

**Appendix A:
Notice of Preparation and Comments**

A.1 - Notice of Preparation



**County of Solano
Notice of Preparation
Draft Environmental Impact Report
Solano360 Specific Plan**

Date: September 9, 2011

To: State Agencies, Responsible Agencies, Local and Public Agencies, and Interested Parties

From: County of Solano

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report

The County of Solano will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Solano360 Specific Plan for the redevelopment of the Solano County Fairgrounds located in Vallejo, California. The County of Solano is soliciting input regarding the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the County of Solano when considering permitting or other approvals you may issue for this project.

The project description, location, and probable environmental issues to be addressed in the EIR are described in the attached materials. An Initial Study has not been prepared. Instead, the attached initial project description has been prepared in order to provide important information about the project and its probable environmental impacts. The initial project description will be augmented as the Solano360 Specific Plan is prepared, and will be completed upon release of the draft Specific Plan. Notably, the draft EIR will be prepared simultaneously as the draft Specific Plan is prepared.

Because of time limits mandated by state law, your response is requested at the earliest possible date but not later than October 10, 2011 at 5:00 p.m. Please send responses by U.S. Mail, fax, or e-mail to the address below. Please make sure to identify the name and phone number of a contact person at your agency or organization.

An environmental scoping meeting will be conducted on September 22, 2011 at 6:30 p.m. at Vallejo City Hall Council Chambers, located at 555 Santa Clara Street, Vallejo. Send responses to:

Ron Grassi, Principal Management Analyst
County of Solano
Solano County Government Center
675 Texas Street
Fairfield, CA 94533

E-mail: Solano360@SolanoCounty.com

SOLANO360 SPECIFIC PLAN – INITIAL PROJECT DESCRIPTION

1.1 - Initial Project Location

The 149.1-acre Solano County Fairgrounds site is located immediately southwest of the Interstate 80 and State Route 37 interchange in the City of Vallejo, California, adjacent to the Six Flags Discovery Kingdom theme park and Lake Chabot. (Exhibit 1)

With excellent freeway visibility and easy access to both the San Francisco Bay Area and Sacramento Valley region, the Solano County Fairgrounds enjoys a central, accessible location within the region. The presence of Six Flags Discovery Kingdom, the Solano County Fair, and hotel uses have already established this site as a venue for entertainment and special events.

1.2 - Project Background

The Solano County Fairgrounds is owned by the County of Solano (“County”) and is used as a fairgrounds and events site by the Solano County Fair Association, and as overflow parking for the adjacent Six Flags Discovery Kingdom through a long-term lease agreement expiring on December 31, 2011.

The County of Solano, the City of Vallejo (“City”), and the Vallejo Redevelopment Agency completed a comprehensive visioning process for redevelopment of the Fairgrounds, a summary of which is contained in the Solano360 Vision Report.

The County and the City both serve as project participants under a Memorandum of Understanding originally adopted by the agencies on February 24, 2009, and subsequently amended and restated on February 9, 2010, and amended again on February 1, 2011. The County and the City now wish to proceed with more detailed planning and environmental analysis. Accordingly, the County has commissioned the preparation of a Specific Plan and EIR, which will provide detailed planning for portions of the project site, conceptual planning for the balance of the site, and environmental analysis of the proposed Specific Plan.

Through the visioning process, and as articulated in the approved Solano360 Vision Report, the County and City have determined that Solano360 will be a project that is unique to Solano County and outlying areas, and is intended to be a regional destination for entertainment, with supporting retail, hotel, office, and other uses. The proposed land uses are intended to be compatible with, and complement surrounding land uses, such as the adjacent Six Flags Discovery Kingdom. The Specific Plan will be formulated in accordance with the conceptual plan that grew from the visioning process and the various environmental and infrastructure studies that were prepared to guide the plan. In addition, the Specific Plan will be formulated in accordance with environmental constraints that may be identified through the environmental analysis process.

The Solano360 Vision Report set forth a conceptual program of entertainment, commercial and mixed-use development. This conceptual program established a starting point for planning, in accordance with the Guiding Principles for the project. As part of the Specific Plan and EIR process, a recent market study indicated that it would be challenging for the amount and type of retail, office and hotel uses previously proposed in the Solano360 Vision Report to be feasibly supported in the foreseeable future, and that an opportunity may exist to create an agglomeration of regional-serving entertainment and amusement attractions, along with complementary restaurant, retail and hospitality uses, that would build on the presence of the existing Six Flags Discovery Kingdom facility and Solano County Fairgrounds. Themed entertainment uses are particularly well-suited to this particular site, given its excellent freeway visibility and access, relatively limited local and neighborhood access, large single ownership pattern and adjacency to Six Flags Discovery Kingdom. In the mid-term and long-term, themed entertainment uses will likely generate demand for support uses such as restaurants, retail stores, and hotels. As well, office use may be considered for portions of the site.

Solano County Fair representatives have provided input regarding near-term and mid-term plans to upgrade the Fairgrounds in its current location, and long-term efforts to expand the Fairgrounds southward as an integral part of the overall site development. Themed entertainment uses, industry standards, and a wide range of comparable projects, including Family Entertainment Centers (FECs) and major theme parks have been researched. This research included analysis of parcel sizes, site configurations, amount and relationships to parking, and relationships to commercial facilities. This initial project description is responsive to that research.

1.3 - Project Overview

The Specific Plan will provide a flexible land plan that accommodates a range of themed entertainment options and support uses, in a way that supports the heritage of the Solano County Fair and creates synergy with the adjacent Six Flags Discovery Kingdom. The goal is to create an entertainment site with multiple attractions, resulting in a varied set of destinations for family activities, a robust year-round program of activities and facilities for the Fair of the Future, and a pedestrian-oriented core that encourages social gathering and fosters a strong sense of place.

The Specific Plan will also include a land use diagram and land use policies, design and development standards, infrastructure plan and policies, a program of implementation measures for capital improvements, public facility financing, phasing and subsequent entitlements, economic and financial criteria for commercial recreation uses, and analysis of consistency with the City of Vallejo General Plan and other relevant policy documents.

The intent of the proposed Specific Plan is to establish an adaptable framework for long-term, incremental, phased buildout, and provide adequate detail and information for the environmental review process.

1.4 - Project Components

The Conceptual Land Use Summary Table (Table 1, below) embodies the input received from discussions with the Solano County Fair General Manager regarding the future development of the Fairgrounds, and from representatives of various entertainment venues and industry experts regarding physical site and business operation requirements for entertainment uses. The land use concept is intended to facilitate upgrading and expansion of the Fairgrounds, development of “Entertainment-Mixed Use” venues and facilities that may be feasible in the near-term, and creation of a larger parcel for a future “Entertainment-Commercial” use as a new, major anchor or entertainment “gate.” The land use concept envisions a flexible framework for parcelization, so that the project can accommodate a variety of end users with various needs for parcel size and configurations. It will include adequate parking to maintain a successful entertainment district.

The land use concept envisions a central water feature and Creek Park as a focal gathering point to help create a strong sense of place, aligned with a thematic “Main Street” spine that focuses on a proposed Exhibition Hall building within the Fairgrounds and offers a pedestrian-friendly frontage for restaurants, shops, and gathering areas, with parking. There is also an opportunity for spillover uses with the Fair as a year-round activity zone.

The proposed preliminary major use zones and acreages are described in Table 1. A preliminary conceptual land use diagram is shown in Exhibit 2.

Table 1: Conceptual Land Use Summary Table

| Land Use | Total Parcel (Acres) |
|--|----------------------|
| Fairgrounds | 40.0 |
| Entertainment-Mixed Use | 20.0 |
| Entertainment-Commercial | 30.0 |
| Transit Center | 2.5 |
| Open Space – wetlands/waterways | 28.0 |
| Parking | 18.0 |
| Roads and Infrastructure | 10.6 |
| Total | 149.1 |
| Notes: 1. Entertainment-Mixed Use and Entertainment-Commercial areas will allow for retail, hospitality, and office uses. 2. Land Use acreages assume surface parking lots for each parcel and an 18-acre parking area. 3. Parking is assumed at 125 cars/acre. 4. Land use distribution subject to further refinement during the specific plan preparation process. | |

Issues to be further developed include:

- Maximizing beneficial locations and relationships of parcels, open space and water features, access points and connections, visibility for key entertainment uses, and relationships to parking.
- Evaluation of traffic flow, ingress/egress, and congestion during peak periods.
- Infrastructure and surface hydrology studies to address storm drainage; grading; service provisions; alignment of Rindler Creek; and size, function, and permitting for any internal waterways.
- Sustainable measures for site development and onsite energy production, including opportunities for solar energy, water recycling, and conservation.
- Other issues identified by the site's constraints.

1.4.1 - Land Use

To preserve maximum flexibility, the entire site may be designated Commercial Recreation or Planned Development (PD). The Specific Plan will provide standards and policies for development types, building coverage and placement, parking, economic and financial criteria for considering specific commercial recreation development proposals, and other issues.

Examples of acceptable uses may include:

- Fairgrounds and related/support facilities
- Expansion of Six Flags Discovery Kingdom
- Other theme park and entertainment uses, including enclosed and open space venues
- Commercial recreation and sports facilities
- Office uses
- Restaurants, retail shops (including themed outlet retail)
- Hotels and hospitality uses
- Recreational vehicle park
- Open space such as onsite water bodies, trails, and gathering areas
- Wetlands, drainageways, and open space buffer areas
- Roadways and other infrastructure to serve development areas

The Specific Plan will include a land use plan to define best relationships, sizes, design standards, and configurations for the following sub-areas and proposed uses.

Fair of the Future

Referred to as the "Fair of the Future," the proposed Solano County Fair facilities will remain on the site to be improved with cost-effective, incremental, and phased improvements over time. These

include a new Exhibition Hall up to 50,000 square feet that would replace the existing building (The EIR will also analyze an additional 50,000 square feet of Exhibition Hall space.); improvements to the grounds, including reconfiguration of carnival space and other outdoor venues adjacent to the Exhibition Hall; dedicated parking with a new main gate; relocation of some buildings such as a satellite wagering building; phased upgrading and modification of certain buildings; and replacement of buildings that are no longer usable in their current physical condition.

Entertainment-Mixed Use

This land use consists of “Family Entertainment Centers,” or FECs, that offer near-term as well as future development potential. Such uses may require parcels of 1 to 7 acres, including surface parking provided within each parcel; some parking lots could be designed for joint use.

The proposed land use concept clusters the Entertainment-Mixed Use parcels in the northern portion of the site along an onsite water feature and a thematic “Main Street” that connects to the entry/main gate and Six Flags Discovery Kingdom. The Creek Park anchors the east end of the street with access and connectivity to the Fair of the Future and the new Exhibition Hall. Parcelization and configuration will be flexible in order to respond to requirements of future users.

This land use will allow for support retail and hospitality uses, including restaurants, retail activities, indoor and outdoor music venues, hotels, and other supporting facilities. Office may also be a permitted use.

Entertainment-Commercial

The Entertainment-Commercial land use provides for a major entertainment anchor that requires a minimum site of approximately 30 acres, including space for surface parking. Surface parking, in the buildout phase, may be replaced by structured parking to allow for expansion. The proposed land use concept locates this parcel on the west side of the site. This provides the opportunity for Six Flags Discovery Kingdom or another entity to create a future entertainment venue with a common entry or identity, with expanded and coordinated parking. The concept provides sufficient acreage for one large venue or multiple smaller venues to develop facilities over time. Office may also be a permitted use.

Open Space – Wetlands/Waterways/Water Feature

The Specific Plan will explore options for an onsite water feature as a visual and recreational amenity for the project. In addition to providing a focus and gathering areas within the Creek Park, this water feature may also serve to receive and treat onsite storm drainage and, if feasible, divert peak storm flows through the site and into Lake Chabot (see discussion of issues, below). Improvements to Rindler Creek and other surface hydrology issues are being studied and will be addressed further in the Specific Plan.

Along the eastern, southern, and western boundaries of the site, the land use plan will set aside acreage for the Rindler Creek drainage and adjacent buffer zone. The extent of this area will depend on the overall storm drainage strategy to be determined as part of Specific Plan studies.

Parking

The land use program allocates 20 acres for parking for approximately 2,500 cars to support the functioning and viability of the larger entertainment district. The Specific Plan process will determine optimal location and configuration of this use.

Roads and Infrastructure

The proposed land use concept includes roadways for access to all parcels and parking areas, including service to the Fairgrounds, consistent with the existing condition.

1.4.2 - Transportation

Vehicular and Pedestrian Circulation

The Specific Plan will formulate a comprehensive vehicular and pedestrian circulation system including vehicular entries, backbone roadways, minor roadways, and pedestrian connections.

Parking

All proposed use areas include surface parking within the boundaries of each parcel. The Specific Plan will include parking standards for all uses within the plan area. As described above, the plan also provides a 20-acre parcel with the intent of providing entertainment use parking. In the final buildout phase, this parcel may be developed with a parking structure to allow more extensive development of the Fairgrounds property. In addition, there may be the possibility of a structured parking facility at a commuter transit center; this parking could be shared for weekend events at the Fairgrounds or other event centers.

Based on discussions with entertainment company representatives, the proposed plan does not anticipate extensive amounts of common or shared parking between uses; in some cases this has been an obstacle to successful operation of entertainment venues. However, a parking management plan for the overall site could provide a mechanism for coordinating events, facilitate some joint-use or shared parking, and address offset of scheduling to make full and efficient use of the planned onsite parking facilities.

Public Transit

The Solano360 Vision Report included a 2.5-acre transit/multi-modal station that incorporates a structured parking facility. The possibility of this use, currently identified in the northern portion of the site, will be evaluated as part of the Specific Plan.

1.4.3 - Public Infrastructure

Water

Potable water will be obtained from the City of Vallejo, and recycled water from Lake Chabot may be used for irrigation, filling, and replenishment of the onsite water feature.

The Specific Plan will contain information describing water demand for both potable and irrigation needs, as well as a comprehensive plan for water supply.

Wastewater

Wastewater will be conveyed to Vallejo Sanitary and Flood Control District facilities for treatment and disposal. The Specific Plan will contain information describing wastewater generation associated with proposed land uses, as well as a comprehensive plan for wastewater disposal. Reclaimed water may be treated onsite for use as landscape irrigation.

Utilities

AT&T will provide telecommunications services to the project site from existing facilities in Fairgrounds Drive. Opportunities for renewable and alternative energy solutions will be explored and coordinated with the existing PG& E infrastructure located in Fairgrounds Drive.

1.4.4 - Storm Drainage and Surface Hydrology

Vallejo Sanitary and Flood Control District will provide stormwater drainage services to the project site.

The Specific Plan will maintain the Rindler Creek peripheral drainage and will contain a comprehensive plan for conveyance of stormwater drainage. Issues to be further studied include:

- Site areas currently subject to flooding and possibilities for (1) removing them from the floodplain by increasing capacity within existing drainageways and/or diverting peak flows, and (2) using flood-prone areas for parking and/or open space uses.
- Configuration and capacities of onsite drainages, including Rindler Creek.
- Existing flooding problems of offsite areas to the south.
- Opportunities for improvement to onsite water quality. The Solano360 Vision Report included a concept for diverting peak flows into a waterway that crosses the site and drains into Lake Chabot. This will be evaluated in relationship to the Specific Plan land use approach. Issues include:
 - Resource agency jurisdiction of the “high flow bypass” through the proposed waterway.
 - Agency-required setback restrictions on development.
 - Determination of specific storm events that could trigger the need for agency-required development setbacks.

1.5 - Phasing

The Specific Plan will establish a preliminary project phasing plan to allow for prioritization of Fairgrounds facilities, logical construction and extension of infrastructure, and flexibility to respond to market conditions and development opportunities that may arise over the build-out of the site. A phasing plan will be included in the Specific Plan.

1.6 - REQUIRED APPROVALS

Following certification of the environmental impact report (EIR) by the County Board of Supervisors, the following entitlements will be required to implement the project:

1.6.1 - Specific Plan

- Consideration and acceptance by the County Board of Supervisors.
- Consideration and approval by the Vallejo Planning Commission and Vallejo City Council. Public purpose areas are exempt from City review.

1.6.2 - City of Vallejo General Plan Amendment

- Consideration and approval by the Vallejo Planning Commission and Vallejo City Council.

1.6.3 - City of Vallejo Zoning Amendment

- Consideration and approval by the Vallejo Planning Commission and Vallejo City Council.

1.7 - ENVIRONMENTAL REVIEW

1.7.1 - Potential Environmental Effects

The EIR will evaluate whether the proposed project may potentially result in one or more significant environmental effects. The topics listed below will be further analyzed in the EIR.

- | | |
|----------------------------------|-----------------------------------|
| • Aesthetics, Light, and Glare | • Hazards and Hazardous Materials |
| • Air Quality | • Hydrology and Water Quality |
| • Biological Resources | • Noise |
| • Cultural Resources | • Public Services |
| • Geology, Soils, and Seismicity | • Transportation |
| • Greenhouse Gas Emissions | • Utilities and Service Systems |

Following are brief descriptions of probable environmental effects for each of the above-listed topics.

Aesthetics, Light, and Glare

Proposed structures and related site improvements would be readily visible to passersby on State Route 37 and Interstate 80, both of which abut the project site. Architectural and site design,

including sign program, would be subject to City of Vallejo design review and approval, thus ensuring compatibility. Lighting proposed within the project has the potential to create glare impacts on passersby on State Route 37 and Interstate 80. Potential visual impacts of the proposed project will be assessed in the EIR.

Air Quality

The proposed project will generate air emissions during construction (dust and vehicle emissions) and during long-term operations (vehicle emissions and potential stationary source emissions). The nature of potential stationary source emissions will be dependent upon the types of uses operating at the site, and the extent of long-term operational uses will be largely dependent upon the number of vehicles visiting the site. The EIR will analyze potential emissions and recommend appropriate mitigation measures in compliance with Bay Area Air Quality Management District requirements.

Biological Resources

The majority of the site has been affected by Fairgrounds activities over the years that the County Fair has operated on the site. With the exception of the site perimeter, the site has been routinely disturbed. Preliminary biological resource analyses have determined that there are limited instances of seasonal and intermittent wetlands (i.e., jurisdictional waters) in the southern portion of the site. Three watercourses, including Central Rindler Creek, South Rindler Creek, and Blue Rock Springs, converge and flow through the site, discharging into Lake Chabot immediately west of the project site. While there are no special-status plant or animal species expected to utilize the site, there is the potential for special-status birds, and possibly bats, may utilize or nest in trees at various locations. The EIR will contain an analysis of potential impacts to potentially occurring special-status species and wetlands.

Cultural Resources

Cultural resources on the site may potentially include historic structures associated with the Fair, as well as any heretofore buried prehistoric artifacts. As such, there is the potential for such cultural resources to be encountered during site excavation and demolition of structures. Accordingly, the EIR will provide an analysis of potential cultural resources.

Geology and Soils

The majority of the site will be subject to surficial grading. In some locations, deep cutting and filling may occur in order to accommodate proposed site development. Soil conditions—particularly if there is poorly compacted fill, expansive soil, or soil susceptible to liquefaction—could create obstacles to construction. These potential effects will be addressed in the EIR.

Greenhouse Gas Emissions

Project construction and long-term operations will generate greenhouse gases. The Bay Area Air Quality Management District (BAAQMD) recently revised its thresholds for toxic area contaminants and construction and operations emissions, as well as its per capita greenhouse gas (GHG) thresholds.

The GHG analysis will use BAAQMD's newly developed GHG model, as well as the California Air Resource Board's EMFAC2007 model, in order to identify potential impacts and provide appropriate mitigation measures.

Hazards and Hazardous Materials

Chemicals routinely used over the lifetime of the operations of the Fair, as well as common building materials, could be disturbed during site grading and demolition activities, thereby releasing potentially hazardous materials into the air and water. Buried pipelines potentially within the project site carrying flammable liquids or gas could also pose potential safety hazards. Potential hazards will be assessed as part of the EIR.

Hydrology and Water Quality

The project will require grading of the majority of the site, thereby altering the existing drainage. Introduced impervious surfaces will increase storm runoff. There is a potential for offsite, downstream hydrology and water quality impacts, both of which will be analyzed in the EIR.

Potential alteration and/or realignment of the creeks that flow through the site (as described in the Biological Resources section) would constitute a change in surface hydrology. Also, there is a possibility that the channel (South Rindler Creek) that extends around the southern perimeter of the site may be widened and deepened in order to improve conveyance of peak stormwater and reduce the extent and surface area of the 100-year flood zone that affects much of the southern portion of the site.

In addition, the plan calls for creation of a water feature (i.e., a small lake) that could be potentially connected to Rindler Creek and may accept peak storm flows before draining to Lake Chabot. The design of the water feature and potential involvement of resource agencies will be analyzed in the EIR.

Noise

The proposed project would result in the generation of noise during construction and during ongoing, routine operations. The project site may also be subject to noise associated with activities at the neighboring Six Flags Discovery Kingdom theme park and traffic on adjoining State Route 37 and Interstate 80. Potential noise impacts on, and as a result of, the proposed project will be analyzed in the EIR.

Public Services

The proposed project will create incremental impacts on various public services provided by the City of Vallejo and others, including police and fire protection services. Potential impacts on schools and parks are not anticipated, as the project would not include a resident population. An analysis of potential impacts to public services, incorporating the results of a fiscal impact analysis, will be included in the EIR.

Transportation/Traffic

By virtue of its location at the intersection of State Route 37 and Interstate 80, high volumes of vehicular traffic pass by the site on a daily basis. The Solano County Fair and year-round activities currently occurring at the project site attract visitors who access the project site via Fairgrounds Drive. In addition, the Six Flags Discovery Kingdom theme park, directly adjacent to the project site, is a regional destination that relies on the same roadways as the project site. Caltrans and the Solano Transportation Agency are currently planning for the construction of improvements to Fairgrounds Drive, as well as the Redwood/Interstate 80 interchange and the Fairgrounds Drive/State Route 37 interchange. Potential traffic associated with the proposed project will be analyzed in the EIR, in light of proposed roadway and interchange improvements.

The transportation section of the EIR will also analyze pedestrian travel, parking, and public transit.

Utilities and Service Systems

The proposed project will rely upon water and wastewater services provided by the City of Vallejo and Vallejo Sanitation & Flood Control District (VSFCD). The Fairgrounds currently uses up to 30 million gallons of water per year from Lake Chabot for irrigation of turf and other landscaping. The project may continue to use recycled water from Lake Chabot for some or all of its irrigation needs. The potential impact of the project on the ability of the City and VSFCD to provide these services will be analyzed in the EIR. Potential impacts on solid waste disposal, electricity, gas, and telecommunications services will also be addressed in the EIR.

1.7.2 - Effects Found Not To Be Significant

Because of site or project characteristics, the proposed project would not have significant effects on the environmental issue areas listed below. These issues are proposed to be “scoped out” to the Effects Found Not To Be Significant section of the EIR without further study.

Agricultural and Forestry

The site has no recent history of being used for agriculture or forestry. There is no impact.

Land Use

The proposed project will be consistent with adopted plans for the site and surrounding area. The proposed plan is consistent with the Solano360 Vision Plan that was formulated in a joint effort between the City of Vallejo and the County of Solano, and the Vallejo General Plan and Zoning Map will be amended to accommodate the Specific Plan. Moreover, the proposed plan will not divide an established community. Issues of land use compatibility associated with construction and long-term use impacts, such as traffic, noise, air quality, will be analyzed in those respective topical sections of the EIR.

Mineral Resources

The project site does not contain any known mineral deposits or active mineral extraction operations. According to the Vallejo General Plan, there are no significant mineral resources within the planning area, and no known mining of mineral resources has occurred in the project site vicinity.

Population, Employment, and Housing

The project site contains no housing and resident population; therefore, project construction would not displace any persons.

During the course of site development and upon full buildout, the proposed project is expected to generate many new jobs. These new jobs would be a mixture of temporary construction jobs; seasonal jobs; entry-level positions, both full-time and part-time; and higher-paying positions. In light of the current recession and its associated unemployment levels, it is expected that the proposed project's new jobs could readily be filled from the local workforce. Therefore, the proposed project would not have the potential to cause substantial direct or indirect population or housing growth.

Recreation

The proposed project would not result in substantial direct or indirect population growth and, therefore, would not increase the use of neighborhood or regional parks. In fact, the proposed project may include recreational uses. Accordingly, the proposed Solano360 Project would not have the potential to adversely impact recreational facilities.

Urban Decay

The proposed project may include a limited amount of new retail commercial development that is supportive of the entertainment uses proposed on the site. This commercial development does not have the potential to negatively impact existing retailers in the County and in the City because these businesses would not be in competing retail categories which could result in store closures. Accordingly, the potential for urban decay to occur as a result of the proposed project will not be assessed in the EIR.

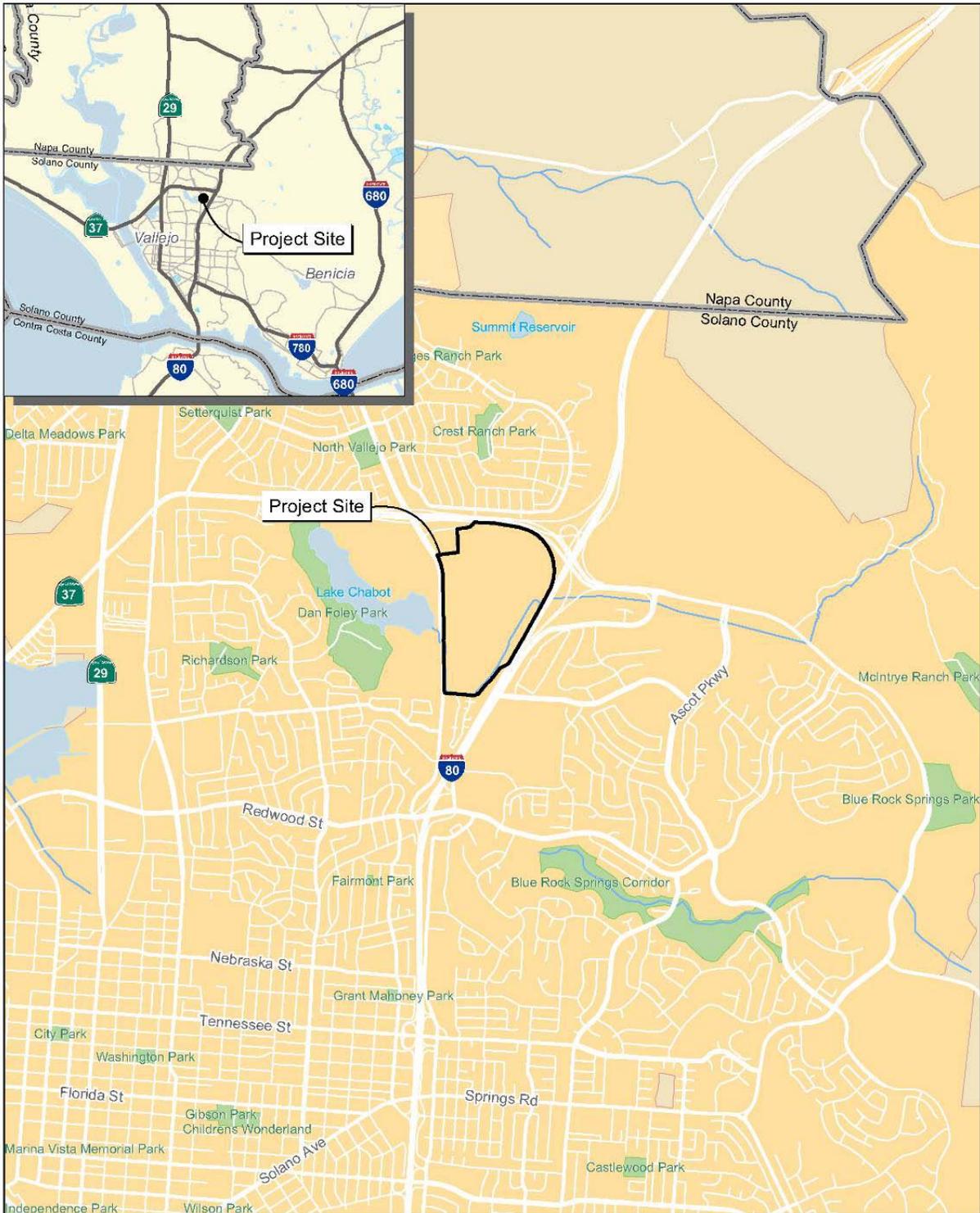
1.8 - Scoping Meeting

A public scoping meeting will be held at September 22 6:30 p.m., at:

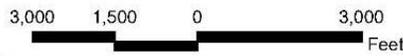
Vallejo City Hall Council Chambers
555 Santa Clara Street, Vallejo

At this meeting, agencies, organizations, and members of the public will be able to review the proposed project and provide comments on the scope of the environmental review process.

Exhibit 1: Regional Vicinity Map



Source: Census 2000 Data, The CaSIL, MBA GIS 2011.



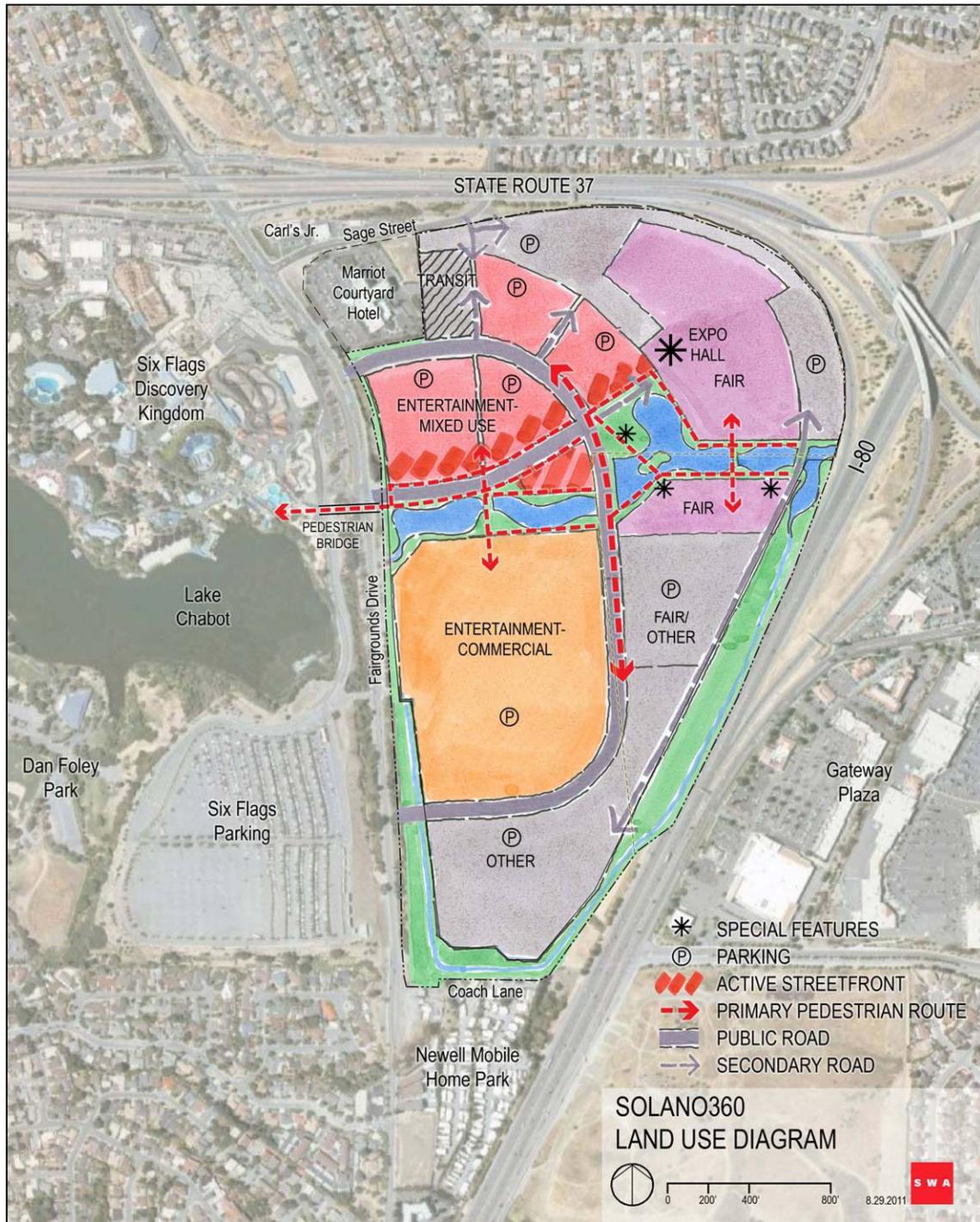
Michael Brandman Associates

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Exhibit 1
Project Location Map

COUNTY OF SOLANO • SOLANO 360 SPECIFIC PLAN
NOTICE OF PREPARATION

Exhibit 2: Preliminary Conceptual Land Use Diagram



A.2 - Comments

DEPARTMENT OF TRANSPORTATION
 1 GRAND AVENUE
 P. O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5541
 FAX (510) 286-5559
 TTY 711

Received
 OCT 25 2011
 Solano Cty. CAO



*Flex your power!
 Be energy efficient!*

October 20, 2011

SOLO80463
 SOLO-80-P.M.33.3
 SCH#2011092059

Mr. Ron Grassi
 Solano County
 675 Texas Street
 Fairfield CA 94533

Dear Mr. Ron Grassi:

Notice of Preparation for Solano 360 Specific Plan

Thank you for including the California Department of Transportation (Department) in the environmental review process for the project referenced above. We are particularly concerned with the potential for traffic added by the project that will result in congestion conditions on State Route 37 and Interstate 80, resulting in potentially significant impacts onto the operations of these facilities.

As the lead agency, the County of Solano is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County of Solano work with both the applicant and the Department to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits. Also, all improvements and mitigations measures affecting the operations of both interstate 80 and Interstate 37 must be coordinated with the Department, and the improvements and mitigation measures must be in place before the new development opens to the public.

Traffic Impact Study

Please prepare a Traffic Impact Study (TIS) to ensure that project-related impacts to state roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

October 12, 2011

Page 2

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State right of way (ROW) should be clearly identified.
2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.*
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and your Management Agency's Congestion Management Plan should be evaluated..
6. *Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.* The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.
7. Special attention should be given to the following trip-reducing measures:
 - Encouraging mixed-use,
 - Maximizing density through offering bonuses and/or credits,
 - Coordinating with your local transit agencies to increase transit/rail use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts.
 - Providing transit information to all future project employees and patrons, and
 - Encouraging bicycle- and pedestrian-friendly design.

Transportation Demand Management

In order to lessen potential traffic impacts on the state highways, please consider various measures for reducing the motorized vehicle trip generation from this project. These measures could include

Mr. Ron Grassi/ Solano County

October 12, 2011

Page 3

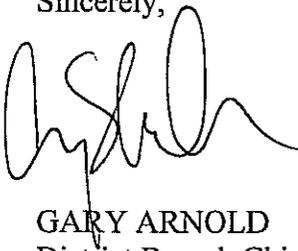
improving public transit, bicycling, and pedestrian facilities; instituting a Transportation Demand Management (TDM) Program in which employees at the project site can receive transit passes at a reduced rate in lieu of free parking; and reducing the parking requirements.

Bicycle/Pedestrian and Transit

Please consider developing and applying pedestrian, bicycling and transit performance or quality of service measures and modeling pedestrian, bicycle and transit trips that your project will generate so that impacts and mitigation measures can be quantified. In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

Should you have any questions regarding this letter, please call Keith Wayne of my staff at (510) 286-5737.

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

October 20, 2011

SOLO80463
SOLO-80-P.M.33.3
SCH#2011092059

Mr. Ron Grassi
Solano County
675 Texas Street
Fairfeild CA 94533

Dear Mr. Ron Grassi:

Notice of Preparation for Solano 360 Specific Plan

Thank you for including the California Department of Transportation (Department) in the environmental review process for the project referenced above. We are particularly concerned with the potential for traffic added by the project that will result in congestion conditions on State Route 37 and Interstate 80, resulting in potentially significant impacts onto the operations of these facilities.

As the lead agency, the County of Solano is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County of Solano with both the applicant and the Department to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits. Also, all improvements and mitigations measures affecting the operations of both interstate 80 and Interstate 37 must be coordinated with the Department, and the improvements and mitigation measures must be in place before the new development opens to the public.

Traffic Impact Study

Please prepare a Traffic Impact Study (TIS) to ensure that project-related impacts to state roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State right of way (ROW) should be clearly identified.
2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.*
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and your Management Agency's Congestion Management Plan should be evaluated.
6. *Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.* The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.
7. Special attention should be given to the following trip-reducing measures:
 - Encouraging mixed-use,
 - Maximizing density through offering bonuses and/or credits,
 - Coordinating with your local transit agencies to increase transit/rail use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts.
 - Providing transit information to all future project employees and patrons, and
 - Encouraging bicycle- and pedestrian-friendly design.

Transportation Demand Management

In order to lessen potential traffic impacts on the state highways, please consider various measures for reducing the motorized vehicle trip generation from this project. These measures could include

Mr. Ron Grassi/ Solano County

October 12, 2011

Page 3

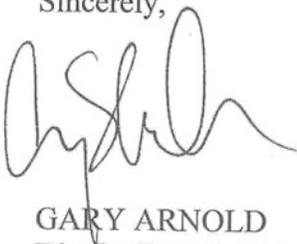
improving public transit, bicycling, and pedestrian facilities; instituting a Transportation Demand Management (TDM) Program in which employees at the project site can receive transit passes at a reduced rate in lieu of free parking; and reducing the parking requirements.

Bicycle/Pedestrian and Transit

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Should you have any questions regarding this letter, please call Keith Wayne of my staff at (510) 286-5737.

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

Chryss Meier - Solano 360 - Comment on NOP

From: Randy Chafin
To: Chryss Meier
Date: 9/28/2011 3:12 PM
Subject: Solano 360 - Comment on NOP

Chryss:

Please catalog the following comments provided at the public Scoping Session on Sept 22 at Vallejo City Hall. There was only one speaker, Doug Darling.

As a general note, once the NOP period ends, we will need to 1) catalog and account for all verbal and written comments received (a listing of issues will be included in the EIR Intro, and letters will be included in the EIR appendix) and 2) distribute NOP comments to the appropriate team members.

The NOP comment period has been extended to October 26.

Here are Mr. Darling's comments, paraphrased:

- Rindler Creek and Lake Chabot should be included in the project description.
- Wants to know more about the concept described in the Initial Project Description that calls for diversion of peak storm flows into the manmade water feature that will be constructed on the site.
- Urged that the City update its Watershed Management Plan.
- Pointed out that Rindler Creek is a 303.D listed watercourse, due to its heavy pollution.
- Grading of the site could result in the release of pollutants that may be in the soil as a consequence of years of horse activity on the site. Any contaminated soils should be removed.
- Recommended that the potential for mercury contamination in Rindler Creek creekbed be analyzed, especially if the creek channel is to be altered. Mercury is the result of historic upstream mining of cinnabar.

Randy Chafin, AICP
Director of Environmental Planning Services
Michael Brandman Associates
2000 "O" Street, Suite 200
Sacramento, CA 95811
916.447.1100, ext. 1415 (office)
916.764.9934 (cell)
www.brandman.com



State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
Bay Delta Region
7329 Silverado Trail
Napa, CA 94558
(707) 944-5500
www.dfg.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



Received

OCT 20 2011

Solano Cty, CAO

October 18, 2011

Mr. Ron Grassi, CAO Principal Management Analyst
County of Solano
Solano County Government Center
675 Texas Street, Suite 6500
Fairfield, CA 94533
Solano360@SolanoCounty.com

Dear Mr. Grassi:

Subject: Solano 360 Specific Plan, Notice of Preparation, Draft Environmental Impact Report, SCH #2011092067, Solano County

The Department of Fish and Game (DFG) has reviewed the Solano 360 Specific Plan (Plan) Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) submitted by the County of Solano (County). DFG is providing comments on the NOP as a Trustee Agency and Responsible Agency. As Trustee for the state's fish and wildlife resources, DFG has jurisdiction over the conservation, protection, and management of the fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species for the benefit and use by the people of California.

Project Location and Description

The proposed Plan area involves the redevelopment and expansion of the existing Solano County Fairgrounds site (Fairgrounds) which is located immediately southwest of the Interstate 80 (I-80) and State Route 37 (SR 37) interchange within the City of Vallejo. Six Flags Discovery Kingdom theme park and Lake Chabot are located west of the Plan area across from Fairgrounds Drive. The Fairgrounds site is owned by the County and used as an events site by the Solano County Fair Association and as overflow parking for the adjacent theme park. According to the Project Description in the NOP, the Plan is proposed to provide a flexible land plan that accommodates a range of themed entertainment options and support uses with a goal of creating an entertainment site with multiple attractions, a year-round program of activities and facilities, and a pedestrian-oriented core that encourages social gatherings. The intent of the proposed Plan is to establish an adaptable framework for long-term, incremental and phased buildout.

The components of the proposed Plan include the Fairgrounds (40 acres), Entertainment-Mixed Use (20 acres), Entertainment-Commercial (30 acres), Transit Center (2.5 acres), Open Space- wetlands and waterways (28 acres), Parking (18 acres), and Roads and Infrastructure (10.6 acres), for a total Plan area of 149.1 acres.

Biological Resources

In order for DFG to adequately assess the proposed Plan-related impacts, the draft EIR should provide a detailed description of the existing physical conditions in and around the Plan area, and include the results of protocol-level plant and wildlife surveys. DFG-recommended wildlife survey and monitoring protocols and guidelines are available at http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html. DFG protocols for surveying and evaluating impacts to rare plants are available at <http://dfg.ca.gov/habcon/plant/>. Protocol-level surveys for special-status species should also be conducted prior to approval of future individual project-level development plans. Future botanical surveys should be conducted throughout the blooming period for plant species potentially occurring within the proposed Plan area.

The proposed Plan area is located within the Rindler Creek watershed. Known occurrences of California red-legged frog (*Rana draytonii*; CRLF) are present within the reaches of Rindler Creek located east of I-80. These known CRLF occurrences are located within 0.5 miles of the proposed Plan area. Blue Rock Springs Creek, located southeast of the Plan area, also supports known CRLF breeding habitat. Although I-80 is a significant barrier to CRLF movements, frogs could potentially use Rindler Creek as a dispersal route to access the Plan area or be transported during high waterflow events. CRLF is federally listed as threatened under the Endangered Species Act, and is a State Species of Special Concern (SSC). Burrowing owl (*Athene cunicularia*) and, historically, Suisun shrew (*Sorex ornatus sinuosus*), have also been documented within approximately one mile of the Plan area, and are both designated as SSC. Riparian trees within the Plan area could serve as nesting habitat for raptors, passerines and other birds. Burrowing owl, as well as other raptors in the Order of Falconiformes and Strigiformes, and their nests are protected under Fish and Game Code Section 3503.5. It is also unlawful to take, possess, or destroy the nest or eggs of any bird pursuant to Fish and Game Code Section 3503.

The draft EIR should provide a complete assessment (including, but not limited to, type, quantity and locations) of the habitats, flora and fauna within and adjacent to the Plan area, including endangered, threatened, and locally unique species and sensitive habitats. The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of Plan-related projects. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). The draft EIR should address any potential adverse effects of Plan-related activities on CRLF. Any mitigation requirements for special-status species should be determined in consultation with the U.S. Fish and Wildlife Service and DFG, and fully disclosed in the draft EIR.

Hydrologic Resources

Lake and Streambed Alteration Agreement

Historically, segments of Rindler Creek located within the Plan area were realigned before draining west into Lake Chabot. The NOP states that the draft EIR project description may include future realignment of Rindler Creek. The NOP also indicates that the land use

concept includes a central water feature (i.e. a small lake) and Creek Park as a focal gathering point as a visual and recreational amenity. The water feature may also serve to receive and treat on-site storm drainage and, if feasible, divert peak storm flows through the site and into Lake Chabot. The draft EIR should include the exact location, size, design and function of any created water feature, and fully analyze potential impacts to existing stream resources.

DFG will require a Lake and Streambed Alteration Agreement (LSAA) with the applicant for any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian or wetland resources) of Rindler Creek or other channels or tributaries, or use material from a streambed. Notification for such activities within the proposed Plan area is required pursuant to Section 1600 et seq. of the Fish and Game Code. Issuance of an LSAA is subject to CEQA. DFG, as a responsible agency under CEQA, will consider the EIR for the project. To obtain information about the LSAA notification process, please access our website at <http://www.dfg.ca.gov/habcon/1600/>; or to request a notification package, contact the Lake and Streambed Alteration Program at (707) 944-5520.

The draft EIR should fully identify the potential impacts to the stream, riparian or wetlands resources, and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the LSAA. The draft EIR should provide a detailed hydrologic analysis of potential impacts resulting from realigning Rindler Creek or diverting peak flows further downstream to Lake Chabot. Both direct and indirect Plan-related impacts to water quality should be described. The draft EIR should provide a detailed analysis of future water availability, and immediate and long-term impacts of increased water usage on sensitive resources. The draft EIR should also include an assessment of any sources of contaminants located within the Plan area (for example, livestock stalls and other on-site facilities) that could affect water quality in Rindler Creek and further downstream.

Cumulative impacts (including water quality and passage) of water diversion from existing water sources must be considered and quantified in any acceptable water availability analysis. Proposed mitigation for increased water usage should include a thorough evaluation of potential water saving measures that should be made requirements for development. Options such as usage of treated wastewater should be fully evaluated as part of any new development that will significantly increase water usage.

Water Rights

Water diversion and storage may also require a water rights permit from the State Water Resources Control Board, Division of Water Rights. Consultation with DFG and other permitting agencies may require mitigation and avoidance measures which could have a significant impact on Plan design and feasibility. Therefore, a mitigation and monitoring plan should be developed for DFG review and approval, and specific avoidance measures should be included in the draft EIR.

Mr. Ron Grassi
October 18, 2011
Page 4

DFG recommends that the lead agency consider Plan alternatives that will avoid or minimize impacts to biological resources including any special-status plants and wildlife, and sensitive habitat types such as stream, riparian and wetland areas. Potential direct or indirect impacts to resources from any future proposed recreational activities should be assessed and avoided or minimized. The draft EIR should include effective mitigation for all temporary and permanent impacts as a result of Plan implementation. Lands designated for public open space uses such as recreational parks and trails should not be included as mitigation for Plan-related impacts to wildlife habitat. Artificially-created lakes and ponds are also not appropriate mitigation lands. Mitigation options such as on-site or off-site (or a combination of both) preservation and/or creation should be examined. The restoration and mitigation lands associated with the Plan should be protected in perpetuity under a conservation easement, and include an endowment fund for long-term resource management.

If you have any questions, please contact Ms. Brenda Blinn, Environmental Scientist, at (707) 944-5541; or Mr. Greg Martinelli, Senior Environmental Scientist, at (707) 944-5570.

Sincerely,



fw
Carl Wilcox
Regional Manager
Bay Delta Region

cc: State Clearinghouse

Mr. Ryan Olah
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888



State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
Bay Delta Region
7329 Silverado Trail
Napa, CA 94558
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EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



October 18, 2011

Mr. Ron Grassi, CAO Principal Management Analyst
County of Solano
Solano County Government Center
675 Texas Street, Suite 6500
Fairfield, CA 94533
Solano360@SolanoCounty.com

Dear Mr. Grassi:

Subject: Solano 360 Specific Plan, Notice of Preparation, Draft Environmental Impact Report, SCH #2011092067, Solano County

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Mr. Ron Grassi
October 18, 2011
Page 4

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If you have any questions, please contact Ms. Brenda Blinn, Environmental Scientist, at (707) 944-5541; or Mr. Greg Martinelli, Senior Environmental Scientist, at (707) 944-5570.

Sincerely,

for 
Carl Wilcox
Regional Manager
Bay Delta Region

cc: State Clearinghouse

Mr. Ryan Olah
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888



Department of Toxic Substances Control

Matthew Rodriguez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Edmund G. Brown Jr.
Governor

October 6, 2011

Mr. Ron Grassi
County of Solano
675 Texas Street, Suite 6500
Fairfield, California 94533

Received
OCT 11 2011
Solano Cty. CAO

Solano 360 Specific Plan; SCH# 2011092067

Dear Mr. Grassi:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for the subject project.

The Department of Toxic Substances Control (DTSC) is a State agency responsible for regulating investigation and cleanup of sites where hazardous substances have been released to the environment.

The NOP suggests hazardous substances may have been released to the environment due to past fairground operations, and may be released or disturbed by demolition and site preparation activities during implementation of your project elements. The NOP further suggests that potential impacts due to hazardous substances releases will be discussed in the proposed project EIR.

We wish to bring to your attention our view that the EIR can be best informed by proper environmental assessment, followed as necessary by subsequent investigation. This process will greatly aid you in evaluating associated impacts and possible remedies for discussion in the EIR.

If you have any questions, please contact me at (510) 540-3772 or via email at Dmurphy@dtsc.ca.gov.

Sincerely,

Daniel E. Murphy, P.E.
Contra Costa/Solano Unit Chief
Department of Toxics Substances Control - Cleanup Operations, Berkeley Office

Chryss Meier - Fwd: Solano County Fairgrounds plan

From: Randy Chafin
To: Chryss Meier
Date: 10/10/2011 8:00 AM
Subject: Fwd: Solano County Fairgrounds plan

Please save in NOP Responses folder.

Randy Chafin, AICP
Director of Environmental Planning Services
Michael Brandman Associates
2000 "O" Street, Suite 200
Sacramento, CA 95811
916.447.1100, ext. 1415 (office)
916.764.9934 (cell)
www.brandman.com

>>> Guillermo from Vallejo <oneworldgreen@yahoo.com> 10/7/2011 11:33 PM >>>

Dear all at the Solano County Administrator's office,

I support the inclusion in the fairgrounds plan for a "watershed management plan focused on environmental impacts to Lake Chabot".

The San Pablo bay area is a unique niche in California for endangered wildlife habitat for the birds along the Pacific Flyway. Any plans put into motion ought to respect the connection we as Humanity shares with the rest of the wonderful creatures in this Creation.

Recently, Sept. 24th, the Vallejo Times Herald printed a report titled "Solano seeks opinions for environmental study" where it stated, "A Vallejo resident shared concerns that the environmental study include a watershed management plan focused on environmental impacts to Lake Chabot, immediately adjacent to the fairgrounds property."

Lake Chabot is not only a rest stop for migrating ducks and geese, it is also home to a lakeside park which contains amphibians and fish. An ecology which supports these animals pays for itself in mosquito abatement, recreational value, and worth for the City of Vallejo.

If ecological preservation measures are included in the plan for the Solano County fairgrounds from the beginning, there is room for reason such measures will not be costly and may add to the atmosphere of the fairgrounds by providing tourists an outlet for natural beauty amidst the development.

sincerely,

Guillermo Herrera of Vallejo

NOTICE OF CONFIDENTIALITY: This e-mail message, including any attachments, is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential or exempt from disclosure under applicable laws. If you are not the intended recipient, you are notified that dissemination, distribution, or copying of this communication is strictly prohibited and may be a violation of law. If you have received this communication in error, please notify the sender by reply e-mail and delete all copies of the original message.

Chryss Meier - Fwd: STA Comments on NoP

From: Randy Chafin
To: Chryss Meier
Date: 10/25/2011 11:39 AM
Subject: Fwd: STA Comments on NoP

Solano 360 NOP comment (or more specifically, intent to provide comments). Please file.

Randy Chafin, AICP
Director of Environmental Planning Services
Michael Brandman Associates
2000 "O" Street, Suite 200
Sacramento, CA 95811
916.447.1100, ext. 1415 (office)
916.764.9934 (cell)
www.brandman.com

>>> "Robert Macaulay" <rmacaulay@sta-snci.com> 10/25/2011 11:12 AM >>>

STA has drafted comments on the Solano360 NoP. I am not sure if the due date is October 26 (30 days from notice date) or October 28 (30 days from our receipt). Could you please let me know?

Also, we typically provide a draft to the issuing agency before finalizing, and we would like to do so with this project. If we provide you with a draft by the due date, receive any comments from you, and then finalize the comments, will you consider that as meeting the intent of the comment period time limit?

Robert Macaulay

Director of Planning

Solano Transportation Authority

rmacaulay@sta-snci.com

707 424-6006 direct

707 580-0458 cell

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October 10th, 2011

Ron Grassi, CAO Principal Management Analyst
County of Solano
Solano County Government Center
675 Texas Street, Suite 6500
Fairfield, CA 94533

RE: Solano 360 Project, County Fairgrounds

Dear Mr. Grassi:

Friends of Lake Chabot believes in responsible growth. FOLC developed out of the need for water quality improvements and watershed management.

Even amidst the speculation(s) of this proposed project, some hydrological impacts are being presented, based upon speculative development, FOLC will attempt to address some of those concerns.

Foremost, this project is surrounded by water, Rindler Creek, a creek that is impaired (303d list) due to heavy trash impacts. Blue Rock Springs creek drains into Rindler Creek where it borders the project. Lake Chabot is not only across the street from this project, but Rindler Creek is the Tributary to Chabot, therefor FOLC considers this project is proposed upon its shores. The beneficial use for Chabot (per San Pablo Basin Plan) is the same for Rindler Creek. To note not only the recreational fishing taking place in Rindler Creek, the fish habitat and spawning as well.

The Hydrological impacts of this development are beyond significant, they are forever altering the ecological life of the Chabot Watershed, as we know it. A development of this size, location and hydrological alterations is not acceptable nor responsible without prior there being in place a Comprehensive Watershed Management Plan.

This proposed plan offers no Synergy with Lake Chabot, FOLC recognizes how the ecological impacts affect local community programming and everyday quality of life our residents pursue at Lake Chabot. The Solano 360 vision notes the connection of its project to Discovery Kingdom, it fails to note any connection to Lake Chabot. This



should be viewed as an intentional disconnect with public use property and the beneficial uses of said property. Beneficial use of this property is greatly affected by environmental impacts.

Grading will be taking place, expect horse urine saturation to be prevalent. Will there be soil test for horse urine and will those soils be removed?

The proposed Specific Plan must include Lake Chabot, not doing so would be to intentionally disconnect itself from this public use property.

Any new use of this property requires addressing the history of storm flows and flooding, thus any work to improve storm flows will affect outflows from the Lake, this then needs to address erosion/sedimentation problems at Lake Chabot and Chabot Creek.

The "Biological Resource" notes, there is no potential for special-status plants or animal species, the Chabot Watershed is recorded to have Red Legged Frogs just ¼ mile upstream from the site. There is also the potential for Western pond Turtles.

The EIR attempts to "scope out" Mineral Resources, come on folks, St Johns Mine is just up the hill from this project site. The ovens used to extract mercury from the cinnabar were below the mine, closer to Chabot, all this draining into Rindler Creek and Lake Chabot. Blue Rock Springs Creek is also contaminated due to Mercury from the Hastings Mine, this creek drains into Rindler creek. The tailings of Hastings Mine continue to erode and are one of the largest tailings to be found in CA. The Mineral deposits remaining in St Johns Mine today are duly noted and acknowledged for possible future extraction!

Whats your plan for dealing with any mercury in the sediment when altering our local creeks?

Will the EIR note the recent mercury levels in the fish tissue(s) of Chabot?

The EIR attempts to "scope out" Recreation, the project DOES indeed have the potential to negatively impact recreational use at Dan Foley Park (Lake Chabot). Recreational fishing is the # 1 beneficial use of Lake Chabot for this community, access to the Lake is



available only through Dan Foley Park. The health of Lake Chabot is in jeopardy as it currently stands. Chabot struggles to maintain DO levels, excessive weed growths, mercury, turbidity, trash, toxins, shoreline access, sedimentation's, water temperatures, coliform, fecal coliform and more. Without proper mitigation, recreational use at Chabot's Dan Foley Park will indeed be negatively impacted.

If there is to be a "water feature" this should be tied in directly to Lake Chabot, actually becoming an arm of the lake, not by means of culverts or otherwise.

After 8 years of pursuing and understanding the Chabot Watershed, as we know it, it is with confidence that FOLC can determine the proposed project to be void of a key component vital to responsible growth and appropriate mitigation regarding environmental impacts. The Chabot Watershed MUST be acknowledged as a coherent whole. Without a Comprehensive Watershed Management Plan in place prior to any development, responsible and accountable environmental mitigation is not possible.

A handwritten signature in cursive script that reads "Doug Darling". The signature is written in black ink and is positioned above the printed name.

Friends of Lake Chabot

Doug Darling
ddf4life@sbcglobal.net
707-373-1766

Education, recreation and preservation for a healthy watershed and a healthy community.



GREATER VALLEJO RECREATION DISTRICT

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October 7, 2011

Ron Grassi, CAO Principal Management Analyst
County of Solano
Solano County Government Center
675 Texas Street, Suite 6500
Fairfield, CA 94533

RE: Solano 360 Project Vallejo, County Fairgrounds

Dear Mr. Grassi:

GVRD as the principal provider of parks and recreation facilities and programs, is excited about the proposed renovation and expanded use of the fair grounds and what it will mean to Vallejo.

GVRD manages the Dan Foley Park and within the park, it manages the recreational use of Lake Chabot. GVRD supports the efforts of the Vallejo Watershed Alliance in their effort to have a watershed management plan be developed in order to understand the impacts of the development on Lake Chabot and the water shed as a whole.

Sincerely,

A handwritten signature in blue ink, reading "Shane McAfee", is positioned above the typed name and title.

Shane McAfee, General Manager
Greater Vallejo Recreation District

Mission Statement:

Building community and enhancing quality of life through people, parks and programs.

Website: www.grvd.org

October 25, 2011

TO: Ron Grassi, CAO Principal Management Analyst, County of Solano

FROM: Robert Macaulay, Director of Planning, Solano Transportation Authority

SUBJECT: Comments on Draft Solano 360 Specific Plan EIR

On September 28, 2011, the Solano Transportation Authority (STA) received your Notice of Preparation (NoP) for the Draft Environmental Impact Report (DEIR) for the Solano360 Specific Plan. The STA in accordance with its role and responsibility as the Congestion Management Agency (CMA) for Solano County, has reviewed the Solano 360 DEIR NoP, and offers the comments below. We provide our comments regarding the impacts of the Solano360 Specific Plan and subsequent development project(s) on the Solano Congestion Management Program (CMP), and the overall impacts of the project update on the regional transportation system.

Impact on the Solano CMP

The Solano CMP is a foundational document for assessing the current status of the transportation system in Solano County, and identifying steps to maintain its operation at the best possible level. The Solano CMP relies in part upon the projections of future land uses provided by the cities and the county.

The NoP for the Solano360 Specific Plan DEIR includes a description of land uses based upon acreage. The DEIR should also specify the maximum floor area, in square feet, of the Entertainment – Mixed Use and Entertainment – Commercial land uses, along with a detailed description of the types of uses allowed by these land use categories. This will allow for more accurate modeling of the project's potential impacts to traffic. STA requests Solano County provide to the STA a list of changes to the Napa Solano Travel Demand Model by land use type and traffic analysis zone. STA understands that Solano County will be using the Napa-Solano Travel Demand Model with the updated Solano360 land use information to provide a report on impacts to roadways and intersections identified in the Solano CMP. The report should identify those roadways and intersections that will perform below the Solano CMP level of service based upon land uses proposed in the Solano360 Specific Plan.

Transportation Impacts

The STA requests that the Solano360 Specific Plan DEIR include the following in its analysis:

Transportation/Traffic

- **Regional Impact.** STA appreciates the fact that Solano County is using the Napa-Solano Travel Demand Model to analyze project impacts on the Routes of Regional Significance that will be impacted by the project contemplated in the Solano360 Specific Plan. The model makes

assumptions regarding what improvements will be constructed on the roadways in and around the project location, including I-80, SR 37 and Redwood Parkway. If the project analysis assumes any improvements that are different than those in the model, please provide that information to STA prior to any public release of model results.

- High Occupancy Vehicle (HOV)/Express Lanes. The DEIR should assume that an HOV or Express Lane network will be in place on I-80, from the Red Top Road to the I-80/I-505 interchange, by the year 2018. It should not assume an HOV or Express Lane network from the I-80/SR 37 interchange to the Carqinez Bridge, unless that network is an improvement that will be funded and installed by the project.
- Transit. The DEIR identifies a 2.5 acre site as a Transit Center. The DEIR should provide a more detailed description of the transit center, including location, access to I-80 and SR 37, and the number of auto parking spaces and bus bays. The Transit analysis should include an examination of local and express bus services that could be provided by SolTrans, and carpool and vanpool use based on information provided by Solano Napa Commuter Information. STA recommends contacting Mr. John Harris, who is developing the Short Range Transit Plan (SRTP) for SolTrans to obtain specific information.

The DEIR should also analyze several additional options for the transit center, including:

- A Transit Center large enough to accommodate week-day commuters as well as project users.
 - Accommodation of Alternative Fuel vehicles, both bus and carpool, by providing preferred parking locations and refueling/recharging facilities.
 - Connections to the local and regional bicycle network, and a robust provision of bicycle lockers and racks, in order to accommodate transit usage by bicyclists.
- Bicycle/Pedestrian Transportation. The DEIR should identify the consistency of the bicycle and pedestrian path system proposed in the Solano360 Specific Plan with the systems identified in STA's Countywide Bicycle Master Plan and Countywide Pedestrian Maser Plan. The DEIR should also address health and safety impacts from a trail system and features that result in increased walking and bicycle usage.

Thank you for the opportunity to comment on the NoP for the Solano360 Specific Plan. Please provide us with a copy of the Notice of Availability and/or Public Hearing Notice for the project's EIR. The STA looks forward to working with you to discuss and consider these comments. If you have any questions, please contact me at (707) 424-6006 to discuss STA's comments in more detail.



October 6, 2011

Ron Grassi, CAO Principal Management Analyst
County of Solano
Solano County Government Center
675 Texas Street, Suite 6500
Fairfield, CA 94533

RE: Solano 360 Project at the Solano County Fairgrounds

Dear Mr. Grassi:

The proposed Fairgrounds Project lies in the heart of Vallejo's Chabot watershed. It is bordered by Rindler Creek, near Blue Rock Springs Creek, and adjacent to Lake Chabot. The project description notes probable alterations to Rindler Creek, including the addition of an 8-acre water feature and re-routing the path of annual excessive stormwater flows.

The Vallejo Watershed Alliance, a community group dedicated to protecting and enhancing Vallejo's waterways, recommends that in addition to the required Environmental Impact Report, a comprehensive watershed management plan be developed in order to fully understand the ecological impacts resulting from the significant hydrological alterations being proposed. The Chabot Watershed is a coherent whole, and a management plan that respects that view would benefit everyone.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth Wilkie".

Elizabeth Wilkie

lizwilkie9@gmail.com

415-357-2894