

APPENDIX

APPENDIX A
Notice of Preparation
Responses to Notice of Preparation
Public Scoping Meeting Attendees
Initial Study

MAYOR MARY ANN COURVILLE
VICE MAYOR GIL VEGA
COUNCILMEMBER LOREN FERRERO



COUNCILMEMBER YVONNE McCLUSKEY
COUNCILMEMBER JILL ORR
CITY TREASURER DAVID DINGMAN

Notice of Preparation of a Draft Environmental Impact Report and Scoping Session

The City of Dixon will be the Lead Agency and will prepare an Environmental Impact Report (EIR) to comply with the California Environmental Quality Act. The project consists of the annexation, pre-zoning, General Plan amendment, and sphere-of-influence modification of the 60-acre Milk Farm property, located along the northwest side of the Interstate 80 (I-80) at the Currey Road interchange (Figure 1). The property is in unincorporated Solano County, adjacent to the City. Land uses in the project vicinity include a combination of agricultural uses (orchard, field, and row crops) northwest of I-80. South and east of the freeway are developing areas of the City, including industrial, commercial, and residential uses.

The former Milk Farm restaurant complex, with its four gas stations, produce stands, and other former highway commercial use, has been inactive since the 1980s. The applicant proposes to construct approximately 520,000 square feet of highway commercial and specialty retail uses on 30 acres adjacent to the I-80 interchange; a four-acre research and development industrial park may be included within these 30 acres. The remaining 30 acres of land would be devoted to on-going agricultural activities. Plantings would include row crops and a corn maze, and orchards of different types of stone fruits and nuts.

If you are a public agency, 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.

If you are a member of the public, we would also like to hear your comments about any other issues that should be addressed in the EIR.

A public scoping session for this project will be held, so your comments can be communicated orally to lead agency staff. **The scoping session is scheduled for Monday, May 24, 2004, between 4 p.m. and 6 p.m. The scoping session will be held at the City of Dixon Fire Station, Training Room, 205 Ford Way in Dixon.**

City of Dixon

600 East A Street • Dixon, California • 95620-3697
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A detailed project description and Initial Study outlining the potential environmental effects for the proposed Milk Farm project have been prepared. If the Initial Study is not attached to this notice, you may request a copy by contacting the City or consultant at the phone numbers or e-mail addresses below.

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 the two addresses shown below. We will need the name of a contact person in your agency or your community organization.

City of Dixon (Lead Agency):

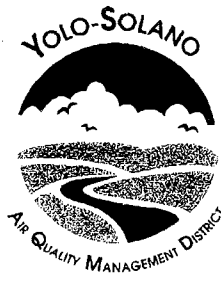
Marilyn Ponton, Senior Planner
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(707) 678-7000
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BASELINE Environmental Consulting
5900 Hollis Street, Suite D
Emeryville, CA 94608
(510) 420-8686
Eric Parfrey, AICP
e-mail: eric@baseline-env.com

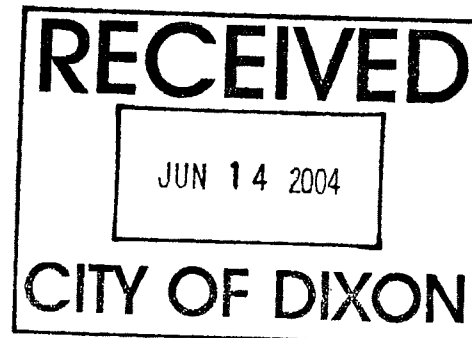
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(530) 757-3650 · (800) 287-3650 · Fax (530) 757-3670



June 11, 2004

Marilyn Ponton, Senior Planner
City of Dixon
Community Development Department
600 East A Street
Dixon, California 95602-3697



Subject: Milk Farm Project Notice of Preparation (NOP)

Dear Ms. Ponton,

Thank you for the opportunity to review and comment about the NOP for the Milk Farm Project. The proposal includes construction of half a million square feet of highway commercial and specialty retail uses, research and development industrial park, and agricultural demonstration/education activities on 60 acres. For California's ambient air quality standards, the District is in nonattainment for ozone and fine particulate matter (PM₁₀). For the national standards, the District is in nonattainment for ozone.

The Yolo-Solano Air Quality Management District is committed to achieving attainment of healthful air. As part of that commitment, it is necessary to evaluate project potential sources for air pollution including construction, operation and area sources. This letter is intended to help guide the Lead Agency identify the air quality issues and include environmental considerations in the project conceptualization, design, and planning.

While the NOP discussed that the EIR Air Quality section will analyze construction and operational impacts of the project, including dust generated from earth moving activities and exhaust emissions from vehicles, we have included a summary of information to define the scope and content of information for your consideration.

For example, the air quality section should characterize the environment in the vicinity of the project, from both a local and regional perspective, as it exists before the commencement of the project. Existing baseline air quality information for an air quality analysis should include site-specific characteristics of the proposed project, such as any existing stationary source emissions, congested roadways, or identification of any nearby existing facilities that emit toxic air contaminants. If odors are an issue, the baseline information should include a wind rose, which is necessary for evaluating odor impacts on surrounding properties. Existing baseline air quality information should also contain information reflecting local air quality from the nearest District air quality monitoring station. Not all air quality monitoring stations measure all pollutants so it

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may be necessary to use data from one monitoring station for some pollutants and data from a different monitoring station for other pollutants.

For the purposes of comprehensively analyzing air quality impacts from the project, the existing background or baseline air quality information should include a discussion of the following:

- Climate and topography
- Existing regional and local air quality
- Sensitive receptors
- Air quality regulatory background
- Regional and local transportation system

We recommend that, at a minimum, this information be summarized and included in the document or be in a form that is readily available to the public.

For the impact analysis, the EIR should include an evaluation of air quality impacts under project specific and cumulative conditions. Although cumulative and project alternative air quality impacts need not be analyzed in the same level of detail as project-specific impacts, the best-effort approach should be taken to the maximum extent feasible in estimating these air quality impacts. For the purposes of this EIR, the District recommends that project alternatives be quantified so that decision-makers have the ability to determine which alternative is environmentally superior from an air quality perspective. For example, if a project is reduced in size, emissions can be proportionally reduced. The results of the alternative analysis should be presented in comparative tables.

For the project specific condition, the EIR should evaluate the project under qualitative and quantitative terms. Projects are considered significant if anticipated emissions exceed or contribute substantially to an existing or projected exceedance of an ambient air quality standard or expose sensitive receptors (e.g., children, athletes, elderly, sick populations) to substantial pollutant concentrations or toxic air contaminants. An exceedance of ambient air quality standards can occur during construction and operation. Urbemis 2002 is the District staff's recommended model for estimating air emissions from land development projects. A project or project phase is considered significant if:

- 1) The project's contribution exceeds the CAAQS; or
- 2) The project's contribution plus the background level exceeds the CAAQS, and
 - a) A sensitive receptor is located within a quarter-mile of the project, or
 - b) The project's contribution exceeds five percent of the CAAQS, or
 - c) The project's contribution exceeds 82 pounds per day (ppd) of Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx), and 150 ppd of Respirable Particulate Matter (PM₁₀).
- 3) Carcinogenic or air toxic contaminant emissions exceed or contribute to an exceedance of the District's action level for cancer (one case per one million persons).

If it is determined that a project is significant, or is close to being (within 10% of exceedance values), all sources of emissions should be identified and considered for emission forecasting. Emissions from these sources should be quantified in the CEQA document. Daily emissions

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should be estimated as pounds per day for each activity associated with the construction and operation of the proposed project. Any emission reductions that will result from existing rules or ordinances should be deducted from the project's daily emissions total and included in the project's emissions baseline. The District does not consider compliance with its rules and regulations or other governmental regulations as CEQA mitigation.

Once quantification of emissions is completed, the results should be conveyed to the reader in concise and easily understandable manner. A practical format for documenting the project's impact is a table of estimated project emissions, effectiveness of mitigation measures, and net total project impact for the proposed project. The EIR should compare total project emissions both before and after the application of mitigation measures to the existing localized significance thresholds.

Development projects are considered cumulatively significant if:

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

Projects meeting the above criteria are considered to have a significant adverse incremental effect on the region's ability to attain quality air. Air emission projections, attainment planning and related programs are based on growth levels and distribution reflected in local planning documents. Changes in land use that result in emissions greater than anticipated incrementally adds to an overall increase in the pollutant load. For a determination, calculate cumulative emissions using long-term air quality impact estimates under the existing land use designation, assuming full use of the site and building-to-site ratios typical of similar development types in the community; then compare the results to the emissions calculated for the proposed project. The proposed project may have a cumulative significant impact on air quality if its projected emissions are greater than those anticipated for the site under the existing General Plan land use designation.

The District is encouraged to read that the project proponent agreed to incorporate several mitigation measures into the project description to reduce air quality impacts. We ask that you consider additional mitigation measures recommended below during EIR preparation. The Lead Agency is encouraged to incorporate additional feasible mitigation measures than listed below.

Construction Mitigation Measures

Construction mitigation involve emission reductions of NO_x, ROG, and PM₁₀ which may include reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks, among others. Many of the heavy-duty diesel mitigation measures qualify for state and air district incentive funding programs. Additional construction measures include emission reductions from controlling visible emissions from diesel-powered equipment and particulate matter emission control measures.

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Examples of measures that reduces NOx emissions from heavy-duty equipment include the following:

- Maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions which can result in 5 percent fewer emissions. This is because when engines are running well, the fuel burns more efficiently.
- Stipulate that the prime contractor ensure emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one-hour. As an enforcement component of the measure, the prime contractor is required to agree to a visual survey of all in-operation equipment conducted on a periodic basis. In addition, a summary of the visual results is submitted throughout the duration of the construction activity. Usually, the summary includes the quantity and type of vehicles surveyed as well as the dates of each survey. The Air District and other qualified officials may conduct periodic site inspections to determine compliance. In the case where any equipment found to exceed the opacity requirement would require immediate repair, and notification of non-complaint equipment to the Air District.

Below includes the recommended Best Available Control Measures to reduce fugitive dust emissions from construction activities. Incorporate the appropriate category where applicable. Strict enforcement of these measures would effectively reduce fugitive dust emission to a less than significant level.

Table 1 Best Available Fugitive Dust Control Measures	
Fugitive Dust Source Category	Control Actions
Earth-moving	1. Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216; two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations. For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Disturbed surface areas (except completed grading areas)	2a/b. Apply dust suppression in a sufficient quantity and frequency to maintain a stabilized surface; any areas which cannot be stabilized, as evidenced by wind driven dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas – completed grading areas	2c. Apply chemical stabilizers within 5 working days or grading completion; OR 2d. Take action 3a or 3c specified for inactive disturbed surface areas.
Inactive disturbed surface areas	3a. Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible due to excessive slope or other safety conditions; OR 3b. Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR 3c. Establish a vegetative ground cover within 21 days after active operations have ceased; ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR 3d. Utilize any combination of control actions 3a, 3b and 3c such that, in total, they apply to all inactive disturbed surface areas.
Unpaved roads	4a. Water all roads used for any vehicular traffic at least once per every two hours of active operations; OR 4b. Water all roads used for any vehicular traffic once daily and restrict vehicle

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Table 1 Best Available Fugitive Dust Control Measures	
	speed to 15 mph; OR 4c. Apply chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	5a. Apply chemical stabilizers; OR 5b. Apply water to at least 80 percent of the surface areas of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR 5c. Install a three-sided enclosure with walls with no more than 50 percent porosity that extend, at a minimum, to the top of the pile.
Track-out control	6a. Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and width of at least 20 feet; OR 6b. Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.
All categories	7. Any other control measures approved by the District where necessary.

Table 2 Best Available Fugitive Dust Control Measures for High Wind Conditions*	
Fugitive Dust Source Category	Control Measures
Earth moving	1A. Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	1B. On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR 2B. Apply chemical stabilizers prior to a wind event; OR 3B. Apply water to all unstabilized disturbed areas 3 times per day; if there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per days; OR 4B. Take the actions specified in Table 1, Item 3c; OR 5B. Use any combination of control actions specified in Table 2, Items 2B, 3B and 4B, such that, in total, they apply to all disturbed surfaced areas.
Unpaved roads	1C. Apply chemical stabilizers prior to a wind event; OR 2C. Apply water twice per hour during active operation.
Open storage piles	1D. Apply water twice per hour; OR 2D. Install temporary coverings.
Paved road track-out	1E. Cover all haul vehicles; OR 2E. Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for operation on both public and private roads.
All categories	1F. Any other control measures approved by the District.
* High wind conditions means when gusts exceed 25 mph. Source: SCAQMD Rule 403, Tables 1, 2, & 3.	

Demolition of structures also generates dust emissions, but depending on the age of the structure, the structure may include asbestos containing materials (e.g., insulated pipes, ducts, stacks, beams, ceiling tiles; walls, etc.). This is of particular concern because of asbestos' known association with long-term toxic risks and acute and chronic hazard risks. When any demolition or renovation work is part of a proposed project, determine the likelihood of the structure containing asbestos materials. The demolition, renovation or removal of asbestos-containing materials requires Air District consultation prior to commencing demolition or renovation work.

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It should be noted as well that any open burning requires approval and issuance of a burn permit from the Air District and shall be performed in accordance with District Rule 2.8, Open Burning, General. Architectural coatings and solvents used at the project shall be compliant with District Rule 2.14, Architectural Coatings.

Operational Mitigation Measures

Tree Shading, Reflective Roofing, and Paving Materials – Ozone is formed by the chemical reaction of hydrocarbons and nitrous oxides in the presence of sunlight (ultraviolet radiation). The ozone chemical reaction speeds up under higher temperature conditions. Having more trees and heat reflecting surfaces will lower temperatures and restrains ozone formation. Mitigation measures requiring the planting of vegetation and the installation of reflective roofing and paving materials designed to reduce the heat island effect should be addressed in the EIR. The following concepts are included for your consideration.

- Shading parking lots constructed of heat absorbing materials by low emitting trees is an important and feasible mitigation measure that can minimize vehicle evaporative emissions and heat island effects. Consider tree-shading coverage greater than zoning ordinance requirements.
- Proper placement of trees and shrubs near a building can cool the soil around the building and prevent direct solar radiation from entering the building through windows and from heating external building structures.
- Improving reflectivity of a building reduces the amount of solar heat it absorbs. 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 reflective roofing products at the following website: <http://www.energystar.gov/products/>
- Reflective pavements such as portland cement concrete offer greater durability and high solar reflectivity which contribute to long term maintenance advantages and cooler pavements, and may also be useful at nighttime.

Below includes additional feasible measures as technological improvements that reduce emissions from area sources.

- Landscaping Maintenance – Install external electrical outlets on the property to promote and support the use of electrical landscape maintenance equipment. Landscape maintenance contractors promoting the use of electric equipment should be favored in the contract award process.
- Partnership with the energy provider to incorporate conservation and energy efficient technologies into the development to conserve energy. Consider use of energy efficient lighting.
- Consider ozone reduction technology where air conditioning and refrigeration units equipped with PremAir catalyst coating system converts ambient ozone into oxygen. PremAir is a coating that is applied to coils and fins of condensers for residential and commercial air conditioners much like latex paint. As outside air is drawn through

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the condenser for a purpose of heat exchange, ozone in this air is converted to molecular oxygen. The catalyst enhances conversion of ozone to oxygen.

The District recommends consideration of a Transportation Management Plan (TMP) that includes strategies and long term goals addressing mobile source emissions. The TMP could encourage formation of a Transportation Management Association (TMA), which would act as a collective body to communicate with Solano Commuter Information (SCI) to coordinate mobile source emission reduction programs. The purpose of SCI is providing opportunities for travel alternatives that reduce trips and vehicle miles traveled. SCI facilitates ridership mode changes from the single occupant vehicle to transit, vanpool, carpool, bicycle, and walking. SCI has the capability through their computerized carpool/vanpool matching system to match employees and others. The TMA could facilitate SCI's efforts by increasing ridematching service visibility and use (i.e., links from Convention website to SCI's, notification and incentives to employees to seek carpool or vanpool, displaying bus, ferry, train schedules, including information in convention packets, etc.). A shuttle service from Amtrak Station(s) (Suisun City & planned Fairfield/Vacaville) and Airports (SFO/Oakland/SAC) to the convention center should be considered.

As part of the site's design, the Developer could incorporate features that make using alternative transportation easier for employees and clientele. The City should consider these features when reviewing the plans. Small modifications could make a big difference once the project is built. SCI has provided two documents following this letter for ideas to consider. These have been adapted from work done previously related to a Developer TDM ordinance. These are simply a "menu of ideas" and are not to be used in entirety for any one project.

Finally, be advised that all stationary and mobile equipment, other than vehicles and internal combustion engines less than 50 horsepower, emitting air pollutants controlled under district rules and regulations require an Authority to Construct (ATC) and Permit to Operate from the District. We recommend that the project proponent apply for an ATC prior to purchasing equipment or installing devices or processes to ensure compliance with applicable Rules and Regulations. In conclusion, District staff is available to discuss the comments and recommendations presented in this letter. If you require additional information, please call the District at (530) 757-3677.

Best regards,



Daniel P. O'Brien
Associate Air Quality Planner

cc: Larry Greene, Executive Director

Sample TDM Design Features by Solano Commuter Information

The list below is not exhaustive. Further, it is recognized that some of these features would not be appropriate in many project plans. Project Applicants are encouraged to use this list as a starting point to determine which type of TDM design features would best "fit" into their project taking into account the surrounding environment and to be creative in incorporating these types of elements into their project plan.

1. Designated, centralized location for TDM information (required)
2. Seating for bus passengers
3. Bus shelter
4. Bus bulb/bus turnout
5. Paved direct connections between bus stop and building
6. Building positioned to minimize walking distance to bus stop/rail station/etc.
7. Paved direct connection between rail station and building
8. Shuttle between rail station and project site
9. Dedication of land for rail station or transit
10. Preferential parking for carpoolers/vanpoolers
11. Preferential access/egress for carpoolers/vanpoolers
12. Clearance in parking structures for all vans
13. Drop-off/pick-up locations for carpoolers/vanpoolers
14. On-site re-fueling pumps or other services for carpoolers or vanpoolers
15. Paved direct connection between project and local/regional bike trails
16. Improvements to local on or off-street bike trails
17. Install, mark, and/or modify sensitivity of detection loops at intersections to trigger light changes and allow bicycles to clear the intersection.
18. Sheltered bike racks/lockers or designated storage locations in the building
19. Showers/lockers accessible to building tenants
20. Paved linkages on site and between site and local/regional pathways/bike lanes.
21. Provide lighting for bus stop, pedestrian, and/or bicycle linkages
22. Located near housing affordable to potential tenants
23. Linkages (pedestrian or shuttle) between project site and ferry service
24. Drop-off/pick-up location that can accommodate commuter bus service
25. On-site access (lane width, turning radii) that can accommodate commuter bus
26. Organize and/or subsidize commuter bus service
27. Paid or otherwise restricted employee parking
28. On-site services: food service, eating area, ATM, postal services, dry cleaning services, day care, etc.
29. Teleconferencing facility
30. Satellite work area (to be used by employees of other sites)
31. Development of/contribution toward satellite work center
32. Access to on-site alternative fueling pumps
33. Funding for, and/or operation of, shuttle connecting to rail/transit/ferry/etc.
34. Funding for re-routing/extension of local transit service
35. Funding for commuter bus
36. Funding for project guaranteed ride home program

37. Funding for improvements/additions to nearby trails
38. Funding for purchase of project vans
39. Produce materials for future tenants (directory of on-site or nearby services, selection of alternative transportation services to the site, etc.)

TDM Design Elements by Solano Commuter Information

The purpose of this section (as part of a TMP) is to describe how the project has been designed to enhance the use of alternative modes. Maps or diagrams may be useful in this section. Project Applicants may want to refer to the example list of TDM design features listed earlier. This list is not exhaustive and applicants are encouraged to be creative and innovative whenever possible.

- A. Information Center - Describe kiosk or designated location of centralized site-specific alternative transportation information. (Required)
- B. Project Transit Access - Describe how the site has been designed to enhance transit accessibility for future tenants. Have any transit amenities been included to the site: seating area, bus bulb/bus shelter, bus turnout, additional walkway, building positioning, etc.
- C. Project Rail Access - Describe how the site has been designed to enhance rail access. Have any rail amenities been included (i.e., linkage to a rail station, rail shuttle, dedication of land for station, etc.)?
- D. Project Carpool/Vanpool Access Enhancements - Describe how the site has been designed to enhance carpool/vanpool usage: linkages to nearby HOV facilities, preferred designated parking for carpools/vanpools, preferential access/egress for carpools/vanpools, clearance for vanpools in parking structures, drop-off locations for carpools/vanpools, on-site re-fueling pumps for carpools or vanpoolers, etc.
- E. Project Bicycle Access - Describe how the site has been designed to enhance the use of bicycles: linkages to local/regional bike trails, improvements to local on or off-street bike trails, bike racks/lockers or designated storage locations in the building, showers/lockers accessible to building tenants, etc.
- F. Project Pedestrian Access - Describe how the site has been designed to encourage pedestrian access to the building: paved linkages on site and between site and local/regional trails, showers/lockers accessible to building tenants, location to tenant housing, etc.
- G. Project Ferry Service Access - Describe how the site has been designed to encourage the use of ferry service: linkages (pedestrian or shuttle) between site and ferry, etc.
- H. Project Commuter (or Tour) Bus Access - Describe how the site eases access to Commuter Bus service: drop-off/pick-up location with linkages to building, on-site lane access, turning radii, organized and/or subsidized existing or new service, etc.

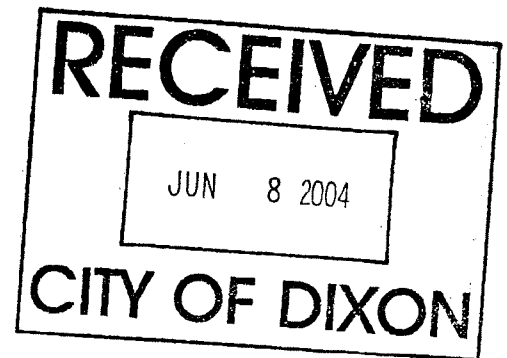
- I. **Parking** - Describe any plans for restricted or paid parking for employees and/or visitors.
- J. **Amenities** - If employees do arrive at the project site without a personal vehicle, their mobility during the lunch period and to/from work is restricted. Describe any on-site or nearby amenities that would replace the need to travel during these periods: on-site food service and eating area, ATM, postal services, dry cleaning services, day care, etc.
- K. **Telecommuting** - Describe any site improvements that will facilitate telecommuting: teleconferencing facilities, designated area for on-site satellite work station (for other worksites), and participation in satellite work station.
- L. **Alternative Fuel Stations** - Describe any site improvements that will facilitate the use of alternative fuel vehicles: access to on-site alternative fueling station.
- M. **Alternative Modes** - Describe any funding of potential service proposed: shuttle to rail/transit/ferry/etc., re-routing/extension of local service, commuter bus, project guaranteed ride home program, improvements/additions to nearby trails, purchase of vanpools, etc.
- N. **Public Information** - Describe any materials that will be prepared for future tenants: directory of services (i.e. food, postal, ATM, etc.) that are within walking distance, packet of alternative mode information for potential tenants, etc.

COMMUNITY DEVELOPMENT DEPARTMENT

23 Russell Boulevard - Davis, California 95616
530/757-5610 - FAX: 530/757-5660 - TDD: 530/757-5666



June 7, 2004



Marilyn Ponton, Senior Planner
City of Dixon Community Development Department
600 East A Street
Dixon CA 95620-3697

RE: Comments on Milk Farm Project Initial Study

Dear Ms. Ponton:

The City of Davis appreciates the opportunity to review the Initial Study prepared for the Milk Farm Project. We received the Notice of Preparation on May 17 and wish to provide comments at this earliest possible date. Because of its proximity to the City of Davis and its neighborhoods, we focused on potential significant impacts the project may have on our jurisdiction. The project is likely to have cumulative and regional impacts in addition to the impacts on the immediate area. Specific comments are arranged in order of the Initial Study, followed by comments on cumulative impacts.

Aesthetics

The EIR should address lighting impacts of the proposal. We assume that the parking lots will be illuminated with pole lighting. Impacts of this type of lighting on the regional dark sky and, whether it will be a nuisance for residences to the south, should be addressed in the EIR.

Agriculture

The project proposes to convert 30-60 acres of agricultural land to urban use. The EIR should consider the irreversible impact of loss of agricultural land. For example, Yolo County implements a 1:1 ratio of converted farmland to new land permanently protected by easements or fee title, while the City of Davis requires a 2:1 ratio. The City of Davis is highly interested in cooperating with the City of Dixon and the University of California, Davis, in pursuing mitigation at the Kidwell Interchange. Agricultural mitigation from this project could greatly assist these efforts.

The EIR should also consider the types of restrictions that are proposed for the portion of the parcel proposed to remain in agriculture and the adjoining urban uses, and assess whether the restrictions are sufficient to ensure that the land will remain in active agriculture for the long term.



*City of Davis
Comments on Milk Farms Project Initial Study
June 7, 2004*

Air Quality

The analysis should include an assessment of air quality impacts caused by traffic on roads within Yolo County, including I-80 to the Yolo Causeway and Pedrick Road north of Interstate 80 to Woodland.

Population and Housing

The analysis should identify the number of anticipated employees and assess whether housing supply and amenities in Dixon will meet employee housing needs. The analysis should estimate the magnitude and type of employees who are likely to seek residency in other communities within the region and the impacts this may have on those communities. There is an acute housing shortage in the region such that any job-generating project should be analyzed for potential significant impacts on housing supply and affordability.

Traffic

The analysis should include an assessment of traffic impacts on roads within Yolo County, including I-80 to the Yolo Causeway and Pedrick Road north of Interstate 80 to Woodland. This should include employees and visitors to the project. Interchanges to be analyzed should include I-80/Old Davis Road, I-80/Central Davis, and I-80/Mace Boulevard.

The EIR should analyze the potential conflicts between vehicles and bicycles arising from project-related traffic, particularly on Pedrick Road to Woodland, which is highly traveled and has minimal shoulders.

Cumulative Impacts

The EIR should address potential cumulative growth-inducing impacts from the project, considering the employment proposed to be generated from the UC Davis LRDP, continued development on business park land in Davis and Woodland, and development on other commercial properties in Dixon. These new jobs will create pressure for additional residential development and the necessary public services to serve new residents.

Thank you for the opportunity to comment on the Initial Study for the project. If you have any questions, please feel free to contact me or Community Development Administrator Katherine Hess at (530) 757-5610.

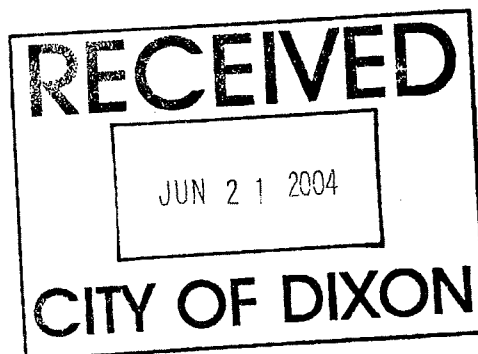
Sincerely,



Bill Emlen
Community Development Director

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
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TTY (800) 735-2929



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June 17, 2004

SOL080294
SOL-80-38.21
SCH2004052075

Ms. Marilyn Ponton
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Dear Ms. Ponton:

Milk Farm – Notice of Preparation

Thank you for including the California Department of Transportation in the early stages of the environmental review process for the proposed project. We have examined the Notice of Preparation and have the following comments to offer:

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion on Interstate 80 and State Route 113. The update to the 1999 traffic study should include, but not be 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.
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, 3) cumulative, and 4) cumulative plus project for the intersections and roadway segments 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.

Ms. Marilyn Ponton
June 17, 2004
Page 2

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.

Please see the Department's "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 traffic study and Draft Environmental Impact Report for this project. Please send two copies to:

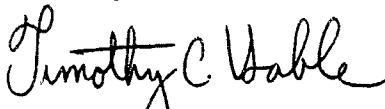
Lisa Carboni
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please be advised that any work or traffic control within the State right-of-way (ROW) will require an encroachment permit from the Department. 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 following address:

Mr. Sean Nozzari, District Office Chief
Office of Permits
California Department of Transportation, District 04
P. O. Box 23660
Oakland, Ca 94623-0660

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

c: Scott Morgan (State Clearinghouse)

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

651 GATEWAY BOULEVARD, SUITE 900
SOUTH SAN FRANCISCO, CA 94080

TEL: (650) 589-1660
FAX: (650) 589-5062

tgulesserian@adamsbroadwell.com

SACRAMENTO OFFICE

1225 8th STREET, SUITE 550
SACRAMENTO, CA 95814-4810

TEL: (916) 444-6201
FAX: (916) 444-6209

DANIEL L. CARDOZO
RICHARD T. DRURY
THOMAS A. ENSLOW
TANYA A. GULESSERIAN
MARC D. JOSEPH
SUMA PEESAPATI

OF COUNSEL
THOMAS R. ADAMS
ANN BROADWELL

June 4, 2004

RECEIVED

JUN 08 2004

BASELINE

Via Facsimile and By U.S. Mail

Marilyn Ponton
Senior Planner
City of Dixon
Community Development Department
600 East A Street
Dixon, CA 95620-3697
(707) 678-0960

Janice Beaman
City Clerk
City of Dixon
600 East A Street
Dixon, CA 95620-3697
(707) 678-1489

Re: Notice of Preparation – Milk Farm Project

Dear Ms. Ponton and Ms. Beaman:

We are writing on behalf of the Sheet Metal Workers Union Local 104, the International Brotherhood of Electrical Workers Local 180, and the Plumbers & Steamfitters Union Local 343 to request mailed notice of the availability of the draft environmental impact report ("EIR"), prepared pursuant to the California Environmental Quality Act, for Milk Farm Partners' proposal to redevelop the 60-acre Milk Farm property in unincorporated Solano County, adjacent to the City of Dixon ("Project"), as well as a copy of the draft EIR when it is made available for public review.

We also request mailed notice of any and all hearings and/or actions related to the Project. These requests are made pursuant to Public Resources Code Section 21092.2 and Government Code Section 65092, which require local agencies to mail

1397-030a

June 4, 2004

Page 2

such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send the above requested items to our South San Francisco Office as follows:

Research Assistant
Adams Broadwell Joseph & Cardozo
651 Gateway Boulevard, Suite 900
South San Francisco, CA 94080

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,



Tanya A. Gulesserian

TAG:bh

cc: Eric Parfrey, BASELINE Environmental Consulting



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

May 19, 2004

Regulatory Branch (200400328)

RECEIVED
MAY 21 2004
BASELINE

Marilyn Ponton
City of Dixon
Community Development Department
600 East A Street
Dixon, California 95620-3697

Dear Ms. Ponton:

I am responding to your Notice of Preparation of a Draft Environmental Impact Report for the Milk Farm project.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

We recommend conducting a wetland delineation for your proposed project area, in accordance with our **1987 Wetland Delineation Manual** and enclosed **November 30, 2001, Minimum Standards for Acceptance of Preliminary Wetland delineations**, document. This would minimize inconsistencies and potential conflicts, and would facilitate and streamline comprehensive environmental review and permitting. Once completed, you should submit it to this office for verification.

The range of alternatives considered in an EIR should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

Please refer to identification number 200400328 in any correspondence concerning this project. If you have any questions, please contact Marc Fugler at our Delta Office, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email Marc.A.Fugler@usace.army.mil, or telephone 916-557-5255. You may also use the Regulatory Permits link on our website: www.spk.usace.army.mil.

Sincerely,

ORIGINAL SIGNED

Michael Finan
Chief, Delta Office

Enclosure(s)

Copy furnished:

✓ Eric Parfrey, Baseline Environmental Consulting, 5900 Hollis Street, Suite D, Emeryville.
California 94608



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

November 30, 2001

Regulatory Branch

To whom it may concern:

To better serve the public, the District has revised its "Minimum Standards for Acceptance of Preliminary Wetlands Delineations". This document is designed to assist private wetland consultants to produce a uniform and consistent quality product. Adherence to these standards will facilitate the District's review of preliminary delineations and provide time savings to all those involved. I am enclosing the standards, which are effective immediately. Any questions or comments can be directed to the Regulatory Branch at the above address.

A handwritten signature in black ink, appearing to read "Art Champ".

Art Champ
Chief, Regulatory Branch

Attachment

MINIMUM STANDARDS FOR ACCEPTANCE OF PRELIMINARY WETLANDS DELINEATIONS

November 30, 2001

The Regulatory Branch of the Sacramento District, U.S. Army Corps of Engineers (District), receives numerous requests to perform wetlands delineations for potential applicants for permits under Section 404 of the Clean Water Act. Due to limited staff and resources, the response time can be several months or longer. To expedite this process, the District encourages applicants to use consultants to conduct preliminary wetlands delineations, especially for large and/or complex areas. Preliminary delineations may then be submitted to the District for review and verification.

While accurate delineations by qualified individuals have resulted in a quicker review and response from the District, substandard or inaccurate delineations have resulted in unnecessary time delays for applicants. These delays are due to insufficient, incomplete, or conflicting data, which prevent the District from verifying the proposed wetland boundaries. Such delineations must be returned by the District to the applicant or consultant for revision.

To improve the quality and consistency of delineations, the District has developed minimum standards necessary for accepting a delineation for verification of the jurisdictional boundaries. Any submittal that does not meet these requirements will be returned to the applicant or consultant. All deficiencies must be corrected by the applicant or a consultant prior to re-submittal.

A. MINIMUM REQUIREMENTS

The preliminary wetlands delineation report shall include:

- A statement that the delineation has been conducted in accordance with the 1987 "Corps of Engineers Wetlands Delineation Manual."
- A narrative describing the wetlands.
- Justification for the wetlands boundaries.
- The total acreage of the project site.
- Existing field conditions such as season and flood/drought conditions.
- A discussion of the hydrology source (subsurface or surface, including potential irrigation influence) and drainage gradients.
- A site location map, preferably outlined on a 7.5-minute USGS quadrangle, along with any other pertinent maps of the site. The map must provide the name of the USGS quadrangle, Section, Township, Range, and UTM or latitude and longitude.
- Directions to the site.
- Contact information for the applicant(s) and property owner(s).
- A discussion of plant communities and habitat types present on the site and a list of the scientific name, common name(s), and indicator status of all plants.
- Soil descriptions, soil map(s), and a list of hydric soils or soils with hydric inclusions on the site.
- Any observed and/or documented examples of an interstate or foreign commerce connection. Examples include, but are not limited to:
 - Recreational or other use by interstate or foreign travelers.
 - Sale of fish or shellfish in interstate or foreign commerce.
 - Use by industries, including agriculture, operating in interstate or foreign commerce.
- A delineation map at an appropriate scale (for most projects, a scale of one inch to 100 or 200 feet).

MINIMUM STANDARDS FOR ACCEPTANCE OF PRELIMINARY WETLANDS DELINEATIONS

The map should not exceed one inch to 400 feet unless there are extenuating circumstances. (Note: map scales must be accurate and in round numbers, any maps using a photographic base must be corrected for distortions, and any overlays must be of identical scale) The map must include:

- The boundary of the entire project area.
 - All features which meet the criteria for wetlands or other waters of the United States.
 - Color or thatched coding of the different wetlands types present.
 - Topography.
 - Clearly and accurately identified data point locations and the location and identification number of surveyed or GPS established flags, stakes, or wetland boundaries.
 - All waters of the U.S., including but not limited to, interstate waters, tributaries, wetlands, and all other waters such as intrastate lakes, rivers, streams, and mudflats as described in 33 CFR 328.3, must be shown on the delineation map. Those features which meet wetlands criteria or are potential waters of the U.S., but which may be isolated and lacking an interstate or foreign commerce connection or non-jurisdictional for other reasons must still be shown on the map. Any justification for the Corps to make a non-jurisdictional determination should be provided in the report.
 - Standard mapping conventions (e.g., north arrow, location map, etc.) and other identifying features which facilitate the correlation of map locations with ground features (e.g., buildings, fence lines, roads, right-of-ways, trees, streams, topographic features, etc.).
 - A reference block which identifies the project, the delineators, surveyors, date of initial preparation and date(s) of any revisions.
 - Individual numbers or other designations for each water feature identified.
 - A table displaying the respective size (in acres) of each water and the cumulative acreage of each type of water.
- Data sheets completely and appropriately filled out. Data forms may be modified from the Corps' standard version, but they must present all essential information necessary to make a wetlands/non-wetlands determination.
- At least one set of paired data points documented for each feature or complex. Additional data forms may be necessary depending on various factors including the size and shape of the wetlands on the site, difficulty in identifying a precise wetlands/uplands boundary, and the width of any transition zones.

Additionally, before the Corps can complete its verification of the delineation, wetland boundaries must be marked with flags or stakes. Flags or stakes must be individually numbered and surveyed by traditional methods or by GPS equipment accurate to less than one meter. The survey data must specify the geographic coordinate system used in referencing the data, including projection and datum (e.g., Latitude-Longitude : NAD-27 or UTM - Zone 10 : NAD83). Data should be provided in a digital geographic information system (GIS) format to expedite review, with ESRI Shapefiles being the preferred format. The Corps also strongly recommends that property boundaries be flagged or staked and surveyed.

Additional information often can expedite a wetland verification. Particularly helpful data includes topographic maps, aerial and ground photographs, and related reports. Expanded narrative reports may also clarify the investigation. However, the Corps emphasizes that these reports should be succinct with only the relevant information presented. Irrelevant, verbose, or perfunctory information will only delay the Corps' evaluation.

**MINIMUM STANDARDS FOR ACCEPTANCE OF PRELIMINARY
WETLANDS DELINEATIONS**

IMPORTANT SOURCES OF INFORMATION

CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL (1987 VERSION)
NATIONAL TECHNICAL INFORMATION SERVICE (NTIS)
ATTN ORDER DEPT SPRINGFIELD VA 22161
703-487-4650 FAX 703-321-8547

WETLANDS PLANTS LISTS (Out-of-print lists available from NTIS above)
US FISH AND WILDLIFE SERVICE
PUBLICATIONS UNIT
1849 C STREET NW
MAIL STOP 130 -- WEBB BUILDING
WASHINGTON DC 20240

HYDRIC SOILS OF THE UNITED STATES (Obtain local lists from county or state NRCS offices)
NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS
NATURAL RESOURCE CONSERVATION SERVICE
PO BOX 2890
WASHINGTON DC 20013

MAPPING PRODUCTS AND DIGITAL DATA (National Wetlands Inventory and USGS Topographic Maps)
USGS EARTH SCIENCE INFORMATION CENTER (ESIC)
NATIONAL HEADQUARTERS
507 NATIONAL CENTER
RESTON VA 22092
1-800-USA-MAPS
(703) 648-6045

FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 4.0 (March 1998)
Russell F. Pringle
NRCS, WSI, LSU
104 Sturgis Hall
Baton Rouge, LA 70803-2110

Aerial Photography - National Sources of Photos (additional sources form ESIC above)
ASCS AERIAL PHOTO FIELD OFFICE USGS EROS DATA CENTER
PO BOX 30010 SIOUX FALLS SD 57198
SALT LAKE CITY UT 84130 (605) 594-6151
(801) 524-5856

National List of Scientific Plant Names	Keys to Soil Taxonomy (1982 ed.)
USDA SOIL CONSERVATION SERVICE	POCAHONTAS PRESS
OFFICE OF ECOLOGICAL SCIENCES	832 HUTCHINSON DRIVE
PO BOX 2890	PO DRAWER F
WASHINGTON DC 20013	BLACKSBURG VA 24063
(202) 447-2587	(703) 951-0467
Publ No. SCS-TP-159 (1982)	

Publication on "Redoximorphic Features for Identifying Aquic Conditions"
Technical Bulletin 301 of the North Carolina Agricultural Research Service (1992)
DEPARTMENT OF AGRICULTURAL COMMUNICATIONS
PO BOX 7603 NORTH CAROLINA STATE UNIVERSITY
RALEIGH NC 27695-7603

Attendees at Milk Farm Scoping Session
May 24, 2004

Michael Fortney (Placer Title)
1300 Oliver Road, Fairfield
429-2211

Gordon Davis (Planning Commissioner)
925 Marvin Way
678-5246

Roland Higby (neighbor)
8470 Currey Road
678-9007

Ron? Rose? Moller (neighbor)
9350 Currey Road
678-2371

Bharat Patel
1345 Commercial Way
678-1400

Cliff Simes? (neighbor)
6699 Hess lane
678-5855

Kathleen Juell (neighbor)
6705 Hess Lane
678-6133

Brian Padilla
280 S. 8th Street
330-8928

Steve Lewis (neighbor)
6711 Hess Lane
678-0845

Laurence Lewis
210 Joy Court
678-5546

George Lester?
P.O. Box 580
795-4663

Jeff Higby (neighbor)
8466 Currey Road
693-1803

MILK FARM PROJECT

City of Dixon

INITIAL STUDY

A. PROJECT DESCRIPTION

Project Location

The proposed project is consideration of applications to the city of Dixon (City) for the potential annexation, pre-zoning, General Plan amendment, and sphere of influence modification of the 60-acre Milk Farm property, located along the northwest side of the Interstate 80 (I-80) at the Currey Road interchange (Figure 1). The property is in unincorporated Solano County, adjacent to the City. Land uses in the project vicinity include a combination of agricultural uses (orchard, field, and row crops) northwest of I-80. South and east of the freeway are developing areas of the City, including industrial, commercial, and residential uses.

The Milk Farm property currently is used for agricultural and rural residential land uses. The former Milk Farm restaurant complex, with its four gas stations, produce stands, and other former highway commercial use, has been inactive since the 1980s.

The 60-acre site is currently zoned and designated in the Solano County General Plan for Highway Service use. The northern portion of the property is zoned and designated for agricultural use. The Solano County Local Agency Formation Commission (LAFCO) has included the existing highway commercial portion of the property within the City's "sphere of influence." The Dixon General Plan designates a portion of the property for highway service use.

Proposed Project

The applicant is Milk Farm Associates, a California partnership (MFA). MFA has submitted applications for annexation, general plan amendment, pre-zoning, and sphere of influence modification to the City to facilitate the development of a mixed use project on the site, consisting of highway commercial property, industrial and agricultural uses (Table 1). MFA has also submitted a project description to the City to identify the intent and projected uses of the project area.

TABLE 1: Proposed Land Uses For the Milk Farm Project

Land Use Description	Acres ¹	Proposed Buildings Square Feet (sf)
Agriculture demonstration and production agriculture, storm water detention (pond), educational activities	30	--
Highway Commercial food service, vehicle fueling, retail, lodging	30 ²	520,000
Total	60	520,000

Source: Milk Farm application materials.

¹ Approximate acreages.

² An overlay zone for the research and development facility (light industrial-engineering research) may be proposed for four acres of the highway commercial area.

The proposed land use and circulation plan for the project site indicates the general location for certain types of commercial and industrial uses that are proposed in the southern and eastern one-half of the 60 acre project (Figure 2). Highway commercial and specialty retail uses are proposed adjacent to the I-80 interchange. "Specialty commercial" and a research and development park would be arranged around the east side of a planned five-acre pond. A recreation facility and hotel/wellness center would

be located on the east side of the pond. The northern one-half of the project site would be developed with a variety of agricultural activities.

A conceptual site plan for the project shows individual buildings and uses (Figure 2). The Milk Farm Project may be developed in one or two phases. In the event that the project is developed in two phases, Phase 1, including approximately 200,000 square feet of highway commercial development, would be constructed on 14 acres in the southwestern corner of the site adjacent to the I-80 interchange. According to the applicant, this 120,000-square-foot highway commercial area “will serve as an economic engine to generate revenues for subsequent infrastructure, public amenity construction, and maintenance.” Highway commercial land uses for Phase 1 development could include a transportation station, which would provide fueling facilities for gasoline and fuel cell (hydrogen) vehicles; a cafe/diner, in the spirit of the historic Milk Farm Restaurant; and an upscale dining restaurant.

Specialty retail shops could also be built in Phase 1 along Currey Road (Figure 2). The applicant envisions specialty uses “that support the Milk Farm’s agricultural/technology themes (such as sale of local produce and meat, coffee, homewares, gardening supplies, flowers, toys, clothing, and books and media).”

A second phase would include development of an additional 320,000 square feet of highway commercial areas that would expand north of the Phase 1 development and encircle an existing pond. Phase 2 could also include construction of a hotel, conference center, and wellness center on the east side of the pond (Figure 2).

On four acres on the west side of the pond, a 50,000-square-foot campus-style headquarters, research, and development facility for Moller International, Inc. may be built. A museum site has also been reserved at a location along the west shore of the pond for permanent and rotating exhibits that focus on transportation and agricultural themes.

The remainder of the site would be devoted to on-going agricultural activities. Agricultural uses may include seasonal and permanent amenities to attract and educate visitors. Agricultural products cultivated on the site may be sold in shops and markets on-site.

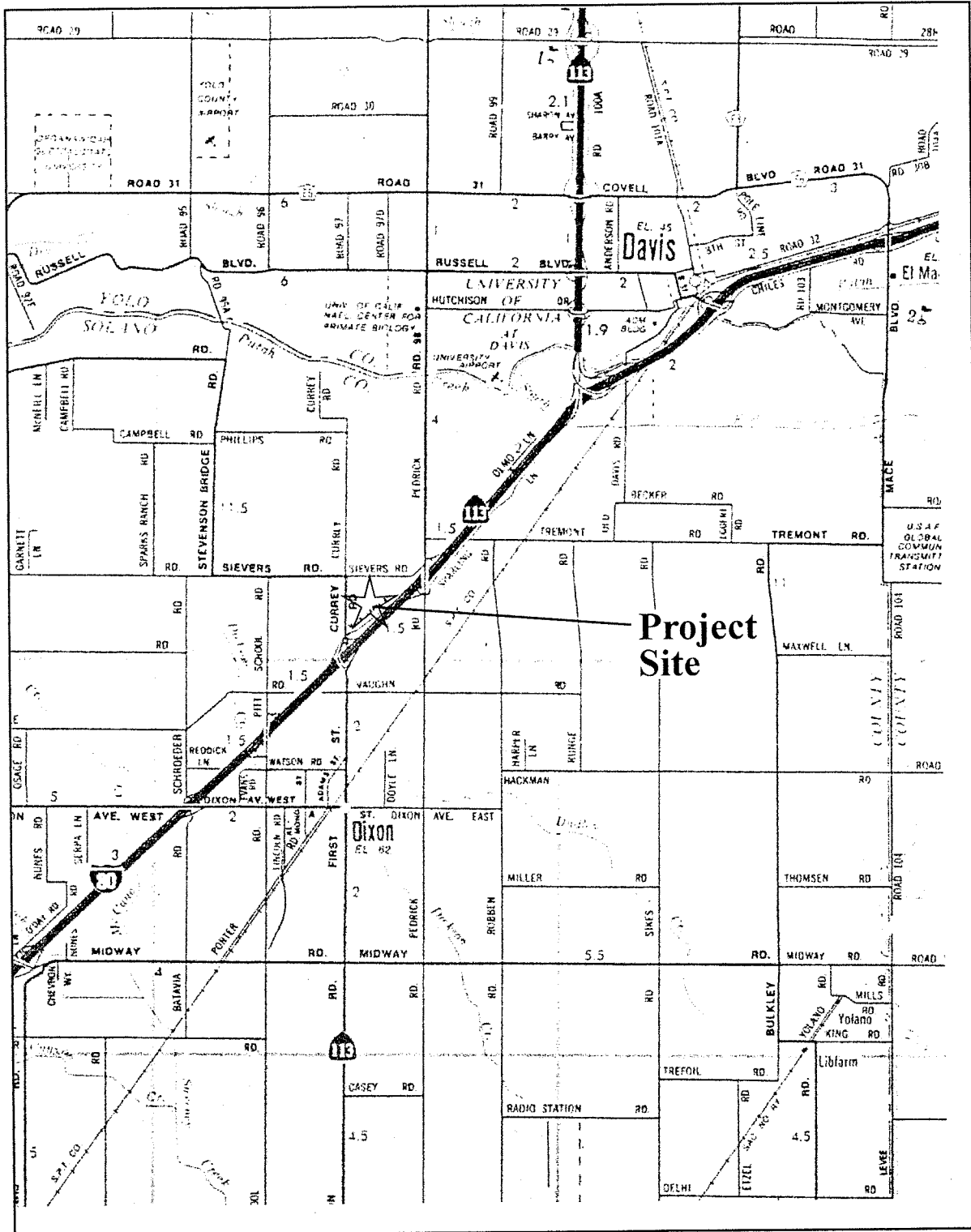
Permits Required

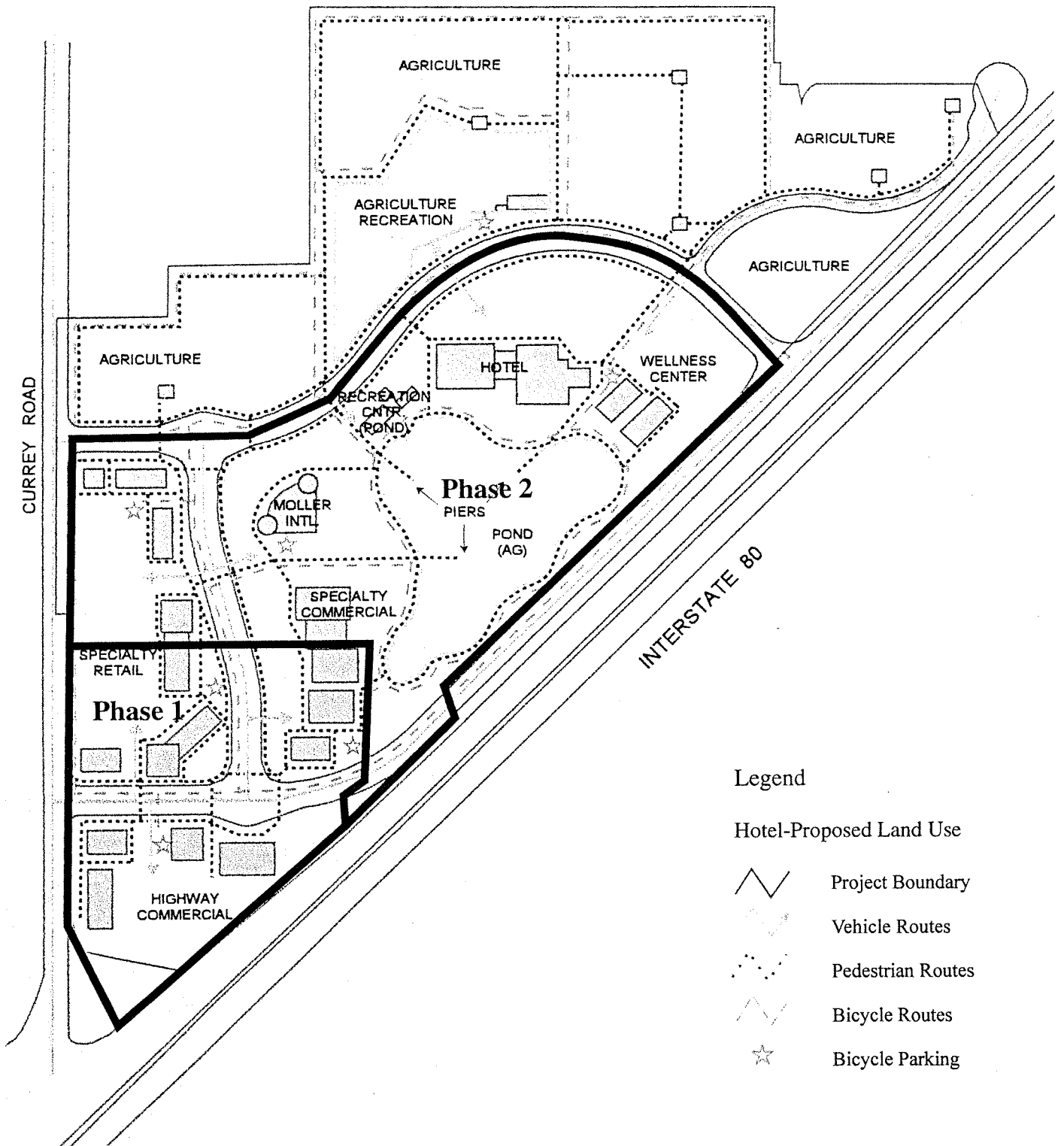
The proposed project would be reviewed and may require approval by the following agencies:

- City of Dixon (certification of Final EIR; adoption of resolution directing submittal of applications to Solano County Local Agency Formation Commission (LAFCO) for Sphere of Influence (SOI) amendment and annexation; approval of project components, including subdivision map(s) and other permits);
- Solano County LAFCO (approval of SOI amendments and annexation);
- Caltrans (possible approval of an encroachment permit for work within right-of-way);
- Central Valley Regional Water Quality Control Board (general storm water discharge permit, approval of remediation plan(s) and closure of portions of project sites, possible approval of wetlands mitigation plan);
- Solano County, Solano County Water Agency, City of Dixon, Dixon Resource Conservation District, Caltrans (possible approval for drainage and highway culvert conveyance facilities);
- California Department of Fish and Game (possible approval of Swainson’s hawk mitigation plan);
- U.S. Army Corps of Engineers (possible approval of wetland delineation and wetlands mitigation plan).

REGIONAL LOCATION

Figure 1





↑
NOT TO SCALE
BASELINE

B. ENVIRONMENTAL REVIEW CHECKLIST

A brief explanation or reference of all answers follows each issue.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

The Milk Farm parcel is almost entirely flat. The site offers dramatic views of the Coast Ranges and the agricultural open spaces to the east, west, and north of the project site. The project site is highly visible from I-80, Currey Road, the North First Street area of Dixon, and the Currey Road freeway overcrossing. The Scenic Roadways Element of Solano County's General Plan designates the segment of I-80 adjoining the project site as a "scenic roadway." However, there are no scenic resources, such as rock outcroppings, historic structures, or significant trees, on the site itself.

Development of the site with highway commercial and industrial uses, including parking lots and buildings, could obscure or affect scenic vistas in the area. The project has the potential to substantially degrade the existing visual quality of the site and surrounding farmland.

The project would include new outdoor lighting. The new lighting could add incrementally to impacts on nighttime views in the area.

The draft Environmental Impact Report (EIR) to be prepared will identify and analyze potentially significant impacts related to scenic resources, and will recommend mitigation measures, as appropriate, to reduce such impacts.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE 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"/>

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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"/>
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DISCUSSION:

The Milk Farm project site includes Class I and Class II (prime) agricultural soils that exhibit few limitations that restrict their agricultural use. A portion of the property is used as grazed irrigated pasture. The project would convert 30 acres of prime farmland to highway commercial and industrial uses, while approximately 50 percent of the site would be retained in agricultural use as a model farm. The land is not under Williamson Act contract.

The draft EIR to be prepared will further identify and analyze potentially significant impacts related to prime farmlands and agricultural resources, and will recommend mitigation measures, as appropriate, to reduce impacts.

The applicant has agreed to incorporate several mitigation measures, such as retaining one-half of the site in agricultural production, into the project description to reduce agricultural impacts.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

III. 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"/>
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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 which 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
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DISCUSSION:

The project site is located in the Sacramento Valley Air Basin (SVAB), under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The YSAQMD encompasses all of Yolo County and the northeastern half of Solano County. The EPA identifies the SVAB as non-attainment for ozone (O₃) and particulate matter (PM₁₀).

Air quality impacts of the project would result from short-term construction activities, as well as a long-term increase in emissions due to traffic and other project operation. Sensitive receptors that could be affected by increased emissions include rural residences along Currey Road.

The draft EIR to be prepared will further identify and analyze potentially significant impacts related to air quality, and will recommend mitigation measures, as appropriate, to reduce impacts.

The applicant has agreed to incorporate several mitigation measures into the project description to reduce air quality impacts. These measure include: implementing construction method to reduce PM₁₀ and ozone precursors; providing convenient access to public transit systems; and developing employee trip reduction and other transportation control programs.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. 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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

At least one species of concern is known to occur in the project area. The Swainson's hawk is listed as threatened under the California Endangered Species Act. The hawk nests in trees throughout the Sacramento Valley and forages in agricultural habitats. The applicant prepared a biological assessment of the site in 2000 that examined potential impacts to the Swainson's hawk (Jones & Stokes, 2000). The report noted that, although several potential nest trees are located on the project site, mostly eucalyptus trees, no raptor nests were observed in 2000. The nearest known Swainson's hawk nest is approximately one mile north of the project site in a eucalyptus tree along Currey Road. Inspection of this nest site during surveys indicated that the nest was active in 2000. The approximately 40 acres of irrigated pasture on the project site are considered suitable foraging habitat for Swainson's hawk. The survey of Swainson hawk nest sites will be updated for the EIR.

In addition, a species of special concern, the burrowing owl, is known to exist in the Dixon area. Surveys to determine absence or presence of the owl will be done.

Most of the project site consists of disturbed lands that were previously occupied by the former Milk Farm restaurant and adjacent irrigated pasture. The biological report prepared by the applicant notes that one highly degraded seasonal drainage flows generally north to south through the project site. The report states that the majority of the drainage does not support wetland vegetation, but the portion of the drainage paralleling Milk Farm Road supports a small amount of marginal-quality wetland vegetation (primarily yellow sedge). Irrigation ditches parallel both sides of Currey Road and, in a few locations, these ditches support a narrow corridor of wetland vegetation, comprised primarily of cattail and yellow sedge. A detailed tree evaluation report has also been prepared by the applicant (Tree Associates, 2001).

There are no Habitat Conservation Plans or similar plans or policies that have been adopted for the area. The city of Dixon does not have a tree preservation ordinance.

The draft EIR to be prepared will provide "peer review" of the applicant's biological and tree studies and further analyze potentially significant impacts related to endangered species, wetlands, and other sensitive biological resources, and will recommend mitigation measures, as appropriate, to reduce impacts.

The applicant has agreed to incorporate a mitigation measure to retain a portion of the 30 acres of agricultural land in suitable foraging habitat for the Swainson's hawk into the project description to reduce impacts to biological resources.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

A cultural resources evaluation report has been prepared by the applicant (Peak & Associates, 2001). The report concludes that there are no historic structures on the property, except for a barn and a bungalow, neither of which are judged to be significant. The report also notes that there is no surface evidence of archaeological resources, although an important archaeological site was discovered recently during excavation for a subdivision on the other side of Dixon.

There are no known paleontological resources or unique geologic features within the area.

The draft EIR to be prepared will provide "peer review" of the applicant's cultural resources study and further analyze potentially significant impacts related to cultural resources, and will recommend mitigation measures, as appropriate, to reduce impacts.

The applicant has agreed to incorporate a mitigation measure into the project description to reduce impacts to cultural resources. This measure includes stopping all ground-disturbing activities on the site if cultural resources are encountered.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water 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:

The Milk Farm site is located near a region of significant seismic activity. The active San Andreas fault system is approximately 60 miles to the west. The active Rodger's creek fault zone is about 40 miles to the west, and the active Green Valley fault is about 25 miles to the west. The active Dunnigan Hills fault is about 20 miles to the north. No active earthquake faults are known to traverse the project site.

The project's flat terrain and prime agricultural soils are not known to be subject to landslides, soil erosion, or soil expansion. No septic systems are proposed for the site.

The draft EIR to be prepared will contain further investigation of geologic, seismicity, and soil issues, and an analysis of prime farmlands will be included in the Agricultural Resources section of the document.

The applicant has agreed to incorporate several mitigation measures into the project description to reduce geologic, seismic, and soil impacts. These measure include: constructing fill slopes no greater than 2 to 1; compacting fill material; preparing an erosion control plan; not leaving disturbed areas during the rainy season; conducting a geotechnical investigation; and submitting investigative reports with plans for individual buildings.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. HAZARDS AND HAZARDOUS MATERIALS -- 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 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 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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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:

The former Milk Farm restaurant complex included four gas stations and various fruit stand uses. The gas stations routinely handled and stored hazardous materials. The applicant has provided a memo (July 2000) and a groundwater monitoring report for a former Exxon gas station that was located on the site (Carlton Engineering, 1999). As of July 2000, remediation at the Exxon station was completed, but investigation of releases at another gas station, the Texaco site, and at the former Morgan's Fruitstand sites had not been completed. There could potentially be areas of PCB- and petroleum-contaminated soils that would require remediation prior to redevelopment. Several water wells in the area could be at risk due to on-site hazards. In addition, contaminated groundwater and soils could affect construction workers, and could potentially affect future users of the site.

A Phase I site investigation will be performed for the site and included in the draft EIR to be prepared. The draft EIR will further analyze potentially significant impacts related to public health and safety, and will recommend mitigation measures, as appropriate, to reduce impacts. The status of all contaminated sites shall be assessed and a schedule for remedial action proposed.

The proposed project includes uses that may involve the routine transport, use, or disposal of hazardous materials. Such materials may be involved in the industrial or highway commercial components of the project. The draft EIR will analyze this potential impact.

Regarding other potential issues related to public health, the project site is not located within one-quarter mile of an existing or proposed school, it is not within an airport land use plan, and it is not located within the vicinity of a private airstrip. There is no likely expectation that the planned use of the site will interfere with an emergency response plan. Wildland fires are also not an issue in this part of the highly irrigated Central Valley.

The applicant has agreed to incorporate several mitigation measures into the project description to reduce public health and safety impacts, including implementing a worker health and safety plan, completing remediation of existing contamination, and coordinating project phasing with remediation activities.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which 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 which 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"/>

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

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 checked="" type="checkbox"/>	<input type="checkbox"/>
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j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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DISCUSSION:

The project includes future uses related to industry and commercial activities that have the potential to affect water quality. This potential impact will be fully analyzed in the Draft Environmental Impact Report to be prepared. Construction of the project would not be expected to violate any waste discharge requirements since wastewaters that are generated would be collected by the City of Dixon treatment system and discharged according to permit requirements.

The project would not rely on groundwater pumped from the site, and groundwater recharge in the area would not be significantly affected since one-half of the site would remain in agricultural use.

Regarding flooding and drainage issues, a hydraulic analysis has been prepared by the applicant (MBK Engineers, January 2000). The MBK Engineers study reviewed previous studies, evaluated the data, and developed hydraulic models to quantify flood stages and flows. In March 1999, the city of Dixon released a Storm Drain Report for the Dixon area, prepared by West Yost & Associates, which also identified flooding concerns in the area.

Although the Milk Farm site is not shown as an area subject to 100-year flooding by the Federal Emergency Management Agency, the area is subject to shallow flooding. A previous hydraulic report (Moorhead Engineering, 1998) concluded that the Milk Farm drainage area was about 400 acres prior to 1962, but upstream diversions have increased the watershed to 2,690 acres. The diversions have increased the frequency and depth of flooding at the Milk Farm site and a significant portion of this drainage area has been diverted toward the Milk Farm, away from its historical drainage path west of Currey Road. The drainage barrier represented by under-sized culverts in an adjacent section of I-80 also contributes to the flooding problem at the Milk Farm site. The highway essentially acts as a low detention dam for upstream drainage.

The applicant is proposing construction of a five-acre retention pond with excess detention capacity. This facility would serve as a project water feature, fire-flow reservoir, and (in combination with graded agricultural areas) provide at least 46 acre-feet of flood storage volume. (However, a retention basin is not acceptable for fire flows under the California Fire Code.) The Milk Farm Project would intercept existing drainage within its approximately 660-acre basin and route this flow into the detention pond.

The draft EIR to be prepared will provide "peer review" of the applicant's hydraulic study and will further analyze flooding and drainage issues of the project, including water quality impacts of the detention pond, and will recommend mitigation measures, as appropriate, to reduce impacts. The applicant has agreed to incorporate several mitigation measures into the project description to reduce water quality and hydrologic impacts. These measures include: providing drainage for the historical drainage area north and west of the project site; setting finished floor elevations one foot above the 100-year flood elevation; participating in drainage boundary and highway culvert conveyance solutions with County and local agencies; using minimal amounts of fertilizer, pesticides, and herbicides; and coordinating the design and operation of the detention pond with the County mosquito abatement district.

Construction activities could result in sediments being entrained in storm water runoff leaving the site and potentially enter the adjacent irrigation channels. The draft EIR will analyze this impact and recommend mitigation, as required.

Regarding other issues, the site is not located within a dam inundation area. The site is located on the valley floor and there are no known mudslide hazards affecting the site. The site is also located away from coastal areas, so tsunamis would not reach the area. If seiches were

to occur in any nearby reservoirs from seismic shaking the possible flood waters would be expected to follow a flow pattern similar to the dam inundation areas.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. LAND USE AND PLANNING - Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any 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:

Construction of the project would not physically divide any existing residential neighborhood since there are no Dixon neighborhoods north and west of I-80. The project appears to be generally consistent with applicable policies and development regulations contained in the Dixon General Plan, the Zoning Ordinance, and other adopted plans. However, the project is a significant departure from previous growth in Dixon since it is the first time development has occurred north and west of I-80. The draft EIR will further analyze the consistency of the project with adopted plans and regulations, and will recommend mitigation measures, if needed, to reduce impacts. The draft EIR will discuss the role of the Solano County Local Agency Formation Commission (LAFCO), its status as a responsible agency, and relevant annexation policies set by LAFCO that the project must meet. The draft EIR will discuss the development plans and land use implications of other adjacent properties that could request annexation into the City as a result of the proposed project. The draft EIR will also analyze potential land use conflicts within the project, and between the project and adjacent neighboring uses.

There are no habitat conservation plans that have been adopted for the project site and vicinity.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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X. MINERAL RESOURCES -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION:

According to California mapping (1988), there are no known mineral resources at or near the project site. This issue will not be further addressed in the draft EIR.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. 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 ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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:

The proposed project could expose people working or using the area to excessive noise levels. Noise from the nearby I-80 corridor dominates the noise environment of the project site. Vehicle traffic along the corridor generates significant, almost constant noise. An environmental noise report that measured current noise levels has been prepared by the applicant (Bollard & Brennan, 2002). The report indicates that, based on a 24-hour measurement, the Community Noise Equivalent Level (CNEL) for the project site adjacent to the I-80 freeway is 78.9 decibels (dB). The distance from the centerline of I-80 to the 70 dB CNEL noise contour is 431 feet, and the distance to the 60 dB CNEL noise contour is 2,000 feet.

The Dixon Zoning Ordinance indicates that the maximum sound level permitted for commercial use is 70 dBA (City of Dixon, 1991). The report concludes that proposed uses on the project site, such as the conference center, hotel, and wellness center, may experience interior noise levels from traffic that will exceed 45 dB CNEL. The report recommends that the conference center, hotel, and wellness center noise be located outside the projected future 70 dB CNEL noise contour, which is projected to be 575 feet from the I-80 centerline. If the sensitive buildings are included within the 70 dB CNEL noise contour, a detailed analysis of interior noise levels would need to be conducted when building plans and elevations are completed.

The draft EIR to be prepared will provide "peer review" of the applicant's noise study and further analyze potentially significant impacts related to noise, and will recommend mitigation measures, as appropriate, to reduce impacts. The applicant has agreed to incorporate several mitigation measures into the project description to reduce noise impacts. These measures include: designing the project to attain acceptable interior and exterior noise levels; requiring contractors to comply with all applicable noise regulations; and informing nearby residents and businesses of the construction schedule and providing contact information.

The new construction and proposed uses are not expected to generate excessive vibration or ground-borne noise levels. However, the draft EIR will specifically analyze any noise and vibration impact due to the testing of aircraft in the project's industrial park. The new traffic associated with the project is not expected to generate any permanent increase in ambient noise levels. Project noise will contribute to a significant increase in traffic noise on Milk Farm Road; however, noise on this roadway will continue to be dominated by traffic noise from the adjacent I-80. The draft EIR will further analyze these impacts to local roads and to sensitive receptors (rural residences) in the vicinity.

Construction of the project would generate short-term noise from heavy equipment, but the impact is not expected to be a substantial temporary increase in ambient noise levels.

Regarding other noise-related issues, the site is not within an airport land use plan or within the vicinity of a private airstrip.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. POPULATION AND 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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:

Construction of the project would not induce new population growth in the area, since no new housing is proposed. The project would not require displacement of any existing occupied residences. These issues will not be addressed further in the draft EIR.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. 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:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

The Dixon Fire Department would provide fire response to the project. The responding station is located at 205 Ford Way in Dixon, which is approximately 1.6 miles from the site. The project could have a significant impact on existing staffing and response times of the fire department.

For fire flows, the applicant is proposing construction of a five-acre 25-acre-foot (AF) retention pond with excess detention capacity up to 46 AF that would serve as a project water feature, fire-flow reservoir, and drainage pond. Well water would be pumped to supply the pond and to maintain the fire-flow reservoir. If needed, additional storage would be provided for fire flows. The project detention pond/water feature would be used as a reservoir to provide water for fire flows in the event of an emergency. If needed, the applicant would provide additional storage to support fire-flow standards. The applicant states that the project would store sufficient water supply and fire flows as set forth by the 2001 Uniform Fire Code and approved by the Dixon Fire Department. The applicant would ensure sufficient water is stored to supply approved sprinkler systems within buildings over a total floor area of 4,000 square feet (excluding area separation walls rated at more than 4-hour fire resistance). In addition, the Milk Farm would provide a minimum fire flow equal to or greater than 500 gallons per minute (gpm) or 4,000 gpm for a 2-hour duration, in accordance with the city of Dixon Fire Code.

Emergency medical response services for the project site would be provided by the Dixon Fire Department. Sutter Davis Hospital in Davis, California, is the closest hospital and is located approximately 8.2 miles from the site.

The Dixon Police Department would provide police protection for the project. The police department is staffed with 23 sworn and four non-sworn employees and is supplemented by reserve officers and volunteers. The police station is located downtown at 201 West A Street, approximately 2.3 miles from the site. The project could have a significant impact on existing staffing and response times of the police department.

The project would not result in any additional need for schools in the area, since no new housing, residents, or school age children would be generated by the project. There would be no impact on park facilities in the area, since no new housing and residents would be generated by the project.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. RECREATION

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 which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

The project would not affect the demand for recreational facilities because it would not result in an increase in local population, and would not affect any existing recreational facilities in the vicinity. The project includes a proposed demonstration farm and museum, which, presumably, would be maintained by the developer. Recreation issues will not be addressed further in the draft EIR.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

The project would generate a significant amount of traffic on the area's roadways and intersections. The applicant completed a detailed traffic study in 1999 (Fehr & Peers, 1999). The 1999 report estimated that the proposed project would generate about 14,380 gross daily trips. Approximately 30 percent of the trips would be diverted trips (trips already on SR 113 or I-80 for another purpose that will make a short diversion to the project site before continuing to their primary destination). Consequently, the project would generate approximately 10,180 net external daily trips. The report examined how new project trips would affect existing conditions. The report found that, under existing plus project traffic conditions, operations at the three study intersections would noticeably worsen. The 1999 study would be updated to reflect the most recent project description.

The 1999 analysis also considered cumulative plus project traffic and circulation conditions. The cumulative analysis revealed that substantial deterioration in peak-hour level of service (LOS) at nearby intersections and along I-80 is projected to occur under cumulative conditions with and without the project. All but one analysis location would operate at LOS F for at least one peak hour. The addition of project traffic would exacerbate these operational problems. The 1999 analysis identified cumulative traffic impacts at nearby intersections due to the project and recommended the following improvements:

- Install a traffic signal at the Currey Road/Milk Farm Road intersection;
- Install a traffic signal at the I-80 westbound ramps/Currey Road/SR 113 intersection;
- Install a traffic signal at the I-80 eastbound ramps/SR 113 intersection;
- Contribute the project's fair-share cost of improving the I-80/SR 113 interchange.

The draft EIR will update the 1999 traffic study and further analyze the transportation impacts of the revised project. It will recommend mitigation measures, as needed, to reduce impacts. It will incorporate the draft I-80 Corridor Expansion Study recommendations, including closure of the Milk Farm Road off-ramp.

Construction of the project would result in minor increases in local traffic. The minor increase in construction truck trips and construction worker vehicle trips is expected to cause a less than significant impact on existing local street loads and capacity. The draft EIR will fully analyze construction traffic impacts.

Regarding other traffic issues, the project would not have a significant effect on air traffic patterns. The draft EIR will fully analyze the parking that is proposed by the project's plans and determine if it is adequate as required by city of Dixon regulations to accommodate visitors to the project.

The project could involve the realignment or re-design of critical transportation facilities, such as the I-80 interchange. The draft EIR will analyze this issue.

The project is not expected to conflict with any alternative transportation policies and would not affect plans for alternative forms of transportation. The applicant has agreed to incorporate several mitigation measures into the project description to encourage alternative forms of transportation to and within the project site, such as providing a transfer shelter for local bus/shuttle connections to Dixon and the Amtrak station.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. 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 or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 adequate 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

Wastewater generation for the proposed development is estimated by the applicant to be between 100,000 and 200,000 gallons per day, depending on the type of businesses that may locate on-site and the volume of commerce associated with those businesses. The applicant proposes to connect the project to the city of Dixon wastewater treatment system. The existing capacity of the Dixon treatment system is about 1.40 million gallons per day (mg/d) of wastewater and current City wastewater flows (actual wastewater, as opposed to rainfall and

groundwater leakage into the sewer system) are around 1.35 mg/d. The Dixon wastewater treatment plant is nearing its treatment capacity; however, the City has planned treatment capacity expansion to 1.77 mg/d. Adding aerators to the existing treatment ponds will increase the treatment capacity of those ponds. A portion of a Milk Farm Project connection fee could be used by the City to install aerators in the existing ponds. The draft EIR will assess future wastewater capacity issues, including wastewater discharge permitting for future permit years.

The point of wastewater service connection would be developed by an agreement with Caltrans to use the existing 72-inch box culvert that is located beneath I-80. Prior to the initiation of site grading, the applicant would enter into a wastewater services agreement with the city of Dixon, using the standard City wastewater connection and service fee schedule. These new facilities and their impacts would be fully analyzed in the draft EIR.

As discussed already under Section VIII, Hydrology and Water Quality, above, the project would require the construction of new storm water drainage facilities and expansion of existing facilities. These new facilities and their impacts will be fully analyzed in the draft EIR.

Regarding water supplies, domestic water use for the completed Milk Farm Project is estimated at approximately 195,000 gallons per day. The applicant proposes to obtain water service from Dixon-Solano Municipal Water Service (DSMWS). This service would be provided via a looped system using the 72-inch conveyance and would require the development of an additional conveyance under the freeway. Agreements with the DSMWS and Caltrans would need to be executed to obtain this water service.

Alternatively, the Milk Farm property is currently served by four water well systems. In the event that some or all of these wells were rehabilitated to meet project demands, water supply and treatment facilities would be developed in accordance with local and state domestic water requirements. In addition, irrigation water for agricultural and landscape areas of the project would be obtained from on-site wells or from the Solano Irrigation District (SID). Water supplies and new facilities and their impacts would be fully analyzed in the draft EIR.

The project site is served by the Dixon Sanitary Service, a private waste disposal company that provides collection and transfer services for solid waste generated within the city of Dixon. Solid waste collected by Dixon Sanitary is transported to the B&J Landfill that is located at 6426 Hay Road, west of SR 113 and approximately eight miles south of Dixon. This several hundred-acre landfill has an estimated capacity of at least 30 years (City of Dixon, 1995).

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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DISCUSSION:

The project has the potential to reduce the habitat of a threatened species, the Swainson's hawk, and to affect degraded wetlands. The project may also cause cumulative impacts related to traffic and air quality in the area..

G. SOURCES USED AS REFERENCE

Bollard & Brennan, 2002, Environmental Noise Analysis The Milk Farm Project, 4 February.

California Department of Conservation, Division of Mines and Geology, 1988, Mineral Land Classification: Portland Cement Concrete Grade Aggregate in the Sacramento-Fairfield Production Consumption Region, Special Report 156, Don L. Dupra.

Carlton Engineering, 1999, Groundwater Monitoring Report for the Milk Farm Associates Former Exxon Service Station, May.

City of Dixon, General Plan.

City of Dixon, 1995, Northeast Quadrant Specific Plan Final Environmental Impact Report, Wade Associates, March.

City of Dixon, 1991, Zoning Ordinance.

Fehr & Peers, 1999, Milk Farm Draft Traffic Impact Report.

Jennings, Charles, 1994, Fault Activity Map of California and Adjacent Areas.

Jones & Stokes, 2000, Biological Evaluation.

MBK Engineers, 2000, Hydraulic Analysis Milk Farm Property, January.

Milk Farm Associates, 2002, Milk Farm Project Description, Solano County, California, submitted to City of Dixon and Solano County Local Agency Formation Commission, September.

Milk Farm Associates, 2001, Milk Farm Project Petition for Policy Plan Overlay District, Solano County, California, application materials submitted to Solano County Department of Environmental Management and City of Dixon by Milk Farm Associates, LP, posted at Web site <http://www.milkfarm.net/main.htm>, January.

Peak & Associates, 2001, Cultural Resources Assessment of the Proposed Milk Farm Project, 19 November.

Tree Associates, 2001, Tree Evaluation: Milk Farm, 12 November.

H. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following summary checklist indicates those potentially significant environmental impacts identified in the above analysis that have not been mitigated to a level of insignificance.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

I. EVALUATION AND RECOMMENDATION

On the basis of the information available to it in the record and the boxes checked in Section IV of this Initial Study, the city of Dixon finds:

- 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 project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- 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 measures 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, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature *Marilyn Ponton*

Date *May 17, 2004*

Printed Name Marilyn Ponton AICP
Senior Planner
City of Dixon

For

J. INCORPORATION OF MITIGATION MEASURES INTO THE PROPOSED PROJECT

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

Signature

Date

K. INITIAL STUDY PREPARATION

In the event that you have questions concerning the content or disposition of this Initial Study, you may contact the project consultant planner, Eric Parfrey of BASELINE Environmental Consulting, at (510) 420-8686.