road Intersection.</u> The project applicant shall implement Mitigation Measure 2 above, which would provide acceptable LOS B operations during both the a.m. and p.m. peak hours under existing plus project conditions.</p> <p>4. <u>West A Street/Gateway Drive Intersection.</u> The project applicant shall implement Mitigation Measure 2 above, which would provide acceptable LOS B operations during a.m. peak hour and LOS C operations during the p.m. peak hour under existing plus project conditions.</p> <p>5. <u>West A Street/Evans Road Intersection.</u> The project applicant shall install a traffic signal at the West A Street/Evans Road intersection and widen the northbound, southbound, eastbound, and westbound approaches to provide the following turn lane configurations:</p> <ul style="list-style-type: none"> • One exclusive left-turn lane and a shared through/right-turn lane on the northbound approach; • One exclusive left-turn lane, a shared through/right-turn lane, and exclusive right-turn lane on the southbound approach; • One exclusive left-turn lane, one through lane, and a shared through/right-turn lane on the eastbound approach; and • One exclusive left-turn lane, one through lane, and a shared through/right-turn lane on the westbound approach. | |

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TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--------------------------------|---|-------------------------------|
| | | <p>No project-specific phasing program has been submitted with the Specific Plan and no housing allocations have been awarded, so mitigation timing is unknown at this time. Therefore, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Element Policy 1. If triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If the studies indicate that a project does not trigger an improvement, the project applicant shall participate in the financing plan for future public facility improvements approved in the Southwest Dixon Specific Plan. Implementation of this mitigation measure would provide acceptable LOS C operations during both the a.m. and p.m. peak hours under existing plus project conditions.</p> <p>6. <u>Pitt School Road/Eastbound I-80 Ramps Intersection.</u> The project applicant shall install a traffic signal at the Pitt School Road/Eastbound I-80 Ramps intersection and widen the eastbound approach to include an exclusive left-turn lane, one through lane, and an exclusive right-turn lane. In addition, provide right-turn overlap phasing on the northbound, eastbound, and westbound approaches. Installation of the traffic signal is included in the City of Dixon AB 1600 Facilities and Equipment Study (March 2000) as being funded by traffic impact fees imposed on new development. However, the proposed Specific Plan could require implementation of the improvements prior to their programmed installation. Therefore, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Policy 1. Once triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If this intersection requires signalization and widening prior to the programmed installation of these improvements, then the project applicant shall be required to install the improvements and shall be reimbursed. If the traffic signal is installed prior to the programmed installation of these improvements, then the project applicant shall be responsible for widening the intersection and modifying the signal. Implementation of this mitigation measure would provide acceptable LOS C operations during both the a.m. and p.m. peak hours under existing plus project conditions.</p> <p>7. <u>West A Street/Pitt School Road Intersection.</u> The project applicant shall install a traffic signal at the West A Street/Pitt School Road intersection and widen the northbound, eastbound, and westbound approaches to provide the following turn lane configurations:</p> | |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--------------------------------|--|-------------------------------|
| | | <ul style="list-style-type: none"> • One exclusive left-turn lane and a shared through/right-turn lane on the northbound approach; • One exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach; and • One exclusive left-turn lane, two through lane, and an exclusive right-turn lane on the westbound approach. <p>In addition, provide right-turn overlap phasing on the southbound, eastbound, and westbound approaches. Installation of the traffic signal is included in the City of Dixon AB 1600 Facilities and Equipment Study (March 2000) as being funded by traffic impact fees imposed on new development. However, the proposed project could require implementation of the improvements prior to their programmed installation in AB 1600. Therefore, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Element Policy 1. Once triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If this intersection requires signalization and widening prior to the programmed installation of these improvements in AB 1600, then the project applicant shall be required to install the improvements and the City will negotiate with the applicant to determine reimbursement. If the traffic signal is installed prior to the programmed installation of these improvements in AB 1600, then the project applicant shall be responsible for widening the intersection and modifying the signal. Implementation of this mitigation measure would provide acceptable LOS C operations during a.m. peak hour and LOS B operations during the p.m. peak hour under existing plus project conditions.</p> <p>B. <u>West A Street/Lincoln Street Intersection.</u> The project applicant shall install a traffic signal at the West A Street/Lincoln Street intersection and widen the northbound and southbound approaches to include a shared through/left-turn lane and an exclusive right-turn lane. In addition, provide right-turn overlap phasing on the northbound, southbound, and eastbound approaches. The project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Policy 1. Once triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. Implementation of this mitigation measure would provide acceptable LOS C operations during both the a.m. and p.m. peak hours under existing plus project conditions.</p> | |

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| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION | |
|---------|--|--|---|----|
| | | <p>9. <u>West A Street/North Adams Street Intersection.</u> The project applicant shall reimburse the City for the cost to modify the traffic signal cycle length and green time allocations "splits" at the West A Street/North Adams Street intersection. Signal timing modifications are done on a routine basis to account for change in demand and hourly variations in traffic flow. The reimbursement shall be completed prior to the issuance of building permits. Implementation of this mitigation measure would provide acceptable LOS C operations during a.m. peak hour and LOS B operations during the p.m. peak hour under existing plus project conditions.</p> <p>10. <u>West A Street/First Street Intersection.</u> The project applicant shall install a traffic signal at the West A Street/First Street intersection and re-stripe the eastbound and westbound approaches to provide one exclusive left-turn lane and a shared through/right-turn lane, which will require the elimination of about 24 existing on-street parallel parking spaces. These improvements are consistent with the recommendations that were identified in the City of Dixon First Street (SR 113) and A Street Intersection Operations Study (January 10, 2001). Installation of the traffic signal is included in the City of Dixon AB 1600 Facilities and Equipment Study (March 2000). This improvement is funded with construction anticipated in 2003. If construction of this improvement does not occur as anticipated, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Policy 1. Once triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If this intersection requires signalization and re-striping prior to the programmed installation of these improvements in AB 1600, then the project applicant shall be required install the improvements and the City will negotiate with the applicant to determine reimbursement. Implementation of this mitigation measure would provide acceptable LOS C operations during a.m. peak hour and LOS B operations during the p.m. peak hour under existing plus project conditions.</p> | | |
| 3.4-B | Implementation of the proposed Specific Plan would create inconsistencies with roadway-related standards of the City of Dixon Engineering Design Standards & Construction Specifications (June 1, 2000). | PS | 1. The project applicant shall modify the proposed street classifications and street cross-sections to be consistent with the standards identified in the <i>City of Dixon Engineering Design Standards & Construction Specifications</i> or standards developed in the Specific Plan and approved by the City. | LS |
| 3.4-C | The project would add traffic to existing segments of Batavia Road, Pitt School Road, and South Lincoln Street which currently do not meet City of Dixon minimum roadway cross-section design standards. | PS | 1. For segments of Batavia Road, Pitt School Road, and South Lincoln Street that are located within the Specific Plan area, the project applicant shall modify the proposed street classifications and roadway cross-sections to be substantially consistent with the standards identified in the <i>City of Dixon Engineering Design Standards & Construction Specifications</i> or standards developed in the Specific Plan and approved by the City. | LS |

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| | | <p>2. For segments of Batavia Road and Pitt School Road located outside the plan area in unincorporated Solano County, the project applicant shall make a fair-share contribution toward reconstruction of the road to meet Solano County standards. The fair-share contribution would be based on the project's traffic contribution relative to existing traffic on the roadway. South Lincoln Street between the plan area and Porter Road shall be reconstructed to meet City and/or County standards upon completion of construction of underground infrastructure utilities such as storm drainage, water, and sewer pipes.</p> | |
| 3.4-D | PS | <p>1. Each project applicant shall confer with the City and per City direction, if warranted, identify bus stops on the Tentative Subdivision Map.</p> | LS |
| 3.4-E | PS | <p>1. Each project applicant shall confer with the City and per City direction, if warranted, identify bus stops on the Tentative Subdivision Map. The applicant for the commercial property on the Evans Ranch property shall be responsible for identifying the location of a park-and-ride facility.</p> | LS |
| 3.4-F | PS | <p>1. As a condition of all development approvals, each project applicant shall prepare a project-specific traffic analysis based on the traffic study presented in this EIR to determine their responsibilities for intersection improvements and pro-rata share of mitigations for cumulative impacts. City staff shall review and approve each project-specific traffic analysis before development approval.</p> <p>2. The project applicant shall install a traffic signal at the Pitt School Road/Westbound I-80 ramps intersection. No project-specific phasing program has been submitted with the Specific Plan and no housing allocations have been awarded, so mitigation timing is unknown at this time. Therefore, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Element Policy 1. If triggered, implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If the studies indicate that a project does not trigger an improvement, the project applicant shall participate in the financing plan for future public facility improvements approved in the Southwest Dixon Specific Plan.</p> <p>3. The project applicant shall install a traffic signal at the Pitt School Road/Ary Lane intersection. No project-specific phasing program has been submitted with the Specific Plan and no housing allocations have been awarded, so mitigation timing is unknown at this time. Therefore, the project applicant shall prepare a project-specific traffic analysis based on the EIR traffic study for each tentative map to confirm existing conditions and determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Transportation and Circulation Element Policy 1. If triggered,</p> | LS |

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(Continued)

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| | | | implementation of this mitigation measure shall be completed prior to the issuance of building permits for that individual tentative map. If the studies indicate that a project does not trigger an improvement, the project applicant shall participate in the financing plan for future public facility improvements approved in the Southwest Dixon Specific Plan. | |
| 3.4-G | Implementation of the five proposed projects would create inconsistencies with roadway-related standards of the City of Dixon Engineering Design Standards & Construction Specifications (June 1, 2000). | PS | <ol style="list-style-type: none"> The proposed Specific Plan roadway circulation system, including street classifications and cross-sections, shall be modified as described in the mitigation measures for Impacts 3.4-B and 3.4-C above. The five proposed projects shall be modified as necessary to reflect these changes. City of Dixon staff shall review the revised individual project plans and apply any necessary conditions of Tentative Subdivision Map approval to ensure compliance with the roadway-related standards of the City of Dixon Engineering Standards & Construction Specifications (June 1, 2000). | LS |
| 3.4-H | Implementation of the five proposed projects would increase demand for public transit service. | PS | <ol style="list-style-type: none"> Each project applicant shall confer with the City and per City direction, if warranted, identify bus stops on the Tentative Subdivision Map. | LS |
| 3.4-I | Implementation of the five proposed projects would create inconsistencies with transit-related policies in the City of Dixon General Plan. | PS | <ol style="list-style-type: none"> Each project applicant shall confer with the City and per City direction, if warranted, identify bus stops on the Tentative Subdivision Map. | LS |
| 3.4-J | Development of the proposed Specific Plan would generate about 53,250 daily vehicle trips, adversely affecting cumulative peak hour traffic operations. | PS | <ol style="list-style-type: none"> The project applicant shall participate in the road financing program in effect at the time for Specific Plan approval. A financing program is being developed to fund the improvements identified in the City of Dixon Draft Street Master Plan. The fee mechanism shall be established to fully fund necessary roadway/freeway improvements prior to approval of any tentative maps or issuance of building permits within the boundaries of the Specific Plan. These fees shall subsequently be charged for all development that proceeds in the Specific Plan area. | S |
| 3.5 | Air Quality | | | |
| 3.5-A | Construction associated with buildout of the Specific Plan area would generate substantial emissions of ozone precursors and PM10 that could contribute to both local and regional violations of the ambient air quality standards for both PM10 and ozone. | PS | <p>Measures recommended by YSAQMD plus additional measures to reduce PM10 and ozone precursor pollutants include:</p> <ol style="list-style-type: none"> Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. Cover all hauling trucks or maintain at least two feet of freeboard. Dust-proof chutes shall be used as appropriate to load debris onto trucks during demolition. Pave, apply water daily, or, as appropriate, apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. | LS |

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| | | <ol style="list-style-type: none"> 4. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. 5. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas that are inactive for 10 days or more). 6. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. 7. Limit traffic speeds on any unpaved roads to 15 mph. 8. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. 9. Replant vegetation in disturbed areas as quickly as possible. 10. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. 11. Install wind breaks, or plant trees/vegetative wind breaks at the windward side(s) of construction areas. 12. Suspend excavation and grading activity when winds exceed 25 mph and dust clouds extend beyond construction areas. 13. Limit the area subject to excavation, grading, and other construction activity at any one time. 14. Properly maintain construction equipment and avoid unnecessary idling near residences. 15. Where feasible, 20 percent of the heavy-duty off-road equipment included in the construction inventory shall be powered by CARB certified off-road engines (i.e., 175hp-750hp, 1996 and newer engines; 100hp-174hp, 1997 and newer engines, and 50hp-99hp, 1998 and newer engines). Construction contractors will maintain records to demonstrate compliance. 16. Where reasonable and feasible, use cleaner burning (low NOx and low PM) diesel fuels. 17. At least once per month, the City of Dixon Engineering Department shall ensure that construction mitigation measures are in place. | |
| 3.5-B | Future use of the Specific Plan area development would emit levels of ozone precursor pollutants and fine particulate matter | The following mitigation measures would indirectly reduce air pollutant emissions. The City should consider requiring these design recommendations as Specific Plan | S |

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| <p>(PM10) that exceed quantitative long-term emissions thresholds established by the YSAQMD.</p> | | <p>development standards.</p> <ol style="list-style-type: none"> 1. Pedestrian facilities. Pedestrian access should be maximized for each project within the plan area. Developers should provide pedestrian egress at the ends of cul-de-sacs wherever feasible. Similarly, access should be provided from medium/high density residential homes to the shopping area facing Gateway Drive. 2. Street standards. To encourage walking and bicycling, the City could require narrower streets. The City may wish to consider limiting on-street parking on local streets and cul-de-sacs. However, it is recognized that the City may determine that narrower streets are not desirable due to safety and emergency access needs. If long road sections are allowed, then traffic calming features should be incorporated into the design. 3. Safe crossing points. Safe crossings should be designated at all intersections along Gateway Drive, North Parkway, and South Parkway. These crossings should utilize well-marked crosswalks, where warranted, and a central median (refuge). These safe crossings should be developed with input from the Dixon Unified School District. 4. School transit. Because parents driving children to and from school is a major source of local trips, the City could require that developers finance school bus service to serve all projects within the plan area. 5. Commuter facilities. The park and ride facility described in Policy 6.4.3 of the Draft Specific Plan shall be developed. The City shall determine the location and size of this facility. Consistent with Implementation Program 6.4a of the Draft Specific Plan, commercial facilities within 0.5 mile of Interstate 80 should designate 5 percent or more of their peripheral parking spaces for park and ride use. These spaces should be near Interstate 80 on and off ramps. 6. Transit Infrastructure. Consistent with Implementation Program 6.4b of the Draft Specific Plan, provide bus turnouts, covered benches, signage, and other facilities that serve local residents. The City and local transit providers should determine the location of these facilities. 7. Shade trees and landscaping. Trees (approved by the City) should be planted along streets and in parking lots sufficient to shade approximately 50 percent of the asphalt on a typical summer afternoon within 10 years. 8. Encourage use of electrical/natural gas appliances and vehicles. For all dwelling units, provide outdoor electrical outlets and encourage use of electrical landscape maintenance equipment. Also, provide electrical outlets for recharging electrical automobiles in commercial and industrial parking lots as well as new residences. Provide 220 V outlets in each residential garage | |

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| | | | <p>suitable for electrical auto recharging. Provide a natural gas outlet at the back of each unit.</p> <p>9. Encourage use of solar power. Consider use of solar water heating in commercial, industrial and residential units. As an alternative, use additional insulation, better windows and doors, and other energy conservation measures sufficient to reduce energy use.</p> <p>10. Woodburning restrictions. If the City adopts a policy or ordinance restricting the use of inefficient combustion wood stoves or fireplaces, based on regional air conditions, residences or commercial establishments not yet constructed will be required to comply with the new policy or ordinance.</p> <p>11. Neighborhood commercial development. To reduce motor vehicle trips, the City could consider allowing or requiring small neighborhood commercial centers (e.g., convenience market, video rentals, etc.) on the North Parkway and/or Pitt School Road.</p> | |
| 3.5-C | Traffic generated by buildout of the Specific Plan area would increase carbon monoxide levels at congested intersections. | LS | No mitigation is required. | LS |
| 3.5-D | Future industrial projects could generate toxic air contaminants and/or odors. | PS | <p>1. As a condition of approval, new projects in the Southwest Dixon Specific Plan Area shall comply with all rules of the YSAQMD regarding control of toxic air contaminants and odors.</p> <p>2. All new applications for industrial and commercial projects will submit a list of all materials and processes that could possibly emit toxic air contaminants or odors into the environment. The City will request YSAQMD to review the list to determine whether there is a potential for human health risk from these materials and processes. If YSAQMD determines that there is a risk that contaminants or odors could escape into the air and potentially cause a risk or nuisance to residents in the area, a Human Health Risk Assessment shall be prepared. If that Assessment determines that emissions would result in exceedances of YSAQMD, State, or Proposition 65 standards, the project will be denied unless changes are made to reduce emissions or odors to safe levels.</p> | LS |
| 3.5-E | Future development of the plan area could be inconsistent with policies of the Dixon General Plan. | LS | No mitigation is required. | LS |
| 3.5-F | Future development of the five proposed projects could adversely impact air quality. | PS | No mitigation is required beyond the mitigations required for Impacts 3.5-A and 3.5-B. | LS |
| 3.5-G | Future development of the plan area and other areas could have significant air quality impacts. | PS | No mitigation is required beyond the mitigations required for Impacts 3.5-A and 3.5-B. | S |
| | | | | |
| 3.6 | Noise | | | |
| 3.6-A | Development of the Specific Plan area would introduce residential land uses onto sites located in a noise environment | PS | 1. A design-level noise study shall be performed for all subdivision maps where noise would exceed 60 dBA Ldn. The noise study will include noise attenuation | S |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|--|--------------------------------|---|-------------------------------|
| that would be considered "conditionally acceptable" or "normally unacceptable" for those uses. | | <p>design features to reduce exterior noise levels to below 60 dBA Ldn, or to the maximum degree feasible if a level of 60 dBA Ldn cannot be achieved. If quiet pavement is proposed, the noise study shall determine whether this paving adequately reduces noise levels to below 60 dBA Ldn, or whether additional mitigation is required. A report shall be prepared for the City of Dixon for all single-family residential units proposed within the 60 dBA Ldn noise contour distances of local streets to show that future noise levels will not exceed 60 dBA Ldn or not exceed the ambient noise caused by I-80 and the railroad.</p> <p>2. Incorporate noise insulation treatments in residential units as necessary to achieve "acceptable" interior noise levels.</p> <p>All single- and multi-family residential land uses located within the 60 dBA Ldn contour distances shall be designed such that the indoor Ldn level shall not exceed 45 dBA. The designs for housing shall be reviewed by an acoustical specialist, and the necessary noise control treatments included in the project design. All such units shall be provided forced-air mechanical ventilation systems so that windows may be closed for noise control at the occupants' discretion. Additional noise control treatments could include sound rated windows and doors. A report shall be prepared following the requirements of Title 24, Part 2 of the California Administrative Code for all multi-family housing proposed within the 60 dBA Ldn noise contour distances. A similar report shall be prepared for the City of Dixon for all single-family residential units proposed within the 60 dBA Ldn noise contour distances to show how interior noise levels will be reduced to below 60 dBA Ldn, or not exceed ambient noise levels generated by traffic on I-80 and by the railroad operations.</p> | |
| 3.6-B Development of the Specific Plan area would permanently increase the noise environment at existing noise-sensitive land uses as a result of vehicular traffic accessing the plan area. | PS | 1. A design level noise study, as recommended for Impact 3.6-A, shall be conducted to identify feasible measures to reduce plan area-generated traffic to less than a 3 dBA increase along West A Street between Gateway Drive and Almond Street and along Pitt School Road between West H Street and South Parkway. Measures may include paving or re-paving with quiet pavement and/or expansion of existing soundwalls. | S |
| 3.6-C The construction of the proposed project would temporarily elevate noise levels at existing and future noise-sensitive land uses. | PS | <p>1. Implement construction noise control measures at all construction sites. The following measures are recommended and should be added as implementation programs.</p> <ul style="list-style-type: none"> • Noise-generating activities at the construction site or in areas adjacent to the construction site associated in any way with new development on the plan area should be restricted to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. No noise-generating construction activities within 500 feet of residences should occur on Saturdays, Sundays, or holidays. • Equip all internal combustion engine driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the | LS |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPAIRMENTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|-------------|--|---|-------------------------------|
| | | <p>equipment.</p> <ul style="list-style-type: none"> • Unnecessary idling of internal combustion engines should be strictly prohibited. • Avoid staging of construction equipment within 200 feet of residences and locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far practical from existing noise-sensitive receptors. Construct temporary barriers to screen stationary noise-generating equipment when located in areas adjoining noise sensitive land uses. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Route all construction traffic to and from the project site via designated truck routes. Prohibit construction-related heavy truck traffic in residential areas where feasible. Prohibit construction-related heavy truck traffic in the project vicinity prior to 7:00 a.m. or after 7:00 p.m. on allowable construction days. • Control noise from construction workers' radios to the point where they are not audible at existing residences bordering the project site. • Notify residents within 500 feet of the project site of the construction schedule in writing. • Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City should be responsible for designating a noise disturbance coordinator and the individual project sponsor should be responsible for posting the phone number and providing construction schedule notices.) | |
| 3.6-D | Future non-residential land uses on the Specific Plan area would generate noise. | <ol style="list-style-type: none"> 1. An acoustical study prepared by a qualified acoustical consultant will be required for any proposed hotels or motels. The study will recommend design-level mitigation measures to provide acceptable interior levels within the guest rooms. 2. An acoustical study prepared by a qualified acoustical consultant will be | LS |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--|--|-------------------------------|
| | | <p>required for any other type of non-residential land use. This study will identify all on-site noise sources, including groundborne noise and vibrations, generated by the project and the effect on nearby residences. On-site noise generated by the proposed project will not be allowed to create additional noise at nearby residences that would exceed 60 dBA Ldn in the outdoor living space or 45 dBA Ldn in interior living spaces. If the noise levels at existing residences exceed 60 dBA Ldn prior to project operation, then the project-generated noise would not be allowed to exceed the then existing Ldn. The acoustical study may recommend mitigation measures that would reduce noise impacts to the acceptable levels described above.</p> <p>Groundborne vibrations will not be allowed to be noticeable at the nearest residence.</p> <p>The acoustical study shall also examine periodic noise events such as back-up beepers, idling delivery trucks, and periodic machine noise. Design-level mitigation measures shall be included to ensure that nearby residents are not exposed to periodic noise occurring on a regular basis.</p> <p>3. Construct ballfields on the community park site as near the south end of the park site as feasible. If an alternate location is proposed closer to West A Street, the City will consider appropriate mitigation measures to reduce noise to nearby residents during the design and approval process for the ballfields.</p> <p>4. As part of the project-level CEQA review for the future arterial between Pitt School Road and South First Street, conduct an acoustic analysis of the effects of traffic on that street on residences near the street. If noise levels would increase ambient noise levels by greater than 3 dBA Ldn, require the use of quiet pavement or other noise reduction techniques that reduce the noise increase to less than 3 dBA Ldn, or provide soundwalls or berms between the road and residences to reduce the noise increase to less than 3 dBA Ldn.</p> <p>5. Insulate the pump at the Southwest Water Facility so that it is inaudible at the nearest residential property.</p> | |
| 3.6-E | Future development of the Specific Plan area could be inconsistent with the Dixon General Plan. | No additional mitigation measures beyond those identified in Impacts 3.6-A to 3.6-D are required. | LS |
| 3.6-F | Future development could generate excessive groundborne vibrations and/or noise, and future residents could be exposed to excessive groundborne vibrations and/or noise. | Mitigation Measure No. 2 for Impact 3.6-D applies to this impact. | LS |
| 3.6-G | The construction of the five projects would temporarily elevate noise levels at existing and future noise-sensitive land uses. | Implement construction noise control measures at all construction sites as stated in Impact 3.6-C. | LS |

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TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)

| IMPACTS | | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|---|--------------------------------|--|-------------------------------|
| 3.6-H | The Evans Ranch project would introduce residential land uses onto sites located in a noise environment that would be considered "conditionally acceptable" or "normally unacceptable" for those uses. | PS | <p>1. Construct open space buffers or noise barriers to shield common outdoor use areas in multi-family residential developments and private outdoor use areas of single-family residential units from traffic noise generated along arterial and collector roadways or noise generated by commercial land uses where noise levels exceed 60 dBA Ldn.</p> <p>The specific heights and limits of noise barriers or open space buffer zones cannot be determined until final grading plans are developed for the project. A future noise analysis will determine the height of noise barriers (expected to be between six and fourteen feet, assuming the noise source, barrier, and outdoor use areas are at the same elevation). The final design of the noise barriers will be reviewed by an acoustic engineer prior to approval of the subdivision map for the project. A report shall be prepared for the City of Dixon for all single-family residential units proposed within the 60 dBA Ldn noise contour distances to show that future noise levels will remain below 60 dBA Ldn or not exceed ambient noise levels generated by traffic on I-80 and by the railroad operations.</p> | S |
| | | | <p>2. Alternatively, pave or re-pave streets with "quiet" pavement. A design-level acoustical study will be conducted to show whether such paving reduces traffic-generated noise on local streets to less than 60 dBA Ldn or does not exceed ambient noise levels generated by traffic on I-80 and by the railroad operations. It is possible that noise barriers may not be required on all or some of the affected streets if such alternate methods are employed.</p> <p>3. Incorporate noise insulation treatments in residential units as necessary to achieve "acceptable" interior noise levels. All single- and multi-family residential land uses located within the 60 dBA Ldn contour distances should be designed such that the indoor Ldn level shall not exceed 45 dBA. The designs for housing shall be reviewed by an acoustical specialist and the necessary noise control treatments included into the project design. All such units shall be provided forced-air mechanical ventilation systems so that windows may be closed for noise control at the occupants' discretion. Additional noise control treatments could include sound rated windows and doors. A report shall be prepared following the requirements of Title 24, Part 2 of the California Administrative Code for all multi-family housing proposed within the 60 dBA Ldn noise contour distances.</p> | |
| 3.6-I | The Orchard Estates - Sanders Property project would introduce residential land uses onto sites located in a noise environment that would be considered "conditionally acceptable" or "normally unacceptable" for those uses. | PS | The same mitigations recommended for Impact 3.6-H are required. If sound barriers are required, they would need to be 6-9 feet in elevation. | S |
| 3.6-J | The Orchard Estates - Garcia Property project would introduce residential land uses onto sites located in a noise environment that would be considered "conditionally acceptable" or "normally unacceptable" for those uses. | PS | The same mitigations recommended for Impact 3.6-H are required. If sound barriers are required, they would need to be 6-9 feet in elevation. | S |
| 3.6-K | The Dixon Ridge project would introduce residential land uses | PS | The same mitigations recommended for Impact 3.6-H are required. If sound barriers are | S |

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TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)

| IMPAIRMENTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION | |
|-------------|---|------------|--|----|
| | onto sites located in a noise environment that would be considered "conditionally acceptable" or "normally unacceptable" for those uses. | | required, they would need to be 6-13 feet in elevation. | |
| 3.6-L | The Clark Ranch Estates/Clark Property-Ryder Homes project would introduce residential land uses onto sites located in a noise environment that would be considered "conditionally acceptable" or "normally unacceptable" for those uses. | LS | No mitigation is required. | LS |
| 3.6-M | Traffic generated by Specific Plan development plus other new development would increase noise levels along roadways. | PS | The same mitigation measures recommended for Impact 3.6-B will apply. It is possible that the use of quiet pavement could reduce year 2005 cumulative noise impacts to less than a 3 dBA increase. If use of this pavement does not adequately reduce noise, then sound barriers could be required due to the combination of plan area buildout and other new development in the City. The City will monitor traffic noise on the affected streets and determine if and when sound barriers are needed. Specific Plan area developers and other new development generating traffic on the affected streets will pay for this monitoring. If sound walls are required, they will be financed by Specific Plan area developers and other new development. | S |
| 3.7 | Aesthetics | | | |
| 3.7-A | Future development of the Specific Plan area would alter views from Interstate 80. | PS | <p>The following mitigations will be added as Implementation Programs under Goal 2.2 of the Specific Plan.</p> <ol style="list-style-type: none"> 1. Prior to approval of development in the area designated Employment Center a landscaping plan for the Interstate 80 frontage shall be designed by a qualified landscape architect. This plan shall include provisions for the following: <ol style="list-style-type: none"> a. The species of trees to be planted will be trees capable of growing and surviving in the Dixon climate. b. The trees will be capable of growing to a height of at least 30-feet tall within the shortest time feasible, but no more than ten years. c. Trees shall be planted close enough together to provide thorough screening. Alternatively, the trees that will eventually provide canopy screening can be interplanted with shrubs or small trees in the foreground that will provide dense screening from 6-12 feet in height. d. The City should consider whether the landscaping should provide more than a "screen." Given the importance of this freeway frontage, the landscaping plan should include a variety of native and non-native shrubs west of the trees. These shrubs should include flowering species. The City may also wish to require plantings of native and non-native wildflowers west of the shrubs to provide additional color and visual interest. | LS |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--------------------------------|---|-------------------------------|
| | | <ul style="list-style-type: none"> e. The landscaping plan shall show how each of these landscape components would be placed within the landscaping buffer. If the City requires more than simply a line of screening trees, then the buffer may need to be widened in order to provide foreground flowers, midground flowering shrubs and small trees, and background taller evergreen trees. The width of the landscaping buffer will be determined once a satisfactory landscaping plan is designed and adopted by the City. In some locations, it is expected that the buffer would need to be at least 50-feet wide. f. A complete fertilization, irrigation, and landscape maintenance program shall be included for all landscape components. <ul style="list-style-type: none"> 2. The Specific Plan shall identify which entity is responsible for the planting of the Interstate 80 frontage landscaping and its maintenance. The responsible entity will ensure that all trees and shrubs that die are replanted within the next growing season. Maintenance and replanting of dead or diseased trees and shrubs will be the responsibility of the responsible entity for at least 10 years or whatever duration determined desirable by the City of Dixon. Similarly, if wildflowers or other flowering herbaceous species are required for the foreground portion of the landscape buffer, the responsible entity will be responsible for replanting said species if they do not naturally reseed. The City will determine when the flowering plant population has declined to a point where it needs to be replanted or supplemented with additional seeding/plantings. 3. An overall design plan shall be prepared by the developer for the General Commercial development on the Evans Ranch property. Subsequent applications to develop other General Commercial, Highway Commercial, and Employment Center sites will be required to be consistent with the design motif of the commercial development on the Evans Ranch site unless the City determines that an alternative design motif is aesthetically pleasing and acceptable. 4. Night lighting of non-residential buildings will be limited to the minimum number needed. Other lighting requirements include: <ul style="list-style-type: none"> a. Lighted commercial signs, other than the Gateway tower sign discussed in Impact 3.7-B, should not be visible from the freeway south of West A Street. b. All lighting shall be shielded and directed downward. c. Lighting elements will be recessed within fixtures to prevent glare. | |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--|---|-------------------------------|
| | | <p>d. High-angle, high-candela lighting distribution shall be prohibited.</p> <p>e. Lighting fixtures will be selected so they can be further shielded after installation, if a problem is identified.</p> <p>f. Because light trespass effects are subjective and site-specific, quantifiable criteria (such as controlling the amount of luminescence or restricting certain angles of lighting) usually cannot be identified. For this reason, project applicants shall consult a lighting design specialist to determine light source locations, light intensities, and types of light sources for all non-residential development. A lighting plan for non-residential development, roadways, and public areas shall be developed and incorporated into final project plans.</p> | |
| 3.7-B | Future development of the Specific Plan area would alter views from West A Street. | <p>PS</p> <p>The following mitigation measures shall be added as Implementation Programs under Goal 2.2, Community Design, of the Specific Plan.</p> <ol style="list-style-type: none"> 1. Prior to Specific Plan approval, the City should determine whether the tall tower sign is allowable per the Zoning Ordinance. If the sign is not permitted, then reference to said sign should be deleted from the Specific Plan. If this sign is allowed, the sign shall be designed by a qualified architect or sign designer. The design and the information to be placed on the sign shall be subject to Design Review. 2. Commercial signs facing residential areas shall be limited in size and illumination so as to limit visual and light intrusion into residential areas. The signs can announce the presence of a business or subdivision but should not be so large or bright as to be visually prominent from adjacent residential areas 3. A lighting plan and the other lighting mitigations recommended under Mitigation Measure No. 6 for Impact 3.7-A shall be required. 4. The landscaping along the south edge of West A Street will include shrubs and small trees planted between the larger trees proposed in the Specific Plan. The aim of this landscaping will be to provide a vegetative screen towards the commercial center and highway commercial uses. The landscaping buffer along the frontage of the commercial development shall be of sufficient width to allow screening of parked cars; this width may exceed the minimum widths set forth in the Dixon Zoning Ordinance. While the screening will not be total due to intervening streets and driveways, the resulting screening will soften the appearance of the new commercial development and parking lots. This additional landscaping will be included as a component in a landscaping plan which will be required for all new non-residential development fronting West A Street. The landscaping could also include low-growing flowering plants. All landscaping will be subject to a landscape maintenance plan. | S |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACTS | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------|--------------------------------|--|-------------------------------|
| | | <p>5. An overall design plan shall be prepared by the developer for the General Commercial development on the Evans Ranch property. Subsequent applications to develop other General Commercial, Highway Commercial, and Employment Center development will be required to be consistent with the design motif of the commercial development on the Evans Ranch site unless the City determines that an alternative design motif is aesthetically pleasing and acceptable.</p> <p>6. Prior to development of the Community Park, a lighting plan shall be prepared consistent with Implementation Program 7.6e of the Draft Specific Plan. As far as feasible, ballfield lighting shall be directed and/or shielded so as to not create glare at existing residences on the north side of West A Street and the east side of Pitt School Road south of West A Street. Developers of all residences adjacent to the community park that are to be constructed prior to full park development shall notify in writing potential buyers that a park complete with lighted ballfields will be constructed on the park site.</p> | |
| 3.7-C | PS | <p>The following mitigation measures shall be added as Implementation Programs under Goal 2.2 of the Specific Plan.</p> <p>1. A landscaping plan shall be required for all new General Commercial and Employment Center projects. The landscaping plan will include tree screening and other landscaping similar to that described for Mitigation Measure No. 1 for Impact 3.7-A between all non-residential buildings and adjacent residential areas.</p> <p>2. Commercial signs facing residential areas shall be limited in size and illumination so as to limit visual and light intrusion into residential areas. The signs can announce the presence of a business or subdivision but should not be so large or bright as to be visually prominent from adjacent residential areas.</p> <p>3. Lighting facing residential areas shall be kept to a minimum and shielded so no glare extends to residential areas.</p> <p>4. The Southwest Water Facility should be relocated immediately east or west of Batavia Road. If this facility is not relocated as recommended, then a design and landscaping plan shall be prepared and approved by the City. This plan shall include extensive landscaping to ensure that the tank and attendant facilities are screened to the extent possible from adjacent public streets and residences.</p> <p>5. When constructing the new arterial connecting Pitt School Road and South First Street, provide landscaping, berms, or fencing to screen views of the new road from residences within 150 feet of that new road. The future CEQA study that</p> | S |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

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|------------|---|--------------------------------|---|-------------------------------|
| | | | will be conducted for this future project may require additional landscaping or design mitigation measures. | |
| 3.7-D | Future development of the Specific Plan area could be inconsistent with City General Plan policies and other City regulations. | PS | The other mitigations recommended for Aesthetics apply to this impact. | LS |
| 3.7-E | Future development of the Evans Ranch project would alter views from public and private vantage points. | PS | 1. The mitigations required for Impacts 3.7-A, 3.7-B, and 3.7-C will apply to this project. For the recommended mitigation measures for Impact 3.7-B, the improvements to West A Street shall be completed prior to approval of project occupancy. 2. The landscaping plan must include sufficient landscaping between residential units and parking lots so that parked cars will not be visible from residential units. | S |
| 3.7-F | Future development of the Dixon Ridge project would alter views from public and private vantage points. | PS | Mitigation Nos. 4 and 6 for Impact 3.7-B shall apply to this project. For the recommended mitigation measures for Impact 3.7-B, the improvements to West A Street shall be completed prior to approval of occupancy of any residential unit adjacent to West A Street | S |
| 3.7-G | Future development of the Clark Ranch Estates, Orchard Estates - Sanders Property, and Orchard Estates - Garcia property projects would alter views from public and private vantage points. | PS | No additional mitigation is required for these three projects. | S |
| 3.7-H | Future development of the General Commercial development on the Evans Ranch and adjacent Highway Commercial development would combine with development on the Gateway Center and the Pheasant Run site to impact views along West A Street. | PS | No additional mitigation measures are feasible. | S |
| 3.8 | Hazards and Hazardous Materials | | | |
| 3.8-A | Future commercial and light industrial businesses could use hazardous materials which could escape into the environment. | PS | 1. The following section shall be added to Implementation Program 5.2a: Hazardous Materials Each project proposal shall provide the Solano County Department of Environmental Management with a complete list of all chemicals and other potentially hazardous materials that will be used, stored, or sold on the project site. If the Solano County Department of Environmental Management determines that the materials used, stored, or sold could pose a potential safety hazard, the applicant shall provide a Hazardous Materials Business Plan with the Solano County Department of Environmental Management, and the applicant shall implement the adopted plan. Such a plan will identify the plans, as applicable, for storage and use of all hazardous materials, describe the safety procedures to be employed by workers, and detail the proposed notification and emergency | LS |

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**TABLE 3 - IMPACT AND MITIGATION SUMMARY
(Continued)**

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| | | <p>response actions in the event of an accidental release of chemicals from the facility. The plan shall contain similar information pertaining to the storage and use of gasoline, diesel fuel, or other fuels. Material storage areas shall include appropriate containment for hazardous materials used in the operation of each project.</p> <p>Each project will comply with all pertinent State and Federal laws regarding hazardous materials transport, handling, and storage and worker safety. Each project shall prepare any additional information requested by the Solano County Department of Environmental Management and shall comply with any additional requirements established by the City and/or the Solano County Department of Environmental Health.</p> <p>2. The addition described above shall also be added as Implementation Program 5.1d to ensure that the same protections are provided for commercial business that may use hazardous materials.</p> | |
| 3.8-B | The Specific Plan area contains areas of contamination that could pose a safety hazard for workers and residents. | <p>PS</p> <p>Add the following mitigation measures as a new policy and/or implementation programs to the Specific Plan.</p> <p>1. A Phase I Environmental Site Assessment of the Specific Plan area or for each project shall be prepared pursuant to the requirements set forth in ASTM E 1527-97. If this Site Assessment determines there are potential soil or groundwater contamination, the areas of contamination shall be evaluated to determine the level of remediation needed to satisfy the requirements of the Solano County Department of Environmental Management and the recommendations shall be implemented.</p> <p>2. Risk Assessments of each project site shall be conducted to determine the health risk from workers and residents being exposed to chemical residues in the soil. Even if those Risk Assessments determine that chemical residue levels are not a significant health risk and are below Proposition 65 no significant risk levels, the City may require that engineering controls, as recommended by the Solano County Department of Environmental Management, and warnings to workers and future residents be implemented.</p> | LS |
| 3.8-C | The use of agricultural chemicals by neighboring agricultural operators could pose a health risk for residents and workers in the Specific Plan area. | <p>PS</p> <p>Revise Implementation Program 3.1b of the Specific Plan to incorporate the following mitigation measures:</p> <p>1. A ground spray application buffer of at least 200 feet will be provided between the point of spray application and the nearest residential property or park on the plan area. This buffer is required only if the adjacent agricultural operation uses Category One or Two materials. This buffer can be on the Specific Plan area and/or on adjacent agricultural properties. The following options are possible:</p> <p>a. The buffer can be located entirely on the Specific Plan area.</p> | LS |

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Figure 1
Site Plan

Figure 2
Haul Route

**FIGURE 2: HAY ROAD LANDFILL, VACAVILLE
HAUL ROUTE**

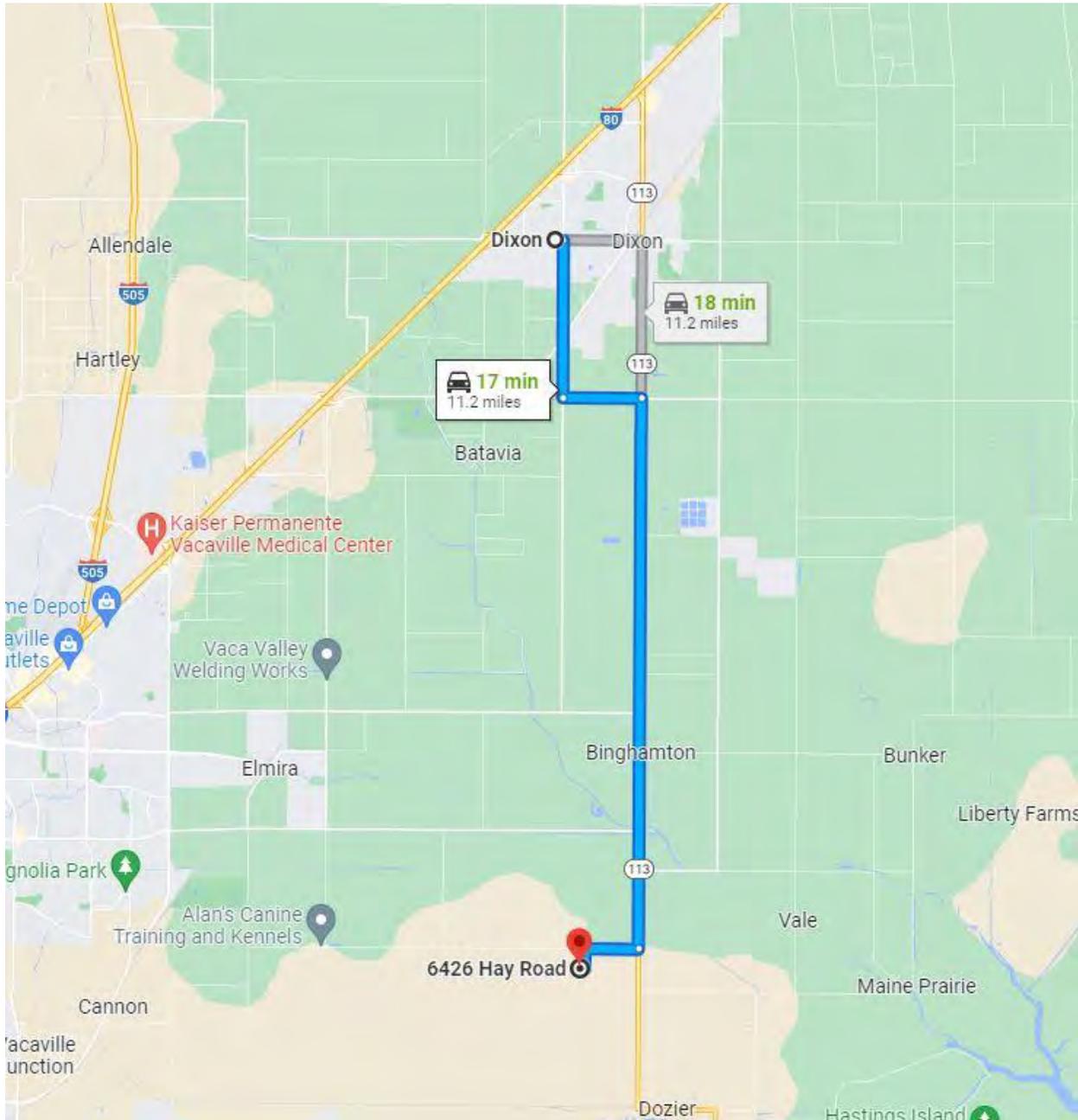
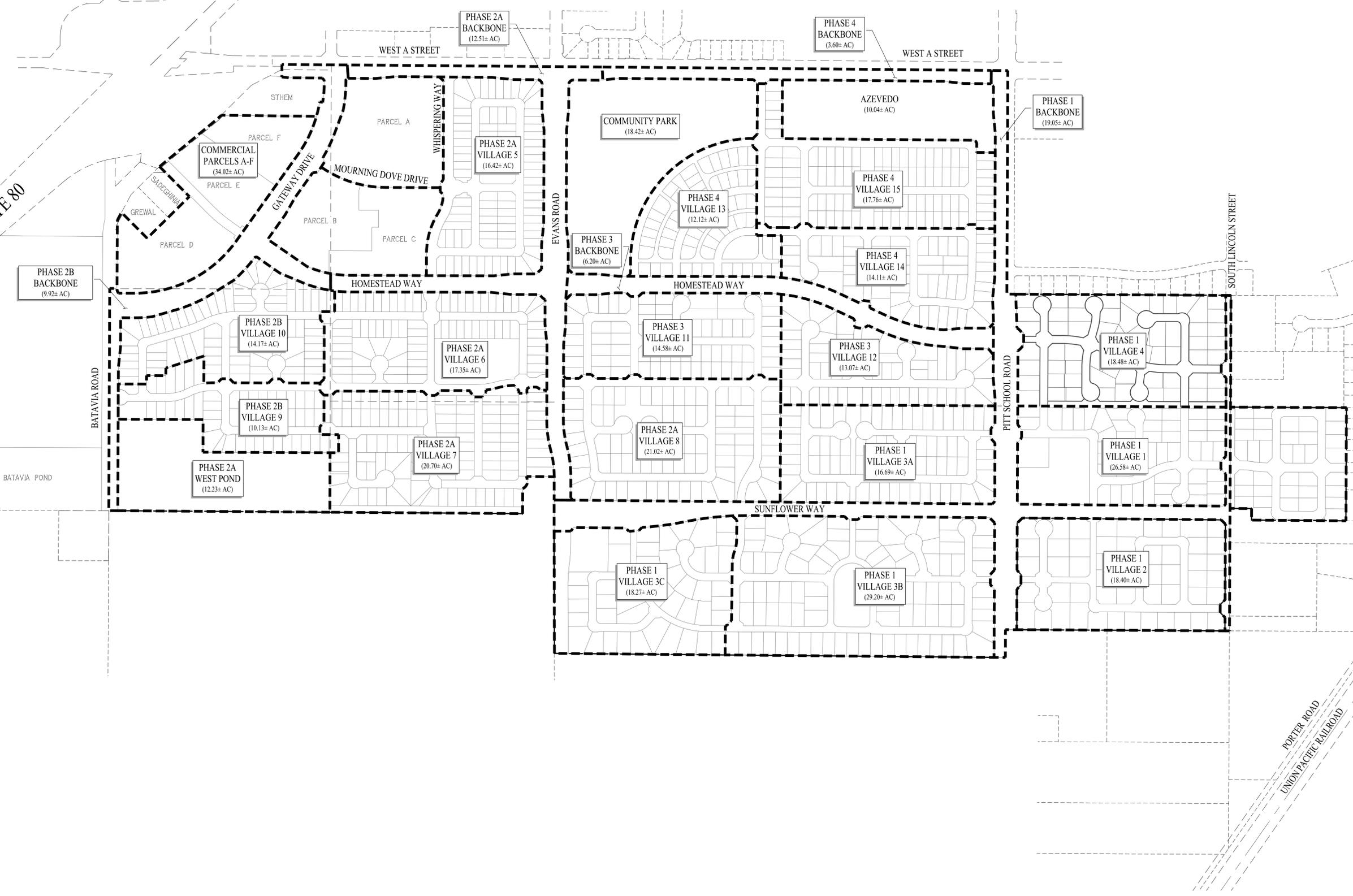


Figure 3
Phasing Boundaries

INTERSTATE 80

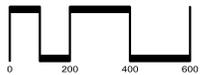


LEGEND

--- VILLAGE BOUNDARY

PHASING BOUNDARIES
HOMESTEAD

CITY OF DIXON SOLANO COUNTY CALIFORNIA
SCALE: 1"=200' DATE: MAY 2023

 SAN RAMON • (925) 866-0322
 SACRAMENTO • (916) 375-1877
 WWW.CBANDG.COM
 CIVIL ENGINEERS • SURVEYORS • PLANNERS

031112AC2023BACKBONE/PH1/PH2/PH3/HOMESTEAD VILLAGE BOUNDARIES EXHIBIT DWG

CALIFORNIA ENVIRONMENTAL QUALITY ACT NOTICE OF DETERMINATION

To: Office of Planning and Research
State Clearinghouse
P.O. Box 3044, 1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

From: Department of Toxic Substances Control
Site Mitigation and Restoration Program
8800 Cal Center Drive
Sacramento, CA 95826

Subject: FILING OF NOTICE OF DETERMINATION IN COMPLIANCE WITH SECTION 21108 OF THE PUBLIC RESOURCES CODE

Project Title: Southwest Dixon – Harvest Property Operable Unit 3-East Removal Action Work Plan

State Clearinghouse Number: 2002042037

Project Location: South of West A Street and west of Pitt School Road, Dixon, CA 95620

County: Solano

Project Applicant: JEN California 6, LLC

Project Description: The Department of Toxic Substances Control (DTSC) approved the Removal Action Workplan (RAW) for the Southwest (SW) Dixon – Harvest Property Operable Unit 3-East (Project Site). The RAW addressed the impacts of elevated toxaphene levels in soils at the Project Site. The cleanup decision document, referred to as a RAW, specified the removal action objectives, identified the contaminants of concerns (COCs), and identified the remedy protective of human health and the environment.

The approved remedy consists of the following elements:

- Excavation of an estimated 56,000 cubic yards of the top 12 inches of toxaphene-impacted soil;
- Stockpiling of the excavated soil on site for off haul;
- Transport of the soil to an appropriate permitted disposal facility; and
- Collection of confirmation soil samples across the excavation area and excavation sidewalls to verify the removal of toxaphene-impacted soil to levels below those acceptable for residential development.

The City of Dixon, as the CEQA Lead Agency, approved the Southwest Dixon Specific Plan (SWDSP) Environmental Impact Report (EIR) dated March 2004, the EIR Addendum to the SWDSP dated May 2019, and the Dixon General Plan 2040 EIR dated April 2022.

DTSC, as a CEQA Responsible Agency, utilized the approved SWDSP EIR, EIR Addendum to the SWDSP, the Dixon General Plan 2040 EIR, and the Homestead at Dixon – Truck Trip Analysis Memorandum prepared by Fehr & Peers in evaluating the potential environmental impacts associated with the RAW remediation activities. A second Addendum to the SWDSP EIR was prepared which concluded the Lead Agency's Final Environmental Documents and the Traffic Impact Analysis, prepared by Fehr & Peers, adequately analyzed impacts associated with the RAW remediation activities and the proposed remediation would not result in a significant adverse impact on the environment.

As Responsible Agency under the California Environmental Quality Act (CEQA), DTSC approved the above-described project on February 27, 2024 and has made the following determinations:

1. The project will not have a significant effect on the environment.
2. An Environmental Impact Report Addendum was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of project approval.
4. A Statement of Overriding Considerations was not adopted for this project.
5. Findings were made pursuant to the provisions of CEQA.

The administrative record for this project is available to the public by appointment at the following location:

Department of Toxic Substances Control
Site Mitigation and Restoration Program
8800 Cal Center Drive
Sacramento, CA 95826

Additional project information is available on EnviroStor:

https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60002862&mytab=activities

| Contact Person | Contact Title | Phone Number |
|----------------|-----------------|--------------|
| Karri Peters | Project Manager | 916-255-3614 |

Approver's Signature:

Date:



February 27, 2024

Approver's Name
Steven Becker

Approver's Title
Branch Chief

Approver's Phone Number
(916) 255-3717

TO BE COMPLETED BY OPR ONLY

Date Received for Filing and Posting at OPR:

RESPONSIVENESS SUMMARY

Final Removal Action Workplan
SW Dixon – Harvest Property, Operable Unit 3-East
West A Street and Pitt School Road
Dixon, California 95620

February 2024

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1.0 INTRODUCTION

This Responsiveness Summary has been prepared by the California Department of Toxic Substances Control (DTSC) and responds to all public comments received during the 33-day public comment period on the Draft Removal Action Work Plan (RAW) for Operable Unit 3 East (OU-3 East) the SW Dixon – Harvest Property located at West A Street and Pit School Road in Dixon. This Responsiveness Summary will be incorporated as an appendix to the Final RAW. The Final RAW will reflect any changes which DTSC determines are appropriate in response to public comments.

OU-3 East (Site) consists of approximately 45-acres that is part of a larger approximately 330-acre proposed development that is within the Southwest Dixon Specific Plan (SWDSP) area. The Site consists of the following Solano County Assessor Parcel Numbers; 0114-012-010 (portion), 0114-012-050, and 0114-012-060. The Site was historically utilized for agriculture such as row crops. DTSC approved a Preliminary Endangerment Assessment Report Equivalent for OU-3 East on March 25, 2022 that summarized previous environmental investigations and confirmed the presence of elevated levels of arsenic in discrete soil samples, ranging from 4.2 milligrams per a kilogram (mg/kg) to 7.6 mg/kg, and toxaphene in 4:1 composite soil samples exceeding the DTSC screening level ranging from 460 mg/kg to 580 mg/kg. Arsenic in soil was determined to not be an environmental concern as concentrations were within the expected background concentrations for the region. Toxaphene in soil was determined to represent an environmental concern as concentrations exceeded the level at which DTSC considers safe for residential use.

DTSC approved a draft revised RAW for public review and comment on September 27, 2023. The RAW proposes the following remediation activities:

- Excavation of approximately 56,000 cubic yards of soil from the Site
- Transporting soil to a licensed off-Site disposal facility
- Sample collection from the excavated areas to confirm that toxaphene concentrations in soil remaining on Site are below the target cleanup level
- Additional excavation, if necessary, in areas where confirmation sampling indicates toxaphene concentrations exceeding the target soil cleanup level
- Backfilling excavated areas with clean, imported fill
- Grading and the Site in preparation of the proposed development

2.0 BACKGROUND

The approximately 45-acre Site, consisting of the following Solano County Assessor Parcel Numbers; 0114-012-010 (portion), 0114-012-050, and 0114-012-060, is located southwest of West A St and Pitt School Road in Dixon. The Site is part of an approximately 330-acre propose development within the SWDSP area. The Site is currently fallow agricultural land and was historically used for agriculture, more recently row crops.

In 2019, the Site and the larger approximately 330-acre development area were transferred from Solano County to DTSC for oversight of environmental investigations. Results from previous environmental investigations and supplemental sampling to fill data gaps for OU-3 East were compiled and discussed in a Preliminary Endangerment Assessment (PEA) Equivalent Report (PEA Equivalent) approved by DTSC on March 25, 2022. The PEA Equivalent identified arsenic and toxaphene in soil at levels exceeding their respective DTSC Screening Levels (DTSC-SLs) for unrestricted use. Arsenic concentrations in soil ranged from 4.2 mg/kg to 7.6 mg/kg, exceeding the DTSC-SL of 0.11mg/kg, however, was found to be within the expected background concentrations for the region and was determined to not represent an environmental concern.

Toxaphene was detected in discrete soil samples, from the ground surface to 18 inches below the ground surface (bgs), ranging from non-detect to 1.68 mg/kg. Toxaphene concentrations exceeding the DTSC Screening level for unrestricted use (0.45 mg/kg) were primarily located within shallow soil, from the ground surface to 12 inches bgs. DTSC concurred with the PEA Equivalent conclusion that toxaphene concentrations present in shallow soil, excluding Homestead Way, represent an environmental concern and warrant remediation prior to residential development. The PEA Equivalent proposed the preparation of a RAW to evaluate and identify the appropriate remedial alternative.

DTSC approved a draft RAW for public review and comment on September 27, 2023. The RAW summarizes previous environmental investigations in OU-3 East, evaluates alternative remedies, and proposes the following remediation activities:

- Excavation of approximately 56,000 cubic yards of soil from the Site
- Transporting soil to a licensed off-Site disposal facility
- Sample collection from the excavated areas to confirm that toxaphene concentrations in soil remaining on Site are below the target cleanup level of 0.45 mg/kg

- Additional excavation, if necessary, in areas where confirmation sampling indicates toxaphene concentrations exceeding the target soil cleanup level
- Backfilling excavated areas with clean, imported fill
- Grading of the Site in preparation of the proposed development

The City of Dixon, as the CEQA Lead Agency, approved the SWDSP Environmental Impact Report (EIR) dated March 2004 (State Clearing House Number 2002042037), the EIR Addendum to the SWDSP dated May 2019, and the Dixon General Plan 2040 EIR dated April 2022. DTSC, as a CEQA Responsible Agency, utilized the approved SWDSP EIR, EIR Addendum to the SWDSP, the Dixon General Plan 2040 EIR, and the Homestead at Dixon – Truck Trip Analysis Memorandum prepared by Fehr & Peers in evaluating the potential environmental impacts associated with the RAW remediation activities. An Addendum Number 2 to the SWDSP EIR was prepared, which concluded the Lead Agency’s Final Environmental Documents and the Traffic Impact Analysis prepared by Fehr & Peers adequately analyzed impacts associated with the RAW remediation activities. DTSC will file a Notice of Determination (NOD) with the Office of Planning and Research/State Clearinghouse after RAW approval.

3.0 PUBLIC REVIEW PROCESS

The following summarizes the public review process for the draft RAW.

Public Comment Period: DTSC held a comment period from November 17, 2023 to December 20, 2023.

Public Comment Period Notification: On November 10, 2023, DTSC published English public notices in the *Dixon Independent Voice*. On November 8, 2023, DTSC published Spanish public notices in the *Latino Times* newspaper to announce the start of the public comment period and solicit comments on the draft RAW. Electronic copies of these notices were also posted on the DTSC EnviroStor. Copies of the public notices are included in Attachment 1.

Community Update: On November 13, 2023, DTSC distributed a Community Update in English and Spanish via U.S. Mail to 611 addresses which included residences and businesses located within an approximately 0.25-mile radius of the Site; key representatives from the County of Solano and City of Dixon; local civic/community organizations; and DTSC’s mandatory mailing list. Additionally, notifications were sent to a total of 29 email addresses. Copies of the Community Updates are provided in Attachment 1.

Information Repositories: Information repositories were established to contain key decision-making documents, including the draft RAW, at the following locations:

Dixon Library
230 N. 1st Street
Dixon, CA 95620

DTSC – File Room
8800 Cal Center Drive
Sacramento, CA 95826

These documents are also available online at DTSC’s Envirostor database which can be accessed using the following link:

https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60002862.

The following documents were made available to the public during the 33-day public comment period:

1. DTSC Community Update, November 2023, SW Dixon – Harvest Property Operable Unit 3-East
2. DTSC Public Notice placed as a display advertisement in the *Latino Times*, November 8, 2023: SW Dixon Plan – Harvest Site Operable unit 3-East Public Comment Period
3. DTSC Public Notice placed as a display advertisement in the *Dixon Independent Voice*, November 10, 2023: SW Dixon Plan – Harvest Site Operable unit 3-East Public Comment Period
4. Draft Removal Action Plan, SW Dixon – Harvest Property Operable Unit 3-East, Dixon California, Revised Date of April 28, 2023

4.0 COMMENTS AND RESPONSES

The public comment period ended on December 20, 2023. Two questions were received via email and one was received via email and phone call. DTSC’s responses to these comments are provided below.

1. Question from Community Member A via email on November 16, 2023

“After reading ‘Community Update’ on the above subject matter, I would like to know where the toxaphene contaminated soil will be disposed?”

Response via email on November 16, 2023:

Thank you for reaching out. The toxaphene contaminated soil will be disposed of off-Site at the Hay Road Landfill located at 6426 Hay Road, Vacaville, CA 95687. Let me know if you have any other questions.

2. Follow-up Comment from Community Member A via email on November 17, 2023

“Thank you for your fast response to my email. It’s disheartening to hear Hay Road Landfill has an off-site contaminated disposal area at 6426 Hay Rd, Vacaville, CA. of course no one likes to hear it’s being disposed of in our backyard. It’s been my understanding contaminated soil was disposed of at Kettleman City correct? As I ask that question I’ve probably answered it; Kettleman City is full!”

Response via email on Tuesday, November 21, 2023:

Hazardous waste disposal laws and terminology can be tricky, so I apologize if my explanation below causes more confusion. Contaminated soil can be categorized as different “Classes” depending on the concentrations of the contamination in the soil. The [draft final Removal Action Workplan](#) under review discusses that the soil proposed for removal from the Site is anticipated to be categorized as “Class II non-hazardous waste or designated waste”, based on the concentrations of toxaphene determined in previous soil sampling events. The Hay Road Landfill is a permitted Class II landfill, so the contaminated soil from this Site could be accepted there. It’s possible that if the concentrations of toxaphene in the soil on Site was higher, then it would be categorized as a different waste Class and would potentially be disposed of at a different facility like Kettleman Hills. I hope this explanation helps. Feel free to reach out with any other questions or concerns.

3. Phone Conversation with Community Member B on November 16, 2023

DTSC received a voicemail from a Community Member stating the following:

“Good morning. My name is Community Member. I received a letter in regards to a cleanup that's going to happen over in the Dixon apparently going to move the top 12 inches of soil directly behind my house. I believe the project is O U-3 E and I tried to e-mail you a letter. Apparently this kerri.peters@dtsc.gov doesn't work and I don't can't send anything to you. Completely distraught about that happening. Last time they did that down the road, about 1/4 of a mile dirt cut in my house all over, everything outside and they didn't keep the dust down and now we have contaminants that are going to be thrown in the air at us. So I'm deeply concerned about this and maybe you want to talk to me about it or maybe you can give me a current e-mail address because this one on the letter does not work. And I can send you my letter or my comments through an e-mail. Thank you. Have a good day. If you wanna talk to me, my phone number is [redacted]. Thank you. Have a good day. Bye.”

DTSC Returned the Community Member’s call the same day. The Community Member stated that their fence borders A street, within 50 feet across the street and that the

“winds in Solano County like to blow a lot”. They discussed how there was a lot of dust on their property (home and vehicle) last time when dirt was moved over ¼ mile down the street. There was so much dust they couldn’t open his windows. They believe that the water trucks don’t work because it’s so windy. They suggested leaving the dirt in place because they don’t want to breathe that stuff and are concerned with the costs of cleaning dust off their home and vehicle.

Response via phone call November 16, 2023:

DTSC responded that the Community Member’s concerns are valid and pointed out that the RAW discusses dust mitigation measures. DTSC listed some of the dust mitigation measures, wind and dust monitoring, dust sampling, and action levels. DTSC offered the RAW to the Community Member to review so he could see if his concerns relating to the dust were addressed. The Community Member said they just wanted their concern to be heard. DTSC also addressed the typo in the email address, pointed the Community Member to the correct email address on the letter, and encouraged them to email his letter.

4. Follow-up Email from Community Member B via email on November 16, 2023

“I am extremely concerned with the health issues from the earth removal, and the DUST that will be generated during this project. This project is going to be directly behind my home (rear property line) on A Street. My residence is located [redacted], in Dixon. Solano County is known for high winds. The last earth removal last year for new home construction generated a huge amount of dirt entering my home (a quarter mile away) I couldn’t even open a window without getting dirt in my home. Everything I have outside was coated constantly with dirt. I couldn’t even use my cooking grill. I often had to wash my car parked on Dailey Drive in front of my home. As you may know that Solano County is basically a wind tunnel. Something needs to be done to mitigate the flying dirt in the air especially with contaminants in the soil. If the soil is contaminated and needs to be removed then what about our lungs that will be breathing these contaminants when it’s flying around in the air? Water trucks do little to mitigate the soil flying around. My recommendation is not to remove the soil. And use that option you have listed on your letter dated November 2023. If you must continue with the soil removal process. I want you to ensure that the company accomplishing the removal hires a cleaning company, and or reimburse any out of the pocket cleaning expenses. Thank you for your time.”

Response via email November 16, 2023:

DTSC has received your comment. Thank you for reaching out by phone to let me know your concerns. Again, I apologize for the issue with my email address in the letter you received. As discussed, if you'd like to review the proposed remedy and dust mitigation measures in the Remedial Action Workplan, you will find the document under the Community Involvement Tab on the Envirostor webpage for the Site:

https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60002862

Feel free to reach out with any additional concerns or questions.

Follow-up Response:

DTSC conducted another review of the Community Air Mitigation Procedures (CAMP) in the RAW, which describes the dust mitigation measures for the project, with regard to the concerns shared by Community Member B. DTSC determined that the procedures outlined in the draft RAW should be sufficient for dust control during earthwork activities at the Site as they are in line with the recommendations in DTSC's CAMP Guidance (January 2020). However, DTSC determined that minor revision of the CAMP in the RAW was appropriate to further control dust generation during the project. Modifications include:

- Dust generating activities will pause if the 15-minute windspeed average exceeds 20 miles per an hour until the wind speed decreases below the stated threshold,
- Dust monitoring and meteorological equipment will be equipped with telemetry to allow real-time monitoring and alerts,
- Adjacent public roads and paved site roads will be wet swept with HEPA-filter equipped vacuums at a minimum of twice per a day and more frequently if necessary, and
- Publicly visible signage will be posted on OU-3 East perimeter providing contact information for reporting problems or concerns.

5. Question from Andrew MacDonald/Consultant City Engineer for Dixon via email on November 28, 2023

"We received the Community Update regarding the draft Removal Action Workplan. We will review and provide questions or concerns.

One immediate question we have is on distribution: how many folks in Dixon were mailed this Community Update?"

Response via email November 28, 2023:

Thank you for reaching out. DTSC mailed the Community Update to approximately 611 residents and stakeholders in Dixon.

5.0 CONCLUSION

The questions and comments provided above represent all questions and comments received during the public comment period. Based on Community Member B's concerns, DTSC conducted another review of the Community Air Mitigation Procedures in the RAW. DTSC will finalize the RAW with minor modification to further control dust generation during the project, and file Addendum Number 2 to the SWDSP EIR and a Notice of Determination to comply with CEQA. A Work Notice to the public alerting them to the anticipated start date and duration of the field effort will also be sent prior to the commencement of field activities.

DTSC Responsiveness Summary
SW Dixon – Harvest Property, Operable Unit 3-East
DRAFT – February 08, 2024

Attachment 1 – DTSC Community Update/Public Notice

COMMUNITY UPDATE

Department of Toxic Substances Control – Our Mission is to protect California's people, communities, and environment from toxic substances, to enhance economic vitality by restoring contaminated land, and to compel manufacturers to make safer consumer products.

SW Dixon Plan – Harvest Site Operable Unit 3-East

The California Department of Toxic Substances Control (DTSC) is sending out this Community Update to let the community know about the proposed cleanup at the SW Dixon Plan – Harvest site, Operable Unit 3-East (OU-3 East). The 45-acre OU-3 East is part of a larger approximately 330-acre proposed development that is located generally south of West A Street and east of Interstate 80 bordered by Pitt School Road in the City of Dixon, California (Figure 1).

A Preliminary Endangerment Assessment Report (PEA) for OU-3 East identified and delineated toxaphene contamination in the upper 12 inches of soil in OU-3 East. The estimated volume of soil contaminated with elevated levels of toxaphene at the OU-3 East is approximately 56,000 cubic yards. Records indicate that historically, OU-3 East has been used for agricultural purposes, most recently for growing hay, since at least 1937. JEN California 6, LLC (Developer) is pursuing residential construction at OU-3 East of the SW Dixon Plan – Harvest Site.

PUBLIC COMMENT PERIOD

DTSC invites you to review the draft Removal Action Workplan (RAW) for OU-3 East beginning **November 17, 2023, through December 20, 2023**. Please send comments by **December 20, 2023**, to: Karri Peters, DTSC Project Manager at 8800 Cal Center Drive, Sacramento, California 95826; or call (916) 255-3614, Karri.Peters@dtsc.ca.gov

Proposed Cleanup Alternatives

Three alternatives were considered: (1) No action, (2) On-site encapsulation, or (3) Excavation and Off-site Disposal. Alternative (3), Excavation and Off-site Disposal was determined to be the quickest, most cost effective, and most protective of human health and the environment for cleaning up OU-3 East. Approximately 56,000 cubic yards of impacted soil would be transported to a permitted disposal facility. Once the initial excavation is completed, soil samples will be collected to determine if the impacted soils have been removed. This process will be repeated until sampling results confirm that impacted soils above the cleanup goal for toxaphene have been removed. The work is expected to take up to six weeks to complete.

Safety & Dust Control

If the proposed cleanup remedy is approved, the following activities, among others, would be implemented during the soil cleanup process to ensure public safety and minimize dust: OU-3 East would be fenced to restrict access; stockpiled soil will be placed on thick plastic sheets then covered as needed; water spray would be used to control dust; dust levels would be monitored; and trucks would be inspected, cleaned and covered with tarps before leaving OU-3 East.

Working Hours and Truck Route

Work associated with the cleanup would occur Monday through Friday, 7 A.M. to 6 P.M. Approximately 4,500 to 4,700 truckloads of impacted soil would be transported by licensed

nonhazardous waste haulers at the Hay Road Landfill located at 6426 Hay Road, Vacaville, California 95687. Haulers will use the following trucking route to access this facility:

Exit OU-3 East onto West A St; Head east on West A Street toward Pitt School Road; Turn right onto Pitt School Road; Turn left onto Midway Road; Turn right at 1st cross street onto CA-113 S; 6426 Hay Road.

California Environmental Quality Act (CEQA)

In compliance with CEQA, the City of Dixon adopted multiple CEQA documents, all of which determined that the greater development plan for SW Dixon, along with mitigation measures, would not result in a significant environmental impact. DTSC reviewed the CEQA documents prepared by the City of Dixon and concluded that an additional Environmental Impact Report (EIR) Addendum was needed to address the proposed remediation project. DTSC prepared EIR Addendum Number 2 in 2023, which concludes that the CEQA documents prepared by the City of Dixon and a Truck Trip Analysis Memorandum prepared in 2023 adequately analyzed and addressed impacts associated with the remediation project. DTSC will file a Notice of Determination with the Office of Planning and Research/State Clearinghouse upon the RAW approval.

Next Steps

DTSC will review and consider all public comments before making a final decision on the RAW. At the end of the public comment period, DTSC will evaluate all written comments received during the public comment period to determine if the draft RAW should be rejected, revised, or finalized. DTSC will prepare and send a Responsiveness Summary to all who submitted comments.

Information Repositories

The repository will include copies of key technical documents, public outreach documents, and other site-related documents as they are developed and approved.

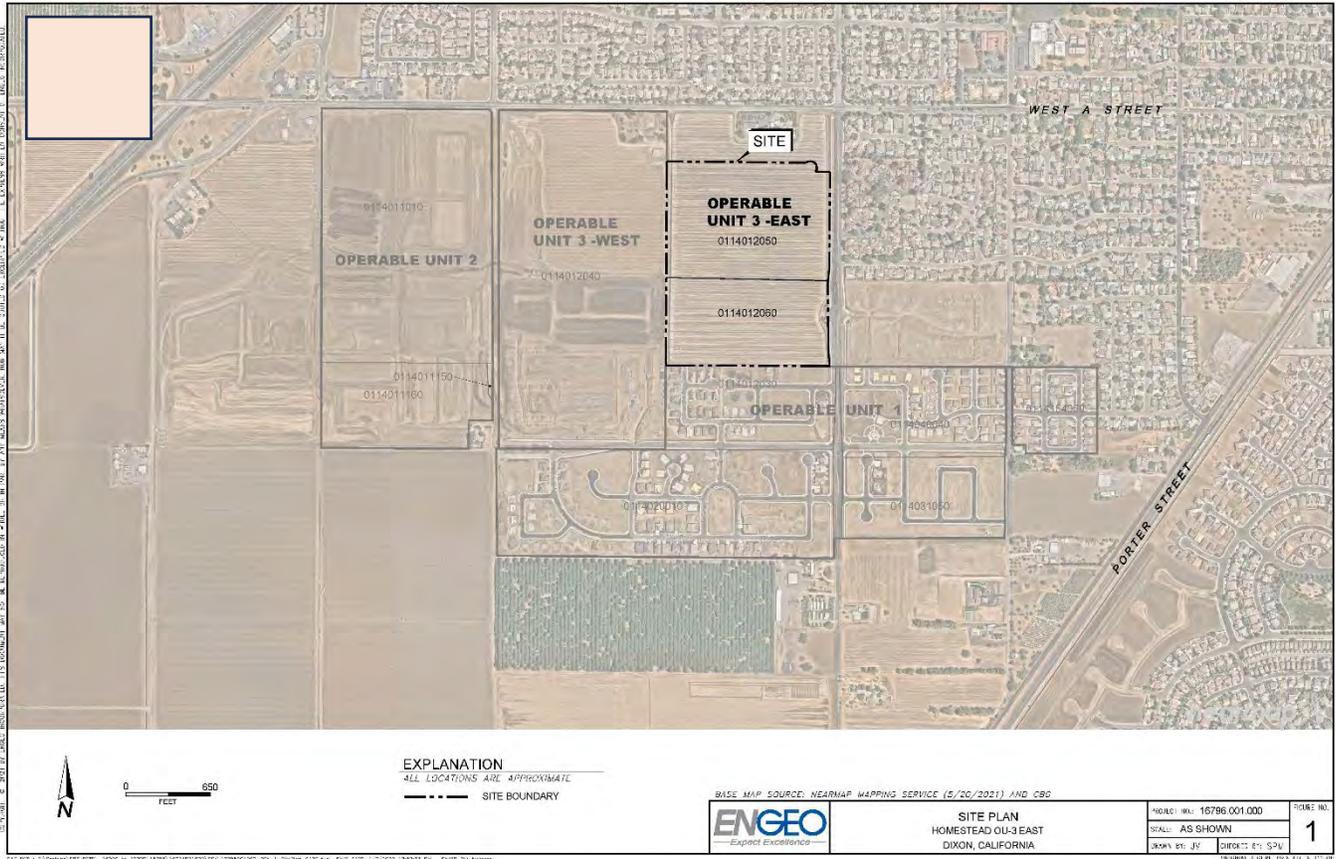
- Dixon Library, 230 N. 1st Street, Dixon, California 95620, (866) 572-7587
- DTSC-Sacramento Regional Office File, 8800 Cal Center Drive, Sacramento, California 95826, (916) 255-3758

Information can also be found at DTSC's online database: <https://www.envirostor.dtsc.ca.gov>; (type "SW Dixon Plan-Harvest Property" or 60002862 and select from the drop-down menu).

DTSC Contacts

For more information please contact:

- Karri Peters Project Manager, (916) 255-3614, Karri.Peters@dtsc.ca.gov
- Tammy Pickens, Public Participation Specialist, (916) 255-3594/1 (866) 495-5651 or Tammy.Pickens@dtsc.ca.gov
- Russ Edmondson Public Information Officer, (916) 323-3372 or Russ.Edmondson@dtsc.ca.gov



Hearing impaired individuals may use the California Relay Service at 711 or 800-735-2929 TTY/VCO/HCO to voice.



Additional information on DTSC sites can be found through our [EnviroStor](#). (rev. 5-2020)

AVISO COMUNITARIO

Departamento de Control de Sustancias Tóxicas, Nuestra misión es proteger a las personas, las comunidades y el medio ambiente de California de las sustancias tóxicas, mejorar la vitalidad económica al restaurar la tierra contaminada y obligar a los fabricantes a fabricar productos de consumo más seguros.

Unidad Operable 3-Este del Sitio SW Dixon Plan - Harvest

El Departamento de Control de Sustancias Tóxicas de California (DTSC, por sus siglas en Inglés) está enviando esta Actualización a la Comunidad para informar a la comunidad sobre la limpieza propuesta para el sitio SW Dixon Plan - Harvest, Unidad Operable 3-Este (OU-3 Este) La OU-3 Este de 45 acres es parte de un desarrollo propuesto más grande de aproximadamente 330 acres que está ubicado principalmente al sur de West A Street y al este de la Interestatal 80 delimitada por Pitt School Road en la Ciudad de Dixon, California (Figura 1).

Un Informe Preliminar de Evaluación de Peligrosidad (PEA, por sus siglas en inglés) para la OU-3 Este, identificó y delimitó la contaminación por toxafeno en las 12 pulgadas superficiales del suelo en la OU-3 Este. El volumen estimado de suelo contaminado con niveles elevados de toxafeno en la OU-3 Este es de aproximadamente 56.000 yardas cúbicas. Los registros indican que, históricamente, la OU-3 Este se ha utilizado con fines agrícolas, más recientemente para el cultivo de heno, al menos desde 1937. JEN California 6, LLC (Urbanizadora) está llevando a cabo la construcción residencial en la OU-3 Este del Sitio Plan SW Dixon - Harvest.

PERÍODO DE COMENTARIOS PÚBLICOS

El DTSC le invita a revisar el borrador del Plan de Trabajo de Acción de Remoción (RAW, por sus siglas en inglés) para la OU-3 Este, a partir del **17 de noviembre de 2023 hasta el 20 de diciembre de 2023**. Sírvase enviar sus comentarios, antes del **20 de diciembre de 2023**, a: Karri Peters, Administradora del Proyecto del Departamento del Control de Sustancias Tóxicas en 8800 Cal Center Drive, Sacramento, California 95826; o, llame al (916) 255-3614, Karri.Peters@dtsc.ca.gov

Alternativas de Limpieza Propuestas

Se consideraron tres alternativas: (1) Ninguna acción, (2) Encapsulamiento in situ, o (3) Excavación y Desecho fuera del Sitio. Se determinó que la Alternativa (3), Excavación y Desecho fuera del sitio, era la más rápida, la más rentable y la que más protegía la salud humana y el medio ambiente para la limpieza de la OU-3 Este. Aproximadamente 56,000 yardas cúbicas de suelo contaminado se transportarían a un vertedero autorizado. Una vez finalizada la excavación inicial, se recolectarán muestras de suelo para determinar si se han removido los suelos contaminados. Este proceso se repetirá hasta que los resultados del muestreo confirmen que se han removido los suelos impactados por encima de la meta de limpieza del toxafeno. Se prevé que las obras se prolonguen hasta por seis semanas.

Seguridad y Control del Polvo

Si se aprueba la solución de limpieza propuesta, se llevarían a cabo las siguientes actividades, entre otras, durante el proceso de limpieza del suelo para garantizar la seguridad pública y minimizar el polvo: La OU-3 Este se cercaría para restringir el acceso; el suelo apilado se colocaría sobre láminas de plástico gruesas y luego se cubriría según fuera necesario; se rociaría agua para controlar el polvo y sus niveles; y los camiones se inspeccionarían, limpiarían y cubrirían con lonas antes de abandonar la OU-3 Este.

Horario de las Obras y Ruta de Camiones

Las obras relacionadas con la limpieza se realizarían de lunes a viernes, de 7:00 A.M. a 6:00 P.M. Aproximadamente de 4,500 a 4,700 camiones cargados con el suelo contaminado serían trasladados por transportistas autorizados en transporte de desperdicios no peligrosos al Relleno Sanitario de Hay Road, ubicado en 6426 Hay Road, Vacaville, California 95687. Los transportistas seguirán la siguiente ruta de camiones para acceder a estas instalaciones:

Salida OU-3 Este hacia West A Street Dirigirse hacia el este por West A Street hacia Pitt School Road; Girar a la derecha hacia Pitt School Road; Girar a la izquierda hacia Midway Road; Girar a la derecha en la 1 calle transversal hacia CA-113 S; 6426 Hay Road.

Ley de Calidad del Medio-Ambiente de California (CEQA, por sus siglas en Inglés)

En cumplimiento de la CEQA, la Ciudad de Dixon adoptó varios documentos CEQA, todos los cuales determinaron que el plan de desarrollo más amplio para SW Dixon, junto con las medidas de mitigación, no daría lugar a un impacto medioambiental significativo. El Departamento del Control de Sustancias Tóxicas revisó los documentos de la Ley de Calidad del Medio-Ambiente de California preparados por la Ciudad de Dixon y llegó a la conclusión de que era necesario un Reporte del Impacto al Medio Ambiente (EIR, por sus siglas en Inglés) Adicional para abordar el proyecto de remediación propuesto. El Departamento del Control de Sustancias Tóxicas preparó el Anexo Número 2 del EIR en 2023, que concluye que los documentos CEQA preparados por la Ciudad de Dixon y un Memorando de Análisis de Viajes de Camiones preparado en 2023 analizaron y abordaron adecuadamente los impactos asociados con el proyecto de remediación. El DTSC presentará un Aviso de Resolución a la Oficina de Planificación e Investigación/Centro de Intercambio de Información del Estado tras la aprobación del RAW.

Próximos Pasos

El Departamento del Control de Sustancias Tóxicas revisará y evaluará todos los comentarios públicos antes de tomar una decisión final sobre el RAW. Al final del período de comentarios públicos, el DTSC evaluará todos los comentarios escritos recibidos, para determinar si el borrador del RAW se debe rechazar, revisar o finalizar. El DTSC preparará y enviará un Resumen de Receptividad a todos los que hayan enviado comentarios.

Centros de Información

El centro de información incluirá copias de documentos técnicos importantes, documentos de divulgación pública y otros documentos relacionados con el Sitio a medida que se vayan elaborando y aprobando.

- Biblioteca de Dixon, 230 N. 1st Street, Dixon, California 95620, (866) 572-7587
- Expediente de la Oficina Regional de Sacramento del DTSC, 8800 Cal Center Drive, Sacramento, California 95826, (916) 255-3758

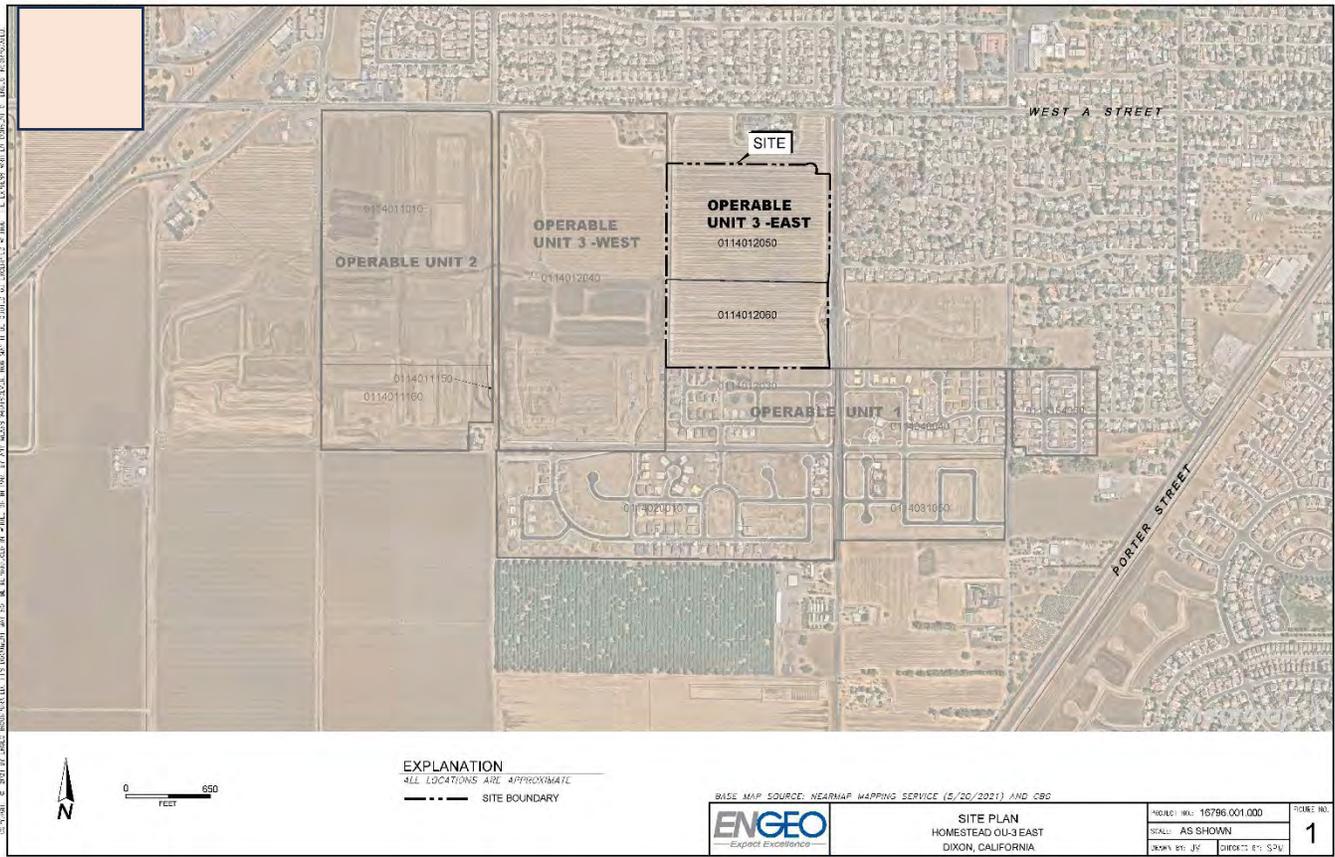
También se puede encontrar información en la base de datos en línea del DTSC:

<https://www.envirostor.dtsc.ca.gov>; (escriba "SW Dixon Plan-Harvest Property" o 60002862 y seleccione en el menú emergente).

Contactos del DTSC

Para obtener más información, sírvase ponerse en contacto con:

- Karri Peters Administradora del Proyecto, (916) 255-3614, Karri.Peters@dtsc.ca.gov
- Tammy Pickens, Especialista en Participación Pública, (916) 255-3594/1 (866) 495-5651 or Tammy.Pickens@dtsc.ca.gov
- Russ Edmondson Oficial de Información Pública, (916) 323-3372 or Russ.Edmondson@dtsc.ca.gov



Las Personas con Discapacidad Auditiva pueden usar el Servicio de Retransmisión de California en el 711 o en el 800-735-2929 TTY/VCO/HCO para expresar su opinión.



Se puede encontrar información adicional sobre los sitios del DTSC a través de nuestro **EnviroStor**. (rev. 5-2020)

DTSC PUBLIC NOTICE

Department of Toxic Substances Control – Our Mission is to protect California’s people, communities, and environment from toxic substances, to enhance economic vitality by restoring contaminated land, and to compel manufacturers to make safer consumer products.

SW Dixon Plan – Harvest Site Operable Unit 3-East

PUBLIC COMMENT PERIOD: November 17, 2023 – December 20, 2023

WHAT IS BEING PROPOSED? The California Department of Toxic Substances Control (DTSC) is sending out this notice to let the community know about the proposed cleanup at the SW Dixon Plan – Harvest Site (Site), Operable Unit 3-East (OU-3 East). The 45-acre OU-3 East is part of a larger approximately 330-acre proposed development that is located generally south of West A Street and east of Interstate 80 bordered by Pitt School Road in the City of Dixon, California 95620.

A Preliminary Endangerment Assessment Report (PEA) for OU-3 East identified and delineated toxaphene contamination in the upper 12 inches of soil in OU-3 East. The estimated volume of soil contaminated with elevated levels of toxaphene at the OU-3 East is approximately 56,000 cubic yards. Records indicate that historically, OU-3 East has been used for agricultural purposes, most recently for growing hay, since at least 1937. JEN California 6, LLC (Developer) is pursuing residential construction at OU-3 East of the SW Dixon Plan – Harvest site.

HOW DO I PARTICIPATE? DTSC invites you to review the draft Removal Action Workplan (RAW) for OU-3 East beginning November 17, 2023, through December 20, 2023. Please send comments by December 20, 2023, to: Karri Peters, DTSC Project Manager at 8800 Cal Center Drive, Sacramento, California 95826; or (916) 255-3614, Karri.Peters@dtsc.ca.gov

California Environmental Quality Act (CEQA): In compliance with CEQA, the City of Dixon adopted multiple CEQA documents, all of which determined that the greater development plan for SW Dixon, along with mitigation measures, would not result in a significant environmental impact. DTSC reviewed the CEQA documents prepared by the City of Dixon and concluded that an additional Environmental Impact Report (EIR) Addendum was needed to address the proposed remediation project. DTSC prepared EIR Addendum Number 2 in 2023, which concludes that the CEQA documents prepared by the City of Dixon and a Truck Trip Analysis Memorandum prepared in 2023 adequately analyzed and addressed impacts associated with the remediation project. DTSC will file a Notice of Determination with the Office of Planning and Research/State Clearinghouse upon the RAW approval.

Information Repositories: The repository will include copies of key technical documents, public outreach documents, and other site-related documents as they are developed and approved.

- Dixon Library, 230 N. 1st Street, Dixon, California 95620, call (866) 572-7587 for hours
- DTSC-Sacramento Regional Office File, 8800 Cal Center Drive, Sacramento, California 95826, call (916) 255-3758 for an appointment

Information can also be found at DTSC’s online database: <https://www.envirostor.dtsc.ca.gov>; (type “SW Dixon Plan-Harvest Property” or 60002862 and select from the drop-down menu).

DTSC Contacts: For more information please contact:

- Karri Peters Project Manager, (916) 255-3614, Karri.Peters@dtsc.ca.gov
- Tammy Pickens, Public Participation Specialist, (916) 255-3594/1 (866) 495-5651 or Tammy.Pickens@dtsc.ca.gov
- Russ Edmondson Public Information Officer, (916) 323-3372 or Russ.Edmondson@dtsc.ca.gov



Hearing impaired individuals may use the California Relay Service at 711 or 800-735-2929 TTY/VCO/HCO to voice.



Additional information on DTSC sites can be found through our [EnviroStor](#). (rev. 5-2020)

DTSC AVISO PÚBLICO

Departamento de Control de Sustancias Tóxicas, Nuestra misión es proteger a las personas, las comunidades y el medio ambiente de California de las sustancias tóxicas, mejorar la vitalidad económica al restaurar la tierra contaminada y obligar a los fabricantes a fabricar productos de consumo más seguros.

Unidad Operable 3-Este del Sitio SW Dixon Plan - Harvest

PERÍODO DE COMENTARIOS PÚBLICOS: 17 de noviembre del 2023 - 20 de diciembre del 2023

¿QUÉ SE PROPONE? El Departamento de Control de Sustancias Tóxicas de California (DTSC, por sus siglas en inglés) remite esta notificación para informar a la comunidad acerca de la limpieza propuesta en el Sitio (Sitio) de SW Dixon Plan - Harvest, Unidad Operable 3-Este (OU-3 Este). La OU-3 Este de 45 acres forma parte de una urbanización propuesta más amplia de aproximadamente 330 acres que está ubicada aproximadamente al sur de West A Street y al este de la interestatal 80 delimitada por Pitt School Road en la Ciudad de Dixon, California 95620.

Un Informe Preliminar de Evaluación de Peligrosidad (PEA, por sus siglas en inglés) para la OU-3 Este, identificó y delimitó la contaminación por toxafeno en las 12 pulgadas superficiales del suelo en la OU-3 Este. El volumen estimado de suelo contaminado con niveles elevados de toxafeno en la OU-3 Este es de aproximadamente 56,000 yardas cúbicas. Los registros indican que, históricamente, la OU-3 Este se ha utilizado con fines agrícolas, más recientemente para el cultivo de heno, al menos desde 1937. JEN California 6, LLC (Urbanizadora) está llevando a cabo la construcción residencial en la OU-3 Este del Sitio Plan SW Dixon - Harvest.

¿CÓMO PUEDO PARTICIPAR? El DTSC le invita a revisar el borrador del Plan de Trabajo de Acción de Remoción (RAW, por sus siglas en inglés) para la OU-3 Este, a partir del **17 de noviembre de 2023 hasta el 20 de diciembre de 2023**. Sírvase enviar sus comentarios antes del **20 de diciembre del 2023**, a: Karri Peters, Administradora del Proyecto del Departamento del Control de Sustancias Tóxicas en 8800 Cal Center Drive, Sacramento, California 95826; o (916) 255-3614, Karri.Peters@dtsc.ca.gov

Ley de Calidad del Medio Ambiente de California (CEQA, por sus siglas en inglés): En cumplimiento de la CEQA, la Ciudad de Dixon adoptó diversos documentos CEQA, todos los cuales determinaron que el plan de desarrollo más amplio para SW de Dixon, junto con las medidas de mitigación, no provocaría un impacto ambiental significativo. El Departamento del Control de Sustancias Tóxicas revisó los documentos de la Ley de Calidad del Medioambiente de California preparados por la Ciudad de Dixon y llegó a la conclusión de que era necesario un Reporte del Impacto al Medio Ambiente (EIR, por sus siglas en Inglés) Adicional para abordar el proyecto de remediación propuesto. El Departamento del Control de Sustancias Tóxicas preparó el Anexo Número 2 del EIR en 2023, que concluye que los documentos CEQA preparados por la Ciudad de Dixon y un Memorando de Análisis de Viajes de Camiones preparado en 2023 analizaron y abordaron adecuadamente los impactos asociados con el proyecto de remediación. El DTSC presentará un Aviso de Resolución a la Oficina de Planificación e Investigación/Centro de Intercambio de Información del Estado tras la aprobación del RAW.

Centros de Información: El centro incluirá copias de documentos técnicos importantes, documentos de divulgación pública y otros documentos relacionados con el sitio a medida que se elaboren y aprueben.

- Biblioteca Dixon, 230 N. 1st Street, Dixon, California 95620, llame al (866) 572-7587 para conocer el horario.
- Archivo de la Oficina Regional del DTSC-Sacramento, 8800 Cal Center Drive, Sacramento, California 95826, llame al (916) 255-3758 para concertar una cita.

También se puede encontrar información en la base de datos en línea del DTSC: <https://www.envirostor.dtsc.ca.gov>; (escriba "SW Dixon Plan-Harvest Property" o 60002862 y seleccione en el menú emergente).

Contactos del DTSC: Para obtener más información póngase en contacto con:

- Karri Peters Administradora del Proyecto, (916) 255-3614, Karri.Peters@dtsc.ca.gov
- Tammy Pickens, Especialista en Participación Pública, (916) 255-3594/1 (866) 495-5651 or Tammy.Pickens@dtsc.ca.gov
- Russ Edmondson Oficial de Información Pública, (916) 323-3372 or Russ.Edmondson@dtsc.ca.gov



Las Personas con Discapacidad Auditiva pueden usar el Servicio de Retransmisión de California en el 711 o en el 800-735-2929 TTY/VCO/HCO para expresar su opinión.



Se puede encontrar información adicional sobre los sitios del DTSC a través de nuestro **EnviroStor**. (rev. 5-2020)