

APPENDIX 1.0

INTRODUCTION

Initial Study

City of Dixon
Flying J Travel Plaza
ENVIRONMENTAL CHECKLIST/INITIAL STUDY

Project Title: Flying J Travel Plaza

Lead Agency: City of Dixon
600 East A Street
Dixon, CA 95620

Lead Agency

Contact Person: Warren Salmons
City Manager
After October 31, 2005 please contact:
David Dowswell
Community Development Director
(707) 678-7000

Project

Location: The 60-acre project site is located in the Central Valley region of Northern California, in the City of Dixon, which is approximately 65 miles northeast of San Francisco and 23 miles southwest of Sacramento between the cities of Davis and Vacaville (see **Figure 1, Regional Location**). As shown in **Figure 2, Project Location**, the project site is in the northwestern portion of the City, and is bounded to the west and northwest by Interstate 80 (I-80), to the east by Pedrick Road, and to the south by undeveloped land. The project site is located within the Dixon Northeast Quadrant Specific Plan (NQSP), which is generally defined by North First Street to the west, Pedrick Road to the east, the I-80 corridor to the north and Vaughn Road to the south.

Applicant: CFJ Properties
1104 Country Hills Drive
Ogden, UT 84403
801-624-1280

General Plan Designation: E- Employment Center

**Northeast Quadrant Specific
Plan Land Use/Zoning Map**

Designation: CH (Highway Commercial)

Zoning: CH, Highway Commercial

Existing On-Site Land Uses: Vacant - Agriculture

Nearby Land Uses: Agricultural, Industrial, Light Industrial, and Vacant land.

Project Description:

Existing Setting and Surrounding Land Uses

The currently vacant project site is relatively flat, with a 2 percent average cross slope, and is vegetated with grasses and wildflowers. The two most visually prominent boundaries of the site are Pedrick Road, forming the eastern boundary of the site, and I-80, which forms the western and northwestern border of the project site. Historically, the site has been used for agriculture. Although the site has most recently been cultivated with field and row crops, it is presently fallow.

Agricultural uses and vacant lands predominately surround the project site. Other land uses in the project vicinity include the Campbell's Company food processing and canning facility and a truck repair and parts company 0.8 mile to the southeast, a produce market and two gas stations within 0.5 mile to the north, a California Department of Transportation (Caltrans) maintenance yard and a roofing company within 0.5 mile to the northeast, and a Wal-Mart 1.5 mile to the southwest.

Potential development in the project area includes the Dixon Downs Horse Racetrack and Commercial Development, and the Milk Farm project. The Dixon Downs Horse Racetrack is proposed immediately south of the project site and is currently under review by the City. The Milk Farm development, also under review by the City, is proposed southwest of the site on the west side of I-80.

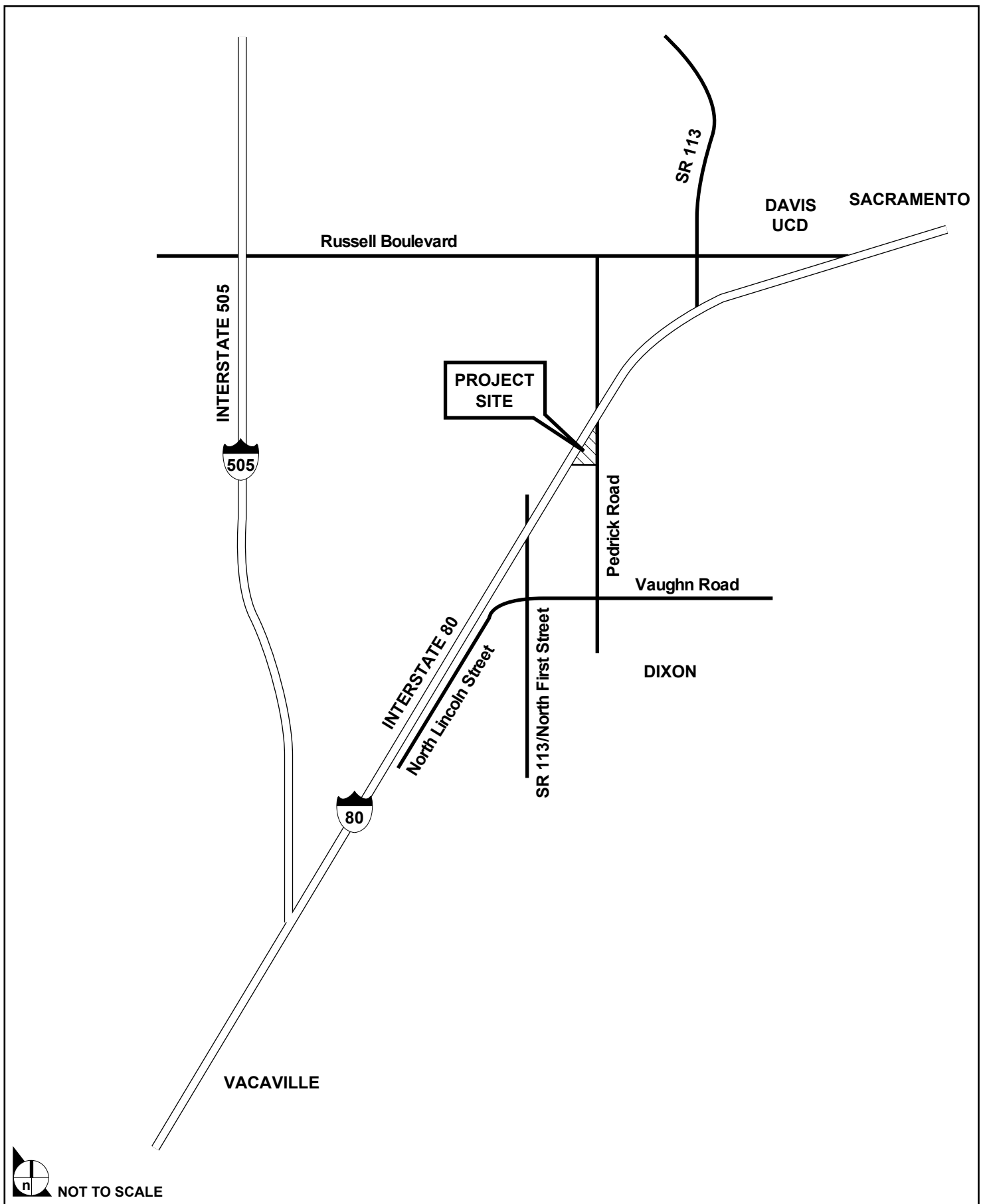
Proposed Site Plan

The project is the proposed development of a Flying J Travel Plaza on a portion of the 60-acre property, south of the Pedrick Road/I-80 interchange, in the City of Dixon. As shown in **Figure 3, Project Site Plan**, the project would develop approximately 27 acres of the property with a Flying J Travel Plaza. The Plaza would include a 17,638-square-foot structure with a 24-hour convenience store, restaurant, fast food court, driver lounge, and laundry and shower facilities. The Travel Plaza would also provide fueling services for diesel and gasoline vehicles. No development of the remaining 33 acres is proposed at this time.

Trucks using the site will be approximately 68 feet long with trailers and approximately 28 feet long without trailers. Recreational Vehicles (RVs) will range in length from 25 to 55 feet. The project includes 16-foot-high fueling canopies and fuel pumps for automobiles/RVs on the southern side of the main structure, and fueling areas for trucks on the western side of the main structure. The fueling stations would be comprised of lanes where a single vehicle could drive under the canopy, park, and refuel. A separate Truck Area containing 12 fueling stations would be located west of the Travel Plaza structure. This area would also contain a 92-foot-long truck scale along its southern edge. There would be four separate and staggered groups of truck parking spaces with smaller groups of truck parking spaces along the western boundary of the development. The Auto and RV Area, approximately one-third the size of the Truck Area, would contain five fueling stations and RV dump stations. The remaining developable area would contain large surface parking lots and landscaping.

Landscaping Plan

The landscaping plan proposes planting the project site perimeter and the border between the Auto and RV Area and the Truck Area, with earth mounds covered by lawn and a mix of trees. The 24- to 36-inch box trees would include Cider Gum, Goldenrain Tree, Tuscarora Crape Myrtle, Calabrian Pine, Chinese Pistachio, and Bloodgood Plane Tree. Islands planted with similar landscaping would be located within each parking area. A sidewalk around the perimeter of the Auto and RV Area and a boulder-lined dry creek bed would be located between the Auto and RV Area and the Truck Area. A 76,500-square-foot area in the northeast corner of the project site would be paved and left vacant for possible future development.



SOURCE: City of Dixon – 2005

FIGURE 1

Regional Location

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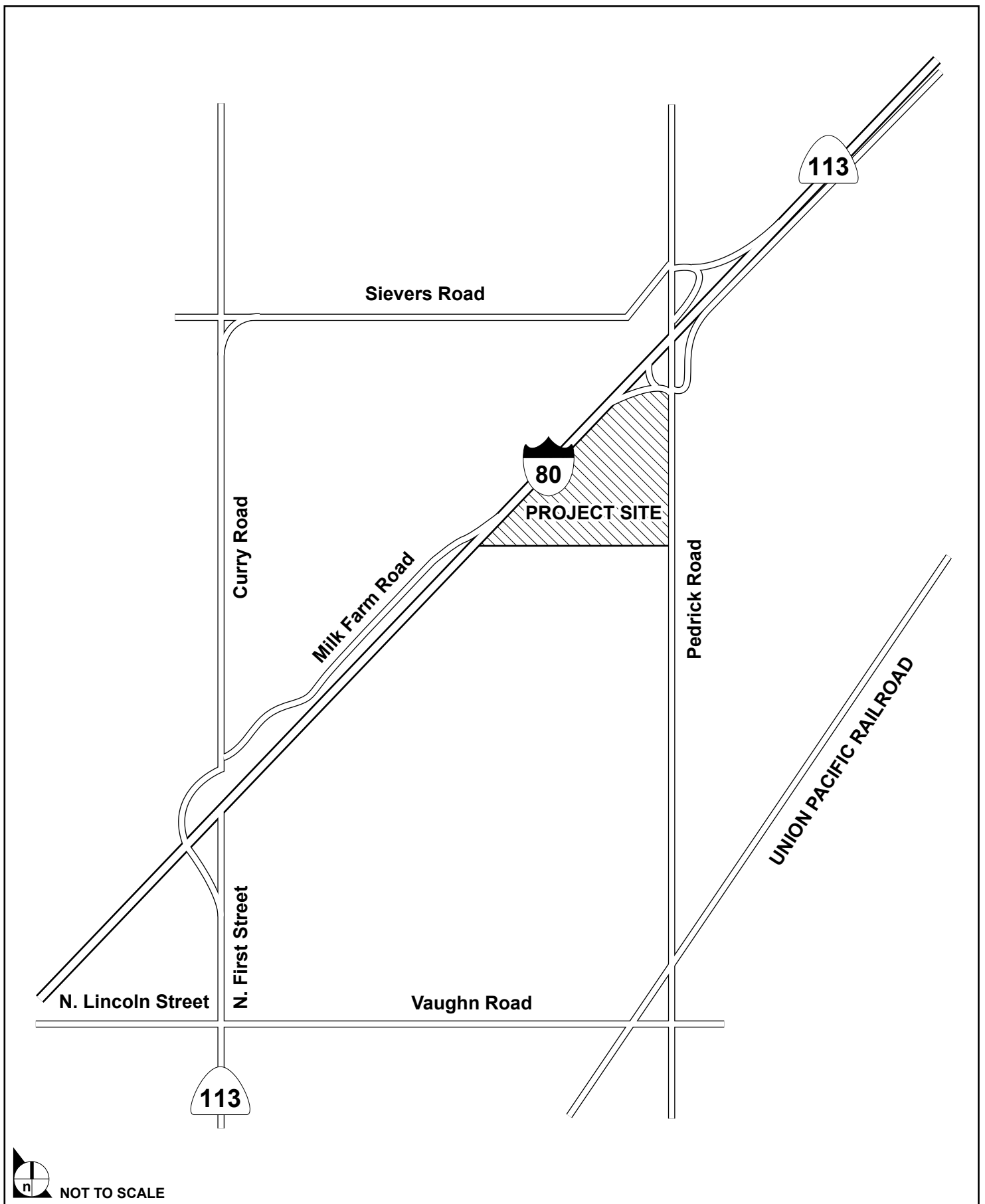
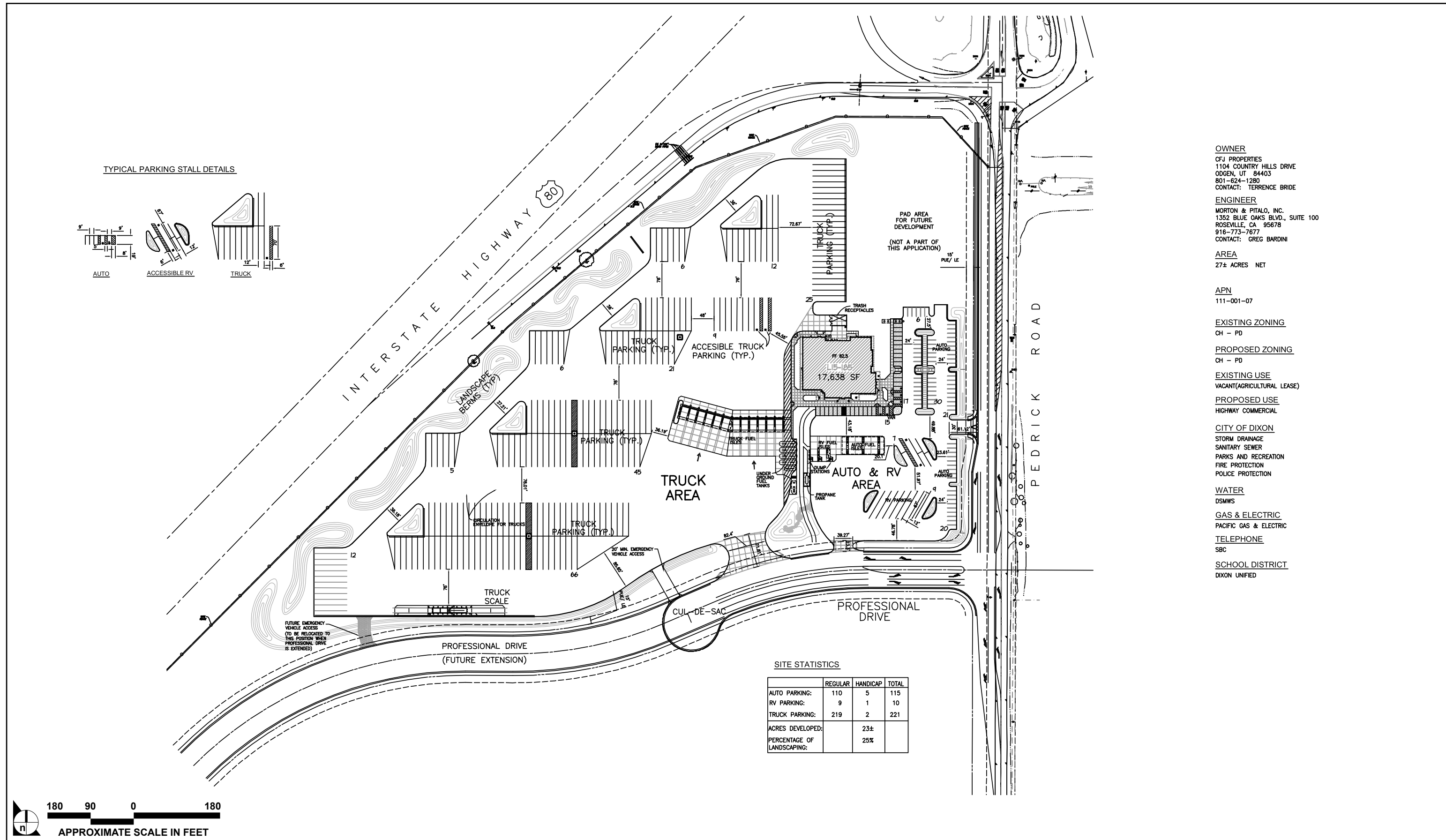


FIGURE 2

Project Vicinity

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OWNER
CFJ PROPERTIES
1104 COUNTRY HILLS DRIVE
ODGEN, UT 84403
801-624-1280
CONTACT: TERENCE BRIDE

ENGINEER
MORTON & PITALO, INC.
1352 BLUE OAKS BLVD., SUITE 100
ROSEVILLE, CA 95678
916-773-7677
CONTACT: GREG BARDINI

AREA
27± ACRES NET

APN
111-001-07

EXISTING ZONING
CH - PD

PROPOSED ZONING
CH - PD

EXISTING USE
VACANT(AGRICULTURAL LEASE)

PROPOSED USE
HIGHWAY COMMERCIAL

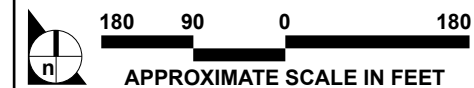
CITY OF DIXON
STORM DRAINAGE
SANITARY SEWER
PARKS AND RECREATION
FIRE PROTECTION
POLICE PROTECTION

WATER
DSMWS

GAS & ELECTRIC
PACIFIC GAS & ELECTRIC

TELEPHONE
SBC

SCHOOL DISTRICT
DIXON UNIFIED



SOURCE: Morton & Pitalo, Inc - July 2004

FIGURE 3

Proposed Site Plan

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Signage Plan

The signage plan includes an 85-foot-high, freeway-oriented, Flying J Travel Plaza sign along the site's western boundary fronting I-80. The pole sign would include advertisements for the different businesses located on the site. The standard square-shaped red, orange, and yellow Flying J logo would be at the top of the pole sign. A rectangular electronic scrolling message sign would be located under the Flying J logo, followed by a small red and white oval-shaped Conoco sign, and a red, square-shape Country Market Restaurant sign. A 26-foot-high red Conoco fueling station sign is planned at the southwest corner of the site, and a 22-foot-high red Country Market Restaurant sign is planned in the eastern portion of the site.

Circulation and Parking

Access to the project site would be from Pedrick Road and a new public roadway that would be constructed as part of the project. Improvements planned for Pedrick Road include the addition of curbs and gutters, and road widening to accommodate new development on the project site. A new public roadway, Professional Drive, would be constructed approximately 150 feet south of the project entrance on Pedrick Road. This roadway would facilitate truck access by providing adequate turning lanes at the intersection of Professional Drive and Pedrick Road. A cul-de-sac would be constructed on Professional Drive just beyond the truck entrance to facilitate truck-turning movements.

The Site Circulation Plan is intended to provide a safe and efficient environment for trucks, automobiles, and pedestrians. The separation of the truck designated parking areas from the auto and RV areas would minimize conflicts between these vehicles generated by their different sizes and functional needs. Trucks accessing the site via Professional Drive would travel immediately to the truck scales and designated truck parking areas; whereas, the automobile and RV vehicles would access their designated areas through the Pedrick Road entrance. Pedestrians would enter the merchandising/fast food area from the eastern side of the Travel Plaza structure, and enter the convenience store through the southern end of the structure. Both entrances can be accessed through the Auto and RV Area.

Access to the facilities onsite, including the convenience store, lounge area, showers, and restaurant would be provided along the western, southern, and eastern sides of the main structure. The floor plan would allow easy access for the pedestrians from the truck parking and fueling area to access the showers and lounge area, and for the pedestrians using the Auto and RV Area to access the convenience store and restaurant without having to enter the Truck area. The entrance to the convenience store would be located in area that allows safe access by pedestrians from the Truck Area and the Auto and RV Area. No entry access to the facilities would be provided on the northern side of the building.

Parking

The project includes 10 RV parking spaces, 115 automobile parking spaces, and 221 truck parking spaces, totaling 346 on-site parking spaces.

Infrastructure and Utilities

Drainage

Stormwater in Dixon is discharged through the Dixon Drain, a 55-mile-long system of channels and ditches constructed to alleviate flooding on farmlands. The Dixon Drain is maintained by and operated by the Dixon Resource Conservation District (DRCD) and Reclamation District 2068. Existing storm drainage infrastructure is inadequate to handle current peak-flow conditions resulting in increased flooding in downstream areas. Due to the relatively flat topography and the lack of a well-defined drainage network, on-site ponding is a frequent condition during the storm season. The City of Dixon

has adopted and is in the process of implementing a Citywide drainage system. Each application for development pursuant to the NQSP will be required to submit a detailed drainage improvement plan demonstrating the capacity to retain all storm water in a 100-year event unless they have provided a master drainage plan.

Storm water runoff in the project area generally drains in an east and southeast direction, toward Pedrick Road. Runoff from 2,700 acres northwest of I-80 drains into a series of culverts under I-80 into a series of drainage channels and pipes throughout the NQSP area. The drainage channels convey flows across the NQSP area to two culverts that run under Pedrick Road. The two culverts are arch culverts; one is 36 inches by 22 inches and lacks capacity for 2-year storms, and the other is 22 inches by 18 inches and is filled with sediment. Flows that reach these points frequently overtop Pedrick Road and flow east as sheet flow over the fields between Pedrick Road and the Union Pacific Railroad. Existing runoff from the project site discharges into the Tremont 3 Drain. The DRCD drainage facilities are designed to handle discharge rates of approximately 0.017 cubic-feet per second (cfs) per acre of its service area; neither the project site nor any area north of I-80 was included in the Tremont 3 Drain service area. Current runoff rates from the project site and related agricultural properties are exceeding system capacity. In the event of a 100-year storm, the 2,700-acre agricultural area northwest of I-80 is currently expected to discharge drainage flows under the freeway and onto the NQSP area at a rate of approximately 269 cfs.

The project site is currently undeveloped and fallow. Development of the project would create a substantial amount of impervious surface and alter the existing on-site drainage pattern. The project drainage system proposes to maintain post-development runoff rates at the same level as pre-development rates. This would be achieved through the use of several storm drainpipes and landscaped buffer areas located throughout the developed portion of the site, which would convey runoff to the existing culverts under Pedrick Road. The proposed project may also include on-site detention basins to further reduce flow rates leaving the site, as well as off-site drainage collection, detention, and distribution measures.

Water

The City of Dixon is currently served by the Dixon-Solano Municipal Water Service (DSMWS) and the California Water Service Company. An existing 12-inch water main line is located south of the site at Vaughn Road. The DSMWS system would be extended as part the Dixon Downs project, with new water main lines installed to the north within Pedrick Road and Professional Drive. Moreover, two future wells would be drilled in the NQSP area as part of the City's Master Water Plan.

Prior to project implementation, a well, two tanks, and a booster facility would need to be constructed in the NQSP area to provide domestic water service. A second high-volume deep well facility also is planned for the area, and may need to be constructed prior to project implementation.

The project water system would include construction of a 12-inch water line within the Pedrick Road right-of-way, and a 12-inch water line within the future Professional Drive right-of-way. The project would also extend the water main lines so that they connect to the existing line on Vaughn Road if these lines are not constructed as part of the Dixon Downs project or some other project.

Waste Water

The project site is part of the North First Street Assessment District for sewer capacity, and is currently served by an existing trunk sewer line along Vaughn Road. The project public sewer system plan would install sewer lines within the Pedrick Road right-of-way and within the future Professional Drive right-of-way. The project would also construct off-site improvements to expand the sewer lines, if necessary, to connect to the existing trunk in Vaughn Road. A sewer lift station would be constructed in the western corner as part of the project.

Project Approvals:

Project entitlements include: design review; a conditional use permit to allow fast food services; and an amendment to the NQSP to reduce parking lot shade requirements, to increase freestanding sign heights and to increase square footage of a master sign

Other responsible and interested public agencies:

- California Department of Fish and Game;
- California Highway Patrol;
- Caltrans;
- Central Valley Regional Water Quality Control Board;
- Dixon Regional Watershed Joint Powers Authority;
- Dixon Resource Conservation District;
- Dixon-Solano Municipal Water Service;
- Reclamation District 2068;
- Solano County Health Department;
- Solano County;
- Solano Irrigation District; and
- Yolo-Solano Air Pollution Control District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

x	Aesthetics	x	Agricultural Resources
x	Air Quality	x	Biological Resources
	Cultural Resources		Geological Problems
x	Hazards	x	Hydrology and Water Quality
x	Land Use and Planning		Mineral Resources
x	Noise	x	Population and Housing
x	Public Services	x	Recreation
x	Transportation/Circulation	x	Utilities and Service Systems
x	Mandatory Findings of Significance		

DETERMINATION:

On the basis of this initial evaluation:

- _____ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- _____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the proposed proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- _____ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- _____ I find that although the proposed project could have a significant effect on the environment, but because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measure that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: October 20, 2005

Warren Salmons, City Manager for
David Dowswell, Community Development Director

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **No Impact.** The NQSP does not identify I-80 or Pedrick Road as a scenic highway or corridor. Furthermore, the project site and surrounding area is not identified as a scenic vista. The project site is relatively flat, with a two percent slope, and is currently vegetated with grass and wildflowers. Historically, the site was used for agriculture. No prominent visual resources exist on the site. Therefore, no impact would occur to scenic vista and resource with implementation of the proposed project.
- b) **Less than significant Impact.** Although the project site is within the viewshed of I-80, there are no scenic resources such as trees, rock outcroppings, or historic buildings on the project site. Therefore, impact to scenic resources would be less than significant and will not be discussed in the EIR.
- c) **Potentially Significant Impact.** The project would permanently alter the visual character of the project site by developing a Travel Plaza on a site that is currently undeveloped. Furthermore, the project has the potential to degrade the existing environment if the design and massing of the project are incompatible with surrounding land uses. This is considered a potentially significant impact and will be discussed in the EIR.
- d) **Potentially Significant Impact.** New sources of light and glare would be introduced as part of the project, including a building, signs, and parking lot lighting, all of which would be lit for nighttime activities. These new sources could affect day and nighttime views. This is considered a potentially significant impact and will be discussed in the EIR.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
2. AGRICULTURAL RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Potentially Significant Impact.** The NQSP identifies the soils on the site as Class I and II agricultural soils by the state's Farmland Mapping and Monitoring Program and the U.S. Natural Resources Conservation Service. Approximately 27 acres of agricultural land would be converted to non-agricultural use upon development of the project. This is considered a potentially significant impact and will be discussed in the EIR.
- b) **No Impact.** The project site is not under Williamson Act contract. The existing zoning for the site is HC. Therefore, there is no zoning conflict. Given this, potential conflicts with William Act contracts and lands zoned for agricultural would not be impacted by development of the project.
- c) **Potentially Significant Impact.** The project could adversely affect the productivity of nearby agricultural operations and could involve interrupted activities, access limitations due to increased traffic on agricultural roads, increased vandalism from urban populations, limitation of agricultural activities as a result of urban incompatibilities. Additionally, development of the project and other planned uses in the immediate project area could encourage the conversion of agricultural production to urban uses. This is considered a potentially significant impact and will be discussed in the EIR.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a-b) **Potentially Significant Impacts.** Construction activities associated with the project could result in emissions that exceed the Yolo/Solano Air Quality Management District (YSAQMD) thresholds. During grading activities, scrapers, bulldozers, graders, construction worker trips, material deliveries, and other earthmoving equipment, would produce organic compounds (ROG), nitrogen oxides (NO_x), carbon monoxide (CO) and particulate matter (PM₁₀). Operational emissions associated with automobile, RV, and diesel truck vehicle emissions, and transport refrigeration units, could result in emissions that exceed the YSAQMD thresholds. Additionally, emissions of diesel exhaust particulate matter from idling heavy-duty trucks and transport refrigeration units could result in potential health impacts. This is considered a potentially significant impact and will be discussed in the EIR. The EIR will also incorporate the results of a health risk assessment that will be prepared for the project.
- c) **Potentially Significant Impacts.** See (a–b) above, the project will be cumulatively considered with the traffic from future development in the area.
- d) **Less than significant Impact.** Sensitive receptors for air emissions are typically considered to include residential neighborhoods, hospitals and other facilities where people with compromised health would gather, retirement facilities and other locations where the elderly are concentrated, and schools and childcare facilities where children are concentrated. There

are no sensitive receptors near the project site; and thus, no impact to sensitive receptors would occur as a result of project development.

- e) **Less than significant Impact.** Industries and/or facilities that are likely to omit objectionable odors include wastewater treatment plants, landfills, composting facilities, petroleum refineries, chemical and fiberglass manufacturers, etc. No industrial uses or other types of land uses involving regular atmospheric emissions of odorous substances are proposed as part of the project. The primary odors associated with the project would be generated by construction equipment. Odors that could occur following project completion would be typical of a gas station/restaurant type of uses. These uses would not omit odors that are considered objectionable, and thus the project would result in less than significant impacts related to this topic.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
4. BIOLOGICAL RESOURCES – Would the project:				
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Potentially Significant Impact.** The project site provides suitable foraging habitat for the state-listed Threatened Swainson's hawk (*Buteo swainsoni*). Based on the California Natural Diversity Data Base (CNDDB), numerous Swainson's hawk nests are known to occur in the project area. The California Department of Fish and Game (CDFG) has developed policies to

protect suitable Swainson's hawk foraging habitat within a 10-mile radius of an active nest (i.e., a nest used during one or more of the last 5 years). The loss of foraging habitat resulting from the proposed project could have an adverse effect on the nesting success of this species in nearby areas. Additionally, the project site provides some suitable nesting habitat for burrowing owl (*Athene cunicularia*), as well as foraging habitat for other special-status bird species. This is considered a potentially significant impact and will be discussed in the EIR.

- b) **No Impact.** There is no riparian habitat or other sensitive plant communities on the project site. Therefore, no impact to riparian habitat would occur with project development.
- c) **Potentially Significant Impact.** No wetlands occur within the project boundaries. However, a drainage ditch is located north of the project site and project-related activities would result in fill of this drainage ditch. Therefore, this is considered a potentially significant impact and will be discussed in the EIR.
- d) **Less Than Significant Impact.** The project site is adjacent to I-80, lacks vegetative cover, and has been used for agricultural purposes. Although wildlife may use the site for local movement, the project site is not known to be part of a wildlife movement corridor. Additionally, the NQSP EIR does not identify a wildlife corridor within the Specific Plan area. Therefore, the project would have less than significant impacts to any known wildlife corridor within the project area.
- e) **Potentially Significant Impact.** The project could conflict with a local policy or ordinance protecting biological resources. Therefore, project consistency with relevant policies will be addressed in the EIR.
- f) **No Impact.** No Habitat Conservation Plans or Natural Community Conservations Plans have been adopted that encompass the project area. Therefore, no impact to any known conservation plans would occur with project development.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–d) **Less Than Significant.** According to a recent literature review and the NQSP EIR, there is no evidence of any intact archaeological, historical, or paleontological deposits on the project site. As a condition of approval, the project will be required to comply with the following policies.

- (1) Conduct archaeological monitoring during the earth-moving or soil disturbing activities to observe, assess, record and recover any important prehistoric features or human remains uncovered.
- (2) Provide a qualified, professional archaeological monitor on site during removal of the existing built environment, during all initial exposure of native soil, and during deep utility trenching.
- (3) Implement a standard archaeological monitoring agreement that provides sufficient notification time (at least 48 hours), prior to excavations that need to be monitored; allows the monitor the recognized authority to halt construction work in the event of any discoveries to identify, record, evaluate, and recover as necessary any cultural resources encountered; provides for a monitoring closure report to be written and filed with the California Archaeological Inventory and relevant agencies; and provides for the analysis, cataloging, reporting, and curation of any cultural resources recovered during project construction.
- (4) In accordance with *California Environmental Quality Act (CEQA) Guidelines* §15064.5(e)(1)(A)(B), in the event of the discovery or recognition of any human remains on the project site during development, the following steps shall be taken:

There shall be no further excavation or disturbance of the site or any area reasonably suspected to overlie adjacent human remains until:

- The coroner of the County in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and,
- If the coroner determines the remains to be Native American:
 - The coroner shall contact the Native American Heritage Commission within 24 hours.
 - The Native American Heritage Commission shall identify the person or persons it believes to be most likely descended from the deceased Native American.
 - The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section § 5097.98

To further elaborate, the NQSP EIR identifies mitigation measures specific to this topic that would apply to the project since the NQSP EIR remains relevant to the proposed project. This Initial Study and the EIR that will be prepared for the project will incorporate the NQSP EIR by reference and the City of Dixon would incorporate existing mitigation measures into the proposed project's findings and evidence. The mitigations will be incorporated into the project, which will reduce impacts to a less than significant level.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
6. GEOLOGICAL PROBLEMS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a)

- i-iv) **Less than significant Impact.** According to the NQSP EIR, the City of Dixon is located in a region prone to seismic occurrences generally associated with the San Andreas fault system located approximately 60 miles to the west. Other faults in the project area include the Midland Fault zone, which traverses the area between I-80 and the intersection of West A Street and Pitt School Road, an unnamed fault approximately 11 miles north of Dixon, and the

Cordelia Fault, located approximately 20 miles southwest of the City. No known fault lines fall within the NQSP area, including the project site.

Other than the 6.5 Vacaville-Dixon earthquake in 1892, there has been minimal seismic activity in the Dixon area. Nevertheless, as with all cities in California, the City of Dixon is susceptible to some seismic groundshaking. Because of the presence of deep layers of alluvial sediments underlying the specific plan area, intense ground shaking and liquefaction could accompany a seismic event.

New structures must be designed by law to Uniform Building Code (UBC) standards to substantially reduce seismic risk associated with liquefaction and ground failure. These standards include mitigation of liquefiable deposits beneath structures or designing the structures for the anticipated settlement resulting from liquefaction. Additionally, prior to the issuance of a building permit and construction, the City of Dixon Engineering Department will review grading plans and project civil engineering plans to determine whether the project complies with City standards. The project will be required to comply with the most current UBC standards, which would minimize any impact to a less than significant level.

- b-d) **Less than significant Impact.** Due to varying soil types, a variety of building constraints associated with unstable soil conditions such as expansive soils, areas prone to liquefaction and ground subsidence may be present.

Compliance with state and local regulations and policies governing development in areas having unstable soils, including, but not limited to, Chapter 18 of the UBC, the California Building Code (CBC) as defined in Title 24 of the California Code of Regulations (CCR), would ensure that the effects of unstable soils would be addressed through building design and construction techniques. Additionally, implementation of the above-mentioned policies would ensure that building foundations and structural systems are designed to accommodate the underlying geologic and soils conditions. The project will be required to comply with the policies and UBC regulations, which will reduce impacts to a less than significant level.

- e) **No Impact.** The land uses associated with the project would be connected to the City of Dixon wastewater treatment system. Moreover, a septic tank or alternative wastewater disposal system is not planned as part of the project.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
7. HAZARDS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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) For a project within the vicinity of a private airstrip, 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"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) 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"/>

DISCUSSION

- a-b) **Potentially Significant Impact.** Operation of the project will routinely involve the use and transportation of diesel and gasoline fuel. It is reasonably foreseeable that these operations could experience accidental conditions that could release these materials into the environment. Additionally, it is likely that hazardous materials are transported on adjacent roadways, particularly I-80. Although not common, there is a potential for accidental explosions or release of hazardous materials to occur. Development of the site would introduce the public to this potential hazard. These are considered potentially significant and will be evaluated in the EIR.

The project area, including the project site, has historically been used for the cultivation of crops and other agricultural production. Given this, there is a potential for historical use of various agricultural related pesticides and herbicides in the area. This poses a potential hazard for construction workers during ground disturbing activities. Therefore, this is considered a significant impact and will be discussed in the EIR. To further elaborate, the NQSP EIR identifies mitigation measures specific to this topic that would apply to the project since the NQSP EIR remains relevant to the proposed project. The EIR will incorporate the NQSP EIR by reference and the City of Dixon would incorporate existing mitigation measures into the proposed project's findings and evidence.

- c) **No Impact.** The project site is not located within one-quarter mile of a school. The nearest school is located more than one mile south of the project site. Therefore, no impact would occur, and no further discussion of this issue is required.
- d) **No Impact.** A review of the California Department of Substance Control Hazardous Waste and Substances Site List (a.k.a., Cortese List) indicates the project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur related to this topic.
- e-f) **No Impact.** Based on a review of various maps, the project site is located approximately four miles southwest of the University Airport, on the UC Davis campus south of Russell Road. No other airport or airfields are indicated to exist in the area. Therefore, no impact would occur related to this topic, and no further discussion of this issue is required.
- g) **Potentially Significant Impact.** The project does not inherently impair or interfere with emergency response or evacuation plans, but operation of the project may require re-evaluation of the current plans. This is considered potentially significant and will be evaluated in the EIR.
- h) **No Impact.** The Dixon General Plan and NQSP does not identify the site or surrounding area as a high fire risk area. Furthermore, the project area consists primarily of undeveloped agricultural lands. Given this, fire is not expected to be a significant issue as the project site and nearby lands are cultivated throughout the year and are absent of any grasses, stands of trees and other vegetative material that is considered fuel igniting elements. Therefore, no impact would occur related to this topic, and no further discussion of this issue is required.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
8. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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, in a manner that would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a,f) **Potentially Significant Impact.** Project construction activities including grading, excavation, and trenching could expose soil to increased rates of erosion and inadvertent releases of petroleum-based fluids used in heavy equipment and/or heavy metals, which could result in increased deposition of sediments, potentially degrading receiving water quality. Operation of the project could increase the rate and amount of surface runoff over that which currently exists. Runoff could contain oil, grease, heavy metals from vehicles, and pesticides and herbicides from landscape maintenance. If not properly managed, constituents carried in runoff could adversely affect receiving water quality. This is considered a potentially significant impact and will be discussed in the EIR.
- b) **Potentially Significant Impact.** According to the NQSP EIR, the depth to groundwater in the area is estimated to be 20 to 40 feet. Based on a site visit by Impact Sciences staff, groundwater was not observed at surface levels within the project site. Development of the project would result in increases in impervious surface on the project site. However, this transition would not result in the loss of groundwater recharge potential since the project would use potable water provided by the local water purveyor, Dixon-Solano Municipal Water System and the project site is not designated by the Dixon General Plan or NQSP as a groundwater recharge area. However, the proposed project includes land uses that have the potential to consume high volumes of water, for example, the restaurant and shower facilities. Therefore the project would have significant impact on water supply. This is considered a potentially significant impact and will be discussed in the EIR.
- c-e) **Potentially Significant Impact.** Development of the project would increase the amount of impervious surface and increase the amount of surface runoff, which could alter the existing drainage pattern, increase erosion and flooding on and off the site, as well as exceed the capacity of existing storm water drainage systems in the project area. This is considered a significant impact and will be discussed in the EIR.
- g-i) **No Impact.** The project does not include the construction of any residential units. Furthermore, as indicated in the 1995 NQSP EIR, the project site is not in the 100-year floodplain. Therefore, no impact related to this issue would occur and no further discussion of this topic is required.
- j) **No Impact.** Solano County, including the project site, is not subject to risk associated with seiche, tsunami, and volcanic hazards because of the absence of large bodies of water where seiches and tsunamis occur and because of the lack of volcanic activity in the region. Therefore, no impact would occur and no further discussion of this issue is required.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
9. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **No Impact.** Construction of the project would not divide or disrupt the physical arrangement of an established community because there are no established residential neighborhoods or business districts located within or around the project site. Therefore, no impact would occur, and further discussion of this issue is not required.
- b) **Potentially Significant Impact.** The project requires a design review; a conditional use permit to allow fast food services; and an amendment to the NQSP to reduce parking lot shade requirements, increase freestanding sign heights, and increase square footage of a master sign program. The EIR will evaluate project consistency with the General Plan and the NQSP, as well as other applicable policies, ordinances, and regulations.
- c) **No Impact.** Based on the NQSP EIR, the project site is not within an area that is subject to an established habitat conservation plan or natural communities conservation plan. Therefore, no impact would occur and further discussion of this topic is not required.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
10. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?	<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"/>

DISCUSSION

- a-b) **No Impact.** The Dixon General Plan and the NQSP EIR indicate that the project site is not located in a mineral resource zone. Therefore, no impact would occur, and no further discussion of this topic is required.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
11. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

DISCUSSION

- a–c) **Potentially Significant Impact.** The project site is adjacent to I-80 and Pedrick Road, the two primary noise sources in the project area. According to the NQSP, the project site is in an area where noise levels measure greater than 60 decibels as measured on an A-weighted scale(dB(A)) day/night average noise level (DNL). An increase in traffic volume on the local roadways would permanently increase the existing ambient noise environment. Implementation of the Flying J Travel Plaza would not introduce a substantial number of diesel trucks into the project area since trucks already traveling the I-80 route would use the Travel Plaza. However, the volume of trucks using the on and off ramps at the Pedrick Road/I-80 interchange would increase, as well as the volume of trucks using Pedrick Road. Additionally, trucks idling onsite would increase existing ambient noise conditions. However, no sensitive receptors¹ are located near the project site. The closest receptors are several residences on the west side of I-80,

¹ As previously mentioned, sensitive receptors generally include residential neighborhoods, hospitals, retirement facilities, schools, and childcare centers.

approximately 0.5 mile away. Furthermore, stationary point sources attenuate approximately 6.0 to 7.5 dB(A) per doubling distance from the source. Because the closest sensitive receptor is 0.5 mile from the project site, increased noise from trucks idling would attenuate to acceptable standards before reaching the receptor. However, in combination with planned development in the project area, noise sources generated by the project may cumulatively contribute to noise impacts in the area. This is considered a potentially significant impact and will be discussed in the EIR.

- d) **Potentially Significant Impact.** The development of the project would result in a variety of construction noise during the site clearing, grading, site improvement and building construction phases. Noise levels would vary with the type, number, and location of equipment involved, and with the distance between the noise source and the noise receptors. This is considered a potentially significant impact and will be evaluated in the EIR.
- e) **No Impact.** The northernmost portion of the project site is located approximately four miles from the University Airport in the Davis area and is outside of significant aircraft noise contours identified in the General Plan. Therefore, no impact would occur, and no further discussion of this topic is required.
- f) **No Impact.** Based on a review of the Dixon General Plan, the NQSP EIR, maps of the local area, and knowledge of the local area; the project site is not in the vicinity of a private airstrip. Therefore, no impact would occur, and no further discussion of this topic is required.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
12. POPULATION & HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Potentially Significant Impact.** The creation of approximately 89 new employment opportunities could indirectly induce population growth in the area. Employment opportunities could generate the need for new housing, which in turn create opportunities for families to locate near their jobs. Construction of the project would extend existing utility services, including water and wastewater infrastructure to the site, and improve local roads to facilitate access to the project. The improvements to local roads and infrastructure could also indirectly induce growth in the project area. These are considered significant impacts and will be discussed in the EIR.
- b–c) **No Impact.** No residential uses currently exist on the project site the project is currently vacant and has historically been used for row crops. Therefore, development of the site would not result in the displacement of existing housing or people.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
13. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a)

- i-iv) **Potentially Significant Impact.** Businesses at the Flying J Travel Plaza would employ over 89 employees and service a high volume of customers in an area that is currently vacant. The creation of jobs could attract new residents to the area. Additionally, the proposed project would increase traffic congestion at the intersection of I-80 and Pedrick Road. The new businesses and their customers would generate an increased demand for public services, including police, fire, schools, and parks serving the area and could impact the provision of those services. This is considered a potentially significant impact and will be evaluated in the EIR.
- v) **No Impact.** No other public facilities are known to be impacted by the project other than those already discussed in this Notice of Preparation (NOP)/Initial Study.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
14. RECREATION – Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a-b) **No Impact.** The proposed project would not directly generate residential population, and thus would not directly increase demand for the existing recreational facilities in the area. Therefore, there would be no impact to recreational facilities as a result of project implementation. The project does not include recreational facilities and would not require the construction of recreational facilities. People and vehicles will visit the facility and then continue traveling.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
15. TRANSPORTATION/CIRCULATION – Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a-b) **Potentially Significant Impact** The Dixon General Plan and the NQSP establish a level of service (LOS) C or better as an acceptable level of service for all roadways within the City. It is anticipated that development of the project would substantially increase the number of vehicles on roads near the project site, particularly the I-80/Pedrick Road freeway ramps. Additionally, it is anticipated that the project would exceed the acceptable LOS C established by the General Plan and NQSP and level of service standards established by the Solano Transportation Authority at the intersection of I-80 and Pedrick Road. These are considered potentially significant impacts and will be evaluated in the EIR.
- c) **No Impact.** The northern boundary of the project site is approximately four miles south of the nearest airport (Davis Airport), and the project does not include activities or structures that

could hinder aviation activity. Therefore, no impact would occur, and no further discussion of this topic is required.

- d) **Potentially Significant Impact.** All circulation improvements planned as part of the project must comply with the City's street design standards, and County and state standards if applicable. These standards were developed to minimize hazards by providing adequate sight distance, safe stopping distances, adequate land widths, and spacing for the volumes and speeds of usage, etc. The project includes improvements to Pedrick Road and the construction of a new public roadway, Professional Drive, which could increase hazards. This would be considered a potentially significant impact and will be evaluated in the EIR. The EIR will evaluate the project's design and potential safety impacts associated with truck turning movements and other circulation improvements.
- e) **Potentially Significant Impact.** The project site plan provides two access areas for the site, but does not designate an emergency access route. It is possible that the circulation plan may not provide adequate emergency access, and the site plan will need to be reviewed by the fire and police departments regarding emergency access adequacy. Therefore, this is considered a potentially significant impact and will be discussed in the EIR.
- f) **Potentially Significant Impact.** The total number of proposed parking spaces is 346, which may be inadequate parking capacity under the City parking requirements. The EIR will evaluate off-street parking and loading elements to determine consistency with City standards and potential impacts.
- g) **Potentially Significant Impact.** The EIR will evaluate the project to assure that alternative modes of transportation are accommodated in a safe and practical manner and determining whether there are potential conflicts with adopted policies and plans.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
16. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–b, e) **Potentially Significant Impact.** The project public sewer system plan includes the installation of sewer lines within the Pedrick Road right-of-way and within the future Professional Drive right-of-way. The project plans also indicate that off-site improvements to further expand the sewer lines would be constructed, if necessary, to connect to the existing trunk in Vaughn Road. A sewer lift station may be constructed in the western corner as part of the project. The land uses associated with the project would generate a substantial amount of wastewater, particularly related to the shower facilities, restaurant use, and RV waste disposal stations. Additionally, the land uses proposed as part of the project may require special treatment methods or

otherwise conflict with any wastewater treatment requirements established for the City's sewer system. These are considered potentially significant impacts and will be evaluated in the EIR.

- c) **Potentially Significant Impact.** Development of the project site will result in a substantial increase in runoff, due to the conversion of undeveloped land to developed land containing extensive impervious surface coverage. New drainage infrastructure is needed to accommodate the increased amount of surface water runoff created by the new impervious surfaces and any alteration of the existing drainage pattern. This is considered a potentially significant impact and will be evaluated in the EIR.
- d) **Potentially Significant Impact.** Implementation of the project would result in intensification of water usage in the project area compared to existing conditions. The demand for water could impact water supplies available from existing entitlements and resources. This is considered a potentially significant impact and will be evaluated in the EIR.
- f-g) **Potentially Significant Impact.** Operation of the project would generate solid waste and may impact current or future landfill capacity. This is considered a potentially significant impact and will be evaluated in the EIR.

	Potentially Significant New or Increased Impact	Potentially Significant Unless Mitigation Incorporated	New or Increased Impact Less Than Significant	No New or Increased Impact
17. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Potentially Significant Impact.** Implementation of the project has the potential to impact biological resources. As noted in the checklist responses, the EIR will analyze and determine whether the project would substantially degrade the quality of the environment, with respect to air quality, biological resources, land and water resources, and sensitive receptors living in the area.
- b) **Potentially Significant Impact.** The project has the potential to contribute to cumulative impacts associated with the environmental topics identified as potentially significant in this Initial Study. The EIR will identify approved and pending projects (foreseeable project) in the vicinity, as well as planned improvements, to examine the combined effects of the project together with the effect of future project.
- c) **Potentially Significant Impact.** The project has the potential to directly and/or indirectly impact human beings as identified throughout this Initial Study with respect to those environmental topics determined to be potentially significant. The project has the potential to degrade air and water quality, increase traffic in the area, and increase demands for public services and utilities. These are considered potentially significant impacts and will be further discussed in the EIR.

SOURCES OF INFORMATION USED IN PREPARING INITIAL STUDY

City of Dixon Zoning Ordinance (2005)
City of Dixon Northeast Quadrant Specific Plan (1995)
City of Dixon General Plan (1993)
Dixon Downs Initial Study (2003)
Flying J Travel Plaza Application (2005)

Notice of Preparation

NOTICE OF PREPARATION

To: _____

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

Lead Agency:

Agency Name: City of Dixon
Street Address: 600 East A Street
City/State/Zip: Dixon, CA 95602
Contact: Warren Salmons

Consulting Firm (if applicable):

Firm Name: Impact Sciences, Inc.
Street Address: 2101 Webster Street, Ste. 1825
City/State/Zip: Oakland, CA 94612
Contact: Audrey Darnell

City of Dixon will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is/is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice.

Please send your response to Warren Salmons at the address shown above. We will need the name for a contact person in your **agency**.

Project Title: Flying J Travel Plaza

Project Location: Dixon, CA Solano
City (nearest) County

Project Description (brief):

The project would develop approximately 23 acres of the 60-acre project site with a 17,638 square-foot travel plaza that includes a 24-hour convenient store, restaurant, fast food court, driver lounge, laundry and shower facilities, as well as fueling services for diesel and gasoline vehicles. The development would be located on the parcel adjacent to I-80, on the west side of Pedrick Road. The applicant has indicated that a hotel may be built within the 23-acre development at some future time. No development of the remaining 33 acres within the project site is proposed at this time.

Date: _____

Signature: _____

Title: _____

Telephone: () _____

NOP Scoping Letters

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

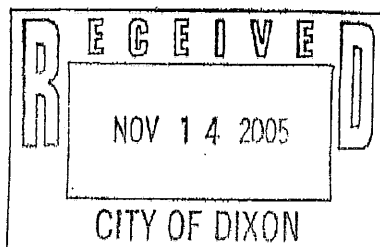
ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



Flex your power!
Be energy efficient!



(C)

November 9, 2005

SOL080248
SOL-80-39.742
SCH1999082090

Mr. David Dowswell
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Dear Mr. Dowswell:

Flying J Travel Plaza - Notice of Preparation/Final Initial Study

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. The comments presented below are based on the Notice of Preparation for the Flying J Travel Plaza Draft Environmental Impact Report. As lead agency, the City of Dixon is responsible for all project mitigation, including improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Any required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's concerns prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

The Department is primarily concerned with impacts to the State Highway system. Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to Interstates 80, with and without the proposed Flying J Travel Plaza traffic. The TIA should include, but is not limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

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Mr. David Dowswell
November 9, 2005
Page 2

2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the City of Dixon to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Caltrans' "Guide for the Preparation of Traffic Impact Studies" at the following website for more information:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We look forward to reviewing the TIA, including Technical Appendices, and Draft Environmental Impact Report for this project. Please send two copies to:

Lisa Carboni
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

Even if the Flying J Travel Plaza is outside of the State ROW, we will still need to determine if there are plans for any cut/fill slopes that might impact the State ROW.

Please ensure that the Solano Transportation Authority also reviews the DEIR for the Flying J Travel Plaza project.

Mr. David Dowsell
November 9, 2005
Page 3

Should you require further information or have any questions regarding this letter, please call Lisa Carboni of my staff at (510) 622-5491.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

Enclosure

c: Scott Morgan (State Clearinghouse)



McDonough Holland & Allen PC
Attorneys at Law

Steven P. Rudolph
Of Counsel

Sacramento Office
916.444.3900 tel
916.444.8334 fax
srudolph@mhalaw.com

November 28, 2005

BY FACSIMILE AND OVERNIGHT MAIL

Warren Salmons
City Manager
City of Dixon
600 East A Street
Dixon, CA 95620

**Re: Flying J Travel Plaza
Response to Notice of Preparation of Draft Environmental Impact Report**

Dear Mr. Salmons:

The purpose of this letter is to provide comments on the scope of the Environmental Impact Report (EIR) that will be prepared for the City of Dixon in connection with the proposed Flying J Travel Plaza at the southwest corner of Interstate 80 and Pedrick Road.

This firm represents Campbell Soup Supply Company, LLC (Campbell), the owners and operators of a tomato processing facility on Pedrick Road, and in close proximity to the site proposed for the Flying J Travel Plaza project. Campbell has owned and operated this facility since 1976, during which time they have employed hundreds of Dixon area residents, purchased tomatoes from area growers, and supplies from area vendors. Campbell estimates that this facility contributes more than Thirty-Five Million Dollars (\$35,000,000) to the area economy each year, and we wish to insure that the proposed construction and operation of businesses in the Northeast Quadrant Specific Plan (NQSP) area, including this project, does not negatively impact the operations of this facility.

The primary concerns generated by the Flying J Travel Plaza project are traffic, drainage, water supply and water quality.

Increased traffic is a major issue. Campbell is concerned that the cumulative effects of this project, the proposed Dixon Downs project and other development in the area will interfere with traffic entering and leaving the plant, which during the processing season amounts to approximately 600 tractor-trailers a day arriving and departing at all hours. Most critical is the efficient flow of tomatoes into the Campbell facility during processing (July into October), and the primary route for this highly perishable

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McDonough Holland & Allen PC
Attorneys at Law

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November 28, 2005
Page 2

crop is Pedrick Road from the Interstate 80 interchange to the facility entrance. The Final Initial Study for the Flying J Travel Plaza (Initial Study) dated October of 2005, indicates that this project will substantially increase the number of vehicles on roads near the project site, particularly the Interstate 80/Pedrick Road freeway interchange, and that the level of service standards will be below those established by the Solano Transportation Authority and the Dixon General Plan. This deterioration in traffic flow is unacceptable. Reduction in the level of service of the Interstate 80/Pedrick Road interchange, Pedrick Road between the interchange and the facility entrance, service on I-80 and on nearby roads will adversely affect Campbell's operation. The intersection, interstate and roadway improvements necessary to maintain existing levels of service needs to be part of the mitigation requirements for this project and these should be coordinated with other development in the Northwest East Quadrant Specific Plan. Furthermore, it is important that funding sources be identified for these improvements along with the schedule for constructing the improvements.

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The Initial Study for this project states that Pedrick Road is to be widened to accommodate development at this site. While the widening of this roadway is a favorable outcome, Campbell is concerned that this construction occur in a time and manner that does not impede the free flow of truck traffic from the Interstate 80/Pedrick Road interchange, especially during the summer months.

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Localized flooding is also a major concern. The property owned by Campbell has a history of flooding during heavy rains. Surface runoff from properties to the north and east of the Campbell facility flow into a series of channels that lack adequate capacity for existing conditions. Drainage flows periodically overtop Pedrick Road and adjacent channels causing flooding of the Campbell property. The Initial Study acknowledges that the existing drainage infrastructure in the vicinity of the project is inadequate to handle current peak-flow conditions and results in increased flooding downstream.

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Campbell is concerned that the cumulative effects of this project, the proposed Dixon Downs project and other development in the area will exacerbate current drainage problems. This project will create a substantial amount of impervious surface area and will alter the existing drainage patterns. Project conditions that call for no net increase in the amount or rate of runoff, without specifying the drainage improvements, do not offer adequate mitigation. Specific drainage flow data and drainage facility mitigation measures should be developed as part of the EIR process. The drainage infrastructure, the timing of construction and the source of funds all need to be identified before this project and others are developed, so that the increased surface runoff from the extensive impervious surface area is properly addressed.

DRAINAGE
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McDonough Holland & Allen PC
Attorneys at Law

Warren Salmons
November 28, 2005
Page 3

Water supply and water quality are two additional factors that are critical to the operation of Campbell's Dixon facility. Campbell has three wells on site that are all needed to maintain the full production capacity of this plant. The Initial Study indicates that two additional wells are to be drilled in the NQSP area as part of the City's Master Water Plan, one of which is described as a "high-volume deep well facility." This project includes uses that require a high volume of water such as restaurants, showers and vehicle washing. The Initial Study refers to "an intensification of water usage in the project area." The Dixon Downs project contains other water-intensive uses. Campbell is concerned that the cumulative effects of this project, the proposed Dixon Downs project and other development in the area will negatively impact ground water supply to its facility. The EIR should thoroughly evaluate the current condition of the groundwater aquifer in this area, the current depth of the groundwater supply, projected cumulative growth in water usage, and the long-term impacts on existing wells.

WATER
SUPPLY
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From a water quality perspective, runoff from the project site, both during construction and after the commencement of operation, may contain oil, grease and other petroleum-based products associated with vehicles. If not properly mitigated, these fluids could be carried in runoff from the site and degrade the quality of receiving waters, and ultimately the groundwater aquifers. The EIR should insure that all runoff entering the project site, as well as runoff originating on the site, is properly treated before flowing into streams and channels.

WATER
QUALITY
A8

In summary, the Flying J Travel Plaza may adversely affect the productivity of Campbell's Dixon facility through the environmental factors discussed above. Campbell is depending upon the City to protect the investments and operations of existing businesses within its sphere of influence, as it evaluates the impacts of new development. Thank you for the opportunity to provide these comments, and if you have any questions, please contact me.

Very truly yours,

Steven P. Rudolph

SPR:km

cc: Impact Sciences, Inc.
2101 Webster Street, Suite 1825
Oakland, CA 94612



McDonough Holland & Allen PC
Attorneys at Law

Warren Salmons
November 28, 2005
Page 4

David Dowswell
Community Development Director
City of Dixon
600 East A Street
Dixon, CA 95620

Honorable Michael Reagan
Supervisor, District 5
County of Solano
675 Texas Street
Fairfield, CA 94533-6342

Dayle Rosenzweig
Manager - Real Estate Operations
Campbell Soup Company, LLC
World Headquarters
One Campbell Place, MS 216
Camden, NJ 08103



(E)

November 29, 2005

Steven P. Rudolph, Esq.
McDonough Holland & Allen PC
555 Capital Mall 9th Floor
Sacramento, California 95814

**RE: Comment Letter Regarding Proposed Dixon Downs and Flying J Travel Plaza Projects
Impacts to the Existing Campbell Soup Company, LLC Canning Facility**

Dear Steve:

Omni-Means appreciates the opportunity to provide comments on the Dixon Downs Draft Environmental Impact Report ("DEIR") and the Flying J Travel Plaza Final Initial Study in respect to the existing canning facility owned by Campbell Soup Company, LLC ("Campbell") and located on the east side of Pedrick Road just north of the Union Pacific railroad tracks.

Comments on the Dixon Downs DEIR:

1. Over ninety (90) percent of the proposed project traffic will impact Interstate 80 and sixty (60) percent will impact the I-80/Pedrick Road interchange, and have significant impacts during both weekday and weekend peak hours of operation. The interstate freeway and this interchange provide the primary truck access routes for the existing Campbell canning facility located on Pedrick Road and are of critical importance in maintaining timely and orderly truck deliveries (both entry and exit to the facility) of locally and regionally grown produce to the plant. Therefore any impacts to the interstate or this interchange will also impact the delivery of produce to the plant.
2. Interstate 80 and the I-80/Pedrick Road interchange are State facilities and are owned and maintained by Caltrans. Any improvements to these facilities must be approved by the local Caltrans district. Improvements over one million dollars would require completion of a PSR/PR document. Completion and approval of this document is a prerequisite to preparation and approval of any design plans (PS&E), and may require two or more years for completion and approval by Caltrans. In order to maintain acceptable critical peak hour traffic flows on I-80 and at the interchange, the improvements identified in Mitigation Measure 4.10-1 (a), 4.10-1(b) and 4.10-2 (a) must be completed prior to completion of Phase 1 of the project. Similarly, the improvements identified in Mitigation Measure 4.10-1 (c), 4.10-2 (b), and 4.10-3 (b) must be completed prior to completion of Phase 1 and 2 of the project. To accomplish this, the freeway mainline and interchange PSR/PR and PS&E documents must be completed and approved by Caltrans prior to start of construction.
3. Development thresholds and mitigation monitoring must be established and incorporated into all mitigation measures to ensure that acceptable peak hour traffic operations are maintained throughout construction and operation of the Dixon Downs project. These thresholds should be

Steve P. Rudolph
November 29, 2005

directly related to PM peak hour and weekend peak hour trip generation thresholds. The following paragraph must be added to these mitigation measures to ensure the timing of interchange improvements:

Additional Text for Mitigation Measure 4.10-1 (a), 4.10-1 (b), 4.10-2 (a):

"The transportation improvements listed in this mitigation measure shall be fully constructed prior to any Phase 1 - Tier 1 event."

Additional Text for Mitigation Measure 4.10-1 (c), 4.10-2 (b), 4.10-3 (b):

"The transportation improvements listed in this mitigation measure shall be fully constructed prior to completion of any on-site facilities that will generate more than xxx trips during either a weekday or Sunday peak hour."

Additional capacity analysis is required to determine the peak hour vehicle thresholds associated with each mitigation measure. These calculations should be performed and the appropriate threshold volumes incorporated into the mitigation language stated above.

4. During construction of the I-80/Pedrick Road interchange improvements associated with Mitigation Measure 4.10-1(c), traffic management plans shall be required to handle peak hour traffic volumes associated with both weekday and Sunday event activities. A mitigation measure should be added to the EIR to require any off-site transportation improvement to include traffic management plans specifically designed to handle the high peak hour event traffic associated with this project.
5. While the majority of vehicular traffic is expected to access the proposed project via Dixon Downs Parkway, additional traffic is also anticipated on Pedrick Road between Vaughn Road and Dixon Downs Parkway. This traffic will result in increased vehicular and truck delays for vehicles entering and exiting the Campbell canning facility. To mitigate these impacts the project should be required to extend the center left-turn lane proposed at the southern project access driveway on Pedrick Road (Figure 4.10-8) to the northern property boundary of the processing plant. The left-turn lane should be stripped as a two-way left-turn lane to provide a refuge area for canning facility trucks.

Comments on the Flying J Travel Plaza Final Initial Study:

1. The majority of the traffic generated by the proposed project will impact the I-80/Pedrick Road interchange, and have significant impacts during both weekday and weekend peak hours of operation. This interchange is the primary truck access for the existing Campbell canning facility and is of critical importance in maintaining timely truck deliveries of locally and regionally grown produce to the plant. Therefore any impacts to this interchange will also impact the delivery of produce to the canning facility.
2. The I-80/Pedrick Road interchange is a State facility and is owned and maintained by Caltrans. Any improvements to this interchange must be approved by the local Caltrans district. Interchange improvements over one million dollars would require completion of a PSR/PR document. Completion and approval of this document is a prerequisite to preparation and approval of any interchange design plans (PS&E). In order to maintain acceptable critical peak hour traffic flows at this interchange, any improvements identified at this interchange as a mitigation measure for the proposed project must be completed prior to completion of the

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Steve P. Rudolph
November 29, 2005

Page 3

proposed project. To accomplish this, the interchange PSR/PR and PS&E documents must be completed and approved by Caltrans prior to start of construction.

Development thresholds and mitigation monitoring must be established and incorporated into all mitigation measures to ensure that acceptable peak hour traffic operations are maintained throughout construction and operation of the proposed project. These thresholds should be directly related to PM peak hour and weekend peak hour trip generation thresholds.

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If additional clarification is required, we will provide additional material upon your request.

Sincerely,

OMNI-MEANS, Ltd.
Engineers & Planners



Paul Miller
Associate/Project Manager

PJM/pjm



078v1 05233/0006



Alan C. Lloyd, Ph.D.
Agency Secretary

California Regional Water Quality Control Board

Central Valley Region

Robert Schneider, Chair

Sacramento Main Office
11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
Phone (916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>



Arnold
Schwarzenegger
Governor

10 November 2005

David Dowswell
City of Dixon
600 East A Street
Dixon, CA 95620

***PROPOSED PROJECT REVIEW, CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),
NOTICE OF PREPARATION FOR THE FLYING J TRAVEL PLAZA, STATE CLEARINGHOUSE
#1999082090, DIXON, SOLANO COUNTY***

As a Responsible Agency, as defined by CEQA, we have reviewed the Notice of Preparation for the Flying J Travel Plaza. Based on our review, we have the following comments regarding the proposed project.

Construction Storm Water

A NPDES General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000002, Order No. 99-08-DWQ is required when a site involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of one acre or more of total land area. Construction activity that involves soil disturbances on construction sites of less than one acres and is part of a larger common plan of development or sale, also requires permit coverage. Coverage under the General Permit must be obtained prior to construction. More information may be found at <http://www.swrcb.ca.gov/stormwtr/construction.html>

Post-Construction Storm Water Management

Manage storm water to retain the natural flow regime and water quality, including not altering baseline flows in receiving waters, not allowing untreated discharges to occur into existing aquatic resources, not using aquatic resources for detention or transport of flows above current hydrology, duration, and frequency. All storm water flows generated on-site during and after construction and entering surface waters should be pre-treated to reduce oil, sediment, and other contaminants. The local municipality where the proposed project is located may now require post construction storm water Best Management Practices (BMPs) pursuant to the Phase II, SWRCB, Water Quality Order No. 2003 - 0005 - DWQ, NPDES General Permit No. CAS000004, WDRS for Storm Water Discharges from Small Municipal Separate Storm Sewers Systems (MS4). The local municipality may require long-term post-construction BMPs to be incorporated into development and significant redevelopment projects to protect water quality and control runoff flow.

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David Dowswell

- 2 -

10 November 2005

Wetlands and/or stream course alteration

Section 401 of the federal Clean Water Act requires any project that impacts waters of the United States (such as streams and wetlands) to file a 401 Water Quality Certification application with this office. The project proponent must certify the project will not violate state water quality standards. Projects include, but are not limited to, stream crossings, modification of stream banks or stream courses, and the filling or modification of wetlands. If a U.S. Army Corp of Engineers (ACOE) permit is required for the project, then Water Quality Certification must be obtained prior to initiation of project activities. The proponent must follow the ACOE 404(b)(1) Guidance to assure approval of their 401 Water Quality Certification application. The guidelines are as follows:

Bio
D3

1. **Avoidance** (Is the project the least environmentally damaging *practicable* alternative?)
2. **Minimization** (Does the project minimize any adverse effects to the impacted wetlands?)
3. **Mitigation** (Does the project mitigate to assure a no net loss of functional values?)

If, after avoidance and minimization guidelines are considered and wetland impacts are still anticipated:

- determine functional losses and gains (both permanent and temporal; both direct and indirect)
- conduct adequate baselines of wetland functions including vegetation, wildlife, hydrology, soils, and water quality
- attempt to create/restore the same wetland type that is impacted, in the same watershed
- work with a regional context to maximize benefits for native fish, wildlife, vegetation, as well as for water quality, and hydrology
- use native species and materials whenever possible
- document all efforts made to avoid the minimize adverse wetland impacts
- be prepared to develop performance criteria and to track those for between 5 to 20 years
- be prepared to show project success based on achieving wetland functions
- if the project fails, be prepared to repeat the same process (via financial assurance), with additional acreage added for temporal losses
- specify how the mitigation project will be maintained in perpetuity and who will be responsible for the maintenance

For more information regarding Water Quality Certification may be found at
http://www.waterboards.ca.gov/centralvalley/available_documents/wq_cert/application.pdf

David Dowswell

- 3 -

10 November 2005

Dewatering Permit

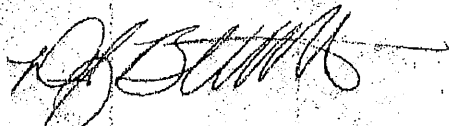
The proponent may be required to file a Dewatering Permit covered under Waste Discharge Requirements General Order for Dewatering and Other Low Threat Discharges to Surface Waters Permit, Order No. 5-00-175 (NPDES CAG995001) provided they do not contain significant quantities of pollutants and are either (1) four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 mgd:

- a. Well development water
- b. Construction dewatering
- c. Pump/well testing
- d. Pipeline/tank pressure testing
- e. Pipeline/tank flushing or dewatering
- f. Condensate discharges
- g. Water Supply system discharges
- h. Miscellaneous dewatering/low threat discharges

Industrial

A NPDES General Permit for Storm Water Discharges Associated with Industrial Activities, NPDES No. CAS000001, Order No. 97-03-DWQ regulates 10 broad categories of industrial activities. The General Industrial Permit requires the implementation of management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT). The General Industrial Permit also requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and a monitoring plan. The General Industrial Permit requires that an annual report be submitted each July 1. More information may be found at <http://www.swrcb.ca.gov/stormwtr/industrial.html>

For more information, please visit the Regional Boards website at <http://www.waterboards.ca.gov/centralvalley/> or contact me at 916.464.4683 or by e-mail at berchtd@waterboards.ca.gov.



DANNAS J. BERCHTOLD
Storm Water Unit
916.464.4683

cc: City of Dixon

WQ
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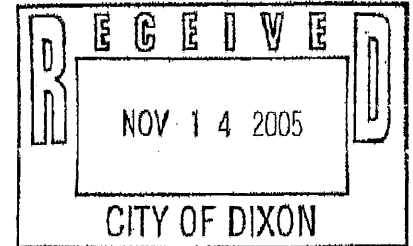
WQ
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(B)

Stephen V. Sikes
525 Peterson Lane
Dixon, CA 95620

November 14, 2005

Warren Salmons, City Manager
City of Dixon
600 East A Street
Dixon, CA 95620



RE: Flying J Travel Plaza Project

Dear Mr. Salmons:

I have submitted this letter to the area newspapers.

The Flying J Travel Plaza does not belong in Dixon.

On Wednesday, November 9, 2005 I attended the Flying J Travel Plaza Project Scoping Session, held in the Training Room of the Dixon Fire Station. Flying J proposes to build a travel plaza in the northeast section of Dixon, just north of the Dixon Downs proposed horse racetrack project.

Considering the size of Flying J's project and its impact on both traffic and air quality, I was very concerned that so few Dixon residents attended. This project proposes parking for 221 diesel trucks. The diesel exhaust from so many trucks will significantly add to the already polluted air we now breathe in Dixon. Why would the City want to make a bad situation worse?

This problem of air quality is serious enough that both Mayor Courville and also Vice Mayor Vega have acknowledged the truth of the health hazards of diesel exhaust. These health hazards consist of ultra-fine particles released in diesel exhaust fumes. These particles go deep into your lungs and quickly enter your blood stream. According to the Environmental Protection Agency (EPA), the American Heart Association (AHA), and Professor Thomas Cahill of the University of California, Davis, these small particles are one of the causes of ischemic heart disease and cancer. The Yolo/Solano Air Quality Management District (YSAQMD), of which our Mayor is a member, uses the designation of P.M. (particulate matter) 2.5 microns or less to describe this health hazard danger.

Refrigeration trucks are required to be operating 24 hours a day until the refrigerated freight is offloaded. Drivers, however, need regular breaks from driving. While drivers are resting, their trucks must idle to keep the refrigeration systems operating. A Flying J representative stated that no purifying exhaust manifold to detoxify the exhaust from refrigeration trucks was planned at this time.

When I questioned the Flying J representative about the lack of a purifying exhaust system for these trucks he said that a project like this requires a review of the technology. If better exhaust systems might be available later on costs have to be weighed and then a judgment made.

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I told the Flying J representative that I was examining his project to see how the health and safety of the citizens of Dixon would be protected. As for cost, how can you compare the health and welfare of the citizens of Dixon with the cost of a purifying exhaust manifold? Protecting the health and welfare of infants, children and senior citizens - those most susceptible to P.M. 2.5 - is beyond any consideration of cost. The Flying J man did not respond to my question. Clearly, infants and children are priceless. If you compare the value of protecting the health of a baby to the cost of outfitting a diesel truck with a purifying exhaust system, there is no comparison.

The Flying J Travel Plaza Project has no redeeming feature that I can see. It would make Dixon's already befouled air from State Route 113 (First Street), from the many trains running through the middle of Dixon, and from Interstate Route 80, much worse. This same argument holds for the Dixon Downs Project. The combination of the two is a guarantee of an increased rate of premature death in Dixon and in Davis as well. The EPA figures that 15,000 premature deaths occur annually in the United States because of P.M. 2.5 from diesel exhaust. California is one of the states with the poorest air quality. To verify what I am writing, go to your computer, or to the computer at the Dixon Public Library; go to Google and type in "P.M 2.5". You may be surprised to find that P.M 2.5 enters your blood stream in a matter of minutes. Don't look now but the air you breathe is a real hazard. We do not need more diesel exhaust in Dixon. To help prevent a further degradation of Dixon's air quality, write or call our Mayor, our Vice Mayor, our City Council members, our Planning Commissioners, our Traffic Advisory Commissioners and ask them to say NO to the Flying J Travel Plaza Project.

Sincerely,



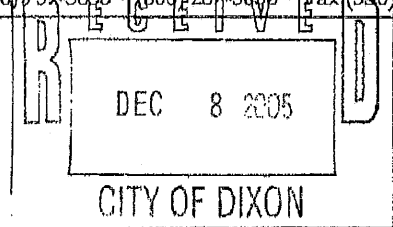
Stephen V. Sikes

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1947 Galileo Ct., Suite 103 • Davis, California 95616



(530) 757-3650 • (800) 287-3650 • Fax (530) 757-3670



December 7, 2005

City of Dixon
Community Development Department
Mr. David Dowswell, Community Development Director
600 East A Street
Dixon, CA 95620-3697

Subject: Flying J Travel Plaza Project Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Mr. Dowswell:

The Yolo-Solano Air Quality Management District (District) received a copy of the NOP for the above referenced project and appreciates the opportunity to review and offer comments. The area in our District's jurisdiction includes all of Yolo County and the northeastern portion of Solano County. For all projects, impacts to air quality are a concern for various pollutants, including regional impact of ozone and fine particles such as particulate matter less than 10 microns (PM10) as well as localized impact of Hazardous Air Pollutants (HAPs). While the District has jurisdiction of stationary sources, a majority of air pollution in the region comes from vehicles, which are regulated by the State and Federal government. Lacking direct authority over vehicles, the most effective tools for making a positive air quality impact on a regional basis lie in the hands of local land use decision-makers. Through implementing all feasible measures mitigating the impact of construction as well as ongoing operation, projects can be made to have a lesser negative or even positive impact to air quality.

The proposed Flying J Travel Plaza Project includes development of a 17,638 square-foot structure housing a 24-hour convenience store, restaurant, fast food court, driver lounge, laundry and shower facilities. The travel plaza would also provide fueling services for diesel and unleaded vehicles and parking spaces to accommodate 221 trucks, 10 Recreation Vehicles, and 115 automobiles. The approximately 27 acres project site is located south of Interstate 80 and east of Pedrick Road in the City Limits. Project entitlements include design review, a conditional use permit to allow fast food services, and an amendment to the Northeast Quadrant Specific Plan to reduce parking lot shade requirements, to increase freestanding sign heights and to increase square footage of a master sign.

As noted in the NOP, the DEIR will incorporate estimated emissions from construction activities and operational emissions associated with vehicles and transport refrigeration units. In addition, the DEIR will incorporate the results of a health risk assessment that will be prepared for the project. As a reminder, the District considers a project significant if:

1. The project's emissions exceed 82 pounds per day (ppd) of Reactive Organic Gases (ROG) or Oxides of Nitrogen (NOx), or 150 ppd of PM10.
2. The project would cause an exceedance of a California Ambient Air Quality Standard for any of the other criteria pollutants (i.e., Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), etc.).

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3. The project contributes to an exceedance of or locates a sensitive receptor (e.g., school, households, etc.) within the District's action levels for acute or chronic hazard index of 1 or greater and 10 in a million increase cases for cancer.

Projects are considered cumulatively significant if:

1. The project requires a change in the existing land use designation (i.e., general plan amendment), and
2. Projected emissions (ROG, NOx or PM10) of the proposed project are greater than the emissions anticipated for the site if developed under the existing land use designation.

As a note, stationary sources of air pollution requiring Air District permits and complying with applicable District regulations pertaining to Best Available Control Technology (BACT) and offset requirements generally will not be considered a significant air quality impact. This qualification does not exempt emissions associated with the construction of the stationary source.

Urbemis2002 version 8.7 is considered the appropriate tool for estimating project mass emissions. In addition to using project specific information where available to determine construction and indirect emissions (i.e., project equipment list, project traffic study), the District recommends the following modifications to the Urbemis' defaults: edit the project setting to select rural location and edit the architectural coatings emission ROG from 0.0185 to 0.0013 pounds per square feet surface area in both the construction and area emissions modules.

If the project is determined to be significant, below are mitigation measures for Lead Agency consideration. The following are not intended to be an exclusive list of possible measures and the City is encouraged to explore and incorporate additional feasible mitigation measures.

Mitigating construction equipment exhaust including strategies that reduce NOx, ROG, and PM10 emissions such as:

- Restricting unnecessary vehicle idling to 5 minutes,
- Using reformulated and emulsified fuels,
- Incorporating catalyst and filtration technologies, and
- Modernizing the equipment fleet with cleaner repower and newer engines. Many of the heavy-duty diesel mitigation measures may qualify for state and District incentive funding programs. Contact the District if interested in knowing more about our incentive funding programs.

Mitigating operational emissions including strategies such as:

- Installing truck stop electrification technology on the property to promote and support reduced idling of heavy-duty trucks and transport refrigeration units. While the District recognizes that this technology is not widely available, it is certainly feasible (there are demonstration projects that are up and running in California, including West Sacramento). The District believes strongly that when considering a new truck stop, the project should address state-of-the art technology, not just the status quo of existing truck stops allowing trucks to idle for extended periods of time. For related information, see http://www.eere.energy.gov/cleancities/idle/truck_elec.html.
- Planting trees and shrubs near buildings to cool the soil around the buildings and prevent direct solar radiation from entering the building through windows and from heating external building structures.

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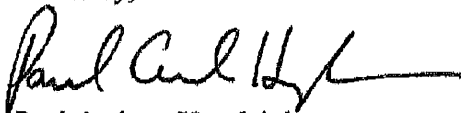
- Improving reflectivity of buildings to reduce the amount of solar heat buildings absorb. Higher temperatures increase the demand for air conditioning. The EPA's Energy Star roofing program and the Department of Energy promote reflective roofs and provide information about roofing products at the following website: <http://www.energystar.gov/products/>
- Increasing the shade for the parking lot rather than seeking an amendment to the Northeast Quadrant Specific Plan to decrease the shade requirements.
- Partnering with the energy provider to incorporate conservation and energy efficient technologies (e.g. energy efficient lighting and appliances) into the development to conserve energy.

As a side note, the District would like to point out that independent of the California Environmental Quality Act (CEQA) process, the following District Rules and Regulations may apply to the project:

- Visible emissions are not allowed to exceed 40 percent opacity for more than three minutes in any one-hour, as regulated under District Rule 2.3, RINGELMANN CHART.
- Emissions must be prevented from creating a nuisance to surrounding properties as regulated under District Rule 2.5, NUISANCE.
- Any open burning requires approval and issuance of a burn permit from the District and shall be performed in accordance with District Rule 2.8, OPEN BURNING, GENERAL.
- Portable equipment other than vehicles (e.g. generators, compressors, welders), must be registered with either the Air Resources Board's (ARB's) Portable Equipment Registration Program (PERP) (<http://www.arb.ca.gov/perp/perp.htm>) or with the District.
- Architectural coatings and solvents used at the project shall be compliant with District Rule 2.14, ARCHITECTURAL COATINGS.
- Cutback and emulsified asphalt application shall be conducted in accordance with District Rule 2.28, CUTBACK AND EMULSIFIED ASPHALT PAVING MATERIALS.
- In the event that demolition, renovation or removal of asbestos-containing materials is involved, District Rule 9.8 and 9.9 require District consultation and permit prior to commencing demolition or renovation work.
- District Rule 2.40 WOOD BURNING APPLIANCES prohibits installation of any new traditional "open hearth" type fireplaces.
- All stationary equipment emitting air pollutants, unless exempted by District Rule 3.2, requires an Authority to Construct (ATC) and Permit to Operate (PTO) from the District.

In conclusion, the District appreciates receiving this NOP and the opportunity to discuss the recommendations presented in this letter. A properly prepared air quality section will inform decision-makers and the public about the project's impacts and facilitate meaningful public dialogue. If you require additional information, please contact Dan O'Brien at (530) 757-3677.

Sincerely,



Paul Andrew Hensleigh

Deputy Air Pollution Control Officer