

ATTACHMENT "G"

CORRESPONDENCE

November 1, 2011 – County Assessor
November 4, 2011 – Deanna Kirkland
November 4, 2011 – LAFCO
November 10, 2011 – California Historical Resources Information System
November 11, 2011 – Bill Cotter
November 14, 2011 – Gary Schaad
November 18, 2011 – Dunnigan Fire District
November 18, 2011 – Yolo Solano Air Quality Management District
November 18, 2011 – Caltrans
November 18, 2011 – Dunnigan Water District
December 5, 2011 – Yolo County Natural Resource Program
January 3, 2012 - Caltrans
January 5, 2012 – County Environmental Health
January 12, 2012 – Yolo County Resource Conservation District
January 18, 2012 – Diepenbrock and Elkin LLP
January 20, 2012 – Yolo Solano Air Quality Management District
January 23, 2012 – California Central Valley Regional Water Quality Control Board
January 30, 2012 – Diepenbrock and Elkin LLP
January 30, 2012 – Dunnigan Advisory Committee
February 1, 2012 – Pierce Joint Unified School District

From: Linda Park
Sent: Tuesday, November 01, 2011 3:57 PM
To: David Morrison
Subject: FW: Request for Comments - Love's Travel Stop, Dunnigan

Hi David,
We have an issue with the proposed combination of APNs 051-160-004 and 051-160-005. Parcel 051-160-004 is in tax rate area 062-019 but 051-160-005 is in TRA 062-022. For our purposes, these parcels cannot be combined.
Thanks, Linda

Linda C Park
Chief Deputy Assessor
Yolo County Assessor's Office
625 Court St, Room 104
Woodland, CA 95695
(530) 666-8137 phone
(530) 666-8213 fax
linda.park@yolocounty.org

From: Deanna [mailto:dcountry3@aol.com]
Sent: Friday, November 04, 2011 10:05 AM
To: David Morrison
Subject: Re: DAC 11/16 Agenda and minutes

David

Thank you for your response, regardless when the Specific Plan begins, this project, placed at that location would significantly interfere with those plans. I personally have no objection to Love's Travel Center being located in Dunnigan, but not at that location. That is the only other freeway interchange for Dunnigan residents to use without being stuck in the middle of truck traffic. Road 8 is a disaster. I think we all need to use good judgement in planning what is to come to benefit not only the County but the residents of Dunnigan as well. Referencing the 2001 Dunnigan Community Plan, perhaps we should consider amending the plan to eliminate truck related uses west of I-5 on Road 6, Another topic for the committee to discuss.

Deanna

From: Cindy Tuttle
Sent: Friday, November 04, 2011 11:40 AM
To: David Morrison
Subject: RE: LAFCO question

David,

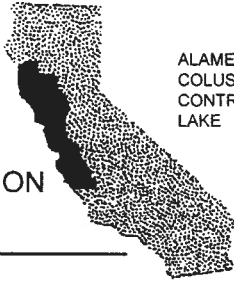
The applicant should meet with the Dunnigan Water District to determine if the District will consider annexing the parcel. It would then be up to the Dunnigan Water District to apply to LAFCo for any required approvals or amendments to the Sphere of Influence that may be necessary.

Cindy Tuttle

Manager of Natural Resources
625 Court Street, Room 202
Woodland, CA 95695
Phone 530-666-8061
Fax 530-668-4029

cindy.tuttle@yolocounty.org

CALIFORNIA
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ALAMEDA
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CONTRA COSTA
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SAN FRANCISCO

SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
Email: leigh.jordan@sonoma.edu
<http://www.sonoma.edu/nwic>

November 10, 2011

File No.: 11-0501

David Morrison, Assistant Director
Yolo County
Planning & Public Works Department
292 West Beamer Street
Woodland, CA 95695

re: ZF #2011-046 / Northwest corner of I-5 and CR6 / Love's Travel Stops and Country Stores, Inc.

Dear Mr. Morrison

Records at this office were reviewed to determine if this project could adversely affect cultural resources. **Please note that use of the term cultural resources includes both archaeological sites and historical buildings and/or structures. The review for possible historic-era building/structures, however, was limited to references currently in our office and should not be considered comprehensive.**

Previous Studies:

XX Study # 2692 (Bass, 1980), covering approximately 10% of the proposed project area, identified no cultural resources.

Archaeological and Native American Resources Recommendations:

XX The proposed project area has the possibility of containing unrecorded archaeological site(s). Due to the passage of time since the previous survey (Bass, 1980) and the changes in archaeological theory and method since that time, we recommend a qualified archaeologist conduct further archival and field study for the entire project area to identify cultural resources.

XX We recommend you contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/653-4082.

Built Environment Recommendations:

XX The 1953/Rev1973 USGS Dunnigan 7.5' quad depicts a building in the proposed project area. Since the Office of Historic Preservation has determined that any building or structure 45 years or older may be of historical value, if these buildings are more than 45 years old, it is recommended that prior to commencement of project activities, a qualified professional familiar with the architecture and history of Yolo County conduct a formal CEQA evaluation.

For your reference, a list of qualified professionals in California that meet the Secretary of the Interior's Standards can be found at <http://www.chrisinfo.org>. If archaeological resources are encountered during the project, work in the immediate vicinity of the finds should be halted until a qualified archaeologist has evaluated the situation. If you have any questions please give us a call (707) 588-8455.

Sincerely,

Annette Neal

cc: Love's Travel Stops and Country Stores, Inc.,
10601 North Pennsylvania Avenue, P.O.Box 26210, Oklahoma City, OK 73126

Mr. David Morrison
November 18, 2011
Page 2

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments please contact Arthur Murray, Yolo County Intergovernmental Review Coordinator, at (916) 274-0616.

Sincerely,

(Signed copy to be sent next week)

Eric Fredericks, Chief
Office of Transportation Planning – South



County of Yolo

PLANNING AND PUBLIC WORKS DEPARTMENT

John Bencomo
DIRECTOR

292 West Beamer Street
Woodland, CA 95695-2598
(530) 666-8775 FAX (530) 666-8156
www.yolocounty.org

ATTACHMENTS:

- Proposed Love's Site Plan
- Existing PD-51 Ordinance
- Application
- Traffic Study
- Drainage/Wastewater Study

GENERAL COMMENTS (Please attach additional pages, if needed):

I AM A LANDOWNER IN THE DUNALCAN AREA. I DO NOT BELIEVE THAT ROAD 6 IS THE BEST LOCATION FOR A NEW TRUCK STOP. I FEEL THAT ROAD 8 WOULD BE A BETTER LOCATION. I KNOW THIS IS A TOUGH DECISION FOR THE COUNTY AS YOU POSSIBLY HAVE A PROJECT THAT COULD GO FORWARD FAIRLY QUICKLY, BUT I AM AFRAID IT WOULD HAVE A NEGATIVE IMPACT ON THE NEW TOWN OF DUNALCAN PROJECT & POSSIBLY SETBACK A MUCH MORE EXTENSIVE DEVELOPMENT.

Signature: Bill Colter Date: 11/11/2011

Agency/Affiliation: LANDOWNER

PLEASE RETURN COMPLETED FORM or CALL DAVID MORRISON WITH COMMENTS

David Morrison

From: Garreth Schaad [gschaad@msn.com]

Sent: Monday, November 14, 2011 8:35 AM

To: David Morrison

Subject: Road 6 developement

Dear Mr. Morrison:

Comments regarding Love's Proposal

Since th completion of Freeway I-5, we have been bombarded with developement ideas from out of the area entities for our community of Dunnigan - some good, some bad, and all levels inbetween. I regard the Love's Travel Stops among the bad catagory. Among of the Good Ideas was one agreed to a number of years ago - to have Highway Commercial and truck stop businesses concentrated around the Interchange at Rd. 8, and reserving Community Developement and family auto business at Rd. 6., blending refurbishing Old Town Dunnigan with a new Dunnigan residential area, providing clean water and sewer service to both areas, and eventually doing away with the proliferation of evaporation sewer ponds. All Good Ideas. Now along comes a proposal to regress back to still another sewer evaporation area. Further, this is a breach of faith on the part of Yolo County to the Dunnigan Community Advisory Committee, which had given input into the afore mentioned plan. The present owners of the properties bordering Road 6 and the Freeway, who had provided some of the funding for a study of the Master Plan are also left out of the decision. Now I am told by a member of your Planning Commission that the 2002 Master Plan was never submitted to the Board of Supervisors. Another Bad Idea!

Please do your part in "righting the ship" and getting back on course toward responsible developement.

Yours truly,

Gary Schaad
PO Box 1
Dunnigan, CA. 95937

David Morrison

From: Dunnigan Fire [dunniganfire@att.net]
Sent: Friday, November 18, 2011 12:03 PM
To: David Morrison
Subject: Dunnigan Fire Protection District Comments-Love's Project in Dunnigan

Mr. Morrison,

Below are our comments pertaining to the Love's Truck Stop project in the community of Dunnigan. As discussed in the community meeting Wednesday night we would prefer that the facility be placed at Road 8, keeping the industrial types of business located in one area of the community.

The Dunnigan Fire Protection District has a hydrant ordinance; once a final plot plan is submitted we would like to select the type and location of the hydrants that would best meet our needs.

An on-site water supply/storage would have to meet the requirements of the sprinklers in addition to supplying fire apparatus responding to a fire emergency at the facility.

The Dunnigan Fire Protection District just recently started using the Knox Box rapid entry system and would like all new businesses to incorporate this into their plans.

Adding an emergency egress lane along the west boundary of the Love's project property extending from Road 5 south to Road 6 would provide the only southern emergency exit for the Hardwood Subdivision. All weather gravel would be sufficient.

Yolo County General Plan, Circulation Element, Section A, Subsection 8. Planned Roadway Improvements states "Interstate 5 – Widen to provide freeway auxiliary lanes in both directions between County Road 6 and Interstate 505." This may alleviate concerns of entering the freeway. The auxiliary lane for northbound I-5 from I-505 to Road 8 already exists.

Traffic signals would be needed especially when the other development goes in west of Love's (more traffic on Road 6), the lights would make it easier to exit Love's and streamline traffic through the intersection and onto freeway. Widening Road 6 to four (4) lanes for a determined length to prevent congestion through the area should be considered.

Mel Garcia, Fire Chief

Dunnigan Fire Protection District
P.O. Box 213
Dunnigan, CA 95937
Dept. (530) 724-3515
Fax: (530) 724-3511
website:dunniganfire.org



November 18, 2011

David Morrison, Assistant Director
Yolo County Planning and Public Works Department
292 W. Beamer Street
Woodland, CA 95695

Re: Development Proposal for Love's Travel Stop

Dear Mr. Morrison:

The Yolo-Solano Air Quality Management District (District) has received the above referenced project. The Love's Travel Stop is proposed on an existing 18.7-acre site located at the northwest corner of I-5 and County Road 6. The Travel Stop would include two fast-food restaurants, a convenience market, a tire barn and 24 fuel pumps (16 auto and 8 truck), over 120 truck and trailer parking spaces and over 100 automobile parking spaces. The total building area is estimated to be 13,000 square feet. The site would operate 24-hours a day and is anticipated to employ between 25 and 50 people.

The proposed project is located within the boundaries of the District which lies within the Sacramento Federal Nonattainment Area (SFNA) for the federal 8-hour ozone standard. The SFNA has a severe classification for the standard and an attainment deadline of 2018. The District is also classified as partial non-attainment for the federal Particulate Matter 2.5 (PM 2.5) standard. Heavy duty trucks are a major source of ozone precursors including oxides of nitrogen (NOx). These trucks also contribute PM2.5 in the form of diesel particulate emissions. Diesel particulate has been identified by the California Air Resources Board (CARB) as a toxic air contaminant (TAC).

The Yolo County Board of Supervisors adopted a 2030 Countywide General Plan for the County in 2009 which included a Specific Plan for the community of Dunnigan. The Dunnigan Specific Plan includes the following goals and policies related to development, transportation and sustainability:

- Development of an enforceable total greenhouse gas emissions plan;
- Incorporation of green construction standards and energy efficiency measures throughout the entire community (including community design, infrastructure sizing, building construction, and landscaping);

- Creation of a transportation system that focuses on accommodating pedestrians, bicyclists, transit, and alternative fuel vehicles

The District recommends that the following elements be included in the Love's Travel Stop project. The District believes that these elements are consistent with the Dunnigan Specific Plan goals. Incorporating the elements will assist the County with implementation of the County's General Plan and Climate Action Plan, and will also assist the SFNA with meeting its air quality goals:

1. The Diesel-Fueled Commercial Motor Vehicle Idling Air Toxic Control Measure adopted by CARB in 2004 limits idling of commercial trucks to five minutes. The project proponent should install signage advising truck operators of this requirement.
2. The District recommends that electrified truck parking be made available by the project proponent to the extent feasible. Infrastructure for transport refrigeration units (TRU's) can be incorporated at truck parking spaces. This will allow trucks with Auxiliary Power Units (APU's) and trailers with TRU's that have electric standby capabilities to plug into the electrical grid. Use of this infrastructure would result in zero emission operation when the trucks are parked, including during mandatory driver rest periods. This will assist the County with achieving the goals set forth in its Climate Action Plan, will benefit air quality in the County, and will help the SFNA attain federal air pollution standards .

The project is proposed along Interstate 5 (I-5) which is a major transportation and goods movement corridor of statewide and national significance. The U. S. Department of Energy is partnering with Cascade Sierra Solutions (CSS) to provide funding for the installation of electrified truck parking at fifty truck stop locations along the nation's busiest freight movement corridors. I-5 has been designated as one of these corridors. To accelerate the use of truck stop electrification, the project also includes over \$10 million in idle reduction equipment rebates for devices on medium and heavy-duty diesel trucks that incorporate electric standby operation or run on battery power during mandated rest periods. This program could provide financial assistance if the project proponent chooses to pursue electric infrastructure for trucks patronizing the travel stop.

Electric infrastructure for trucks utilizing the facilities at the travel stop is also important because the Dunnigan Specific Plan is zoned to allow for residential uses in proximity to the travel stop project site. Residential uses are considered sensitive receptors. To the extent that future residents can be protected from diesel TAC emissions, these improvements should be encouraged.

3. The proposed project should plan to provide infrastructure for alternative fuels so that these fuels can be marketed as demand for them increases. Alternative fuels may include but are not necessarily limited to biodiesel, CNG, E-85 and electric. Please contact the District if you would

like more information on these alternative fuels and the infrastructure necessary to support them.

4. All structures and landscaping should be built to meet the US Green Building Council's LEED standards for energy and water efficiency.
5. Secure and convenient bicycle parking should be provided at the proposed on-site restaurants and convenience market to encourage employees and customers that may reside locally to bicycle to the facility.

In conclusion, the District appreciates receiving the proposed project development proposal and the opportunity to discuss the recommendations presented in this letter. If you require additional information, please contact me at (530) 757-3668.

Sincerely,



Matthew R. Jones
Supervising Air Quality Planner

DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

PHONE (916) 274-0635

FAX (916) 274-0602

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November 18, 2011

0311YOL0035

03-YOL-5 PM R025.33

Love's Travel Stops and Country Stores, Inc.

Ordinance Amendment Application

David Morrison

Yolo County Planning and Public Works Department

292 West Beamer Street

Woodland, CA 95695

Dear Mr. Morrison,

Thank you for the opportunity to review and comment on the application for an ordinance amendment regarding the Love's Travel Stops and Country Stores Inc. project. The application is a request to amend Ordinance #681.185 regarding Planned Development Overlay Zone #51. Adopted by the Yolo County Board of Supervisors in 2000, the purpose of Overlay Zone #51 is to allow for the highway commercial development and subdivision of the project site which is located on the north side of County Road (CR) 6, at the Interstate 5 (I-5)/CR 6 interchange. The proposed project is comprised of one fast food restaurant with a drive-thru, one fast food restaurant without a drive-thru, a convenience market, and 16 automobile/8 truck gasoline/diesel pumping station. Our comments are as follows:

Traffic Impact Study

- There appears to be a contradiction in the Traffic Impact Study (TIS) between the Cumulative Traffic Conditions paragraph on page 21 and the Future Year 2035 Mitigation paragraph on page 22. The TIS as currently stated is not sufficient enough to reveal potential project impacts for future year 2035. Caltrans would like to discuss the 2035 potential project impacts with the County and the applicant to resolve any discrepancies and ensure that any future year impacts are adequately addressed.

Encroachment Permit

- An Encroachment Permit will be required for any work conducted in the State's right of way. For more information on encroachment permits, the requirements and an application form, please visit our web page at www.dot.ca.gov/doingbusiness and then click on "Encroachment Permits". Or, you may call the Office of Permits at (530) 741-4403.

Mr. David Morrison
November 18, 2011
Page 2

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments please contact Arthur Murray, Yolo County Intergovernmental Review Coordinator, at (916) 274-0616.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Fredericks".

Eric Fredericks, Chief
Office of Transportation Planning – South

From: donita hendrix [mailto:dwd3271@att.net]

Sent: Friday, November 18, 2011 1:20 PM

To: David Morrison

Subject: Comments on Love's Travel Stops and Country Stores, Inc

David Morrison,

Parcel #051-160-0005 is within the Dunnigan Water Distict's boundaries and has delivery 7.9-04 located Northern portion of this lot and connected to 30 inches main water delivery line. The water district is concern with the proposed development whether we would have adequate access for repairs and maintenance. There is also concern for water quality with septic ponds being located near delivery and main line. Drainage issues are another concern. When there is heavy rainfall during the winter this area has flooding issues due to Dunnigan Creek.

If you have any questions I may be contacted a 530-693-1680 or 530-724-3271.

Donita Hendrix

Dunnigan Water District

From: Maria Wong
Sent: Monday, December 05, 2011 3:45 PM
To: David Morrison
Subject: Love's Truck Stop project

Hi David,

I'm just catching up on my backlog. The existing condition re Swainson's hawk impacts is ok but it might be a worth the effort to replace it with the current version of the standard condition. Your call...

000000000000000000000000000000000000

Maria Slawson Wong, MPPA
Executive Director
Yolo County Habitat/Natural Community Conservation Plan JPA
120 West Main Street, Suite C
Woodland, CA 95695
direct 530~406~4885
Office 530~406~4880
fax 530~668~1801
mobile 916~835~2709
www.yoloconservationplan.org

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-----Original Message-----

From: Arthur Murray [mailto:arthur_murray@dot.ca.gov]
Sent: Tuesday, January 03, 2012 11:47 AM
To: David Morrison
Cc: Eric Fredericks
Subject: Love's Travel Stops Follow-up TIS Review

0311YOL0042
03-YOL-5 PM 25.33
Love's Travel Stops and Country Stores, Inc.
Traffic Impact Study Update 12/12/11

Mr. David Morrison
292 West Beamer Street
Woodland, CA 95695-2598

Dear Mr. Morrison,

Thank you for the opportunity to comment and review on the December 12, 2011 updated Traffic Impact Study (TIS) for the Love's Travel Stops and Country Stores, Inc. project. We initially sent comments for the original TIS on November 18, 2011 citing a contradiction between Cumulative Traffic Conditions and Future Year 2035 mitigation. At that time the TIS was not sufficient in revealing potential project impacts for future year 2035 conditions. The currently reviewed TIS, dated 12/12/11, addressed the Departments previous comments.

At this time Caltrans has no further comments. However, the Department would appreciate being kept apprised of any changes to the above mentioned project. Caltrans looks forward to working with Yolo County on this and future developments. If you have any questions, please contact me.

ARTHUR MURRAY
Desk: (916) 274-0616
Fax: (916) 274-0602

Caltrans - District 3
Division of Planning and Local Assistance
Office of Transportation Planning-South
2379 Gateway Oaks Drive Ste. 150
Sacramento, CA 95833

From: Jeff Pinnow
Sent: Thursday, January 05, 2012 3:20 PM
To: David Morrison
Cc: Moushumi Hasan
Subject: RE: Love's Dunnigan

David,

The Love's site is listed on our hazwaste/leaky UST site list due to a previous waste oil tank release. The status of this is "Closed" and has been for some time. We are not aware of any evidence of releases from the current remaining UST's at the site, so the site is not considered by YCEH to be a "leaky" site needing cleanup due to those tanks.

The current tanks do need to be removed or permitted and placed back into service by either the current or a future owner. If the tanks are removed, it will need to happen under permit with YCEH and soil sampling will occur. The results of this sampling and on-site observation during removal will be the potential drivers of any future cleanup needs, if any.

Does that answer your question? If not give me a ring at X8605.
JP

Jeff Pinnow

Supervising Hazardous Materials Specialist
Yolo County Health Department, Environmental Health Division
137 N. Cottonwood Street, Suite 2400
Woodland, CA 95695
Tel: 530-666-8646 Fax: 530-669-1448
jpinnow@yolocounty.org

From: Jeanette Wrynski [mailto:Wrynski@yolorcd.org]
Sent: Thursday, January 12, 2012 7:47 AM
To: Jeff Anderson
Subject: RE: TS comments

Hello Jeff;

There were just a few comments that the RCD Board members wanted me to pass along regarding some of the items for comment:

Re. the Loves truck stop, concern was expressed that this kind of development was not in the General Plan, also, one Board member who is from the Dunnigan area recalled that the community had always planned on Road 8 being the interchange for truck stop type business, and that Road 6 would be for lighter traffic. This project is inconsistent with that. He wasn't sure how formal that designation was, but wanted it passed along to you.

Another comment was that the water holding ponds will be receiving a significant amount of effluent water and based on expected constituents in that water wanted to request that groundwater quality monitoring wells be put in adjacent to these ponds to monitor changes in water quality into the future.

Jeanette Wrynski
Executive Director
Yolo County Resource Conservation District
221 West Court St., Ste 1
Woodland, CA 95695
530-662-2037 ext 118
530-681-3292 cell
530-662-4876 fax
wrynski@yolorcd.org



Karen L. Diepenbrock
916-492-5026
Fax: 916-446-2640
kdiepenbrock@diepenbrock.com

January 18, 2012

VIA FACSIMILE: (530) 866-8156

David Morrison
Assistant Director
Yolo County Planning, Resources and Public Works Department
292 W. Beamer Street
Woodland, CA 95895

**Re: Proposed Consideration of Change To Planned Development No. 51 (PD-51) Overlay Zone; Notice of Intent To Adopt Mitigated Negative Declaration; County's Failure To Provide Proper Notice of January 18, 2012 Public Meeting.
Our File No. - 4189.001**

Dear Mr. Morrison:

Our firm represents Grant Park Development, Inc., which owns an interest in the Dunnigan Truck & Travel Center proposed for the area near the intersection of County Road 8 and Interstate 5. Our client recently forwarded to us a copy of the Notice of Availability and Notice of Intent To Adopt Mitigated Negative Declaration ("NOA/NOI"), dated January 10, 2012 regarding the proposed development of a Love's Travel Center at the northwest corner of the intersection of Interstate 5 and County Road 6.

The NOA/NOI requests comments during a 30-day review period, between January 10, 2012 and February 9, 2012. It further states that a public hearing for the matter is tentatively scheduled for February 9, 2012. Finally, it states that "[all interested parties are invited to attend the public hearing(s) or send written communications to the Yolo County Planning and Public Works Department no later than the relevant hearing date. (emphasis added). The NOA/NOI makes no reference to holding a hearing or meeting in regarding the Love's Travel Center before the Dunnigan Advisory Committee.

We have just learned, however, that a public hearing or meeting on the Love's Travel Center project will be held the evening of January 18, 2012 before the Dunnigan Advisory Committee. We presume this hearing is being held pursuant to section D-LU.3 of the 2001 Dunnigan General Plan, which states that "[p]ublic improvements and new development proposed in this planning area (see Figure 2) shall be referred to a Dunnigan Advisory Committee, established by the Board of Supervisors, for review and comment regarding the conformance of the proposal with this plan."

DIEPENBROCK ELKIN LLP

David Morrison
January 18, 2012
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Section 21092(b)(1) of the Public Resources Code requires lead agencies to provide the date, time, and place of "any public meetings or hearings on a proposed project" in any NOA/NOI. Thus, the NOA/NOI should have referenced the Dunnigan Advisory Committee meeting/hearing. Given the lack of notice in the NOA/NOI, it would be improper for any official action to be taken on January 18, 2012 at the Dunnigan Advisory Committee meeting regarding the Love's Travel Center proposal. See, e.g., *Plaggmier v. City of San Jose*, 101 Cal.App.3d 842 (1980) (development permit invalidated because City failed to comply with notice provision of section 21092); *Gentry v. City of Murrieta*, 36 Cal.App.4th 1359 (1995) (exhaustion of administrative remedies not required where lead agency fails to provide legally adequate notice). To the extent the NOA/NOI purports to limit comments regarding the mitigated negative declaration for the proposed project to the extent such comments were not made on or before the January 18, 2012 meeting/hearing, it is necessarily invalid.

Grant Park nevertheless reserves its right to provide full and complete comments on the proposed Mitigated Negative Declaration for the Love's Travel Center on or before February 9, 2012. Among other things, Grant Park will detail its contention that the proposed Love's Travel Center is incompatible with the 2001 Dunnigan General Plan. Such incompatibility includes, but is not limited to, the fact that the General Plan limits "[c]ommercial trucking uses that cater to large trucks and their drivers" to areas zoned for "Truck-Related Highway Commercial." The land use designation of Road 6 location is "Highway Service Commercial." The General Plan provides that areas zoned as Highway Service Commercial be limited to uses that serve those who primarily arrive by automobile, not trucks. For example, the General Plan specifically provides, at D-LU.19, that truck parking lots be restricted to areas designated as either agricultural or Truck-Related Highway Commercial. The proposed project includes 120 truck parking spaces. It is therefore inconsistent with the General Plan. Such inconsistency makes it wholly inappropriate for the County to propose such uses for that location. See, e.g., *Families Unafraid to Uphold Rural El Dorado County v. Board of Supervisors*, 62 Cal.App.4th 1332, 1336 (1998) ("The propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements").

For the reasons discussed above, Grant Park respectfully requests that the County withdraw its NOA/NOI, and encourage the applicant to pursue its project at a location that is zoned Truck-Related Highway Commercial. We also request that the Dunnigan

DIEPENBROCK ELKIN LLP

David Morrison
January 18, 2012
Page 3

Advisory Committee not consider this proposal until a new NOA/NOI has been issued that provides notice of the meeting as required by section 21092(b)(1) of the Public Resources Code.

Very truly yours,

Diepenbrock Elkin LLP


By: Karen L. Diepenbrock

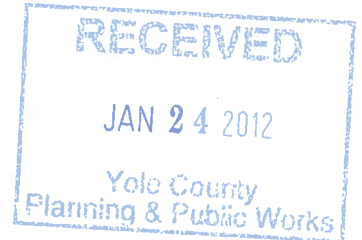
KLD/sya

cc: Jerry Burger
David Diepenbrock



January 20, 2012

David Morrison, Assistant Director
Yolo County Planning and Public Works Department
292 W. Beamer Street
Woodland, CA 95695



Re: **Mitigated Negative Declaration for Proposed Love's Travel Stop**

Dear Mr. Morrison:

The Yolo-Solano Air Quality Management District (District) has received the Mabove referenced document. The Love's Travel Stop is proposed for development on an existing 18.7-acre site located at the northwest corner of I-5 and County Road 6. The Travel Stop would include two fast-food restaurants, a convenience market, a tire barn and 24 fuel pumps (16 auto and 8 truck), over 120 truck and trailer parking spaces and over 100 automobile parking spaces. The total building area is estimated to be 13,000 square feet. The site would operate 24-hours a day and is anticipated to employ between 25 and 50 people.

The District has several suggestions for the project, which we believe are consistent with the Dunnigan Specific Plan and Yolo County's General Plan and Climate Action Plan. The District believes that implementation of these suggested measures will also assist the District with meeting local and regional air quality goals. Please also see our November 18, 2011 comment letter in response to the Development Proposal for the project.

1. The Diesel-Fueled Commercial Motor Vehicle Idling Air Toxic Control Measure adopted by CARB in 2004 limits idling of commercial trucks to five minutes. The project proponent should install signage advising truck operators of this requirement.
2. The District recommends that electrified truck parking be made available by the project proponent to the extent feasible. Infrastructure for transport refrigeration units (TRU's) can be incorporated at truck parking spaces. This will allow trucks with Auxiliary Power Units (APU's) and trailers with TRU's that have electric standby capabilities to plug into the electrical grid. Use of this infrastructure would result in zero emission operation when the trucks are parked, including during mandatory driver rest periods. This will assist the County with achieving the

goals set forth in its Climate Action Plan, will benefit air quality in the County, and will help the Sacramento Federal Nonattainment Area (SFNA) attain federal air pollution standards.

3. The proposed project should plan to provide infrastructure for alternative fuels so that these fuels can be marketed as demand for them increases. Alternative fuels may include but are not necessarily limited to biodiesel, CNG, E-85 and electric. Please contact the District if you would like more information on these alternative fuels and the infrastructure necessary to support them.
4. All structures and landscaping should be built to meet the US Green Building Council's LEED standards for energy and water efficiency.
5. Pages 18 and 19 of the document list the State and federal attainment status for various pollutants for the District. The District would like to point out that it also has a "partial nonattainment" designation for the federal PM2.5 standard.
6. Please be advised that the installation of fueling infrastructure will require permits from the District.

In conclusion, the District appreciates receiving the mitigated negative declaration for the proposed project and the opportunity to discuss the recommendations presented in this letter. If you require additional information, please contact me at (530) 757-3668.

Sincerely,



Matthew R. Jones
Supervising Air Quality Planner



**California Regional Water Quality Control Board
Central Valley Region
Katherine Hart, Chair**



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

Matthew Rodriguez
Secretary for
Environmental Protection

Edmund G. Brown Jr.
Governor

23 January 2012

David Morrison
Yolo County
Planning & Public Works Department
292 West Beamer Street
Woodland, CA 95695

CERTIFIED MAIL
7011 2970 0003 8939 8179

COMMENTS TO DRAFT MITIGATED NEGATIVE DECLARATION, LOVE'S TRAVEL CENTER AND COUNTRY STORE PROJECT, SCH NO. 2012012018, YOLO COUNTY

Pursuant to the State Clearinghouse's 10 January 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Mitigated Negative Declaration* for the Love's Travel Center and Country Store, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml



California Environmental Protection Agency

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

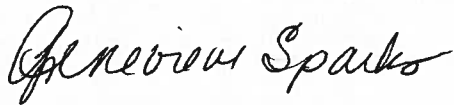
Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento



Karen L. Diepenbrock
916-492-5026
Fax: 916-446-2640
kdiepenbrock@diepenbrock.com

January 30, 2012

VIA USPS and E-Mail

David Morrison, Assistant Director
Yolo County Planning, Resources and Public Works Department
292 W. Beamer Street
Woodland, CA 95695

*Re: Mitigated Negative Declaration for Love's Travel Stops and Country Stores, Inc.
Proposed Consideration of a Change to Planned Development No. 51 (PD-51) Overlay
Zone - County File number: 3011-0046
Our File No. 4189-001*

Dear Mr. Morrison:

Our client is Grant Park Development. As you know, our client has obtained entitlements for a truck stop at County Road 8 ("Road 8") in Dunnigan. For the reasons discussed in this letter, our client is strongly opposed to Love's application for a truck stop at County Road 6 ("Road 6") in Dunnigan and believes a truck stop at Road 6 is inconsistent with the Dunnigan General Plan, the County General Plan, the County zoning ordinance and applicable provisions of the California Environmental Quality Act ("CEQA"), for the following reasons:

1. **The location of the Love's truck stop does not comply with the County General Plan or with the Dunnigan General Plan.** The Dunnigan Advisory Committee strongly opposes locating the Love's truck stop at County Road 6 in part because this location does not comply with the County General Plan or with their carefully considered General Plan, which places a truck stop at Road 8 and I-5.

The County General Plan contains Policy CC-3.10 D: "Continue to concentrate new commercial trucking uses at the County Road 8 and Interstate 5 interchange." The Initial Study for the Love's truck stop includes no discussion of the policy conflict created by placing a truck stop at Road 6 instead of Road 8 or what the physical differences are between Road 6 and Road 8 which caused the policies to be adopted in the first place. This policy conflict highlights the need for an EIR. See CEQA Guidelines section 15064.

The Dunnigan General Plan says Truck Related Highway Service Commercial belongs at Road 8: "this area is purposefully separated from the rest of the Dunnigan community to minimize noise and other potential land use conflicts associated with large-scale truck service

Diepenbrock Elkin LLP

David Morrison

January 30, 2012

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areas. The interstate off-ramps and on-ramps currently support a number of highway service commercial uses that cater to large trucks and their drivers. This is an excellent location for such uses, and the plan encourages the further use of this area for this purpose". In the face of this very clear justification, the County nonetheless supports moving the truck stop to the center of town without any discussion of Road 8 or the conflict with Dunnigan and County General Plan policies.

The land at Road 6 is zoned C-H, a zoning designation that does not permit truck stops, even with a use permit. Other uses are permitted if they are "of the same general character as the principal permitted uses". The permitted uses are auto repair garages, service stations, fruit stands, motels and hotels, recreation facilities, restaurants, retail shops, auto sales and uses to meet the needs of the traveling public. A truck stop is not consistent with these uses; truckers are not "the traveling public" and a truck stop is not a gas station. The permitted uses described above are typical commercial uses, established throughout the County in commercial zones without much comment. By contrast, a truck stop is a major facility with significant impacts suitable only for a few locations.

With a use permit (which is not part of this application), the applicant could place animal hospitals and veterinary clinics, drive-in theaters and mobile home parks in this zone. These uses are in no way related to a truck stop, but they explain how narrowly the zoning is intended to be interpreted: a drive-in theater (a recreation facility) must still obtain a use permit, likely because of the traffic impacts. The County has offered no explanation of why it believes a truck stop can be considered a permitted use in the C-H zone. Previously, in the Dunnigan General Plan, the County required a special zoning designation for a truck stop location at Road 8. The same standard should apply to Road 6.

A truck stop is an intensive use suitable only for certain locations, such as Road 8, where it is approved. An EIR is required to analyze the impacts of placing a major project at a locale other than that designated for it in both the County and the Dunnigan General Plans. Substantial evidence has been presented that supports a fair argument that the project may have a significant effect on the environment. CEQA Guidelines section 15080-15096. See also Pocket Protectors v. City of Sacramento, 124 Cal. App. 4th, 903 (Opponents of project demonstrated substantial evidence project conflicted with a land use policy adopted to avoid or mitigate an environmental effect).

2. **Traffic Impacts have not been adequately analyzed.** The Dunnigan Advisory Committee strongly opposed the Love's truck stop in part because it felt that (i) the truck stop impacted the local community's principal access to I-5 at Road 6, (ii) would result in trucks parking and passing through local neighborhoods because of the close proximity of the truck stop to residential neighborhoods, (iii) would interfere with a proposed connection between Road 6 and County Road 5, and (iv) the truck stop did not have any buffer between it and adjacent land. See the resolution adopted by the Dunnigan Advisory Committee. The traffic study (the "Traffic Study") prepared by the Love's consultant, Hall & Foreman, Inc., does not allay these concerns.

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David Morrison

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First, the Traffic Study says no background traffic was analyzed "since there is no potential development correlating with the development of this project". See page 1. The Traffic Study appears to assume there will be no additional development of any kind resulting from the truck stop. This is a patently absurd assumption for a truck stop and it skews the Traffic Study. Only 4 intersections were studied, each at (or near) I-5 and Road 6. These are (i) the north ramp at I-5 and Road 6, (ii) the south ramp at I-5 and Road 6, (iii) Road 6 and 89 south and (iv) Road 6 and 99 west. Local residential streets were not considered at all, nor were other interchanges in the vicinity.

Second, there is no analysis of impacts based on comparable sites in the local area. For example, the 49er truck stop in the Natomas area of Sacramento is nearby and could have provided local information. At the very least, the experience of that truck stop would have confirmed that additional related development typically follows a truck stop.

Third, there is no analysis of cumulative impacts. Instead the Traffic Study says, "It is not expected for major development to occur before the project is constructed; **therefore** (emphasis added), traffic volumes are not expected to increase significantly". See page 1. What happens after development occurs is not addressed at all except in a patently inaccurate estimate of service levels in 2035 that assumes almost no growth at all will take place in Dunnigan or along the I-5 corridor over the next 23 years. Basically, the Traffic Study says service levels are expected to remain about the same at these intersections over the next 23 years.

Fourth, the recommended roadway improvements in the Traffic Study (exclusive westbound right turn lane and new paving to portions of Road 6) have received no independent analysis by staff that is identified in the Initial Study. The Traffic Study was prepared by Love's. Any comments from CalTrans or other state or local agency are not included for public review. Please make all traffic comments available prior to any hearing on the project so that the public can provide input as is required by CEQA. See Guidelines section 15064 (c). See also Citizens Ass'n for Sensible Dev. of Bishop Area v. County of Inyo, 172 Cal. App. 3d 151 (1985) (Initial Study needs to disclose data on which it relied).

Fifth, Figures 13-16 of the Traffic Study show vividly how difficult it will be for large trucks to make the turns necessary to access the site. There appears to be no margin for error for many turning movements (see especially attached Figures 15 and 16). The traffic study says the site can accommodate a WB-67 truck design but does not say what these are or tell us what other kinds of trucks are on the road. The awkward, constrained movements appear to present severe safety hazards, yet there is no analysis in the Initial Study and CalTrans comments are not included.

Sixth, there is no discussion in the Initial Study of whether truck traffic has the potential to affect nearby residential neighborhoods. This is a strongly expressed community concern, but it is not addressed.

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David Morrison

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Page 4

The CEQA Guidelines are very clear on the standard for an Initial Study: "All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts." See CEQA Appendix G. This standard has not been satisfied. The Traffic Study itself appears inadequate and misleading.

3. A truck stop at Road 6 in the heart of Dunnigan could destroy its rural character in violation of the County General Plan and the Dunnigan General Plan. Road 6 is at the heart of Dunnigan. It is where people live and where they shop, where Old Town is and near where the first school is planned for Dunnigan. The Dunnigan Advisory Committee expressed its concerns that the gateway to their town would be scarred by a truck stop with its noise, congestion, abundance of truck movements, no setbacks and no buffers and that the truck stop would limit future quality residential projects from locating anywhere near the center of town. Citizens also fear damaging impacts on their residential communities, which are only 800 feet to the west and north of the truck stop (see page 14 of the Initial Study).

Dunnigan residents are also concerned about noise from the truck stop and no doubt wonder why a noise study was previously required for a motel at this location but not for a truck stop. See page 7 of the Initial Study and the Noise Goal of the Dunnigan General Plan ("To preserve the quiet rural setting of the town and protect residents from exposure to excessive noise"). The Initial Study says the sounds are buffered because there are 1400 feet separating the truck stop from homes, but provides no analysis to support the statement (see p. 42). Note also this discrepancy: on page 14 of the Initial Study, it says: "The nearest rural residences are located approximately 800 feet to the west and south of the project site"; on page 542, it says that only one residence is 700 feet away, others are 1400 feet north of the truck parking area. The Initial Study should analyze noise impacts and identify clearly which residences are affected.

The County General Plan requires the County to "Ensure that the rural character of the County is protected and enhanced, including the unique and distinct character of the unincorporated communities". See Goal CC-1. The Dunnigan General Plan has as a core goal: "a dedication to enhancing the quality of life and maintaining the 'small town' community character, design, and scale for present and future generations or residents of Dunnigan". If these goals mean anything at all, then they must apply to this truck stop application for the very center of Dunnigan. The application should be denied on this basis alone.

To summarize, this project places 120 truck parking spaces, 81 auto parking spaces, 24 fuel pumps and a constant flow of trucks and auto traffic into the heart of Dunnigan on a tightly packed site with no landscape treatment yet proposed, no setbacks and no buffer, and only a wall and fence to provide separation. The traffic impacts of the truck stop are inadequately addressed in the Traffic Study. This project, strongly opposed by the community, and directly and specifically contrary to the County General Plan and the Dunnigan General Plan, would not be tolerated anywhere else and does not comply with good planning principles for any community.

Diepenbrock Elkin LLP

David Morrison

January 30, 2012


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4. **Conflict with Dunnigan General Plan sewer and water service policies.** The Love's truck stop provides for an unlined pond system containing approximately 5.6 acre feet of storage contrary to Dunnigan General Plan policy. The General Plan (at page 54) recommends elimination of "the individual small pond systems that serve the commercial uses and mobile home parks". This system and these facilities will be in close proximity to residential uses at the center of town, potentially blighting the area. They are also directly west of Old Town which has a well-documented nitrate problem (see page 16 of the Dunnigan General Plan). Residents are also concerned about potential impacts on their well water, visual impacts and potential safety hazards from placing these ponds at the center of town. These issues are not addressed in the Initial Study; there is no discussion of the conflict between use of the pond system and the Dunnigan General Plan policy and any safety hazards or aesthetic issues these ponds create, located as they are close to residential areas.

Based on the issues raised above, the Planning Commission and Board of Supervisors are respectfully requested to deny this application. What is at stake here is the future of a small community which risks having inappropriate uses scar the town center, change the character of the community and markedly reduce its long term potential.

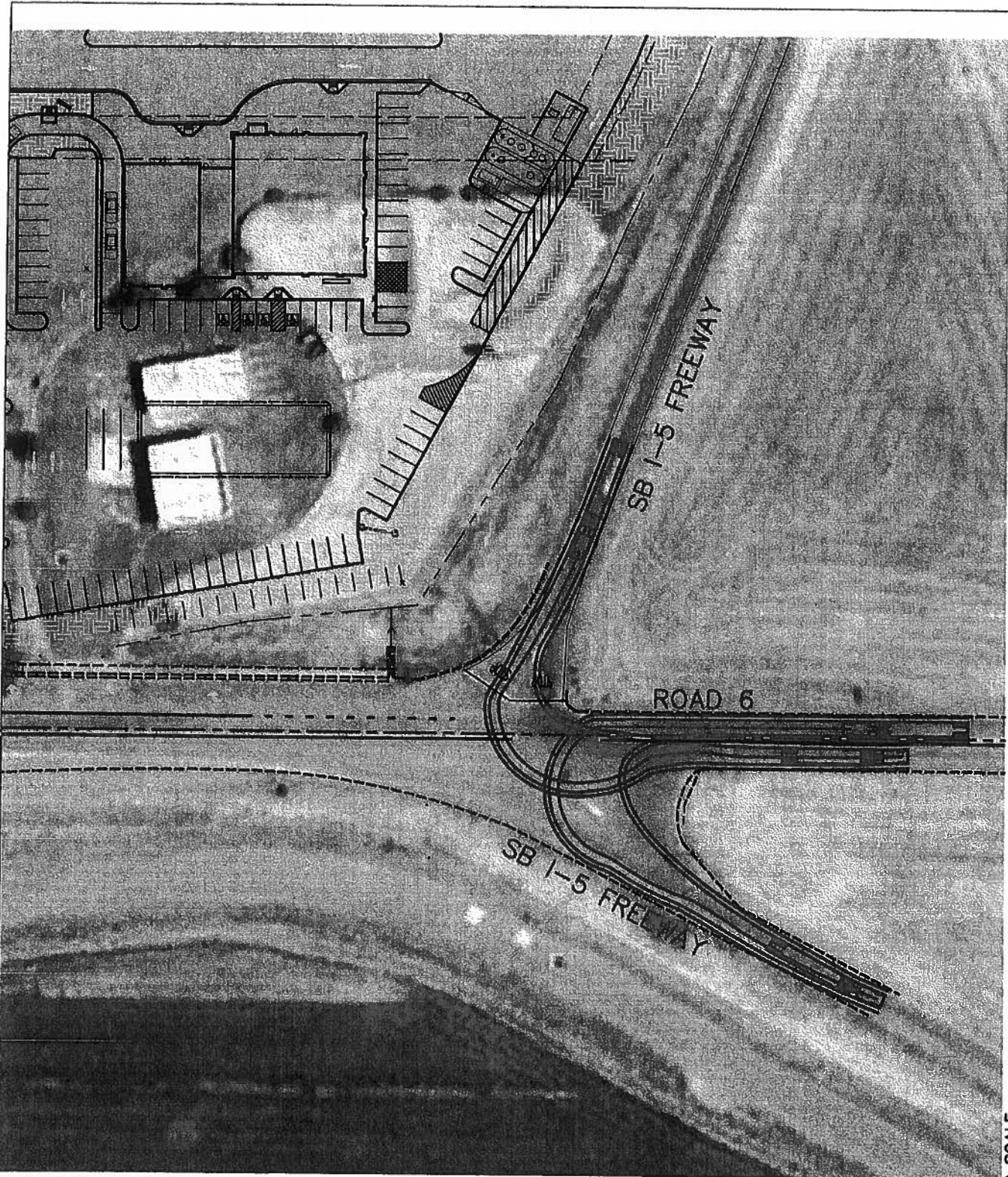
Very truly yours,

Diepenbrock Elkin LLP

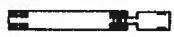
By: 
Karen L. Diepenbrock

KLD:rb

Enclosures



KEY



WB-67 Design Truck



Hall & Foreman, Inc.

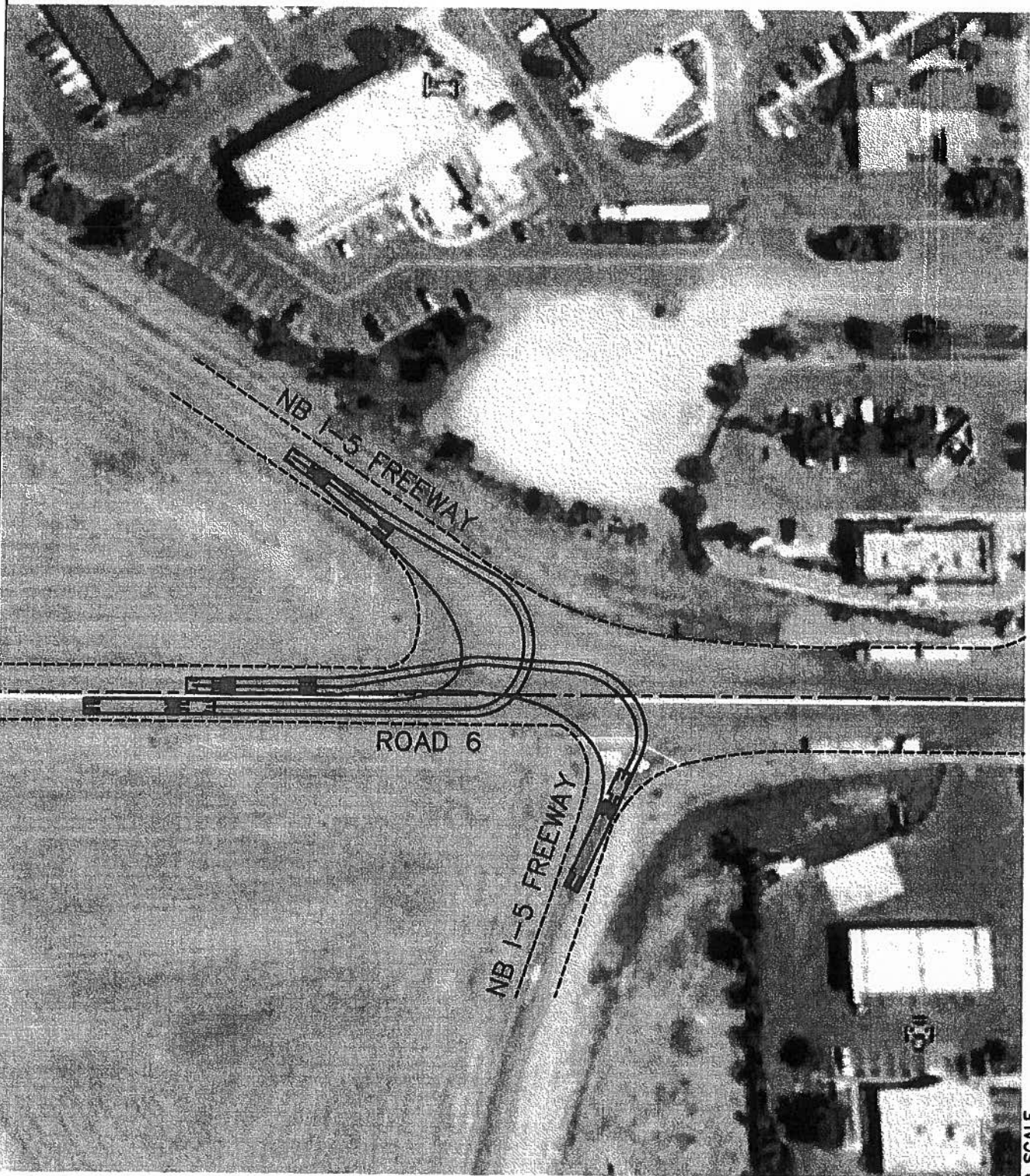
Engineering • Surveying • Planning • Landscape Architecture
 14297 CAJON ST, SUITE 101 • VICTORVILLE, CA 92392 • 760-524-9100

SB I-5 RAMPS AND COUNTY RD 6
 TRUCK TURNING TEMPLATES
 LOVE'S TRAVEL CENTER
 TRAFFIC SCOPE

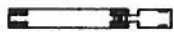
FIGURE

15

Drawing Name: \\s1200338\Lin\1200338-000\Exhibit\01_Traffic Study\FIG-15.dwg
 Last Opened: Dec 14, 2011 - 10:26am by: dabbert



KEY



WB-67 Design Truck



Hall & Foreman, Inc.

Engineering • Surveying • Planning • Landscape Architecture
 14297 CAJON ST, SUITE 101 • VICTORVILLE, CA 92392 • 760-524-9100

NB I-5 RAMPS AND COUNTY RD 6
 TRUCK TURNING TEMPLATES
 LOVE'S TRAVEL CENTER
 TRAFFIC SCOPE

FIGURE
 16

DUNNIGAN ADVISORY COMMITTEE

% Neil Busch, Chairman

PO Box 281, Dunnigan, CA 95937

**To: Yolo County Planning and Public Works Department Commissioners
Assistant Director, David Morrison**

Date: January 30, 2012

**Subject: Comments on Proposed Consideration of Change to the Planned Development No.51
Overlay Zone Love's Travel Stops and County Stores Inc. File Number; 2011-0046**

The Dunnigan Advisory Committee has reviewed the proposal by Love's Travel Center to develop a Truck Travel Center at Road 6 and Highway I-5 in the Community of Dunnigan. The Committee reviewed the proposal at two regular meetings, a special meeting and heard numerous comments from the community. After careful consideration the Committee has determined that the proposed location of Road 6 and I-5 is not an acceptable location, is not consistent with the 2001 Dunnigan General plan, or the 2030 Yolo County General plan and is not in the best interest of the community at that location. The Committee is in favor and welcomes the Love's Travel Center here, however, the location should be at Road 8 and I-5 which is consistent with all plans and future foreseen development. The Committee based their decision on the following reasons:

- 1 Based on the 2030 Yolo County General Plan CC-3.10 D. New Truck Commercial use is to be concentrated at Road 8 and I-5. The 2001 General plan Dunnigan page 19 Area 2 under Land Use. County Road 6 is designated as Commercial Local Retail, Gas Station, Motels, Local Community Business needs. D-LU. 15 States the primary use is for clientele arriving by automobile; while D-LU .16 States Truck Traffic is to be located at Road 8 and I-5.**
- 2 Prior and current Dunnigan Advisory Committees spent years on Land Use to determine the most logical locations for residential and commercial business. Putting a Truck Stop at the Road 6; I-5 intersection would undermine all the years the Committees have been working on the Land Use Plans and would mean years of Community input has been wasted.**
- 3 The following list is areas of concern that would be affected by a Truck stop located at Road 6 and I-5.**
 - The Gateway to Dunnigan would not be very attractive to visitors.**

D-LU.10 Parking lots should be adequately screened from freeway corridors. Parked Trucks and sewage ponds are not attractive as a greeting to our Community.

- Safety with the large Commercial Trucks in the Busy Town Center.
- The area is designated for a school which is not compatible with Truck stop activities.
- Road 6 is designated for retail and light business along with residential and school.
- Road 6 is the only highway ramp for local community.
- The proposed location for Loves is too close to the Freeway to allow an uncongested flow of Traffic even though Cal Trans says it meets specifications. - We do not want the nightmare at Road 6 that currently exists at road 8 and I-5. The on and off ramps would need to be extended to accommodate the commercial traffic.
- The overall plan by Love's is quite extensive but appears the space is too small to support all the areas Loves wants to put in. Safety and congestion is a major concern. It appears that there is no buffer space around the area.
- The Truck stop would interfere with the proposed connection of road 5 and road 6 emergency egress for the Hardwood subdivision.
- Trucks will end up parking on side streets and on road 6 or anywhere else they can stop.
- The waste ponds are directly west of Old Town which already has a nitrate problem.
- Dunnigan Creek Drainage runs right through the proposed site, any runoff would flow right through Old Town and into Dunnigan Creek.
- It is unknown what will happen to current domestic wells when the new well is installed and how will the current wells be corrected.
- The Dunnigan General Plan page 76 states that the County needs to revise zone maps to be Consistent with General Plans, therefore Road 6 and I-5 should be changed to light commercial.

4 The Committee is also concerned that any business located here needs to have funds set aside that goes directly to Dunnigan for needed services that are in addition to what they pay to the County. We recommend the County perform a study on revenue sharing that will

assist with Community Services that would be provided by Love's or other business. Those funds would be earmarked permanently to Dunnigan services.

Based on the numerous reasons listed above it is quite obvious that the Committee is well founded in recommending that the site proposal is not consistent with the General Plans, creates a safety hazard and is not in agreement with future development plans that have been in process for many years. The Dunnigan Advisory Committee and Community welcomes Love's Travel Center to the Community; however for these reasons the Dunnigan Advisory Committee must recommend that the proposed site of the Love's Truck Travel Center be disapproved.

Sincerely,

Signed /

Neil Busch

Chairman, Dunnigan Advisory Committee

nhbusch@gmail.com

Pierce Joint Unified School District

P.O. Box 239 • Arbutle CA 95912 • (530) 476-2892 • Fax (530) 476-2289

Patricia Hamilton, Superintendent



11-12: 49

February 1, 2012

Yolo County Planning and Public Works Department
Attn: Keith Williams, Planning Commissioner, Dunnigan District 5
292 W. Beamer Street
Woodland CA 95695

RE: Dunnigan Specific Plan

Dear Mr. Williams:

The Dunnigan Specific Plan proposes the area west of I-5 north of Road 6 to include the first elementary school site in the phased build out of New Dunnigan. The area south of Road 6 is to be the site of the first middle school. Allowing a "truck stop" to locate in close proximity to schools seems short sighted. The southern end of the Dunnigan area, the commercial/industrial area, seems more situated for this type of activity.

In the interest of student safety, the Pierce Joint Unified School District opposes the placement of a Truck Stop/Travel Center in the Road 6 area.

Please do not hesitate to contact me if you desire further information.

Sincerely,

Patricia Hamilton
Superintendent

Board of Trustees: Abel Gomez • John Friel • Nadine High • Debbie Charter • Amy Charter
President Vice-President Clerk Member Member