

Midway Plaza

Use Permit application U-20-03

Initial Study and Mitigated Negative Declaration

April 2025

CEQA Lead Agency:

County of Solano

Prepared by:

Department of Resource Management

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CHAPTER 1 - PART II OF INITIAL STUDY OF ENVIRONMENTAL IMPACTS

1.1 INTRODUCTION

The following analysis is provided by the Solano County Department of Resource Management as a review of and supplement to the applicant's completed "Part I of Initial Study". These two documents, Part I and II, comprise the Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15063.

Project Title:	Midway Plaza
Application Number:	U-20-03
Project Location:	Midway Road @ Interstate 80 Vacaville, CA 95687
Assessor Parcel No.(s):	0109-180-050 & 0109-230-030
Project Sponsor's Name and Address:	Ceres Enterprises Inc. c/o Mike Singh 3936 Castellina Way Manteca, CA 95337

General Information

This Mitigated Negative Declaration (MND) has been prepared by the County of Solano, as lead agency, pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), to analyze and disclose the environmental effects associated with project. This document discusses the proposed project, the environmental setting for the proposed project, and the potential for impacts on the environment from the proposed project and any measures incorporated which will minimize, avoid and/or provide mitigation measures for the impacts of the proposed project on the environment.

- Please review this Initial Study. You may order additional copies of this document from the Solano County Department of Resource Management Planning Services Division at 675 Texas Street, Fairfield, CA, 94533.
- We welcome your comments. If you have any comments regarding the proposed project, please send your written comments to this Department by the deadline listed below.
- Submit comments via postal mail to:

Department of Resource Management
Planning Division
Attn: Eric Wilberg, Senior Planner
675 Texas Street
Fairfield, CA 94533

- Submit comments via email to: planning@solanocounty.com
- Submit comments by the deadline of: **May 30, 2025**

Next Steps

After comments are received from the public and any reviewing agencies, the Department may recommend that the environmental review is adequate and that a Negative Declaration be adopted or that the environmental review is not adequate and that further environmental review is required.

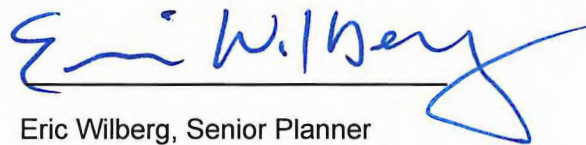
1.2 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study the Solano County Department of Resource Management finds:

- The proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- That although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project proponent has agreed to revise the project to avoid any significant effect. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project could have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** is required.
- The proposed project could have a significant effect on the environment, but at least one effect has been (1) adequately analyzed in a previous document pursuant to applicable legal standards, and (2) addressed by mitigation measures based on the previous analysis as described in the attached initial study. An EIR is required that analyzes only the effects that were not adequately addressed in a previous document.
- That although the proposed project could have a significant effect on the environment, no further environmental analysis is required because all potentially significant effects have been (1) adequately analyzed in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (2) avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are included in the project, and further analysis is not required.

APRIL 25, 2025

Date




Eric Wilberg, Senior Planner
County of Solano
Department of Resource Management

INCORPORATION OF MITIGATION MEASURES INTO THE PROPOSED PROJECT

By signature of this document, the project proponent amends the project description to include the mitigation measures as set forth in Section 2.

4/24/2025 _____
Date



Mike Singh, Project Proponent

1.3 ENVIRONMENTAL SETTING

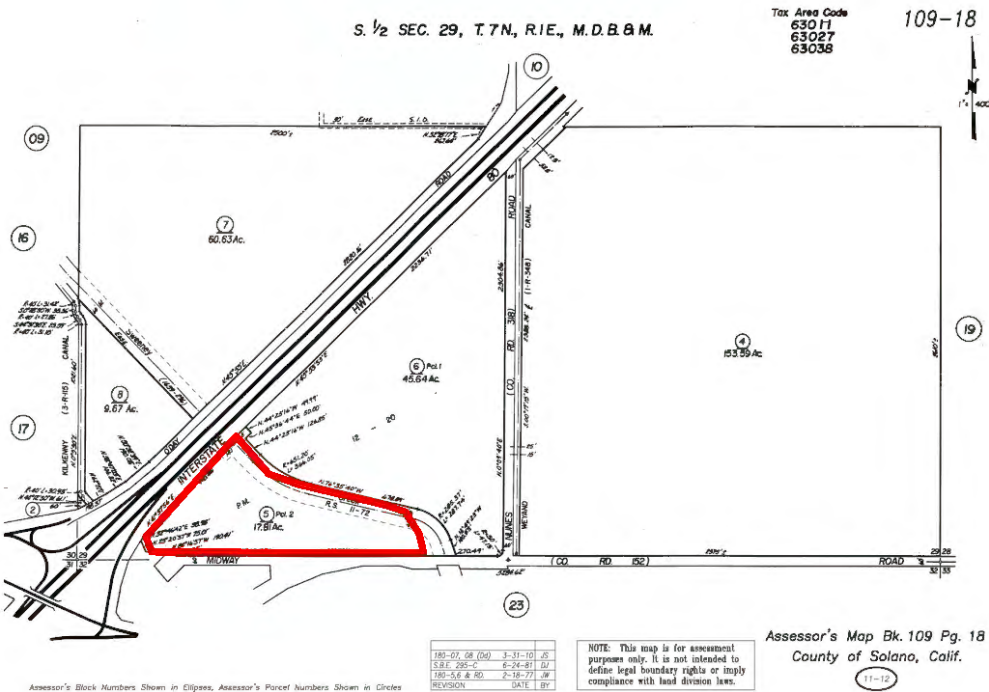
The Midway Plaza project (Project) is proposed within unincorporated Solano County at the northeast corner of the interchange between Interstate 80 (I-80) and Midway Road. The undeveloped ±21-acre property is relatively flat, situated equidistant from the cities of Vacaville and Dixon each within three miles of the subject property. The Project is comprised of two Assessor Parcels (APNs 0109-180-050 and 0109-230-030) and is located within the City of Vacaville's Municipal Service Area (MSA). The Project is bound to the west by I-80; to the north and east by Sweeney Creek; and to the south by Midway Road (County Road No. 152).

Land uses surrounding the Project include agricultural production with incidental residential development to the north and east, industrial and commercial uses to the south, and Interstate 80 to the west. The Sacramento Valley National Cemetery is within 500 feet east of the subject site.

Figure 1: Vicinity Map – Project Site



Figure 2: Assessor's Parcel Map



1.4 PROJECT DESCRIPTION:

Project Objective and Overview

The Midway Plaza Project is a proposed truck and auto fueling/service station, convenience store, and two quick-service restaurants.

The Project consists of approximately 10-acres, with various buildings and services. This includes a 14,575 square foot convenience store (C-Store) with drive through quick-service restaurant (QSR), 4,320 sq. ft., a 20-space automobile gasoline fueling station, 4,500 sq. ft., 10-space truck diesel fueling station, 16,000 sq. ft. truck repair shop, and a 3,000 sq. ft. restaurant with drive through. Ancillary Project development includes, a truck scale, bio-retention/stormwater basin, septic and leachfield, water well, associated parking for the various uses on-site, and new access roads across the vacant parcel south of the proposed development.

Trucking services and access will be completely separated from the main auto entrance, located at the intersection of Midway Road and Lewis Road. Two truck ingress/egress will be located east of the commercial service uses and auto fueling station. The main building has been sited such that the west side of the building facilitates access to the auto area and the east side of the building will be accessible to the truck areas. A canopy will be located above each of the fueling areas.

The project will provide ±140 parking spaces (9'x20') with accessible parking spaces (9'x20') as appropriate.

A roundabout is proposed at the western entrance to the site at the intersection of Midway and Lewis Roads.

Design

The architecture of the proposed main building is modern, with clean lines and multiple enhancing elements. There will be significant glass areas accented with stone, wood, metal panels and metal trim. The colors will be predominantly grey with silver and brown, yellow and red accent areas. The building will be further complemented with lattice panels and growing vines.

Adequate lighting and security cameras will be installed throughout the site to maintain a clean, safe, and well-run operation.

Landscaping

Substantial landscaping is proposed including trees along the I-80 frontage and project boundaries as shown in Figure 6 below.

A row of trees will provide a buffer between I-80 which is designated as a scenic corridor in the General Plan. Trees include Cedar, Crepe Myrtle, Western Redbud, Coast Live Oak and Chinese Pistache which will provide a mix of color throughout the site.

Vehicle Miles Traveled

Because of its proximity to I-80, the facility will serve thousands of vehicles each day while minimizing Vehicle Miles Traveled (VMT). Virtually every vehicle stopping at the facility will be considered a pass-by trip. These types of trips are where the motorist stops at a facility because they are "passing by". Travelers are not expected to travel "out of their way" to visit the Plaza. And because of this, Midway

Plaza will have very little impact on the roadway network beyond the immediate section of Midway Road between the freeway the project site.

Potable Water

Domestic water will be supplied via a well, pump and a tank for fire protection. This area, because of its proximity to the Tehama aquifer is known for good water supply and reliability. Due to the anticipated volume of visitors and employees on-site the facility shall obtain potable water service from an active and valid Public Water System that is permitted by the California State Division of Drinking Water.

Wastewater

The eastern two acres will be utilized as a leach field and septic tank for treatment of sanitary waste. The site is unique for Solano County in the fact that the soils' characteristics are conducive to an on-site treatment system. In late 2019, Summit Engineering performed extensive testing and found that the soil has good percolation characteristics and will adequately serve the proposed project.

Stormwater

Storm water runoff will be conveyed to a three-acre storm basin, through bio-retention areas designed to remove hydrocarbons and sediment from the water. In addition, the retention area will be designed to minimize peak flows. The retention area will have a pipe outfall which will be sized to ensure that the post development flow leaving the site does not exceed the predevelopment flow that left the site before the project was built.

Figure 3: Proposed site plan.



Figure 4: Site Photos

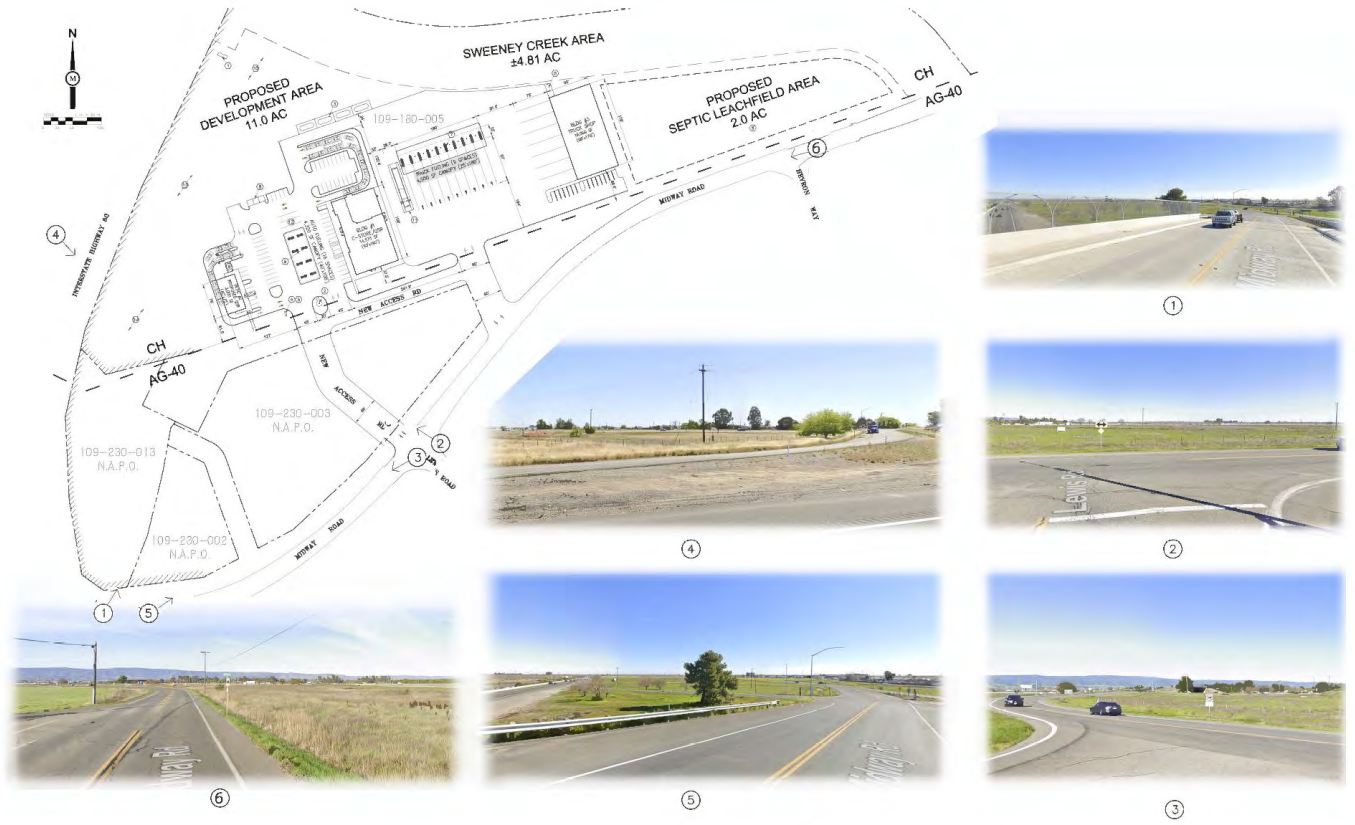


Figure 5: Photo Simulations

Truck canopy and fueling.



Auto fueling and canopy.



Truck maintenance building.



Convenience store.



1.5 ADDITIONAL DATA

NRCS Soil Classification:	San Ysidro Sandy Loam, Class IV
Agricultural Preserve Status/Contract No.:	Not Applicable
Non-renewal Filed (date):	Not Applicable
Airport Land Use Referral Area:	Travis ALUC Plan, Zone D
Alquist Priolo Special Study Zone:	Not Applicable
Primary or Secondary Management Area of the Suisun Marsh	Not Applicable
Primary or Secondary Zone identified in the Delta Protection Act of 1992:	Not Applicable

General Plan, Zoning and Land Uses

	General Plan	Zoning	Land Use
Subject site	Urban Commercial	Highway Commercial	Vehicle service stations & restaurants
North	Highway Commercial / Agriculture	Exclusive Agriculture "A-40"	Agriculture
South	Service Commercial	Exclusive Agriculture "A-40"	Industrial
East	Highway Commercial / Service Commercial	Exclusive Agriculture "A-40"	Sacramento Valley National Cemetery
West	Agriculture	Exclusive Agriculture "A-40"	Interstate 80

1.6 LAND USE CONSISTENCY ANALYSIS

General Plan

The subject property is designated Highway Commercial and Urban Commercial by the Solano County General Plan. This designation includes areas adjacent to or in close proximity to selected freeway interchanges to provide necessary retail activities for highway travelers. Typical uses consist of automobile services and repair stations, hotels, motels, restaurants, and refreshment stands. The proposal aligns with the intent of this designation.

Zoning

The property is zoned Highway Commercial "CH". The CH district is intended for commercial uses to serve the highway traveler. In addition, restaurants, truck stops, vehicle service stations, and retail stores are conditionally allowed land uses within the CH district upon issuance of a use permit. The proposal is consistent with the intent of the CH district.

1.7 RESPONSIBLE, TRUSTEE, & AGENCIES THAT MAY HAVE JURISDICTION

Agencies that May Have Jurisdiction over the Project

- California Department of Fish and Wildlife Region 3
- California Department of Transportation CALTRANS District No. 4
- California Public Health Division of Drinking Water
- California Regional Water Quality Control Board – Central Valley
- City of Vacaville Community Development Department
- Dixon Fire Protection District
- Solano County Water Agency
- Solano Irrigation District
- Solano Resource Conservation District
- Yolo-Solano Air Quality Management District
- U.S. Army Corps. Of Engineers: Sacramento District
- U.S. Fish & Wildlife Service

CHAPTER 2 - ENVIRONMENTAL CHECKLIST

This chapter discusses the potential for adverse impacts on the environment. Where the potential for adverse impacts exists, the report discusses the affected environment, the level of potential impact on the affected environment and methods to avoid, minimize or mitigate for potential impacts to the affected environment.

Findings of SIGNIFICANT IMPACT

Based on the Initial Study, Part I as well as additional application materials reviewed by the Department of Resource Management, the project does not have the potential for significant impacts to any environmental resources.

Findings of LESS THAN SIGNIFICANT IMPACT WITH MITIGATION MEASURES

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the project requires mitigation measures to reduce potential impacts to less than significant levels for the following environmental resources:

- AIR QUALITY
- BIOLOGICAL RESOURCES
- CULTURAL RESOURCES
- TRANSPORTATION
- MANDATORY FINDINGS OF SIGNIFICANCE

Findings of LESS THAN SIGNIFICANT IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered and the potential for impact is less than significant. A detailed discussion of the potential adverse effects on environmental resources is provided below:

- AESTHETICS
- GREENHOUSE GAS EMISSIONS
- HYDROLOGY AND WATER QUALITY
- UTILITIES AND SERVICE SYSTEMS

Findings of NO IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered but no potential for adverse impacts to these resources were identified. A discussion of the no impact finding on environmental resources is provided below:

- AGRICULTURE AND FORESTRY
- ENERGY
- GEOLOGY AND SOILS
- NOISE
- POPULATION AND HOUSING
- PUBLIC SERVICES

- | | |
|--|--|
| <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS | <input type="checkbox"/> RECREATION |
| <input type="checkbox"/> LAND USE AND PLANNING | <input type="checkbox"/> TRIBAL CULTURAL RESOURCES |
| <input type="checkbox"/> MINERAL RESOURCES | <input type="checkbox"/> WILDFIRE |

2.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Project is located adjacent to Interstate 80 identified as a scenic roadway on Figure RS-5 of the Solano County General Plan Resources section. In addition, the predominantly agricultural setting surrounding the subject site is deemed a scenic vista by the General Plan. General Plan Policy RS-1-21 indicates: *Preserve the visual character of scenic roadways as shown in Figure RS-5 through design review, designating alternate routes for faster traffic, regulating off-site advertising, limiting grading in the view corridor through the grading ordinance, limiting travel speeds, and providing pullover areas with trash and recycling receptacles.*

The proposed project is not introducing multi-story buildings that would block views of the valley or distant surrounding hills. Proposed development is generally setback from I-80 with approximately 11 acres of undeveloped land buffering the Project from the scenic roadway. In addition, the landscape plan has been developed to provide a buffer including a row of trees along the project boundary to soften the visual impact, and view from I-80.

Impacts Discussion

2.1 a, b, and c: In general, the proposed planting design for the Project is comprised of predominantly low water use trees, shrubs, and groundcovers with non-irrigated wildflower hydroseed being proposed within the undeveloped portion of the site. The trees will be irrigated with a root watering system and a surface supplemental bubbler. The shrubs and groundcovers will be irrigated with low volume point source drip/bubblers to provide adequate water to the plant root zone. The site irrigation will be controlled by a ‘smart’ controller using evapotranspiration data (Hunter, Rainbird, or equal). The point of connection will utilize a backflow preventer, master valve, and flow sensor.

The perimeter of the developed footprint will be planted with 15-gallon Cedar, Oak, and Pistache trees effectively softening views of the development from the scenic corridor. **Less than Significant Impact.**

2.1 d: The project will introduce new lights throughout the project site. As a condition of approval all light fixtures shall be installed that have light sources aimed downward and shielded to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property. The landscaping along the project boundary adjacent to I-80 will reduce light and glare from the site. **Less than Significant Impact.**

2.2 AGRICULTURAL AND FORESTRY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As referenced on the 2018 California Department of Conservation Important Farmland map, the subject site is classified as Grazing Land. The property is undeveloped and not utilized for agricultural production.

Impacts Discussion

2.2 a – e: The subject site is not identified as Prime, Unique, or Farmland of Statewide importance. The property is not zoned agriculture and not under Williamson Act contract. The proposed use is conditionally permitted within the CH zoning district upon issuance of a use permit. **No Impact.**

2.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project is located within the Yolo-Solano Air Quality Management District (YSAQMD) which is comprised of northeastern portions of Solano and Yolo Counties. Projects in this district are subject to the YSAQMD rules and regulations in effect at the time of construction.

Ecorp Consulting, Inc., prepared Criteria Air Pollutant and Greenhouse Gas Emissions Modeling for the Project (Appendix 4.2). Operational emission calculations are based on the site acreage and building dimensions provided by the Project Site Plan and daily trip numbers provided in the Traffic Study prepared for the Project (Flecker Associates 2023). The Traffic Impact Analysis estimates the Project’s daily vehicle generation would consist of 7,695 average daily trips, though 4,894 or these trips would be “pass-by” trips. The results of the modeling indicated that none of the YSAQMD thresholds would be exceeded.

**Table 1:
 Construction Related Criteria Air Pollutant and Greenhouse Gas Emissions (Pounds Per Day)**

Scenario	ROG	NOx	CO	SO2	PM10	PM2.5	CO2e
Construction Year 1	3.38	31.7	30.90	0.06	21.20	11.40	6,804
Construction Year 2	3.22	18.10	25.3	00.4	1.00	0.06	330
YSAQMD Significance Threshold	-	-	-	-	80 pounds/per day	-	-

YSAQMD Daily Significance Thresholds?	No	No	No	No	No	No	No
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**Table 2:
 Construction Related Criteria Air Pollutant and Greenhouse Gas Emissions (Tons Per Year)**

Scenario	ROG	NOx	CO	SO2	PM10	PM2.5	CO2e
Construction Year 1	0.29	0.29	1.89	2.29	0.34	0.18	390
Construction Year 2	0.26	0.26	1.49	2.07	0.08	0.06	330
YSAQMD Significance Threshold	10/tons per year	10/tons per year	-	-	-	-	-
YSAQMD Daily Significance Thresholds?	No	No	No	No	No	No	No

**Table 3:
 Operational Related Criteria Air Pollutant and Greenhouse Gas Emissions (Pounds Per Day)**

Scenario	ROG	NOx	CO	SO2	PM10	PM2.5	CO2e
Mobile	12.40	12.60	90.7	0.23	19.5	5.07	23,430
Area	9.35	0.01	1.39	0.00	0.00	0.00	6
Energy	0.04	0.73	0.62	0.00	0.06	0.06	1,559
Water Conveyance, Solid Waste & Refrigerants	0.00	0.00	0.00	0.00	0.00	0.00	492
Total	21.79	13.34	92.71	0.23	19.56	5.13	25,487
YSAQMD Significance Threshold	-	-	-	-	80 pounds/per day	-	-
YSAQMD Daily Significance Thresholds?	No	No	No	No	No	No	No

**Table 4:
 Operational Related Criteria Air Pollutant and Greenhouse Gas Emissions (Tons Per Year)**

Scenario	ROG	NOx	CO	SO2	PM10	PM2.5	CO2e
Mobile	2.08	2.14	14.7	0.04	3.47	5.07	3,667
Area	1.68	0.00	0.12	0.00	0.00	0.00	0
Energy	0.01	0.13	0.11	0.00	0.01	0.06	258
Total	3.77	2.27	14.93	.04			82
YSAQMD Significance Threshold	10 tons/year	10 tons/year	-	-	-	-	3,997
YSAQMD Daily Significance Thresholds?	No	No	No	No	No	No	No

Impacts Discussion

2.3 a - d: The Project has the potential to generate emissions during both construction activities and vehicular traffic to and from the site. However, the construction of the proposed project does not have the potential to violate ambient air quality standards, and the additional vehicular traffic is minimal due to the pass-by nature of the vehicle trips; Nonetheless the Yolo Solano Air Quality Management District recommends that projects include the following Mitigation Measures listed below (AIR-1). **Less than Significant Impact with Mitigation.**

2.3 c: The proposed project is 1,178 feet from the nearest residential use, located on the other side of the I-80 corridor, southwest of the project site. Therefore, no sensitive receptors would be subject to potential toxic emissions from idling diesel trucks.

Mitigation Measure AIR-1: The project shall implement all Yolo Solano Air Quality Management District Dust Mitigation Measures applicable at the time of construction. The Basic Construction Control Measures included in the district’s 2007 CEQA Guidelines; Table 5 are:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered and include at least two-feet freeboard.
- Cover inactive storage piles.
- Sweep streets if visible soil material is carried out from the construction site.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations).
- Treat accesses to 100-feet from the paved road with a 6-inch layer of gravel.

2.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

BPR Consulting, Inc prepared a Biological Resources Summary Report (Appendix 4.3). A list of regionally occurring special status species was reviewed based on records report in the scientific database queries. The species list was used to inform the field survey effort. A biologist conducted a reconnaissance-level field survey including habitat assessment, Pre-construction nesting bird survey of the project area.

The site consists entirely of ruderal annual grasslands, The site is routinely disturbed by disking for weed maintenance. Common disturbance adapted plant species include red-stemmed filaree and

brome. Wildlife observed included California ground squirrel, Desert Cottontail, Redtail hawk, Mourning Dove and Common Starling. Sweany Creek is located on the northern boundary but would not be impacted by the project.

Special Status Plants: The project site has no vernal pools, marshes or wetlands present; hence there is no suitable habitat for species that rely on these habitats. While Sweany Creek is adjacent to the northern boundary, no construction activities will impact the creek.

Special Status Species

Burrowing Owls. Burrowing Owls occur in valleys, open dry grasslands and are associated with agriculture and urban areas that support populations of California Ground Squirrels. Burrowing Owls nest below ground, using abandoned burrows of other species (mostly Ground Squirrels). Burrowing Owls are found within the city of Vacaville, though no Burrowing Owls or signs were observed within the project site. Mitigation Measure BIO-1 would reduce direct impacts to Burrowing Owl and implementation of exclusion measures, if needed.

Swainson's Hawk. Swainson's Hawk occurs widely in the lowlands of Solano County and Swainson's hawks are known to nest in trees within developed landscapes as long as suitable foraging habitat is nearby. There are no known, active or recently active Swainson's hawk or other raptor nests within the project site.

White Tailed kite

White-Tailed Kites have a limited distribution in the United States and are found in grassland in California. With its body turned toward the wind and wings gently flapping, it hovers above the ground, a behavior that is so distinctive it's become known as "kiting".

Impacts Discussion

2.4a: Based on maps provided in the Solano Multispecies Habitat Conservation Plan, the area proposed for the facility is within potential habitat of the Swainson's Hawk, White-ailed Kite, and Giant Garter Snake and Burrowing Owls. With Mitigation, including wildlife species of concern nor any wetlands or "other waters of the U.S." or of the State would be adversely affected the Project. Therefore, the Project would result in **Less than Significant Impact with Mitigation.**

2.4 b and c: There are no riparian habitats, federally protected wetlands, or other sensitive natural communities in the Project area. Therefore, the Project would result in **No Impact.**

2.4 d: Based on Figure RS-1 of Chapter 4 of the Solano County General Plan, the Project does not impact any Priority Habitat Areas or corridors or linkages between Priority Habitat Areas. There are no riparian habitat or federally protected wetlands in the Project area. Therefore, the Project would result in **No Impact.**

2.4 f: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **No Impact.**

Mitigation Measure BIO-1:

If project activities are expected to occur during the typical avian nesting season (i.e., February 1 – August 31), pre-activity surveys shall be completed by a qualified biologist within one week prior to project initiation. Surveys for raptors shall be conducted within a 250-foot radius of the project site. If

any active non-listed raptor nests are observed, these nests and nest trees shall be designated, and a no-work buffer of 250 feet shall be established until the young have fledged and are no longer reliant on the nest tree or parental care, or the nest is no longer active; reduce buffers may be appropriate and resource agencies will be contacted for further guidance. Surveys for other non-listed avian species shall be conducted within a 50-foot radius of the project site. If any active nests are observed, these nests and nest trees shall be protected with a 50-foot no-work buffer. All activity will remain outside of the designated buffers until a qualified biologist has determined that the young have fledged or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If work activities are deemed to not be a threat to a given nest within a buffer zone, a qualified biologist may monitor the nest during work to ensure that the nesting birds are not disturbed (e.g., showing signs of stress or changes in behavior as a result of work activity). If any active nests of listed, fully protected, or otherwise special-status species are detected during the surveys, the appropriate wildlife protection agency shall be contacted for guidance on how to proceed.

Mitigation Measure BIO-2:

Prior to the start of initial ground disturbance, a biologist shall conduct a pre-construction survey immediately prior to the start of initial ground disturbance within 50 feet of suitable habitat for sensitive species. If the species is discovered during surveys and monitoring, the species will be allowed to leave the area on their own volition, or hand captured and relocated to suitable habitat outside the area of impact.

Mitigation Measure BIO-3 Operational Controls:

1. All trash should be covered and/or taken off site to minimize the attraction of predators that may feed on special-status species.
2. The use of heavy equipment and vehicles should be limited to the proposed project limits and defined staging areas/access points. The boundaries of each work area shall be clearly defined and marked with high visibility fencing (e.g., t-posts and three strands of yellow rope). No work shall occur outside these limits.
3. After completion of the project's construction, all protective fencing/flagging used to delineate sensitive biological resources should be removed from the project area and disposed of in appropriate waste receptacles or reused.
4. All refueling and equipment maintenance should be conducted away from drainages to avoid accidental contamination.
5. Any graded areas should be restored to pre-project conditions, as feasible.
6. Erosion and sediment control measures should be on site prior to the start of project activities and kept on site at all times so they are immediately available for installation in anticipation of rain events.
7. Erosion and sediment control measures and other construction BMPs should be implemented and maintained in accordance with all specifications governing their proper design, installation, operation, and maintenance.
8. Equipment shall not be operated in flowing water and equipment shall not enter flowing water. Erosion control measures such as silt fences and fiber rolls shall be maintained on a daily basis during project activities.

9. There shall be a designated staging area for vehicle fueling and storage at least 100-feet away from the Sweeny Creek drainage, in a location where fluids or accidental discharges cannot flow into waterways. A spill plan and appropriate spill control and clean up materials (e.g. oil absorbent pads) shall be onsite in case spills occur.
10. All vehicles, equipment, materials, and any temporary BMPs no longer needed shall be removed from the site upon completion of the project.
11. Any stockpile(s) shall be kept a minimum of 100 feet from the banks of the drainage area to prevent material from entering a water body. At no time shall any stockpiles, waste piles, or debris associated with this project be located within surface water, or where it can be washed back into surface water. All stockpiled debris shall be covered and surrounded with a linear sediment barrier.

2.5 CULTURAL RESOURCES

Would the project:	Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Ecorp Consulting, Inc, conducted a Cultural Resources inventory and field evaluation for the project. The inventory included a records search, literature review and field survey. No previously recorded resources are located within the project area.

As a result of the analysis, Ecorp recorded one new cultural resource within the project area: MP-01, a segment of the Midway Road/Lincoln Highway/US Highway 40 or this historic highway. While some portions of the Lincoln Highway are eligible for the National Register of Historic Places and California Register of Historic Resources, Ecorp did not find the project segment as potentially significant. MP-01 was realigned after its period of significance and retains no integrity.

Impacts Discussion

2.5 a., b., and c. The Project Area has moderate potential for buried archaeological deposits due to the presence of Sweeny Creek along the northern portion of the site. However, frequent flooding and debris flows made the environment unstable and unsuitable for long-term use. Therefore, the potential for buried archaeological deposits with the site is considered moderate to low. **With Mitigation, the impacts would be less than significant.**

Mitigation Measure CUL-1:

If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined by CEQA or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no work radius until the lead agencies, through consultation as appropriate, determine that the site either:

- 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or
- 2) that the treatment measures have been completed to their satisfaction.

If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Solano County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

2.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

renewable energy or energy efficiency?

Impacts Discussion

2.6 a, b: All new construction will adhere to current California Building Code standards including those relative to renewable energy and energy efficiency. **No Impact.**

2.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

geologic feature?

Environmental Setting

The Seismic Shaking Potential map on page HS-31 of the Solano County General Plan depicts the project outside of the Highest Potential Earthquake Damage Area and within approximately one and one-half mile of the Midland Fault. The project is not located within an Alquist-Priolo fault zone. The project site is classified Moderate per the Liquefaction Potential map. The Landslide Stability map depicts the project outside areas of landslide susceptibility.

Impacts Discussion

2.7 a – f: The site is not located within an Alquist-Priolo Fault Zone. The Project is over 1.5-mile from the nearest identified fault.

The Project could experience ground shaking from earthquakes generated along active faults located offsite. The intensity of ground shaking would depend upon the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project. All new construction will adhere to the current California Building Code.

No unique paleontological resource or unique geologic feature has been identified on-site. **No Impact.**

2.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Project is intended for commercial uses to serve the highway traveler. The 21-acre property is situated immediately adjacent to Interstate 80 at the Midway Road interchange.

Impacts Discussion

2.8 a, b: As indicated in the Traffic Analysis (Appendix 4.5) prepared for the Project, and as is the intention of the Highway Commercial zoning district, the Project will draw primarily “pass-by” vehicle trips. The proposed retail uses (fueling stations, convenience store, and quick service restaurants) will typically draw from the stream of traffic already near the site by customers who stop on their way as part of another trip. Although vehicle emissions generated by highway travelers along I-80 will generate greenhouse gas emissions, the Project itself will not significantly contribute to the generation of GHG’s. **Less than Significant Impact.**

2.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project site is not listed on any hazardous materials lists and is not proposing the use of quantifiable hazardous material. The site is situated within Zone D of the Travis Air Force Base Land Use Compatibility Plan. Compatibility Zone D requires review of structural heights of objects and hazards related to bird attraction, and other flight hazards. No structures above the height of the proposed buildings and canopies are proposed, and the site is outside the bird strike area. A stormwater detention basin is proposed that would drain within 48-hours of a storm event and therefore not substantially increase congregating birds.

Impacts Discussion

2.9 a-d: The Project would not transport, use, or dispose of substantial amounts of hazardous materials. Further, the Project is not located within one-quarter mile of a school. The Project is not a designated hazardous material site as defined in Government Code 65962.5. **No Impact.**

2.9 e: The project is located within Compatibility Zone D of the Travis Air Force Base Airport Land Use Plan. Per Table 2A of the Travis Air Force Base Airport Land Use Compatibility Plan, Solano Airport Land Use Commission (ALUC) consistency review is required for objects greater than 200 feet in height. The Project is consistent with the compatibility plan and does not propose any hazards to flight. The Project is outside the bird strike area as depicted in the Travis Land Use Compatibility Plan Figure 4. As a condition of the project, the stormwater detention basin shall drain within 48-hours. The Project is outside the Nut Tree Airport, Airport Influence Area and not within two miles of a public airport. **No Impact.**

2.9 f, g: The Project is not located within a high fire severity area and not within the Cal Fire State Responsibility Area (SRA). **No Impact.**

2.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

polluted runoff; or

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iv) Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Domestic water will be supplied via a well and pump. This area, because of its proximity to the Tehama aquifer is known for good water supply and reliability. Due to the anticipated volume of visitors and employees on-site the facility shall obtain potable water service from an active and valid Public Water System that is permitted by the California State Division of Drinking Water.

The eastern two acres will be utilized as a leach field and septic tank for treatment of sanitary waste. In late 2019, Summit Engineering did extensive testing and found that the soil has good percolation characteristics and will adequately serve the proposed project.

Storm water runoff will be conveyed through bio-retention areas designed to remove hydrocarbons and sediment from the water. The retention area will have a pipe outfall which will be sized to ensure that the post development flow leaving the site does not exceed the predevelopment flow that left the site before the project was built.

Per the Health and Safety Chapter of the Solano County General Plan, the proposed project is not located within a floodplain subject to inundation by seiche, tsunami or mudflow.

Impacts Discussion

2.10 a: The project will not violate waste discharge or water quality standards. The on-site septic system will be permitted by the Environmental Health Division and subject to inspections to ensure compliance with waste discharge or water quality standards. **Less Than Significant Impact.**

2.10 b: The project will be served by on-site well for domestic drinking water permitted as a Public Water System permitted by the California State Division of Drinking Water. **Less Than Significant Impact.**

2.10 c: The project does not alter any creeks, streams or rivers, therefore drainage impacts would result in no impact (flood hazards, or impede flood flows, or conflict with a water quality control plan). Construction activities could lead to erosion or siltation. Compliance with Solano County Code, Chapter 31, Grading, Drainage and Erosion Control ensure **Less Than Significant Impact.**

2.10 d: The project is not located in a flood zone, or in an area which would experience any inundation by seiche, tsunami, or mudflow. **No Impact.**

2.10 e: The project does not conflict or obstruct implementation of a water quality control plan or groundwater sustainability plan. **Less Than Significant Impact.**

2.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project is surrounded by agricultural and agricultural land use designations, outside the City of Vacaville. The subject site is adjacent to Interstate 80, which separates the Project from rural residential development within the unincorporated county to the west.

Impacts Discussion

2.11 a, b: The subject site is designated Highway Commercial / Urban Commercial by the Solano County General Plan. The developed parcel is zoned Highway Commercial (CH) consistent with the General Plan designation. As seen in Section 28.41 of the Solano County Zoning Regulations, the proposed retail uses are conditionally allowable upon issuance of a use permit within the CH district. **No Impact.**

2.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As shown on the Mineral Resources map, Figure RS-4 of the Solano County General Plan, there are no active mines or mineral resource zones within the vicinity of the project site.

Impacts Discussion

2.12 a, b: No known mineral resources exist on the site. **No Impact.**

2.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Activities on-site will occur predominantly within each of the enclosed buildings. Sound associated with vehicle operations will be consistent with highway travels adjacent to the Project. Figure HS-17 of the General Plan identifies future noise contours (2030) that have been estimated with information about baseline and projected land development and associated transportation activity. The project is situated within the 60dB Ldn noise contour buffering Interstate 80.

Impacts Discussion

2.13 a, b: The project will not generate noise in excess of the established baseline levels. **No Impact.**

2.13 c: The Project is located within Compatibility Zone D according to the Travis Air Force Base Land Use Compatibility Plan (LUCP) and as referenced on Figure 2B of the LUCP. The project is located outside any of the identified noise contours. The Project is not located within the vicinity of a private airstrip. **No Impact.**

2.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

example, through extension of roads or other infrastructure)?

- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Environmental Setting

The project does not involve housing nor is located near housing.

Impacts Discussion

2.14 a, b: The project site will be completely uninhabited. There will be no need for additional housing and no population growth will be induced by this project. **No Impact.**

2.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project site is served by the Dixon Fire District and Solano County Sheriff’s Department. No schools or parks will be affected.

Impacts Discussion

2.15 a: The Project will not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable

service ratios, response times or other performance objectives for any of the public services. No impacts to schools would result from the project.

The project will not result in increased demand for services. The Project will not generate demand for school services, parks or other facilities. **No Impact.**

2.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project does not involve nor affect recreational facilities.

Impacts Discussion

2.16 a, b: No Impact.

2.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) "vehicle miles traveled"?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

d. Result in inadequate emergency access?

Environmental Setting

To assess the quality of existing traffic conditions and provide a basis for analyzing Project impacts, the Traffic Impacts Analysis (Appendix 4.5) calculated Levels of Service at study area intersections and Project driveways. “Level of Service” is a qualitative measure of traffic operating conditions whereby a letter grad “A” through “F”, corresponding to progressively worsening operating conditions is assigned to an intersection or roadway segment. Solano County Level of Service policy considers LOS C as the acceptable threshold while Caltrans consider LOS D as the acceptable threshold.

The quality of traffic flow is typically governed by the operation of major intersections. Four intersections serving the Project were identified for evaluation. These include:

1. I-80 Westbound Ramps / Oday Road
2. Midway Road / Oday Road
3. I-80 Eastbound Ramps / Midway Road
4. Midway Road / Lewis Road

A.m. and p.m. mid-week peak hour counts were conducted at each of these intersections in early December 2021. Each study intersection is described below:

I-80 Westbound Ramps / Oday Road is a tee intersection with a hook on/off ramp. The intersection is stop controlled along the I-80 off-ramp approach. The Oday Road approaches consist of single lanes providing shared through and left or right turn movements. The westbound off-ramp includes a left turn lane under stop control and a short right turn lane under yield control.

Midway Road / Oday Road is an unsignalized tee intersection. Stop control is provided along Oday Road. Westbound Midway Road includes a through lane with a free right turn lane onto Oday Road. Eastbound Midway Road includes a shared through-left lane while Oday Road consists of a single lane approach.

The Midway Road / I-80 Eastbound Ramps intersection is an unsignalized diamond configuration (L-2). Both directions of Midway Road consist of a single lane with the eastbound approach providing a shared through-left lane and the westbound approach providing a shared through-right lane. Stop control exists along the I-80 off-ramp for through and left turn movements while the right turn movement merges onto eastbound Midway Road.

Midway Road / Lewis Road is an unsignalized tee intersection. Stop control is provided along Lewis Road. Westbound Midway Road includes a shared through-left lane while the eastbound approach includes a shared through-right lane. Lewis Road Consists of a single lane approach.

All intersections currently operate within agency thresholds, at LOS C or better. None of the intersections meet the peak hour signal warrant.

Impacts Discussion

2.17 a: The gas station / C-store / QSR project will attract some customers residing in the greater Vacaville area, but its primary customer base will be travelers already on Interstate 80. The Project will provide fuel, convenience items, and food service to travelers who simply drive off of and back to

nearby I-80. The closest similar uses are at Leisure Town Road interchange in Vacaville west of the site and the W. A Street interchange in Dixon east of the site.

Under Existing plus Project conditions, all intersections except the Midway Road / Lewis Road – West Driveway will operate at acceptable Levels of Service, at LOS C or better. The Midway Road / Lewis Road – West Driveway will operate at LOS F and meet the peak hour traffic signal warrant. The intersection will also meet AASHTO guidelines for a left turn lane along Midway Road. A left turn lane is also justified along eastbound Midway Road at the East Driveway.

As such the Traffic Impacts Analysis recommends that the Project include the following mitigation measures to ensure **Less than Significant Impact with Mitigation**.

Mitigation Measure TRANS-1: The Project shall pay their equitable share of traffic impact fees to the County of Solano.

Mitigation Measure TRANS-2: The Project shall install the one of the following improvements at the Midway Road / Lewis Road – West Driveway intersection:

Option A

- Install a 200-foot eastbound left turn lane on Midway Road
- Install a 100-foot westbound left turn lane on Midway Road
- Install a through-left turn lane and a right turn only lane for the driveway approach to the intersection
- Install a traffic signal with protected left turn phasing along Midway Road, a right turn southbound to westbound overlap phase and split phasing along Lewis Road and the Project driveway

With the stated improvements the intersection will operate at LOS C or better.

Option B

- Install a single lane roundabout to accommodate STAA trucks. The longest queues occur along the west approach and are projected to be 101 feet in the a.m. peak hour and 117 feet in the p.m. peak hour.
- Install a 100-foot eastbound left turn lane at the Midway Road / East Driveway intersection.

With the constructed improvements the roundabout will operate at LOS A.

2.17 b: Vehicle Miles Traveled

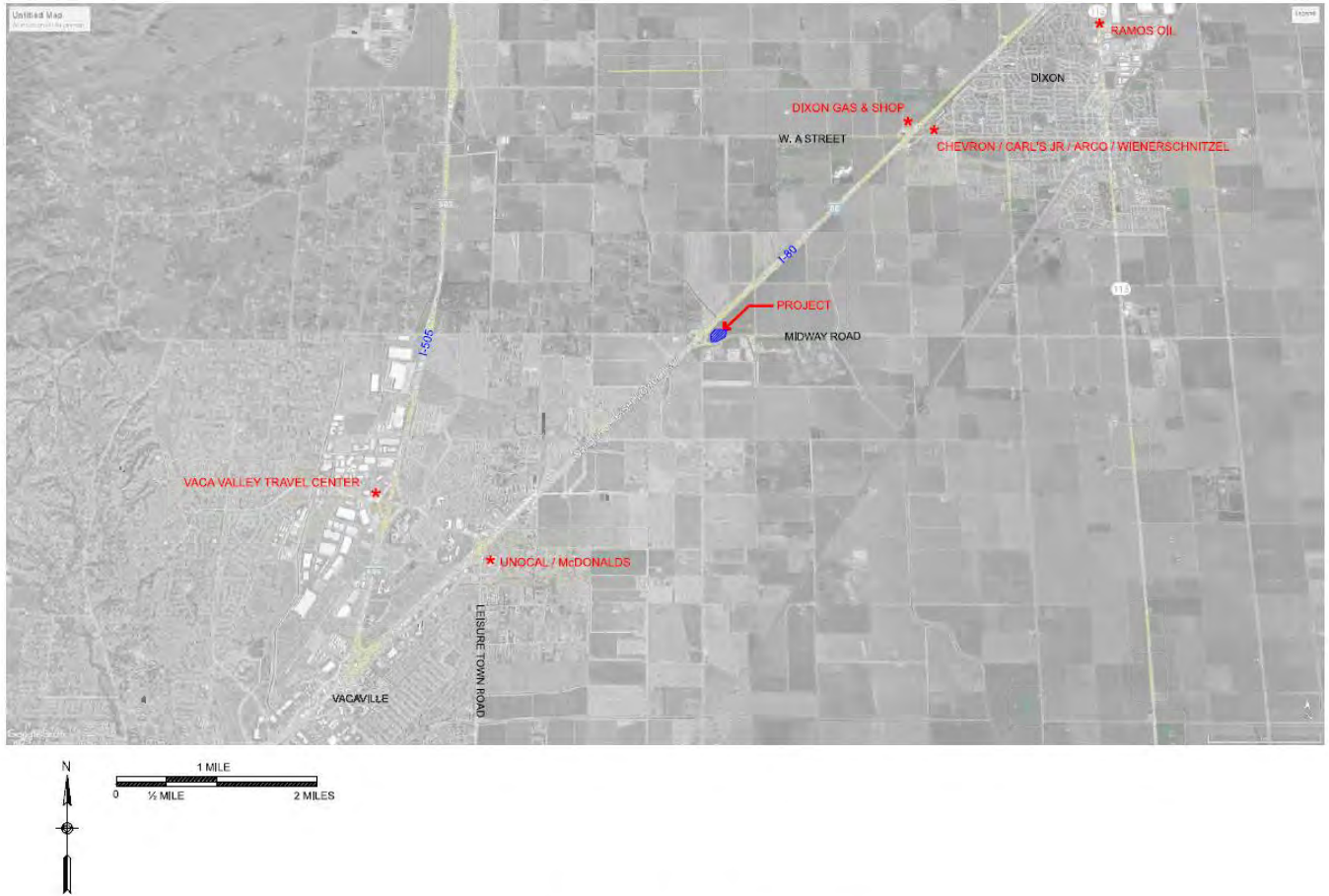
As detailed in the provided Vehicle Miles Traveled Analysis (Appendix 4.6), commercial uses, such as those proposed primarily serve pre-existing needs (i.e. they do not generate new trips because they meet existing demand). Because of this, these types of commercial uses can be presumed to reduce trip lengths when a new retailer is proposed under the premise that the closest retailer is best apt to fulfill the needs of the highway traveler. This results in an existing trip on the roadway network likely becoming shorter, rather than a new trip being generated.

In order to estimate the Project's effect on area VMT, the Project's gas station, truck stop and fast-food restaurant trips were evaluated before and after development. As noted, these uses are generally serving diverted trips from I-80, i.e. traffic along the interstate exits the freeway to utilize

these services and then reenters the freeway. The proposed uses generate few new trips, with most trips rerouted from other locations.

The figure below shows the locations of similar uses such as closest gas stations, truck stops, and fast-food restaurants relative to the Project.

Figure 7: Similar Use Vicinity Map



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LOCATIONS OF SIMILAR USES

The tables below summarize the projected change in customer trip length for the proposed site. To estimate the potential net change in VMT, and based on the project location relative to adjacent similar uses that may have traffic rerouted to the proposed project, the following assumptions were made:

- Nearest fast-food restaurant or gas station to the west (Vacaville) – 2.79 miles
- Nearest fast-food restaurant or gas station to the east (Dixon) – 2.90 miles
- Diesel fuel locations:
 - Dixon Gas & Shop, W. A Street – 2.90 miles (east)
 - Ramos Oil, N. 1st Street – 6.28 miles (east)
 - Sievers Road Chevron – 7.45 miles (east)
- Vaca Valley Travel Center – 5.89 miles (west)
- Nearest gas station from Midway Road / SR 113 intersection – 2.25 miles
- Nearest gas station from Lewis Road / Hawkins Road intersection – 3.84 miles

- Nearest gas station from Midway Road / Leisure Town Road intersection – 2.45 miles

Table 5:

Change in Daily VMT due to Project Primary / Diverted and Pass-By Trips– Gas Station & Fast-food			
Origin/Destination	Trips	Change in Distance (mi)	Change in VMT
I-80 East			
Leisure Town	393	+0.14	+55.0
A Street	314	+0.60	+188.6
Vaca Valley	79	-0.01	-0.80
I-80 West			
Leisure Town	314	+0.24	+75.5
A Street	393	-0.30	-117.9
Vaca Valley	79	-0.03	-2.4
Midway Road East	253	+2.12	+537.0
Midway Road West	456	-0.21	-95.8
Lewis Road	253	0	0
Pass-By			
A Street (EB)	1680	-0.17	-285.6
Leisure Town (WB)	672	-0.63	-423.4
Leisure Town (EB)	672	-0.04	-77.3
Vaca Valley (NB)	168	-0.78	-131.0
Vaca Valley (SB)	168	-0.31	-52.1
Total	5984	-	-330.2

Note – numbers may not equal due to rounding

Table 6:

Change in Daily VMT due to Project Primary / Diverted and Pass-By Trips – Truck Stop			
Origin/Destination	Trips	Change in Distance (mi)	Change in VMT
I-80 East			
Vaca Valley	5	-2.55	-12.2
A Street	5	+0.54	+2.7
1 st Street	5	-0.86	-4.1
I-80 West			
Vaca Valley	5	-3.72	-18.3
A Street	5	-0.77	-3.7
1 st Street	5	-1.01	-4.8
Pass-By			
A Street (EB)	8	-1.05	-8.8
A Street (WB)	8	-0.23	-1.9
Vaca Valley (WB)	4	-3.32	-13.9
Vaca Valley (NB)	6	-0.78	-4.9
Vaca Valley (SB)	6	-0.31	-1.9
1 st Street (WB)	4	-1.63	-6.8
1 st Street (EB)	4	-1.29	-5.4
Total	72	-	-84.0

Note – numbers may not equal due to rounding

Table 7:

Net Change in Daily VMT due to Project	
Trip Type	Change In VMT
Primary / Diverted and Pass-By – Gas Station / Fast-food	-330.2
Primary / Diverted and Pass-By – Truck Stop	-84.0
Net Change	-414.2

Overall, the Project will result in shorter trips. This is consistent with the OPR Technical Advisory discussion on local serving retail projects. The table above presents the total projected net change in daily VMT due to the Project. The Project is expected to produce a net decrease of 414.2 VMT per day. Because the Project is not anticipated to increase VMT this would result in **Less than Significant Impact**.

2.17 c, d: Sight Distance and Access

Based on a revised site plan dated November 22, 2004 a third driveway has been added to the Midway Plaza Project to provide additional access. The original site plan had two driveways, a west driveway for automobile and light duty truck access to the gas station and quick service restaurant while the eastern driveway provided truck access to the diesel fueling positions and truck maintenance facility. The proposed third access is located at the east side of the site, east of the proposed maintenance building (Figure A). The center driveway, formerly the east driveway, will continue to provide access, both inbound and outbound, to trucks utilizing the diesel fueling positions and truck scale. This access will also provide inbound access to the maintenance facility. The proposed eastern driveway access will provide an exit for trucks leaving the maintenance facility without having to back out of the building. Trucks will be able to exit directly to Midway Road and loop around the maintenance facility should they need to refuel prior to departing. The east driveway should serve outbound traffic only as the east side of the building serves trucks exiting the maintenance building.

Sight Distance. A sight distance analysis was completed at this driveway for outbound trucks. Available sight distance was evaluated using the standards documented in the Caltrans *Highway Design Manual* (HDM). Based on the HDM the “**Corner Sight Distance**” (CSD) methodology was considered. This criterion is documented in Table 405.1A of the HDM. The driveway will form a tee intersection along Midway Road. This section of the road is located at the end of a horizontal curve. Figure B illustrates the CSD sight lines looking east and west. As the east driveway will be used by semi-trailers, the CSD distance of 930 feet accounts for slower truck acceleration entering the roadway for trucks making a left turn to head east. Since vehicles will be departing the roundabout at Lewis Road the projected speed is 35 mph. This speed requires a CSD of about 590 feet. Based on the

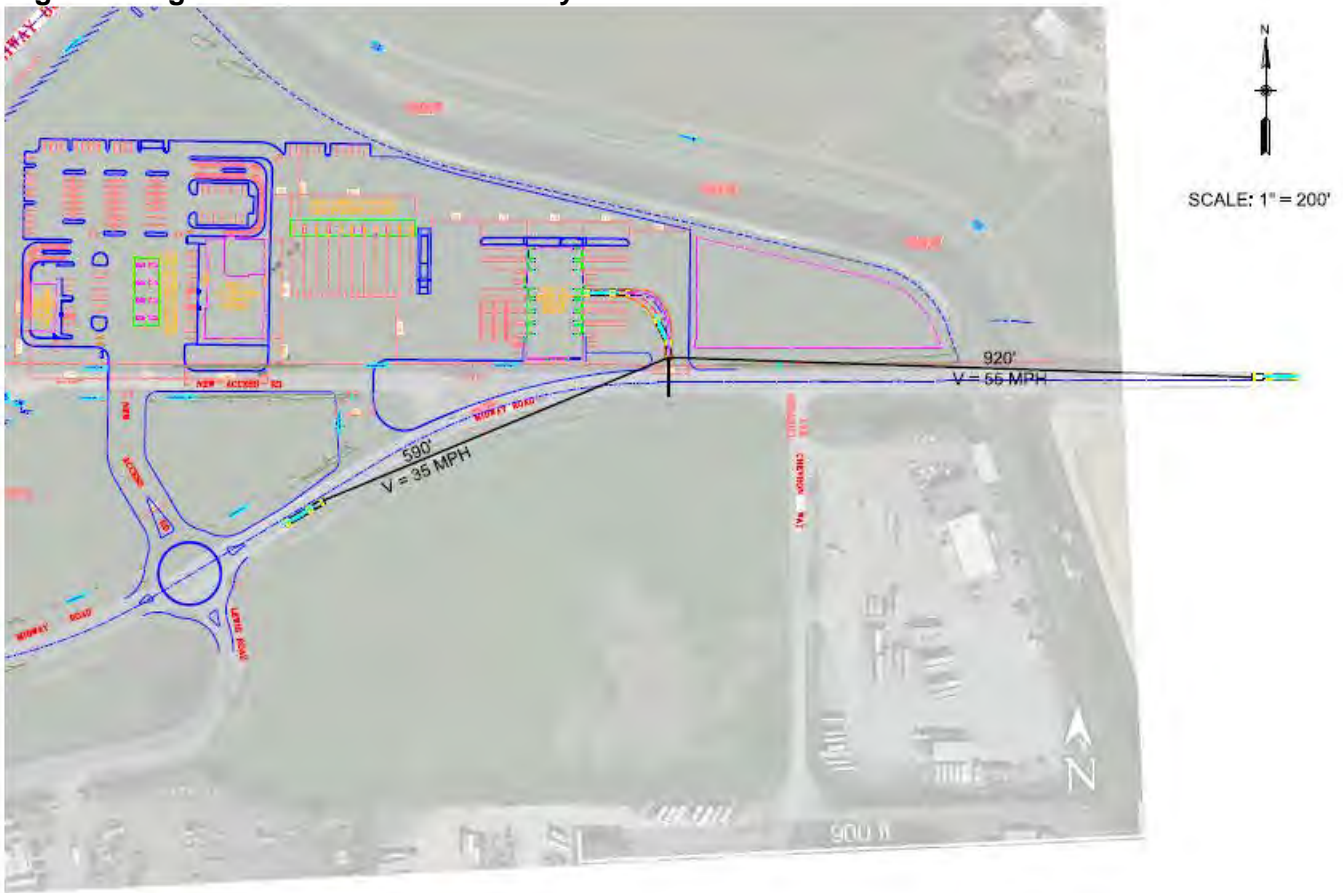
West Driveway. The posted speed limit along Midway Road is 55 mph at the Project access intersection. The HDM Table 201.1 notes that the MSSD requirement for the posted speed limit of 55 mph is 500 feet. This intersection is located about midway within an S-curve with radii of about 850 feet. The line of sight from the “driver’s eye” along on Midway Road cuts across the fallow land south of the Project site which is designated Agriculture by the Solano County General Plan.

Table 405.1A notes that CSD is determined based on the design speed of the major road and the time gap needed to complete the maneuver. For a passenger car departing the site and turning east, the required time gap is 7 ½ seconds. With a 55-mph posted speed limit, a CSD of about 605 feet is required to provide adequate time for the vehicle to enter eastbound Midway Road before an opposing vehicle arrives. The sight distance is adequate provided the sight triangle shown in Figure 6 have clear lines of sight.

existing topography and roadway alignment adequate sight distance is available for this driveway. The project should install turn restriction signs and markings at this driveway to reinforce the one-way movement. A “No Right Turn”, MUTCD R3-1 and “No Left Turn” MUTCD R3-2 signs should be installed just prior to the driveway in each direction. Additionally, a “Do Not Enter” sign MUTCD R5-1 with a supplemental plate “Wrong Way”, MUTCD R5-1 should be installed both sides of the driveway set back from the roadway. Type V arrow markings should also be installed on the driveway pavement to reinforce the one-way outbound direction.

A third driveway along Midway Drive proposed for the Midway Plaza project should not create adverse impacts. The driveway is intended to allow trucks being serviced in the maintenance facility to depart moving forward rather than backing up out of the building. The driveway allows truck drivers exiting the maintenance building without having to drive through the site to enter Midway Drive. Adequate sight distance is available at the driveway in both directions to allow left turn movements onto eastbound Midway Road as well as right turn movements back towards I-80.

Figure 8: Sight Distance – East Driveway



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SIGHT DISTANCE - EAST DRIVEWAY

East Driveway. This driveway will form a tee intersection along Midway Road. This section of the road is located within a horizontal curve. The figure below illustrates the MSSD and CSD sight lines. As the east driveway will be used by semi-trailers, the CSD distance of 930 feet accounts for slower truck acceleration entering the roadway. Based on the approximate driveway location the MSSD appears to be met. However, the CSD looking west crosses beyond the west driveway access. Under side street stop-controlled conditions this could present an issue were the west driveway queue to back up

through the sight triangle. The CSD looking east crosses fallow land and the Chevron Way intersection. Chevron Way provides access to the storage facilities, and it is possible that a vehicle queued at the intersection would block the sight line. **Less Than Significant Impact with Mitigation Measure TRANS-2.**

2.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

No tribal or historical resources have been identified on the subject site

Impacts Discussion

2.18 a: No Impact.

2.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Project site is currently undeveloped and will require the construction of new source for domestic water (water well), wastewater treatment system, and storm water drainage.

Impacts Discussion

2.19 a – e: As shown on the site plan, the Project involves drilling and construction of a new domestic water well to serve the subject site. Employees, visitors, and guests using utilizing potable water on-site is anticipated to exceed 25 persons for more than 60 days out of the year therefore will require a Public Water System (PWS) permit from the California State Division of Drinking Water. A water well drilling permit will be required to construct a new water well onsite. The applicant is advised that Public Water System (PWS) wells require enhance construction and siting requirements – the applicant is encouraged to contact the Division of Drinking Water to discuss the siting and construction requirements for a PWS well. Verification that a PWS permit has been secured by the facility will be required.

A site and soil evaluation was conducted under permit Z2020-0022 on 4/2/2020 to assess the site suitability for an OWTS system. A septic construction permit will be required at the building permit phase to approve the structures /development being proposed.

A Hazardous Materials Business Plan (HMBP) will be required for the scope of proposed hazardous materials that will be onsite. The HMBP is required to be uploaded within 30 days of bringing the hazardous materials onsite. Approval to construct and operate Underground Storage Tanks (USTs) will be required from the Hazardous Materials program of Environmental Health. This is typically reviewed at the building permit phase. **Less Than Significant Impact.**

2.20 WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As seen on Figure HS-12 of the Solano County General Plan Wildland Fire Hazard Area map, the property is located within outside of the areas designated as Very High Fire Hazard Severity Zone and outside the State Responsibility Area (SRA).

Impacts Discussion

2.20 a – d: No Impact.

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impacts Discussion

No environmental impacts attributable to this proposal have been identified that would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, eliminate important examples of the major periods of California history or prehistory, have impacts that are individually limited, but cumulatively considerable, or cause substantial adverse effects on human beings. Impacts are anticipated to be **Less Than Significant with Mitigation Incorporated**.

CHAPTER 3 – AGENCY COORDINATION AND PUBLIC INVOLVEMENT

3.1 Consultation and Coordination with Public Agencies

The Initial Study is being circulated for public comment and referred to the State Clearinghouse for coordinated review by state agencies.

Public Participation Methods

The Initial Study is also available at the Solano County Department of Resource Management and online at the Department's Planning Services Division website at:

<http://www.solanocounty.com/depts/rm/documents/eir/default.asp>

Interested parties may contact the planner assigned to this project at the contact points provided below:

Eric Wilberg
Senior Planner

Solano County Department of Resource Management
Planning Services Division
675 Texas Street
Fairfield, CA 94533

PHONE: (707) 784-6765
EMAIL: planning@solanocounty.com

3.2 List of Preparers

Solano County Department of Resource Management

This Initial Study was prepared by the Solano County Department of Resource Management.

3.3 Distribution List

Federal Agencies

U.S. Army Corps. Of Engineers: Sacramento District
U.S. Fish & Wildlife Service

State Agencies

California Department of Fish and Wildlife Region 3
California Department of Transportation CALTRANS District No. 4
California Public Health Division of Drinking Water
California Regional Water Quality Control Board – Central Valley

Regional Agencies

Solano County Water Agency
Solano Irrigation District

Initial Study and Mitigated Negative Declaration
U-20-03 (Midway Plaza)

Solano Resource Conservation District
Yolo-Solano Air Quality Management District

Local Agencies

City of Vacaville Community Development Department
Dixon Fire Protection District

CHAPTER 4 – APPENDICES

- 4.1 – Use Permit Application U-20-03
- 4.2 – Criteria Air Pollutant and GHG Modeling
- 4.3 – Biological Resources
- 4.4 – Cultural Resources Inventory and Evaluation
- 4.5 – Traffic Impact Analysis with Addendum
- 4.6 – Vehicle Miles Traveled (VMT) Analysis