

**Final  
Environmental Impact Report for the  
Brookfield Project**

**State Clearinghouse #2005022082**

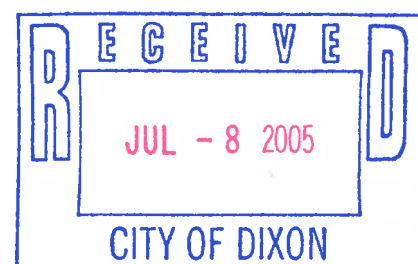
*Prepared for:*

City of Dixon  
600 East A Street  
Dixon, CA 95620  
Contact: Warren Salmons  
707/678-7000

*Prepared by:*

Jones & Stokes  
2600 V Street  
Sacramento, CA 95818-1914  
Contact: Antero Rivasplata, AICP  
916/737-3000

July 2005



Jones & Stokes. 2005. *Environmental Impact Report for the Brookfield Project*.  
Final. July. (J&S 04716.04.) Sacramento, CA. Prepared for the City of Dixon,  
Dixon, CA.

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# Acronyms and Abbreviations

<b>Caltrans</b>	<b>California Department of Transportation</b>
<b>CEQA</b>	<b>California Environmental Quality Act</b>
<b>City</b>	<b>City of Dixon</b>
<b>DRCD</b>	<b>Dixon Resource Conservation District</b>
<b>EIR</b>	<b>environmental impact report</b>
<b>I-80</b>	<b>Interstate 80</b>
<b>LAFCO</b>	<b>Local Agency Formation Commission</b>
<b>LOS</b>	<b>level of service</b>
<b>MMP</b>	<b>mitigation monitoring plan</b>
<b>NPDES</b>	<b>National Pollutant Discharge Elimination System</b>
<b>Project</b>	<b>Brookfield Project</b>
<b>RWQCB</b>	<b>Regional Water Quality Control Board</b>
<b>v/c</b>	<b>volume-to-capacity</b>
<b>WDR</b>	<b>waste discharge requirement</b>
<b>WTP</b>	<b>wastewater treatment plant</b>

## Chapter 1

# Introduction

The California Environmental Quality Act (CEQA) requires that a draft environmental impact report (EIR) be made available for public review for a period of at least 45 days. In accordance with this requirement, copies of the draft EIR for the Brookfield Project (Project) were sent to the State Clearinghouse for circulation to affected state agencies, provided to local agencies, and made available to the public. The draft EIR's review period was from May 6 through June 20, 2005.

As the lead agency for the Project, the City of Dixon (City) must prepare a final EIR for consideration by decision-makers before taking action on the project. This document has been prepared as a companion to the draft EIR, as allowed by State CEQA Guidelines Section 15088(d). Taken together, this document and the draft EIR constitute the final EIR. However, for ease of reference and to distinguish it from the draft EIR component, this document itself is referred to as the "final EIR."

The City's decision-makers will review both this document and the draft EIR before taking action on the Project, including the proposed general plan amendment, rezoning, development agreement, and other city approvals being requested in conjunction with the Project. The final EIR will also be the basis for approvals by responsible agencies such as the Solano County Local Agency Formation Commission (LAFCO).

This document contains all of the components required by CEQA, specifically 1) the comments received during the review period; 2) a list of the agencies, organizations, and individuals who submitted comments on the draft EIR during the review period; 3) the City's written responses to the significant environmental points raised in comments received during the review process; and 4) any revisions to the draft EIR that were made in response to the comments.

Comments received after the formal review period may not be included in the final EIR. However, all comments received before final action on the Project will be presented to and considered by City decision-makers. Copies of the draft EIR and this document are available at the City of Dixon Community Development Department at 600 East A Street in Dixon.

## Chapter 2

# Responses to Comments

The draft EIR for the Project was made available for public review and comment between May 6 and June 20, 2005. During this period, comments were received from the following parties:

**Table 1. List of Commenters**

Letter	Commenter	Date
1	California Public Utilities Commission	May 27, 2005
2	California Department of Transportation	June 20, 2005
3	Central Valley Water Resources Control Board	June 1, 2005
4	Dixon Resource Conservation District	June 14, 2005
5	Dixon Solano Municipal Water Service	June 22, 2005
6	Shasta Greene	June 21, 2005
7	Mary Ann Montague	June 21, 2005
8	Cecily T. Talbert	June 21, 2005
9	Wayne M. Williams	June 9, 2005
10	Kevin A. Heeney	June 18, 2005

CEQA and the State CEQA Guidelines require that a final EIR contain well-reasoned responses to comments that raise environmental issues. The final EIR is not required to respond to comments that question the wisdom of a proposed project unless the comments also raise an issue relating to the environmental impact of the project.

The following responses are organized by comment letter. A copy of each letter precedes the respective set of responses. Each comment letter has been divided into individual comments, as identified in the margin of the letter. The written responses correspond to each letter's individual comments. If a comment has resulted in a revision to the EIR, the revision is contained in Chapter 3 of this document.

Letter 1

STATE OF CALIFORNIA  
PUBLIC UTILITIES COMMISSION  
605 VAN NESS AVENUE  
SAN FRANCISCO, CA 94109-3298

ARNOLD SCHWARZENEGGER, Governor



May 27, 2005

File No.: 183-48  
SCH#2005022082

Rebecca Van Buren  
City of Dixon  
600 East A Street  
Dixon, CA 95620

Dear Ms. Van Buren:

Re: Brookfield-Bertolero Project

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to Union Pacific Railroad right-of-way.

1-1

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

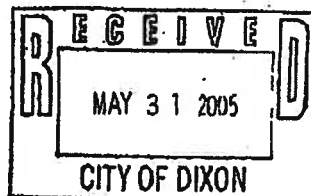
The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795..

Very truly yours,

Kevin Boles  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

cc: Patrick Kerr, UPRR





# Responses to Letter 1, California Public Utilities Commission

## Response to Comment 1-1

The Union Pacific Railroad right-of-way crosses the City of Dixon from its southwest to its northeast corners. The Project is located approximately ½ mile east of the railroad right-of-way, does not rely upon a railroad crossing for direct access, and will not directly affect operations of the railroad.

The City is currently in the design phase of the planned grade separation for Parkway Boulevard at its intersection with the railroad. As discussed in Chapter 3 of the draft EIR, the Parkway Boulevard grade crossing is projected for 2007. It is a separate project from the Brookfield Project and is reflected in the City's Capital Improvement Program. The grade separation will be completed by the time the Project is built out. As a result, it will provide a safe crossing for traffic and pedestrians moving from east to west along the future extension of Parkway Boulevard.

Letter 2

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION  
111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 288-5503  
FAX (510) 286-5389  
TTY (800) 738-2929



Flex your power!  
Be energy efficient!

June 20, 2005

SOL113202  
SOL-113-19.29  
SCH2005022082

Ms. Rebecca Van Buren  
City of Dixon  
600 East A Street  
Dixon, CA 95620

Dear Ms. Van Buren:

**Brookfield-Bertolero Project - Draft Environmental Impact Report**

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

2-1

2-2

2-3

Due to heavy traffic volume projections, southbound 1<sup>st</sup> Street (State Route 113) will need a dual left turn onto Parkway Blvd..

2-4

The number for Impact 6 is used twice (i.e., for the S. 1<sup>st</sup> St./Parkway Blvd. Intersection on Page 31 and the 1<sup>st</sup> St./A St. Intersection on Page 33). Please renumber the Impacts on Pages 33 and 34.

2-5

Why were fair share percentages calculated for Impacts 1, 2, 3, 9, 10, 11, and 12, but not for the other Impacts (4, 5, 1st 6, 2nd 6, 7, and 8)?

2-6

*"Caltrans improves mobility across California"*

Ms. Rebecca Van Buren  
 June 20, 2005  
 Page 2

The improvements recommended by the "Existing Plus Project" scenario should be complete prior to issuance of the building permit. Since "fair share" fees do not guarantee that any of the recommended improvements are constructed, will the City ensure the improvements are operational prior to project opening? If the improvements are not completed in time, the project should pay to offset any interim conditions adversely affecting traffic. 2-7

The traffic analysis shows an unacceptable level of service (LOS) at some intersections south of A Street for the traffic projections in the distant future (2025). Possible solutions to improve the LOS are to increase the capacity of the facility (State Route 113), realignment around congestion, or designating bypass routes. 2-8

Please provide the electronic file of the Synchro analysis for further review. For those intersections that met signal warrants, LOS D or better is required for each movement at the State-operated intersections as a condition of approval. Movements operating below LOS D will require additional mitigation. 2-9

**Cumulative Impact on Intersection Level of Service - Different Scales of Level of Service F**  
 Under cumulative condition (Future plus Project Traffic Condition Year 2025), the proposed project would contribute considerably to unacceptable LOS F (Table 7- Traffic Impact Analysis). This severe LOS F should be addressed by using a refined LOS scale ranging from F1 ("best" LOS F) to F10 ("worst LOS F") on the following intersections, rather than applying a single LOS F designation:

- Location # 1 1<sup>st</sup> Street / A Street
  - Location # 2 1<sup>st</sup> Street / Chestnut Street
  - Location # 3 1<sup>st</sup> Street / Cherry Street
  - Location # 4 1<sup>st</sup> Street / County Fair Drive
  - Location # 5 1<sup>st</sup> Street / Valley Glen Drive
  - Location # 7 1<sup>st</sup> Street / Midway Road
- 2-10

For the purpose of improvement, this scale set-up would allow better measurement of the intersection's operation by monitoring improvement from the worst (or LOS F10) to the best LOS (or LOS F1) once mitigation measures are implemented. The previous application of a single LOS F designation doesn't reflect the cost-effectiveness of mitigation.

**Basic Freeway and Highway Segment Analysis Needed**

Traffic operations on Interstate 80 (I-80) were not analyzed. Since project traffic is likely to travel I-80 between Pitt School Road and the N. First Street / I-80 interchange, the latest measures of effectiveness (MOE) shown in HCM 2000 should be applied to determine the LOS of basic freeway and highway segments. 2-11

**Encroachment Permits**

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: 2-12

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

*"California improves mobility across California"*

Ms. Rebecca Van Buren  
June 20, 2005  
Page 3

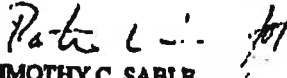
To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

2-13

Please clarify and label the State ROW on your future plan sheets with respect to the proposed project, along with typical cross-sections for the proposed sidewalk, driveways, curb/gutters, and wheelchair ramps within State facilities, (on a bigger scale).

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

Sincerely,

  
TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c: Scott Morgan (State Clearinghouse)

"Caltrans improves mobility across California"

## Responses to Letter 2, California Department of Transportation

### Response to Comment 2-1

The commenter has requested additional clarification from the City and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The items identified by Caltrans have been discussed in the traffic sections of Chapters 3, "Environmental Setting," and 4, "Impacts and Mitigation Measures," of the draft EIR.

### Response to Comment 2-2

The commenter offers a suggestion regarding the timing of roadway improvements, but makes no specific comments regarding impacts on traffic and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The impacts related to traffic are addressed in the draft EIR. As discussed in the draft EIR under the traffic mitigation measures and in the mitigation monitoring plan (MMP), the City would require payment of fair share contributions before construction and would require completion of roadway improvements identified in the draft EIR before and during Project construction.

### Response to Comment 2-3

This comment simply identifies the permit review requirements that may be required by the California Department of Transportation (Caltrans). It does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The project will acquire an encroachment permit before any additional access is made to State Route 113, as required by law.

### Response to Comment 2-4

The level of service (LOS) at this intersection is discussed under cumulative impacts in Chapter 6 of the draft EIR. Although the Project would increase the average delay in the a.m. and p.m. peak hours, installation of intersection improvements would improve the LOS in the future to LOS C in both the a.m. (30.1 seconds) and p.m. (33.8 seconds) peak hours. As provided in Mitigation Measure 4.11-6, signal phase overlaps would be added. To avoid contributing to the cumulative impact, the Project's developer would pay their fair share to add a northbound right turn lane. Implementation of Cumulative Mitigation Measure 6.1-9 would reduce the contribution of the Project to a less-than-cumulatively-considerable level.

## Response to Comment 2-5

The commenter is referring to information contained in the traffic impact analysis (Appendix D of the draft EIR). The City agrees with the commenter that the title of "Impact 6" is used twice in the traffic impact analysis. The City considers this a typographical error. Because the commenter does not make specific comments related to the adequacy of the traffic analysis or raise any new or more severe impacts that were not previously analyzed in the EIR, no revisions to the EIR are necessary.

## Response to Comment 2-6

Fair share percentages for Impacts 4 and 6 in the traffic study (Impacts 4.11-4 and 4.11-6 in the draft EIR) were not calculated because, as described in the EIR's mitigation measures and the MMP, the Project proponent would be required to fund and construct the improvements before or during Project construction. There would be no sharing of the costs for these improvements; they would be borne by the proponent. Impact 5 (Impact 4.11-5 in the draft EIR) was determined to be less than significant, based on improvements (signals and turn pockets) to be installed by the developer. It did not require additional mitigation. Therefore, no fair share calculation was necessary. The mitigation measures identified for Impacts 6 (Future Plus Project), 7, and 8 (Impacts 6.1-5, 6.1-6, and 6.1-7 in the draft EIR) were determined to be infeasible. As a result, these impacts are cumulatively considerable and will be considered by the City Council in its decision-making process for the Project. No revisions to the draft EIR are necessary.

## Response to Comment 2-7

The commenter offers a suggestion regarding timing of roadway improvements, but makes no specific comments regarding impacts on traffic and does not identify any new or more severe impacts that were not previously analyzed in the EIR. The impacts related traffic are addressed in the EIR. As discussed under Response to Comment 2-2, the City will require payment of fair share contributions before construction and will require completion of roadway improvements identified in the EIR before and during Project construction.

## Response to Comment 2-8

The commenter raises but does not make specific comments related to the LOS impacts to "some" intersections south of A Street, and does not provide evidence of LOS impacts or identify which intersections would operate below acceptable LOS. Additionally, the commenter does not raise any new or more severe

impacts that were not previously analyzed in the draft EIR. No revisions to the draft EIR are necessary.

## **Response to Comment 2-9**

The commenter requests additional information from the City, but makes no specific comments regarding the draft EIR analysis of traffic impacts. Although the commenter notes that movements operating below LOS D would require additional mitigation, the commenter does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. No revisions to the draft EIR are necessary.

## **Response to Comment 2-10**

The commenter raises but does not make specific comments related to the analysis of intersection LOS, and does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. These issues are addressed in the draft EIR, and no revisions to the draft EIR are necessary.

## **Response to Comment 2-11**

Language has been added to page 4-60, after the section titled "Traffic Signal Warrants," to clarify the relationship of the Project to Interstate 80 (I-80). This change is shown in Chapter 3 of this document.

## **Response to Comment 2-12**

This comment identifies that a permit may be required. It does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. No revisions to the draft EIR are necessary.

## **Response to Comment 2-13**

This comment identifies information that Caltrans will expect during review of encroachment permit applications. It does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. No revisions to the draft EIR are necessary.



Alan C. Lloyd, Ph.D.  
Agency Secretary

# California Regional Water Quality Control Board

## Central Valley Region

Robert Schneider, Chair

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

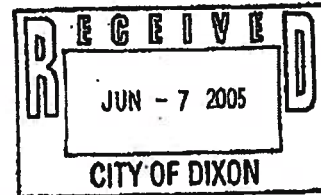


Arnold  
Schwarzenegger  
Governor

Letter 3

1 June 2005

Rebecca Van Buren  
City of Dixon  
600 East A Street  
Dixon, CA 95620



**PROPOSED PROJECT REVIEW, CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE BROOKFIELD-BERTOLERO  
PROJECT, STATE CLEARINGHOUSE #2005022082, DIXON, SOLANO COUNTY**

As a Responsible Agency, as defined by CEQA, we have reviewed the Draft Environmental Impact Report for the Brookfield-Bertolero project. Based on our review, we have the following comments regarding the proposed project.

Storm Water

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

3-1

Post Construction Storm Water Management

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

3-2

*California Environmental Protection Agency*





Rebecca Van Buren

- 2 -

1 June 2005

**Dewatering Permit**

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

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


3-3

**Industrial**

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

3-4

For more information, please visit the Regional Boards website at <http://www.waterboards.ca.gov/centralvalley/> or me at 916.464.4683.

  
 DANNAS J. BERCHTOLD  
 Storm Water Unit  
 916.464.4683

cc: State Clearinghouse, Sacramento

## **Responses to Letter 3, Central Valley Regional Water Quality Control Board**

### **Response to Comment 3-1**

National Pollutant Discharge Elimination System (NPDES) permitting requirements are discussed under Impact 4.7-2 in the draft EIR. No additional discussion is needed.

### **Response to Comment 3-2**

NPDES permitting requirements would reduce contaminants that would have potentially been released during construction. NPDES permitting is discussed under Impact 4.7-2 in the draft EIR. Following construction, all site drainage would be collected by the stormwater drainage system that would be installed as part of the subdivision. This system would direct stormwater to the City's Pond C, which is currently under construction and will be completed and operational before the Brookfield Project is completed. One function of Pond C is to meet the City's waste discharge requirements (WDRs) is to reduce oil, sediment, and other contaminants from drainage waters originating in the city before they are released to Lateral 2 and the Dixon Main Drain.

### **Response to Comment 3-3**

This permit may be required as part of the installation of the water well that is intended to serve the Project and surrounding area. A discussion of this requirement has been added to "3.7.2 Regulatory Setting" of the draft EIR under "State Regulations." This change is shown in Chapter 3 of the final EIR. This comment simply identifies a permit that may be required. It does not identify any new or more severe impacts that were not previously analyzed in the EIR.

### **Response to Comment 3-4**

The Project would not have any activities that require a General Industrial Permit. No revisions to the draft EIR are necessary.

Letter 4

**Dixon Resource Conservation District**

1170 N. Lincoln, Suite 110, Dixon, CA 95620-Phone (707) 678-1655

June 14, 2005

City of Dixon  
Attn: Community Development Director  
600 East A Street  
Dixon, CA 95620

Re: Brookfield Project Draft Environmental Review

Dear Director:

The Dixon Resource Conservation District appreciates the opportunity to review and comment on the Draft EIR for the Brookfield Project. The District has reviewed the Draft EIR for the Brookfield Project and while the District does not object to the Brookfield Project's request for a general plan amendment, pre-zoning, and annexation, the District has some reservations about the storm drainage system. The Draft EIR states that "once built, storm drainage from the site and the adjoining Country Faire Subdivision will be directed to Pond C. Pond C has been designed to accommodate the flows from this Project and the rest of the Pond C's drainage area". At this time, the District is currently evaluating the City of Dixon's Pond C project and as such we can not concur with this statement.

As part of the Pond C project the City has requested an increase in the maximum discharge rate into the District's drainage facility (Lateral 2). The proposed increase in the maximum discharge rate from 77.5 cfs to 125 cfs is apparently designed to handle the storm water from the project site along with the new high school site and the Country Faire Subdivision, in addition to the overall drainage needs for the existing Pond C's drainage area. In order to evaluate the possible impacts of this project, and the proposed increase in the maximum discharge rate from Pond C, the District is having several model runs completed to determine if there are any adverse impacts on the District's drainage facilities or landowners within the District. We anticipate that these model runs will be complete in the next few weeks, at which time, the District's Board of Directors will consider this matter and that a final determination may be possible sometime in the next two months.

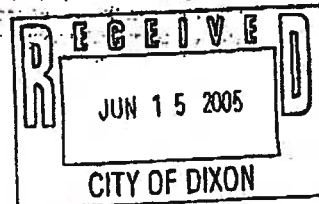
4-1

Until the District has made a determination that there are no adverse impacts or how any impacts will be mitigated, the District requests that final approval of tentative subdivision map, conditional use permit, and the design review be subject to the review and approval by the Dixon RCD, and the Dixon Regional Watershed JPA. Subject to this provision, I do not believe that there is an overriding need for the District to object to or favor the projects request for a general plan amendment, pre-zoning, and annexation.

The Dixon Resource Conservation District appreciates the opportunity to comment on this project. Our comments are given to protect Solano County's natural resources and the District landowners. For more information regarding this review, please contact the District office at (707) 678-1655, extension 105.

Sincerely,

John S. Currey, AFM  
District Manager



## Responses to Letter 4, Dixon Resource Conservation District

### Response to Comment 4-1

The commenter raises a concern regarding the analysis in the draft EIR that concludes that Pond C has been designed to accommodate the stormwater flows from the Project and the rest of Pond C's drainage area, but makes no specific comments regarding the adequacy of the analysis and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The commenter notes that the Dixon Resource Conservation District (DRCD) is currently conducting its own analysis of the maximum discharge rate of Pond C to determine whether any adverse impacts on the DRCD facilities would occur.

As described on page 2-6 of the draft EIR, Pond C is an approved project for which an EIR (Jones & Stokes 2004) was prepared and certified by the City. The EIR found that Pond C would not result in any significant and unavoidable impacts related to stormwater drainage. The DRCD did not raise this issue at that time. As discussed in Chapter 2 of the EIR for Pond C, construction of the pond and the controlled release of drainage to the Dixon Main Drain will be in satisfaction of the DRCD's standards.

Letter 5

**DIRECTORS**  
**ROBERT HANSEN**  
 PRESIDENT - DIV. 08  
**GUIDO E. COLLA**  
 VICE PRESIDENT - DIV. 04  
**ROBERT S. CURREY**  
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 DIV. 03  
 June 22, 2005



**OFFICERS**  
**SUZANNE BUTTERFIELD**  
 SECRETARY / MANAGER  
**SUMMERS ENGINEERING**  
 DISTRICT ENGINEER  
**MINASIAN, SPRUANCE, MEITH,  
 SOARES & SEXTON**  
 ATTORNEYS  
**STEPHEN J. CARONARO**  
 TREASURER

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

**Subject:** Draft Environmental Report for Brookfield Residential Project

Dear Warren:

We are in receipt of the Draft Environmental Report for the Brookfield Residential Project located east of Highway 113 and south of Hall Park in Dixon. The following are the comments from the District and on behalf of the Dixon Solano Municipal Water Service (DSMWS):

- 1. The last sentence of paragraph two on page 2-4 should include the date of 2005 instead of 2006 for inclusion in Dixon's Capital Improvement Program. | 5-1
- 2. "Weyand" is misspelled in the last sentence of paragraph three on page 2-4. The "d" was left off. | 5-2
- 3. Alternative 4 (Large Water Supply Facility) on page 3-9:
  - a. Catastrophic tank failure:
    - i. The latest design is utilizing either a pre-cast concrete wall or a masonry wall to accomplish the redirection of flow of water, or containment, due to a catastrophic failure of the tanks. In addition, other means, other than a spillway, are being investigated to direct flow to Pond C. | 5-3
    - ii. Further, the tanks will be designed with seismic loadings pertinent to the area to mitigate catastrophic failure due to a seismic event.
  - b. Noise due to the facility operations:
    - i. Noise was not mentioned in the EIR due to the water supply facility.
    - ii. The diesel-electric emergency generator, which will only be operated during times of a power outage and for preventative maintenance operations, will be housed inside a sound enclosure. | 5-4
    - iii. Other noise generating equipment, including booster pumps, electrical, etc. will be located within the proposed building to attenuate noise to acceptable levels.

Thank you for the opportunity to comment on this project. If you have any questions, please contact me at (707) 448-6847 ext. 4020 or by email at [pfuchalin@aldwater.org](mailto:pfuchalin@aldwater.org).

Best Regards,  
  
 Paul Fuchalin, P.E.  
 Supervising Civil Engineer

508 ELMIRA ROAD, VACAVILLE, CA 95687-4999 • TELEPHONE (707) 448-6847 • (800) 575-3833 • FAX (707) 448-7347

# Responses to Letter 5, Dixon Solano Municipal Water Service

## Responses to Comments 5-1 and 5-2

The draft EIR discussion has been revised to include this information. These changes are shown in Chapter 3 of this document.

## Response to Comment 5-3

The commenter provides additional information related to the final design of Alternative 4 (Larger Water Supply Facility) but does not raise any new or more severe impacts related to catastrophic tank failure that were not previously analyzed in the draft EIR (Impact 5.4-2). Additionally, this EIR was not prepared to analyze final design plans for the water tanks, which, as it appears from the commenter's description, has already begun.

The purpose of the alternatives analysis in the draft EIR was to identify alternatives to the Project that could reduce significant impacts of the Project while meeting most of its objectives. Some impacts, such as increased water supply demand, are very dependent on the location of the Project and existing and planned infrastructure in the area. Therefore, the draft EIR considered alternatives to the Project that might reduce its site-specific impacts.

Because a principal objective of the Project is to provide for various infrastructure improvements that would benefit both the Project and the community (including the new high school), the draft EIR considered only alternatives that would reasonably meet this objective. Alternative 4 was included because it would provide more reliable volume and water pressure to the Project, high school, and other areas within the City's sphere of influence, while meeting all of the Project's objectives. The potential impacts of the Alternative 4 were described in Chapter 5 of the draft EIR. No revisions to the draft EIR are necessary.

## Response to Comment 5-4

The commenter identifies that the EIR did not include discussion of potential noise impacts related to operation of Alternative 4 and provides additional information related to noise-attenuation features that would be included in the final design plans for the facility. Although this EIR was not prepared to analyze final design plans for the water tanks, the information provided by the commenter has been incorporated into the final EIR.

Letter 6

**S. SHASTA GREENE**  
 Attorney at Law  
 916.558.1531

**MEMORANDUM**

**TO:** Warren Salmons, City Manager  
**CC:** Michael F. Dean, City Attorney  
**FROM:** Shasta Greene  
**RE:** Comments on the May 2005 Brookfield Draft EIR

Comments by Page Number

- |        |   |     |
|--------|---|-----|
| 3-49   | The City General Plan policies listed are only those from the "residential environment" section and only those that support the project. There are others which it conflicts with such as Urban Development Policy 3, Natural Environment Policy 1, and Transportation Policy 1. Should those also be discussed here?   | 6-1 |
| 4-6, 7 | Mitigation Measures 4.1-1a and 4.1-1b are project landscaping and building design measures. They do not appear to increase public open space, or contribute to alternative transportation modes, to relate to signs in residential districts or off street parking.   | 6-2 |
| 4-36   | Polluted runoff is listed in the title for impact 4.7.7 so it should at least be mentioned in the discussion.   | 6-3 |
| 4-61   | A map depicting existing and proposed bicycle and pedestrian access would be helpful.   | 6-4 |
| 5-11   | Replacing senior facilities with multifamily housing would achieve better compliance the City's 80/20 goal.   | 6-5 |
| 5-11   | The rejected alternatives are titled in a confusing manner. In these alternatives sometimes the senior living is assumed to be equivalent to multifamily housing and sometimes it is not. Retitling them would help. The "No Senior Living/ Care Component" alternative actually will "Replace Senior Living/ Care with Multifamily Housing". The "No Multifamily Residential" alternative would be better titled as a "Single Family only" alternative | 6-6 |
| 6-2    | What about cumulative effects for Land Use, Population and Housing, and Parks and Recreation?   | 6-7 |

## Responses to Letter 6, Shasta Greene

### Response to Comment 6-1

The commenter raises but does not make specific comments related to the Project's consistency with the policies of the *Dixon 1993 General Plan* (City of Dixon 1993). However, the commenter provides no specific discussion of how the Project is inconsistent with these policy areas, except to state that is their belief. General Plan consistency will be considered by the City Council in its decision-making process for the Project. No changes to the EIR are necessary.

### Response to Comment 6-2

The City agrees with the commenter's statement that Mitigation Measures 4.1-1a and 4.1-1b are project landscaping and building design measures, and that they do not increase public open space, contribute to alternative transportation modes, or relate to signs in residential areas. The purpose of these measures is to reduce the visual impact of the Project, and they do so by softening the impact.

The commenter raises but does not make specific comments related to public open space, alternative transportation modes, or sign regulations in residential districts. The commenter provides no specific discussion of the Project's impacts relating to these areas. This comment will be considered by the City Council in its decision-making process for the Project. No changes to the EIR are necessary.

As discussed under Impact 4.13-1, the City's Park Improvement Fee Ordinance applies to all new developments in Dixon and requires developers of new housing units to pay park improvement fees during the building permit process. In addition, under the City's Quimby Act requirements, the developer would be required to pay in-lieu fees for parks and recreation. Open space buffers are being established by the City in conjunction with neighboring cities. The Cities of Davis and Dixon have formed a partnership through which agricultural conservation easements will be purchased from willing agricultural landowners to create a greenbelt between the cities. The City of Dixon has similarly worked with the City of Vacaville to establish a greenbelt between the cities.

As discussed under "4.11 Traffic" in the draft EIR, the Project would benefit from pedestrian and bicycle access through Hall Park and the future high school, which would encourage the use of alternative transportation modes to travel from the Project site to central Dixon.

Signs in residential districts would be governed by the City's Zoning Ordinance (City of Dixon City Council 1982). In general, according to Section 12.20.05 of the Zoning Ordinance, signs are limited in the City's residential zoning districts to small identification signs.



## Response to Comment 6-3

The title for Impact 4.7-7 is derived from State CEQA Guidelines Appendix G and is intended to act as guidance for the discussion of the Project's potential impacts. In the draft EIR, impacts related to water quality are discussed under Impact 4.7-2. Mitigation Measures 4.7-2a and 4.7-2b would reduce the Project's impact to a less-than-significant level.

## Response to Comment 6-4

The commenter requests additional information from the City but makes no specific comments regarding the draft EIR analysis of bicycle and pedestrian facilities impacts. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. Impacts related to bicycle and pedestrian facilities are addressed in the draft EIR. A copy of the Dixon Parks Master Plan, which contains a bicycle and pedestrian facilities diagram, is available for review at Dixon City Hall on request. No revisions to the draft EIR are necessary.

## Response to Comment 6-5

The commenter offers an opinion regarding the Project's compliance with the City's 80/20 housing goal but does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. No changes to draft EIR necessary.

## Response to Comment 6-6

The commenter offers an opinion regarding the titles of the alternatives discussed in the EIR but does not make specific comments related to the alternatives analysis. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. No changes to draft EIR necessary.

## Response to Comment 6-7

There are no significant cumulative effects in these areas. Therefore, no discussion of these issues is included in this response.

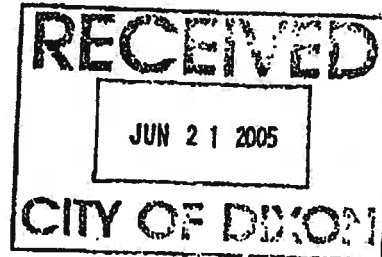
Letter 7

Tuesday, June 21, 2005

To: The City of Dixon, CA

Re: Draft Environmental Impact Report for Brookfield Project

From: Mary Ann Montague  
P. O. Box 764  
Dixon, CA



1. The overall plan looks as though it would be beneficial to the community. It contains a useful mix of housing. I question the wisdom of putting a senior care - continuous care facility so close to Hwy. 113 and the high school. Could that aspect be moved to the southeast corner of the project? 7-1

2. The traffic studies use generalized models rather than original local data for the present volume of traffic on the affected streets. Please gather and use local traffic counts on Hwy. 113, East and West A Streets, and Pitt School Road. Since the proposed "Parkway" is not constructed one may only guess. 7-2

3. Using the data for traffic flow presented in this EIR, I calculated the traffic load for West A Street through the residential area. [See attached graphics.] Those figures show that in the four hours referred to as "peak" [7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. respectively] in 2005 there are 1202 vehicles on West A in the vicinity of First and A. And, there are 979 vehicles traveling on West A in the vicinity of Pitt School Road. The projected increase by 2007 is for 1765 vehicles at First and A plus 2292 vehicles at Pitt School Road. These figures do not include the high school traffic in mid-afternoon that travels on both East and West A Streets. 7-3

Is any other single family residential street carrying the same traffic burden as A Street?

How do you propose to bring the residential section between North Adams St. and Pitt School Road into parity with other single family residential streets such as those in Valley Glen? 7-4

Doing a short term traffic count of vehicles traveling on West A Street between North Adams and Almond Streets I found the following:

June 20, 2005	5 minute period	actual vehicle count	x 12 = cars/hour
June 20, 2005	2:05 to 2:10 p.m.	69	828
June 20, 2005	3:05 to 3:10 p.m.	43	516
June 20, 2005	4:05 to 4:10 p.m.	53	636
June 20, 2005	5: 05 to 5:10 p.m.	58	696
			Total = 2676
			School is out! Avg. = 669/hour

7-5

June 21, 2005	11:05 to 11:10 a.m.	43	504
June 21, 2005	12:05 to 12:10 p.m.	45	576
June 21, 2005	01:10 to 01:15 p.m.	48	528
June 21, 2005	02:05 to 02:10 p.m.	61	732
			Total =2340
			Avg.= 585/hour
	669+585= 1254/2hr	est.= 2508/4hours	

7-5  
cont.

4. Using the above observed figures for vehicular traffic between North Adams and Almond Streets, the EIR four hour estimates for this area are off by about 1500 trips per four hours. The EIR shows 1202 vehicles / 4 "Peak" hrs at First and A Sts.; and 979 vehicles/ 4 "Peak" hrs at Pitt School and A. Street for 2005.

5. What are the health impacts for residents exposed day and night to this much close-range automobile exhaust? The other day I developed chest pains after walking 0.1 mile into the West A area past North Adams from downtown. The auto exhaust fumes were choking.

7-6

6. Will the Brookfield project be allowed to start before the completion of the Pitt School/Parkway grade separation is completed over the railroad tracks?

7-7

7. Regarding sewage treatment, what distinction do you make between percolation and irrigation on the eventual impact of waste water on the ground water supply?

7-8

8. What is the disposition of the bio-solids from the sewage treatment plant?

7-9

9. What type of aeration is currently used at the Dixon treatment ponds?

7-10

10. Many projects all over the area seem to wish to discharge into Dickson Creek as a remedy for waste water disposal. How will Brookside impact the collective volume proposed to go into that channel?

7-11

11. Will the Brookfield residents be exposed to airborne pathogens from the wastewater treatment ponds?

7-12

## Responses to Letter 7, Mary Ann Montague

### Response to Comment 7-1

The commenter raises but does not make specific comments related to the location of the senior housing component of the Project. The commenter also does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. No revisions to the draft EIR are necessary.

### Response to Comment 7-2

The traffic impact analysis (Appendix D of the draft EIR) discusses collection of traffic data for the Project and indicates that traffic counts were conducted in July 2003 and January 2005 for the intersections identified in the report. The commenter raises but does not make specific comments related to traffic impacts. The commenter also does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. These issues are addressed in the draft EIR, and no revisions to the draft EIR are necessary.

### Response to Comment 7-3

The distribution of Project traffic on study area roadways was determined based on the location of the Project relative to current and projected traffic patterns once the Parkway Boulevard extension is completed (2007 conditions). Table 4.11-3 of the draft EIR presents the projected distribution pattern for the Project. As shown, an estimated 3 percent of the total trips from the residential subdivision and 18 percent of the total trips from the senior living component are projected to travel westbound on West A Street from 1st Street to Pitt School Road, which is assumed to be the roadway segment indicated by the commenter. In the eastbound direction between Pitt School Road and 1st Street, approximately 20 percent of the total residential traffic and 10 percent of the total senior living traffic are projected to travel this segment.

The trip distribution table (Table 4.11-3 of the draft EIR) indicates that an estimated 24 percent of the total residential traffic and 25 percent of the total senior living traffic would travel to and from the site via Parkway Boulevard to Pitt School Road, then turning westbound on West A Street (11 percent for residential traffic and 7 percent for senior living traffic) or continuing north on Pitt School Road (13 percent for residential traffic and 18 percent for senior living traffic), thereby bypassing the roadway segment identified by the commenter.

In addition, as described under Impact 4.11-1, signalization of the Pitt School Road/West A Street intersection (as identified under Base Conditions) would ensure that the LOS at this intersection in both the a.m. and p.m. peak periods

continue to meet City standards. Impacts related to roadway and intersection operations are addressed in the draft EIR, and no revisions to the draft EIR are necessary.

## Response to Comment 7-4

The commenter provides an opinion but does not make specific comments related to roadway operations between North Adams Street and Pitt School Road. The commenter also does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. The commenter does not identify the physical extent of the “residential section,” and the intent of the commenter’s statement “parity with other single-family residential streets” is unclear. Impacts related to roadway and intersection operations are addressed in the draft EIR, and no revisions to the draft EIR are necessary. Mitigation measures are proposed to reduce Project impacts to a less-than-significant level, where feasible, meaning that traffic would flow at LOS C. However, it does not necessarily mean that all streets would experience the same level of congestion. Some streets operate at a level better than LOS C.

## Response to Comment 7-5

The commonly accepted peak hour measurement period is a 2-hour period. This time period is used to offset anomalies in the traffic data related to unusual or unique circumstances, such as roadway detours or church services, that can cause a temporary spike in traffic counts. Applying a 5-minute traffic count period is not generally considered a sufficient duration to account for the ebbs and flows of the traffic along area roadways. The commenter raises but does not make specific comments related to traffic impacts. The commenter also does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. These issues are addressed in the draft EIR, and no revisions to the draft EIR are necessary.

## Response to Comment 7-6

Impacts 4.3-2 and 4.3-3 discuss impacts of the Project relating to increases in reactive organic gases, oxides of nitrogen, and particulate matter less than or equal to 10 microns in diameter during operation, and increases in local carbon monoxide concentrations at nearby intersections. These issues are addressed in the draft EIR and were found to not exceed Yolo-Solano Air Quality Management District’s thresholds or ambient air quality standards. Although the commenter’s personal experience is not disputed, the Project would nevertheless meet air quality standards during operation. No revisions to the draft EIR are necessary.

## Response to Comment 7-7

The commenter questions the timing of the Parkway Boulevard grade-separation project. According to the notice of preparation circulated in February 2005 for the Parkway Boulevard grade-separation project, the City anticipates that construction of that project would last approximately 9 months, with construction scheduled to begin in fall 2006 and end in summer 2007. That construction schedule is assumed in the analysis of the draft EIR. While the commenter questions the timing of roadway improvements, she makes no specific comments regarding impacts on traffic and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The impacts related to traffic are addressed in the draft EIR. As discussed in the EIR under the traffic mitigation measures and in the MMP, the City would require payment of fair share contributions before construction and would require completion of roadway improvements identified in the draft EIR before and during Project construction.

## Response to Comment 7-8

As discussed in Chapter 6 of the draft EIR, the City's wastewater treatment plant (WTP) is under a cease-and-desist order from the Regional Water Quality Control Board (RWQCB) because its discharge is contributing to the collection of salts in the underlying groundwater. There are salts in the wastewater entering the plant and the treated effluent leaving the plant. The treated effluent is discharged to ponds and percolates into the groundwater from the ponds.

Because the Project would not undertake any new irrigation, irrigation was not discussed as a source of groundwater contamination. At present, groundwater is being used to irrigate crops on the Project site. However, the extent of irrigation would be reduced from current levels when the Project is built.

## Responses to Comments 7-9 and 7-10

The commenter requests additional information from the City but makes no specific comments regarding the draft EIR analysis. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The WTP is not part of this Project, so while the issue of biosolids relates to the operation of the WTP, it is not evaluated as part of this EIR. No revisions to the draft EIR are necessary.

## Response to Comment 7-11

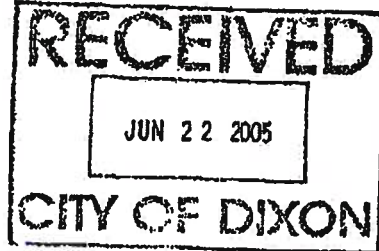
The Project would not include discharge of wastewater to Dickson Creek. All wastewater would be transferred to the WTP. Stormwater drainage will be discharged to Pond C and eventually to the Dixon Main Drain.

## Response to Comment 7-12

The commenter requests clarification from the City regarding exposure of residents in the Brookfield development to airborne pathogens from the wastewater treatment ponds. The commenter provides no evidence that existing operations of the WTP emit airborne pathogens that could affect residents at the Project site or those in the area of the WTP. Operation of the WTP is regulated by RWQCB and the RWQCB has not noted this to be a problem. The commenter makes no specific comments regarding the draft EIR analysis and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR.

Letter 8

**BINGHAM McCUTCHEN**



Cecily T. Talbert  
Direct Phone: (925) 976-8339  
Direct Fac: (925) 976-6990  
cecily.talbert@bingham.com  
Our File No.: 0000308348

June 21, 2005

Via Federal Express

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Los Angeles  
New York  
Orange County  
San Francisco  
Silicon Valley  
Tokyo  
Walnut Creek  
Washington

Warren Salmons  
City Manager  
City of Dixon  
600 East A Street  
Dixon, CA 95620-3897

Re: Brookfield Project - Comments on the Draft EIR  
(SCH #2005022082)

Dear Mr. Salmons:

This letter is sent on behalf of our client, Brookfield Homes, in response to the Draft Environmental Impact Report for the Brookfield Residential Project ("Project") prepared for the City of Dixon.

To the extent that the Draft EIR discusses Lateral 2 (the Dixon Resource Conservation District's drainage ditch) in connection with the Project, Brookfield would like to clarify that the Project it proposes does not contemplate any work whatsoever in Lateral 2 or on its banks.

8-1

We request that this information be included as part of the Final EIR for the Project. Thank you for your consideration in this regard.

Sincerely yours,

Cecily T. Talbert

cc: Dixon City Clerk  
Pete Petersen

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## **Responses to Letter 8, Cecily T. Talbert**

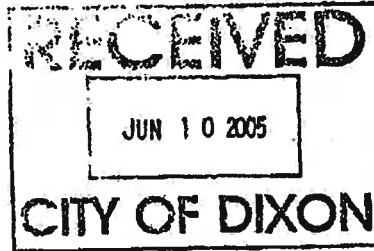
### **Response to Comment 8-1**

The draft EIR text has been revised to clarify this point. This change is shown in Chapter 3 of this final EIR.

Letter 9

Wayne M. Williams  
525 Morgan Lane  
Dixon, CA 95620

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



9 June 2005

Enclosed please find my questions and comments regarding the Draft Environmental Impact Report for the Brookfield Project. I appreciate the opportunity to review and provide input on this future development. If you have any questions or need me to clarify any of my comments, please contact me at (707) 693-1599, or via email at [ywilliam@cal.net](mailto:ywilliam@cal.net). Thank you.

Regards,

A handwritten signature in cursive script that reads "Wayne Williams".

Wayne Williams  
Planning Commissioner  
City of Dixon

COMMENTS ON BROOKFIELD PROJECT DEIR  
8 JUNE 2005

MATHE R. WILLIAMS  
PLANNING COMMISSIONER, CITY OF DIXON

In general, this is a well-written, informative document that clearly outlines the impacts that could be reasonable expected from the proposed development. However, I have several concerns that I hope will be clarified in the responses to my comments below.

Section	Topic	Comments	
Executive Summary, page ES-2A	Figure ES-1, Concept Plan	This figure shows a portion of Parkway Boulevard east of 1 <sup>st</sup> St (SR113) labeled as "Parkway West". I believe the normal convention in Dixon is for a road to be named "East" on the east of 1 <sup>st</sup> St and "West" on the west of 1 <sup>st</sup> St. Is this figure correct in the labeling of this street, or will Parkway Boulevard instead follow the usual convention for street naming in Dixon? (Note that if this is an error, it also appears in Fig 2-3 and may appear elsewhere in the DEIR).	9-1
Chapter 2, page 2-2	Project Characteristics	The discussion regarding the Memorandum of Agreement on housing allocations is not clear. Can the City provide a copy of the Memorandum of Agreement for Planning Commission and public review, as appropriate, so that we can clearly understand how this development will fit within the constraints imposed by Measure B and the proposed Southwest Development project?	9-2
Section 3.4, page 3-23	Agricultural Field	As mentioned in this section, rodents are commonly found in agricultural fields. When these fields are disturbed as part of this proposed development, the habitat for those rodents will be destroyed, and most of them will flee to the surrounding areas including the adjacent residential area, park spaces, and possibly the new high school if it is in place during construction. This is an impact that, in my opinion, should be mitigated. Perhaps the developer could retain a pest control service to respond to rodent infestations in nearby residences and structures which occur during construction of this project.	9-3
Table 3.9-5, Page 3-56A	State Land Use Compatibility Standards for Community Noise Environment	The shading codes in this chart appear to be incorrect. The following chart (3.9-6) appears to be correct.	9-4
Section 3.10, page 3-59	Law Enforcement	'4.5 non-sworn employees' does not make sense. One person may be working half-time, but they should still be considered a full employee.	9-5
Section 3.10, page 3-61	Stormwater Drainage	When is the County Faire pond scheduled to be removed? Where can I find more information about what the future use of this location will be?  This might be an excellent location for a southeast quadrant fire station (see comment below).	9-6
Impact 4.5-2, page 4-25	Physical Alteration of the Bloom House	I appreciate the developer's willingness to consider retaining and reusing the Bloom House as part of this project. My personal preference would be to see them succeed in incorporating this historic building into their development, and so I urge the proponent and the City to do their best to find an appropriate way to make this structure a part of the proposed senior center.	9-7

Page 1 of 3

COMMENTS ON BROOKFIELD PROJECT DEIR 8 JUNE 2005		WYNNE H. WILLIAMS PLANNING COMMISSIONER, CITY OF DIXON	
Impact 4.7-3, page 4-35	Alteration of Existing Drainage	When is Pond C projected for construction? It appears that it will need to be in place before the Brookfield project can proceed, otherwise the potential impact to drainage could be much more significant. Is the City confident that this needed drainage system component will be in place before the Brookfield project begins construction?	9-8
Impact 4.8-5, page 4-47	Noise Exposures from proposed new Dixon High School	There are several references in this DEIR to the Dixon High School EIR approved in 2004. It would be helpful to have a copy of that document available to use as a reference. Is a copy of this document still available at City Hall or the Library? Can the City provide a copy for me as a Planning Commissioner, or otherwise make one available that I can copy for myself?	9-9
Impact 4.10-1, Page 4-49	Demand for Fire Protection Services	<p>Is the proposed new Fire Station (CHP #410-106) tied to the Southwest development project? Is the City confident that this new fire station will be in place before 2008 when the Brookfield development begins occupying homes?</p> <p>What if the proposed Parkway Boulevard grade-separation project is not completed in 2007? Or even by 2008 when Brookfield proposes to begin occupying new homes? We need to be very certain that this grade separation project goes through as scheduled; otherwise even with the new fire station we will not be able to provide an acceptable level of fire protection service to the Brookfield development or to the proposed new High School.</p> <p>With the extensive new development planned for the southeast area, and the reasonable expectation that Dixon will continue to expand to the south in the future, it would seem prudent to consider locating a fire station someplace south of the railroad tracks. Has the City considered this possibility in the past? If so, why was the idea rejected?</p> <p>The text in this section states that our fire department's response time to the Brookfield development site would not meet ISO criteria for response times. Is our fire department's response currently meeting ISO response times to other developments in the area, such as the Valley Glen development or the Country Faire neighborhood? More specifically, do we have a need now for a new fire station to help meet response times, or are we only going to have problems meeting response times after the new High School and Brookfield developments are built?</p> <p>Finally, would the Brookfield project help to finance the construction of the proposed new fire station?</p>	9-10
Impact 4.10-6, page 4-62	Increased Demand for Sewer/Wastewater Services	<p>It is not clear from this section just how dependent the Brookfield project will be upon the successful completion of the City's planned wastewater treatment system improvements. Is the treatment plant in its current state capable of handling the projected flows from this proposed development, or must the treatment plant be improved in order for it to be able to treat the additional wastewater from the entire proposed development?</p> <p>Please clarify what the impact will be to the Brookfield project and/or to the City if the City does not complete the planned treatment plant improvements prior to completion of this project.</p>	9-11

COMMENTS ON BROOKFIELD PROJECT DEIR 8 AUG 2005		WYNNE H WILLIAMS PLANNING COMMISSIONER, CITY OF DIXON
Section 4.11, page 4-84	Traffic	<p>I disagree with the decision to use 2007 as the base year for the traffic analysis. The assumption that the Parkway Boulevard extension and grade separation will be completed in 2007 does not seem to me to be very solid. This project is still in design and has not even completed its DEIR yet. I would have preferred to see the base set at current (2005) conditions, and the Parkway Extension and Dixon HS both addressed as future added conditions.</p> <p>The strategy for mitigating traffic impacts from this project includes adding several new traffic signals, including three on South 1<sup>st</sup> St. I am not convinced that adding new signals is going to help the overall situation. I believe that more traffic lights will be viewed as an annoyance by many residents, as well as by the commercial drivers who pass down SR113 regularly. Adding signals will certainly control the traffic flow, but will not change the fact that we will be increasing traffic on roads that were not designed for this increase. Has the City or the proponent considered the possibility of including traffic reliever routes from the future DHS site and/or the Brookfield site east to Pedrick road, or north to an extended Hill Park Road?</p> <p>The traffic study did not include the proposed realignment of SR113 from 1<sup>st</sup> Street to Pedrick Road as either an assumption or a proposed mitigation strategy in the Future Impacts analysis. Was this omission an oversight or intentional? I think it would have been interesting to see how the future traffic analysis would have turned out if that factor had been included.</p>
Section 5.4, page 6-9	Alternative 4 (Larger Water Supply Facility)	<p>The text in this section implies that building the project as proposed in Section 4 would not provide a completely reliable water supply for the area, nor would it provide a water supply with sufficient pressure to meet required fire protection flow rates. Is this accurate?</p> <p>If that's the case, then Alternative 4 would appear to be the clear choice. The visual impacts of the large tanks are negligible in my opinion. In fact, they should be painted green and white with large "Dixon High School" name and logo on them, and they would add visual appeal and a display of pride to the sports field area near where they would be located. The tanks and berms could also be screened with landscaping to soften its visual impact.</p>

9-12

9-13

## Responses to Letter 9, Wayne M. Williams

### Response to Comment 9-1

The commenter provides information regarding the City's road naming policies and practice. The Project would not influence the naming conventions of the City or influence Parkway Boulevard, and the figure is conceptual in nature and may be subject to revision. It is anticipated that the issue of appropriate nomenclature would be addressed during the review process for the subsequent tentative subdivision map. The commenter does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. No revisions to the draft EIR are necessary.

### Response to Comment 9-2

The commenter has requested additional information from the City and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. A copy of the memorandum of understanding is available at City Hall on request. It requires that the proposed development be phased over a period of time to stay within the annual dwelling unit limits established by Measure B. It takes into account the dwelling units already assigned to other projects for each year. The Project is not within the Southwest Specific Plan and therefore is not otherwise related to that development. No revisions to the draft EIR are necessary.

### Response to Comment 9-3

The commenter raises concerns regarding potential impacts on surrounding land uses related to the emigration of rodents from the site to adjacent properties during construction and recommends that the development retain a pest control service to respond to rodent infestations. The commenter provides no evidence that any rodents currently living on the Project site that would emigrate to adjoining built-up areas. Existing homes that immediately adjoin the site are separated from the site by walls that would discourage emigration in that direction.

### Response to Comment 9-4

Table 3.9-5 of the draft EIR has been revised accordingly. It is included in Chapter 3 of this final EIR.

## Response to Comment 9-5

The commenter offers an opinion regarding the computation of fractional worker numbers but does not make specific comments related to impacts on police protection services. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The fractional employee figure (0.5) is a commonly accepted convention for administrative purposes and is used to convey that one employee works half-time.

## Response to Comment 9-6

The commenter raises but does not make specific comments related to impacts to stormwater facilities or public services. The commenter also does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. These issues are addressed in the draft EIR, and no revisions to the draft EIR are necessary. There is no specific schedule for removal of the Country Faire stormwater pond, but it will not occur until Pond C is completed and connecting stormwater drainage lines are installed.

The County Faire pond is not being considered as a location for a southeast quadrant fire station. The planned southwest fire station will serve both the southeast and southwest portions of the City by way of the Parkway Boulevard grade separation. The environmental impacts related to stormwater drainage were discussed in the draft EIR and will be considered by the City Council. The draft EIR did not identify significant environmental impacts that related specifically to the need to develop a fire station in the southeast quadrant. No changes to the draft EIR are necessary.

## Response to Comment 9-7

The commenter expresses his preference regarding retention of the Bloom House and incorporation of the house into the project design, but makes no specific comments regarding the adequacy of the draft EIR analysis as it relates to this impact. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. Impacts related to removal or demolition of the Bloom House are addressed in Chapter 4 of the draft EIR. This comment will be considered by the City Council in its decision-making process for the Project. No changes to the draft EIR are necessary.

## Response to Comment 9-8

The commenter raises but does not make specific comments related to impacts to stormwater facilities (specifically, the timely completion of Pond C). The commenter also does not raise any new or more severe impacts that were not

previously analyzed in the draft EIR. These issues are addressed in the draft EIR, and no revisions to the draft EIR are necessary.

According to information available from the City's web site (City of Dixon 2005), the City has awarded the Pond C Phase I Grading Project contract. The notice to bidders indicates that, once awarded, Phase I will be completed within 40 working days. Because Pond C is the repository for stormwater drainage from the Project site, it will be completed before completion of the subdivision and occupancy. Drainage pipes installed as part of the Project will direct drainage to Pond C.

## Response to Comment 9-9

The commenter requests additional information from the City but makes no specific comments regarding the draft EIR analysis of noise impacts. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. Impacts related to noise exposure are addressed in the draft EIR. A copy of the requested EIR (Jones & Stokes 2004) is available for review at Dixon City Hall on request. No revisions to the draft EIR are necessary.

## Response to Comment 9-10

The commenter expresses his concerns regarding the timely completion of the new fire station but makes no specific comments regarding impacts to fire protection services. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The impacts on fire protection services, both with and without completion of the new fire station, are addressed in the draft EIR. As described on page 4-50 of the draft EIR, the construction costs of the new fire station have been programmed (budgeted) by the City for construction in fiscal year 2008–2009.

The commenter expresses his concerns regarding the completion of the Parkway Boulevard grade-separation project by 2007 and regarding the Project's impacts to fire protection services. According to the notice of preparation circulated in February 2005 for the Parkway Boulevard grade-separation project, the City anticipates that construction of that project would last approximately 9 months, with construction scheduled to begin in fall 2006 and end in summer 2007. That construction schedule is assumed in the analysis of the draft EIR.

The commenter expresses his opinion regarding development of new fire station south of the Union Pacific Railroad tracks. Whether the City should consider construction of a fire station south of the railroad tracks is a policy question that is more appropriately considered by the City Council. Although this is an important policy question, it is not related to the Project. Analysis of the effects



of the Project on fire protection services is included in the draft EIR and will be considered by the City Council.

The fire department's response time to this area, if built out without an additional fire station, would exceed ISO response times. The ISO response time issues are based on distance and the amount of time necessary to respond to emergency calls. As discussed in Impact 4.10-1 in the draft EIR, the response time for the Project area's fire station would fall below the ISO criteria for response times. A new fire station is necessary to provide satisfactory response times for development in southwest Dixon, as well as the Brookfield and high school developments.

Analysis of the Project's financial contribution to the construction of the new fire station is outside the scope of this EIR. The Project will contribute its fair share of fees for construction of the station. An EIR deals primarily with environmental issues associated with a project and is not specifically required to address economic issues, except those that relate directly or indirectly to a physical impact. Economics and social concerns can be considered by the Planning Commission and the City Council in the project approval process.

The discussion on page 4-50 of the draft EIR indicates that the Project could provide a share of the staffing costs of the new station under a development agreement to be executed between the developer and the City. The construction costs for the fire station have already been allocated (set aside) by the City. The station would be necessary with or without the project; therefore, it is anticipated that the Project would only contribute to the staffing needs of the station. No revisions to the draft EIR are necessary.

## Response to Comment 9-11

The commenter raises concerns regarding the dependency of the project on the successful completion of the City's planned wastewater treatment system improvements. The discussion on page 3-60 of the draft EIR indicates that the City would provide service to the site as allowed under the terms of the existing and pending cease-and-desist orders from the RWQCB. The prior cease-and-desist order required that the City expand its wastewater treatment disposal system to accommodate existing flows, prevent inundation from bypassed overflows, and allow a minimum of 5 years growth with the annual flow consistent with 100-year seasonal rainfall conditions.

On June 24, 2005, the RWQCB issued a new order allowing the City to increase flows to its WTP sufficient to support a residential growth rate of 3 percent per year. It gives the City until 2009 to reduce the WTP's salt output to meet water quality requirements. The new order also sets out milestones for the City to meet regarding design and construction of new facilities. Expected WTP improvements necessary to comply with the RWQCB's order will enable the City to treat the additional wastewater from the entire proposed development.

The commenter requests clarification regarding the impact to the Project and Dixon if the City does not complete the planned WTP improvements before completion of the Project. Without the improvements to the wastewater disposal system, the City would be unable to allow connection of the site to the wastewater collection/disposal system. The RWQCB has issued a new order for Dixon which requires the City to reduce its salinity problem at the WTP by the end of 2009. The City is in agreement with this order and will make the necessary improvements.

## Response to Comment 9-12

The commenter expresses an opinion regarding the methodology used to determine the appropriate baseline year for analysis of the Project's traffic impacts. The draft EIR analysis describes the rationale for using 2007 as the baseline year; 2007 was selected because residential construction is expected to begin in 2008, it would be the year before residential construction. In addition, 2007 was selected because there are several "reasonably foreseeable" projects that have been approved or are currently in the review process that would be constructed before or concurrent with the Project.

The commenter expresses his concerns regarding driver perception of traffic signals but makes no specific comments regarding the adequacy of the traffic signals to reduce traffic-related impacts to less-than-significant levels. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the EIR. The installation of traffic signals is addressed in the traffic report prepared for the draft EIR (Appendix D), and the analysis did not identify a need for development of traffic reliever routes. No changes to the draft EIR are necessary.

## Response to Comment 9-13

The commenter express a concern that the draft EIR analysis indicates that the Project would not supply a completely reliable water system, thereby necessitating analysis of Alternative 4. The water supply assessment prepared for the Project (Appendix C of the draft EIR) concludes that there is sufficient water supply to meet the demands of the Brookfield development, as well as other proposed and assumed future developments and other water users within the Dixon Solano Municipal Water Service service area for the next 20 years or more. As noted in the project description (Chapter 2 of the draft EIR), the developer would facilitate the installation of facilities to serve the new high school, including roads and a water well. The water well would provide water service to the Project, the new high school, and other portions of the city. Installation of the water well is described in the City's Capital Improvement Program as a project for 2005. These improvements were discussed and their general impacts analyzed in the EIR for the new high school project (Jones & Stokes 2004). Impacts related to water supply are discussed in the draft EIR for

the Project, and no revisions are necessary. Alternative 4 would provide the area with a higher-capacity well that would withdraw more water, and the larger capacity storage tanks would store this additional water, which would provide better water reliability to the high school and the Project.

The commenter expresses an opinion on an alternate painting scheme for the water tanks should this alternative be developed. The visual impacts of the alternative were evaluated in the draft EIR and were determined to be less than significant with implementation of Mitigation Measure 5.4-1, which provides for a neutral paint scheme for the tanks. This comment will be considered by the City Council in its decision-making process for the Project. No changes to the draft EIR are necessary.

Letter 10

**Brookfield Project  
Draft Environmental Impact Report  
Questions & Comments**

**Date:** June 18, 2005  
**To:** Community Development Department, City of Dixon  
**From:** Kevin A. Heeney, Planning Commissioner

During my review of the Brookfield Project Draft Environmental Impact Report (DEIR), I developed a few questions and comments I would like to see addressed in the DEIR. They are as follows:

- 1. Table 3.11-2 shows the existing Level of Service (LOS) for the 1<sup>st</sup> Street/ A Street Intersection as level C for both the AM and PM peak hour. Table 4.11-1 indicates this LOS to drop to level D. According to the DEIR, additional growth projects throughout the city are included in the model. A list of these projects should be included at a minimum. It would also be nice to see some form of a matrix showing when each studied intersection will be improved, how it will be improved and the funding mechanism for each. This should include all intersections in the model discussed in Section 4.11.3. It is not clear in the DEIR if this intersection is modeled based upon improvements anticipated with the Southwest Specific Plan or not. 10-1
- 2. There is not Mitigation Measure suggested for the above intersection. A drop in LOS from C to D seems significant to me, especially for an intersection with such limitations as this one has. Please explain why no measure is included. 10-2
- 3. Mitigation Measures 4.11-1, 4.11-2 and 4.11-3 indicate payment of a fair share for intersection improvements. These payments range from 3.1% to 22.7%. Where does the balance of the funding come from and when are these funds projected to be available? I'm concerned that if the balance is coming from some distant source, the mitigation will take too long to implement. 10-3
- 4. As an alternative, was any consideration given to constructing a connector road either to the North connecting to East A or to the East connecting to Pedrick Road? If so, what impacts could this relieve on First Street/Hwy. 113? 10-4

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## Responses to Letter 10, Kevin A. Heeney

### Response to Comment 10-1

The commenter makes a specific comment related to LOS impacts at the 1st Street/A Street intersection. It should be noted that the tables the commenter refers to (Tables 3.11-2 and 4.11-1 of the draft EIR) present the existing peak hour LOS at study area intersections and the peak hour intersection LOS under the base condition (2007). The reduction in LOS indicated by these tables would occur without the traffic contributed by the Project.

As shown in Table 4.11-4, the addition of the Project's traffic would not meet the City's peak hour traffic signal warrants. In addition, as described in Impact 6.1-5, under the cumulative condition (2025 Plus Project), the LOS at this intersection would continue to be LOS F in both a.m. (157.2 seconds) and p.m. (272.5 seconds). The incremental difference in delay at the 1st Street/A Street intersection resulting from development of the Project is more than the City's threshold of significance (a 5-second increase). The intersection is signalized and cannot be enlarged because of existing development. Therefore, there are no feasible mitigation measures. The Project's contribution is cumulatively considerable. This comment will be considered by the City Council in its decision-making process for the Project. Impacts related to operations of the 1st Street/A Street intersection are discussed in the draft EIR, and no revisions are necessary.

The commenter also requests additional information from the City clarifying the additional growth projects that are included in the City's traffic model. The future traffic volumes were developed using the City's 2025 travel demand forecasting model. The forecasting model does not include or identify specific future projects, but rather projects future traffic volumes based on existing General Plan and Specific Plan land use designations and the uses and densities permitted under these designations. The commenter requested additional information from the City and does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. The information included in the City's 2025 travel demand forecasting model is available for review at City Hall on request. No revisions to the draft EIR are necessary.

The commenter requests that the City provide or prepare a matrix showing when and how each studied intersection will be improved, and the funding mechanism for each. Although the City agrees that this information would be valuable in tabular format, the City feels that preparation of matrix is not necessary to identify and discuss the environmental impacts of the Project. An EIR deals primarily with environmental issues associated with the project and is not required to address economic issues. Although a discussion of economics is an important policy issue, economic concerns are more appropriately considered by the City Council in the project review process. The City's 5-year Capital Improvement Program provides a list of intersections scheduled for improvement in the near term. No revisions to the draft EIR are necessary.

The commenter requests clarification about whether the draft EIR analysis of the 1st Street/A Street intersection is modeled based on improvements anticipated with the Southwest Specific Plan but does not make specific comments related to the intersection. The commenter also does not raise any new or more severe impacts that were not previously analyzed in the draft EIR. Although the proposed project is not within the Southwest Specific Plan and is not otherwise related to that development, the City's 2025 travel demand forecasting model does include consideration of development within the Southwest Specific Plan. No revisions to the draft EIR are necessary.

## Response to Comment 10-2

The commenter offers an opinion that the reduction in LOS from C to D (see Table 4.11-1 of the draft EIR) is significant. The table cited by the commenter relates to peak hour intersection LOS under the base condition (2007), and the reduction in LOS from C to D would occur without the Project.

The commenter raises but does not identify or make specific comments related to the "limitations" of the 1st Street/A Street intersection. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the EIR. This comment will be considered by the City Council in its decision-making process for the Project. No changes to the draft EIR are necessary.

## Response to Comment 10-3

The commenter raises concerns regarding the efficacy and timing of implementation of traffic mitigation measures recommended in the draft EIR. The City remains committed to implementing the intersection improvements identified in the draft EIR, but the schedule for construction of these improvements is uncertain. Although not currently programmed in the City's Capital Improvement Program, the balance of the funding for these improvements would be from revenues collected by the City and apportioned through the Capital Improvement Program process.

Although budgetary considerations make the timing of the improvements uncertain, and the source of the balance of the funds for the improvements are at least partially unknown because future development in Dixon may also be required to contribute funds to these improvements, the mitigation measures recommended in the draft EIR are adequate to mitigate the Project's contribution to these intersections. This comment will be considered by the City Council in its decision-making process for the project. No changes to the draft EIR are necessary.

## Response to Comment 10-4

The commenter offers an opinion of a potential roadway improvement alternative but makes no specific comments regarding the adequacy of the traffic analysis. The commenter also does not identify any new or more severe impacts that were not previously analyzed in the draft EIR. Although not clearly identified in the comments, it is assumed that the commenter is referring to construction of a connector from the Project site (not State Route 113) to East A Street or Pedrick Road. The traffic report prepared for the draft EIR did not identify a need for development of connector roads from the site to mitigate for the Project's increase in traffic levels. This comment will be considered by the City Council in its decision-making process for the project. No changes to the draft EIR are necessary.

## Chapter 3

# Revisions to the Draft EIR

As stated in Chapter 1, a final EIR must include revisions to the draft EIR that are made in response to the comments made during the public review process. The revisions for the draft EIR for the Project are provided below. The revisions are listed by page number of the draft EIR, as well as by section, paragraph, sentence, table, etc. as necessary. Any additions and deletions are shown in underline and strikethrough, respectively.

**Page 2-4, second paragraph, last sentence:**

Installation of the water well is described in the City of Dixon's Capital Improvement Program as a project for year 20052006.

**Page 2-4, third paragraph:**

The proposal site is not currently served with sewer or storm drainage facilities. These services would be extended from the City after annexation of the Project site. Sewer lines would be extended from the existing trunk main that runs north-south along the eastern Project boundary. Storm drainage would be directed to the City's new Pond C facility east of the Project. This connection would be accomplished by boring and jacking a drainage pipe under Lateral 2 and into Pond C. No work in Lateral 2 or on its banks is being proposed as part of this project. Wet and dry utilities would be installed beneath the proposed new roadways. The Project would also drain stormwater from the Country Faire subdivision, allowing its existing retention pond to be removed and the parcel developed. The site is underlain by the Solano Irrigation District's Weyand Lateral B, an irrigation pipeline that would need to be relocated.

**Page 3-46, following first paragraph:**

To avoid contamination of surface water as a result of installing the water system, the water well proponent may be required to file a dewatering permit covered under the CVRWQCB's NPDES Waste Discharge Requirements General Order for Dewatering and Other Low Threat Discharges to Surface Waters Permit (Order No. 5-00-175, NPDES No. CAG995001) provided that discharges do not contain significant quantities of pollutants and are either 4 months or less in duration or the average dry weather discharge does not exceed 250,000 gallons per day. Activities covered would include well development water, construction dewatering, pump/well testing, pipeline/tank pressure testing, pipeline/tank flushing or dewatering, condensate discharges,



and water supply system discharges miscellaneous dewatering/low threat discharges.

**Page 3-56 (following), Table 3.9-5:** The shading of the table has been revised. The revised table follows this page.

**Page 4-31, first full paragraph, first sentence:**

Compliance with the requirements of the County's Permit 6G, would reduce potential impacts resulting from pesticide drift to a less than significant level.

**Page 4-45, first two bulleted items under Mitigation Measure 4.9-1a:**

- 90 dBA, measured from the edge of property at noise sensitive uses, between 7:00 a.m. and 7:00 p.m.
- 50 dBA, when measured from the edge of property at noise sensitive uses, between 7:00 p.m. and 7:00 a.m.

**Page 4-60, following second paragraph:**

#### **Relationship to Interstate 80**

Based on the capacity of 1,900 passenger cars per hour per lane indicated in the 2000 Highway Capacity Manual and three lanes along I-80 in each direction, the capacity of I-80 at Dixon is approximately 5,700 vehicles per hour. According to Caltrans' traffic count data (California Department of Transportation 2005), the peak hour volume on I-80 is 8,700 vehicles per hour, counting both directions.

Based on this data, the approximate split of traffic traveling in each direction is 55/45 percent (i.e., one direction will have 55 percent of the traffic during the peak). There is no information for this segment; interpolating between the two data points on either side, the volumes for each direction are estimated to be 4,785 (55 percent) and 3,915 (45 percent). This equates to volume-to-capacity (v/c) ratios of 0.84 (4,785/5,700) and 0.69 (3,915/5,700).

The Project is expected to contribute 54 trips to I-80 in the morning and 61 in the evening. The resulting v/c ratios are provided below. The calculations assume a worst-case scenario in which two-thirds of the traffic is traveling in the segment of I-80 between Pitt School Road and North First Street.

- **AM Peak Hour:** Adding the Project traffic, assuming 67 percent of the trips are in the worst-case direction, results in 4,821 trips (4,785 + [54 x 0.67]) in the westbound direction (most AM trips are outbound). This results in a v/c ratio of 0.85 (4,821/5,700).
- **PM Peak Hour:** Adding the Project traffic, assuming 67 percent of the trips are in the worst-case direction, results in 4,826 (4,785 + [61 x 0.67]) in the eastbound direction (most PM trips are inbound). This results in a v/c ratio of 0.85 (4,826/5,700).

**Table 3.9-5. State Land Use Compatibility Standards for Community Noise Environment**

Land Use Category	Community Noise Exposure—L <sub>dn</sub> or CNEL (db)							
	50	55	60	65	70	75	80	
Residential—low-density single family, duplex, mobile homes	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Residential—multifamily	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Transient lodging—motels, hotels	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Schools, libraries, churches, hospitals, nursing homes	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Auditoriums, concert halls, amphitheaters	Yellow			Red		Dark Red		
	Yellow			Red		Dark Red		
	Yellow			Red		Dark Red		
Sports arenas, outdoor spectator sports	Yellow			Red		Dark Red		
	Yellow			Red		Dark Red		
	Yellow			Red		Dark Red		
Playgrounds, neighborhood parks	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Golf courses, riding stables, water recreation, cemeteries	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Office buildings, business commercial and professional	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
Industrial, manufacturing, utilities, agriculture	Green			Yellow		Red		
	Green			Yellow		Red		
	Green			Yellow		Red		
<b>Normally Acceptable</b>	Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.							
<b>Conditionally Acceptable</b>	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.							
<b>Normally Unacceptable</b>	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise-reduction requirements must be made and needed noise insulation features included in the design.							
<b>Clearly Unacceptable</b>	New construction or development generally should not be undertaken.							
Source: Governor’s Office of Planning and Research. 2003. Guidelines for the Preparation and Content of the Noise Element of the General Plan. Appendix A in <i>State of California General Plan Guidelines</i> . Sacramento, CA.								

The v/c ratio indicates that the segment of interest is operating at LOS D with regard to capacity. The Project would make only a minor contribution to traffic on I-80.

**Page 5-9, following third full paragraph:**

The water supply facility would include installation of a diesel-electric emergency generator that would be operated only during power outages and during maintenance. Operation of the generator is anticipated to be temporary and infrequent. The generator would be housed in a sound enclosure located near the water tanks. Other noise-generating equipment, such as booster pumps and electrical equipment, would also be located in the proposed building to attenuate noise for equipment operations.

**Page 7-2:**

California Department of Transportation. 2005. 2004 Traffic Volumes on the California State Highway System. Available: <<http://www.dot.ca.gov/hq/traffops/saferes/trafdata/2004all.htm>>. Accessed: July 2005.

**Page 8-2, add to text, under "Draft EIR Authors":**

**kdAnderson Transportation Engineers**

- Ken Anderson—Transportation
- Jonathan Flecker—Transportation

## Chapter 4

# References Cited

City of Dixon. 1993. *Dixon 1993 General Plan: A Comprehensive Update of the 1987 Dixon General Plan*. December 14. Dixon, CA: Economic and Community Development Department.

———. 2005. *Notice to Bidders: Dixon Pond C Phase 1 Grading Project*. (Project 2005-7.) May 24. Dixon, CA. Available: [http://www.ci.dixon.ca.us/cityclerk/Pond\\_C\\_05\\_05.pdf](http://www.ci.dixon.ca.us/cityclerk/Pond_C_05_05.pdf).

City of Dixon City Council. 1982. *Zoning Ordinance*. April 13. Dixon, CA.

Jones & Stokes. 2004. *Final Environmental Impact Report for Dixon Unified School District: Dixon High School and City Stormwater Detention Basin*. State Clearinghouse #2003062163. March. (J&S 03-278.) Sacramento, CA. Prepared for Dixon Unified School District, Dixon, CA.