
**CHAPTER 2 REVISIONS TO THE DRAFT
EIR TEXT**

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Introduction

This chapter presents minor corrections and revisions made to the Draft EIR (DEIR) initiated by the public, staff, and/or consultants based on their on-going review. New text is indicated in underline and text to be deleted is reflected by a ~~strike-through~~. Text changes are presented in the page order in which they appear in the DEIR.

Chapter 1 Introduction

The first sentence of the second paragraph under the CEQA Process heading on page 1-3 is revised as follows:

Any subsequent entitlements or approvals requested as part of the project (i.e., ~~Design Review Applicant~~ Review Applicant) would be covered under this EIR.

The name and title under the Lead Agency Contact heading on page 1-5 is revised as follows:

~~Marshall Drack~~ Warren Salmons
~~Economic Development Director~~ City Manager
600 East A Street
Dixon, CA 95620
(707) 678-7000

Chapter 2 Summary of Environmental Effects

- **Alternative 4, Off-Site Alternative**, which assumes the project, as is currently proposed would be developed in the Southwest Dixon ~~Southwest Quadrant~~ Specific Plan area located in the City.

Chapter 3 Project Description

The third paragraph on page 3-1 is revised as follows:

The 260-acre project site is currently designated Employment Center (E) ~~and Highway Commercial (HC)~~ in the City of Dixon General Plan (1993) and is zoned Light Industrial (ML – ~~PD~~ 195 ± acres), ~~Highway~~ Neighborhood Commercial (HCCN 5 ± acres), and Professional/Administrative Offices (PAO 60 ± acres).

The first sentence of the fourth paragraph on page 3-14 is revised as follows:

The racetrack center ~~also~~ would include an ancillary service area consisting of a single-story, approximately 14,015 gsf Mechanics building; a single story, approximately 24,000 gsf Feed building for hay and straw storage; a single-story, approximately 4,800 sf Manure Transfer Building; and a single-story, approximately 7,200 gsf future Veterinary Clinic.

Under the paragraph “Off-Site Infrastructure,” on page 3-47 the text will be added as follows:

Electric Facilities

This information is provided for informational purposes. The project does not require the extension of any infrastructure to connect to this station.

To meet the increased electrical demand that would be created by the Proposed Project, Pacific Gas and Electric Company (PG&E) is proposing to build and operate an off-site electrical substation located south of I-80 and east of Pedrick Road adjacent to the Campbell’s facility and the UPRR tracks. The site is next to PG&E’s transmission lines, eliminating the need to extend the existing transmission line for this project. The substation would be located outside of the Dixon Downs project site as well as outside of the NQSP area.

The 115/12kV distribution substation, to be known as Pedrick Substation, would be installed on an approximately 4-acre site. It would be a remote-controlled, low profile facility that would require only periodic maintenance. The existing transmission line that traverses the area along the UPRR tracks is currently a 60kV line but would be upgraded to an 115kV transmission line to meet growth demand, as well as provide operational flexibility and service reliability to the growing Dixon community. The Pedrick Substation would also include a perimeter fence, interior lighting, and telecommunications equipment for protection of the substation and power lines in the event of a downed line. The fenced portion of the substation would include three transformers, switch-gear, dead-end structures, bus structures, steel take-down structures, and Spill Prevention Control Countermeasures designed for transformer oil containment in the event of equipment failure. The substation would be set back approximately 120 feet from Pedrick Road and the landscaping would be in the County; therefore, County landscaping standards would apply.

The last bullet on page 3-48 is revised as follows:

- Locate a regional ~~servicing~~ commercial/entertainment land use adjacent to I-80 and in proximity to two I-80 interchanges serving the City of Dixon.

Figure 3-14 on page 3-53 is revised and included on the following page.

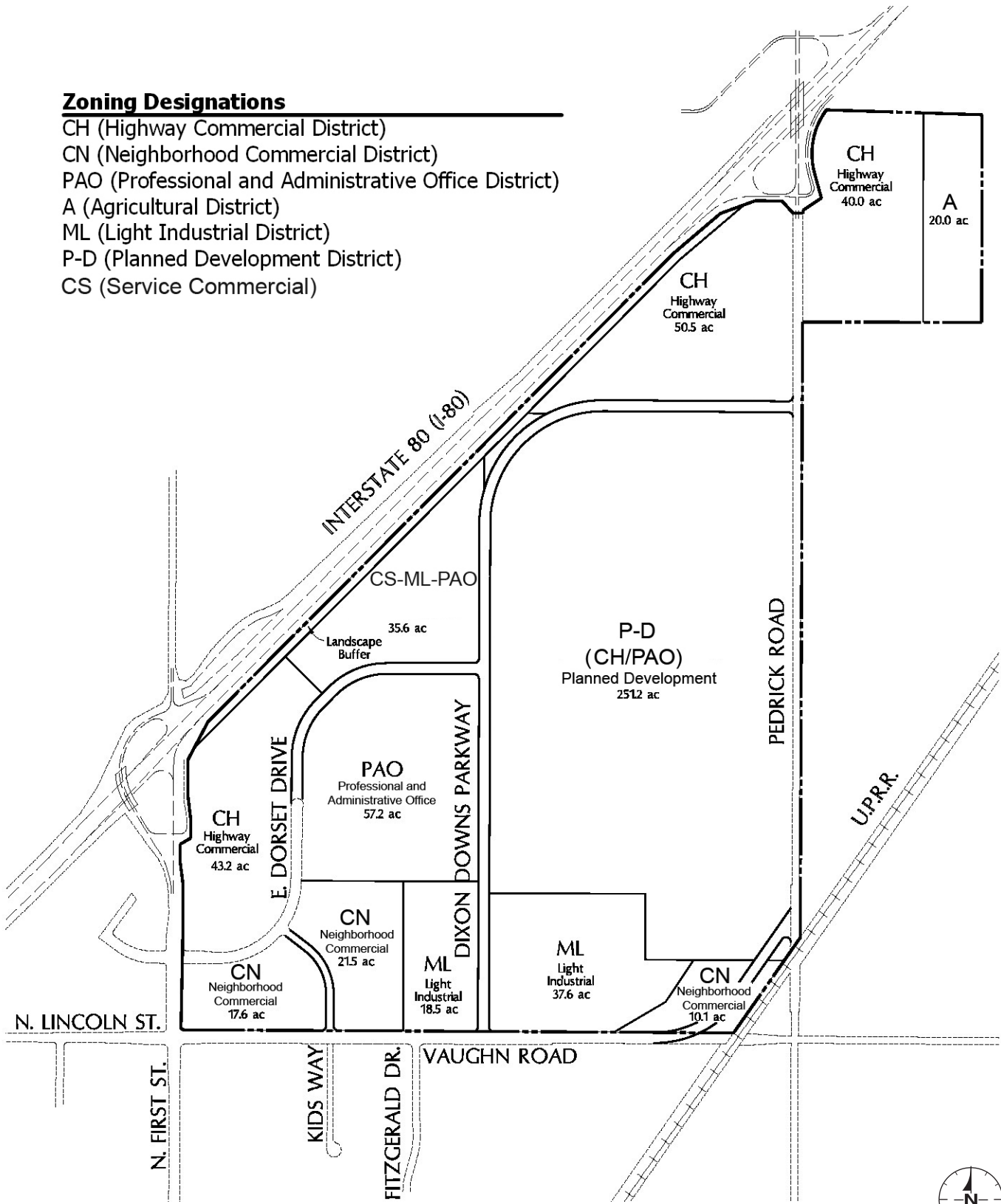
Under the list of required approvals on page 3-60 to 3-61, text will be added as follows:

City of Dixon

- Environmental Impact Report Certification
- Mitigation Monitoring Program

Zoning Designations

- CH (Highway Commercial District)
- CN (Neighborhood Commercial District)
- PAO (Professional and Administrative Office District)
- A (Agricultural District)
- ML (Light Industrial District)
- P-D (Planned Development District)
- CS (Service Commercial)



Scale: 1" = 1,200'

Source: City of Dixon, 2005



FIGURE 3-14
NQSP Proposed Zoning

10811-00

City of Dixon

- General Plan Amendment
- Specific Plan Amendment
- Development Agreement
- Rezone to Planned Development and adoption of the PD Plan (PD Plan will include the Design and Development Guidelines)
- Vesting Tentative Subdivision Map
- Design Review

Section 4.2 Air Quality

Table 4.2-1 on page 4.2-3 is revised and included on the following page.

Under the header Local Air District Rules on page 4.2-9, text will be added as follows:

RULE 2.3 – Ringelmann Chart

Sets opacity limits on emission discharges.

Rule 2.28 – Cutback and Emulsified Asphalt Paving Materials

Limits the emissions of organic compounds from the use of cutback and emulsified asphalts in paving materials, paving, and maintenance operations.

Rule 2.40 – Wood Burning Appliances

Prohibits installation of any new traditional “open hearth” type fireplaces.

The first sentence in the second complete paragraph on page 4.2-16 is revised as follows:

Implementation of the following NQSP mitigation measures as well as Mitigation Measure ~~4.4-1~~ 4.4-2(c) and (d) would reduce emissions of PM₁₀ from construction to a maximum of approximately 55 pounds per day, as shown in Table 4.2-5.

Mitigation Measure 4.2-1(d) on page 4.2-17 is revised as follows:

4.2-1(d)(Phases 1 and 2)

The following measure shall be implemented to reduce emissions of NO_x during construction:

- All diesel powered construction equipment shall use a lean-NO_x catalyst, where feasible. If this technology is not used a report shall be provided to the City that explains why it was not available or feasible to include on the construction equipment.
- All diesel powered construction equipment that can accommodate a diesel particulate trap shall include this trap on the equipment.

Table 4.2-1

State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b		Solano County YSAQMD State Status/ Classification	Solano County YSAQMD National Status/ Classification
		Concentrations ^c	Primary ^{c,d}	Secondary ^{c,e}		
Ozone	8-hour 1-hour ^f	-- 0.09 ppm	0.08 ppm 0.12 ppm N/A	Same as Primary N/A	Nonattainment/ Severe	Nonattainment/ Severe N/A
Ozone	8-hour	N/A	0.08 ppm	Same as Primary	N/A	Nonattainment/ Serious
Carbon Monoxide	8-hour 1-hour	9.0 ppm 20.0 ppm	9 ppm 35 ppm	Same as Primary	Attainment/ None	Attainment/ None
Nitrogen Dioxide	Annual Mean 1-hour	-- 0.25 ppm	0.053 pm --	Same as Primary	Attainment/ None	Attainment/ None
Sulfur Dioxide	Annual Mean	--	0.03 ppm	--		
	24-hour	0.04 ppm	0.14 ppm	--		
	3-hour 1-hour	-- 0.25 ppm	-- --	0.5 ppm --	Attainment/ None	Attainment/ None
Fine Particulate Matter (PM ₁₀)	Annual Mean Annual Geometric Mean	-- 30 µg/m ³	50 µg/m ³ --	Same as Primary --		
	24-hour	50 µg/m ³	150 µg/m ³	Same as Primary	Nonattainment	Unclassified
Fine Particulate Matter (PM _{2.5})	Annual Mean 24-hour	-- 12 µg/m ³	15 µg/m ³ 65 µg/m ³	Same as Primary	Not Designated Unclassified/ None	Not Designated/ None Attainment/ Unclassifiable

Notes:

ppm = parts per million, µg/m³ = micrograms per cubic meter

a. California standards, other than carbon monoxide, sulfur dioxide (1-hour), and fine particulate matter, are values that are not to be equaled or violated. The carbon monoxide, sulfur dioxide (1-hour), and fine particulate matter standards are not to be violated.

b. National standards, other than ozone, the 24-hour PM_{2.5}, the PM₁₀, and those standards based on annual averages, are not to be exceeded more than once a year. The 1-hour ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the annual fourth highest daily maximum concentration is less than 0.08 ppm. The 24-hour PM₁₀ standard is attained when the 99th percentile of 24-hour PM₁₀ concentrations in a year, averaged over 3 years, at the population-oriented monitoring site with the highest measured values in the area, is below 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 98th percentile of 24-hour PM_{2.5} concentrations in a year, averaged over 3 years, at the population-oriented monitoring site with the highest measured values in the area, is below 65 µg/m³. The annual average PM_{2.5} standard is attained when the 3-year average of the annual arithmetic mean PM_{2.5} concentrations, from single or multiple community oriented monitors is less than or equal to 15 µg/m³.

c. All measurements of air quality are to be corrected to a reference temperature of 25° C and a reference pressure of 760 mm of mercury (Hg) (1013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d. National Primary Standards: The levels of air quality deemed necessary by the federal government, with an adequate margin of safety, to protect the public health.

e. National Primary Standards: The levels of air quality deemed necessary by the federal government, to protect the public welfare from any known or anticipated adverse effects to a pollutant.

f. The 1-hour ozone standard will be replaced by the 8-hour standard on an area-by-area basis when the area has achieved 3 consecutive years of air quality data meeting the 1-hour standard.

Source: CARB <http://www.arb.ca.gov>, June 2002, December, 2005.

Table 4.2-6 on page 4.2-19 is revised and included below.

Table 4.2-6

Phase 1 Operational and Phase 2 Construction Impacts (peak pounds-per-day)

	ROG	NO _x
Construction Phase - Building Construction		
Building Construction Off-Road Diesel	30.92	211.05
Building Construction Worker Trips	6.69	12.54
Architectural Coatings Off-Gas	2,466.67	-
Architectural Coatings Worker Trips	2.50	1.54
Total Building Construction	2,506.78	225.13
Total Building Construction (Mitigated)	2,506.78	225.13
Exceeds YSAQMD Threshold	yes	yes
Operational Phase (no large event)		
Mobile Emissions	19.38	9.24
Area Source Emissions	0.57	5.65
<u>Horse Emissions</u>	26	0
Total Operational Emissions	49.95 <u>45.95</u>	14.89
Total Operational Emissions (Mitigated)	19.95	14.89
Exceeds YSAQMD Threshold	no	no
Operational Phase (large event)		
Mobile Emissions	108.73	143.24
Area Source Emissions	0.09	0.15
<u>Horse Emissions</u>	26	0
Total Operational Emissions	108.82 <u>134.82</u>	143.39
Total Operational Emissions (Mitigated)	108.82 <u>134.82</u>	143.39
Exceeds YSAQMD Threshold	yes	yes
Combined Phase 2 Construction and Phase 1 Operational without Large Event	2,526.73 <u>2552.73</u>	240.02
Combined Phase 2 Construction and Phase 1 Operational with Large Event	2,615.6 <u>2,641.6</u>	368.52

Source: EIP Associates, 2005.

NQSP Mitigation Measure AQ-U on page 4.2-21 is revised as follows:

AQ-U PM₁₀ emissions shall be reduced by curtailing fugitive dust through effective landscaping, and paving all permanent vehicle roads and parking lots. Temporary or non-paved parking lots shall use alternate parking methods approved by the City which would minimize any particulate matter emissions.

Section 4.3 Biological Resources

Mitigation Measure 4.3-1 on page 4.3-20 is revised to read as follows:

4.3-1 (Phases 1 and 2)

The project applicant shall preserve an equal amount of suitable raptor foraging habitat based upon ~~Phase 4~~ project impacts (at a 1:1 ratio). To the extent possible, mitigation lands that provide suitable habitat to mitigate impacts to multiple species could be considered as well as land that includes Prime Farmland to also comply with Mitigation Measure 4.7-1. In addition, to the extent feasible land shall be acquired within 10 miles of an active nest site. Suitable foraging habitat includes alfalfa or other low growing row crops. Orchards or vineyard would not be considered suitable habitat. Preservation may occur through either:

Payment of a mitigation fee to an established mitigation bank, or similar habitat development and management company, or the City of Dixon through a negotiated agreement between the City and the project applicant. The monies will be held in a trust fund, and used to purchase mitigation credits to offset the loss of suitable foraging habitat for Swainson's hawk, and other raptors. The credits would become incorporated into the mitigation bank, owned and operated by the habitat development and management company, and protected in perpetuity (consistent with CDFG guidelines); or

Purchase of conservation easements or fee title of lands with suitable foraging habitat (consistent with CDFG guidelines).

If mitigation lands (or a conservation easement covering the same) have not been acquired by the time of the first building permit, the City shall hold the project applicant's contribution in a separate, interest-bearing account until the appropriate lands are identified through the consultation with CDFG and City and acquired by the City or preserved through other methods such as a suitable mitigation bank. This amount may also be paid by the City into the Solano County HCP effort if and when it becomes approved.

Section 4.5 Hazardous Materials and Public Safety

The third sentence in the first paragraph on page 4.5-5 is revised as follows:

Along the ~~east~~ west side of the railroad is a borrow pit (for the railroad construction), and flow from the Central NEQ drainage and the North NEQ drainage are hydraulically connected by this borrow pit.

Section 4.6 Hydrology, Drainage, and Water Quality

The third sentence under the Public Facilities and Service Element heading on page 4.6-17 is revised as follows:

The ~~Dixon Resource Conservation District (DRCD)~~ City of Dixon drainage master plan¹ includes construction of three retention basins along the eastern perimeter of Dixon's 50-year development boundary and a new channel paralleling Pedrick Road to empty to Haas Slough.

1 City of Dixon. 1989. City of Dixon's Regional Master Drainage Plan. March 8, 1989.

Under the Dixon Resource Conservation District heading on page 4.6-20, text will be added as follows:

The Proposed Project is outside the DRCD service area, and therefore, no outlet channel has been provided. Without the Dixon Regional Watershed Joint Power Authority's (DRWJPA) regional drainage project, no water can be accepted from outside its service area without violating existing agreements with Reclamation District 2068. However, the DRCD has, as a member of the DRWJPA, adopted a plan that would extend service to the project site through the construction of the regional drainage project.

The second sentence in the last paragraph on page 4.6-28 is revised as follows:

Process water (e.g., horse wash water and water from unpaved surfaces, such as the stable walkways) would first be filtered through a 20-mesh screen at the storm drain inlet, followed by filtration through sand traps to remove grit and sand. Volumes of water less than or equal to the 25-year, 24-hour storm event would be detained in an underground storage system and pumped to the sanitary sewer system for final disposal (see Figure 4, SWQMP).

Mitigation Measure 4.6-7 on page 4.6-53 is revised as follows:

4.6-7 (*Phases 1 and 2*)

Prior to the issuance of any grading permit, the applicant shall either:

- (1) Submit documentation and design specification assuring that the groundwater protection system in Stable Area stalls will prevent groundwater contamination, or*
- (2) Implement and design a groundwater monitoring program to assure that animal waste material is not leaching to groundwater.*

If waste material would be found to contaminate or still have the potential to contaminate groundwater, soil below the stalls shall be removed and an alternative barrier system installed.

If the project is determined to contribute to groundwater contamination that causes beneficial use standards or criteria to be exceeded, groundwater remediation strategies shall be implemented to reduce potential project contributions to contamination to compliance with regulatory standards.

Section 4.7 Land Use, Planning, and Agricultural Resources

The second paragraph on page 4.7-2 is revised as follows:

According to the NQSP the project site is zoned Light Industrial (ML), ~~Highway Commercial (HC)~~ Neighborhood Commercial (CN), Professional/Administrative Offices (PAO) with a General Plan designation of Employment Center (E) (see Figure 4.7-1).

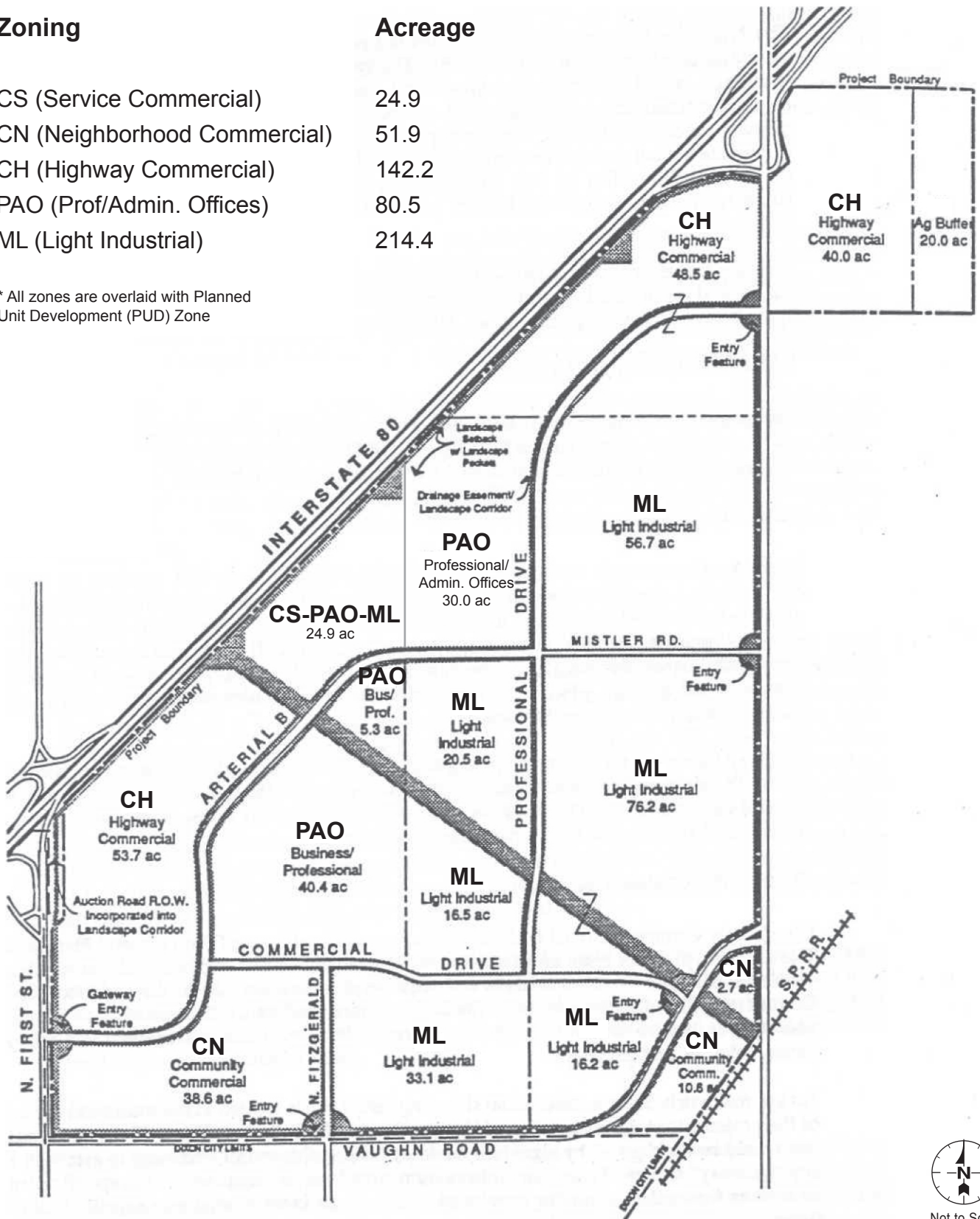
Figure 4.7-1 on page 4.7-3 is revised and included on the following page.

Zoning

Acreage

CS (Service Commercial)	24.9
CN (Neighborhood Commercial)	51.9
CH (Highway Commercial)	142.2
PAO (Prof/Admin. Offices)	80.5
ML (Light Industrial)	214.4

* All zones are overlaid with Planned Unit Development (PUD) Zone



Source: Northeast Quadrant Specific Plan EIR, 1994

FIGURE 4.7-1
Existing Zoning Designations

Section 4.9 Public Services

The Methods of Analysis on page 4.9-22 are revised as follows:

- Guests: 1.25 lbs/guest/day
- Employees: 2.7 lbs/employee/day
- Dorm Facility: 2.7 lbs/resident/day
- Commercial: 6 lbs/1,000 square feet/day
- Office: 6 lbs/1,000 square feet/day
- Hotel: 2.7 lbs/room/day
- Horse Manure and Soiled Bedding: ~~6350~~ lbs/horse/day

The 2nd paragraph on page 4.9-23 is revised as follows:

~~In order to determine how the project would affect the landfill, an estimate of the annual tonnage generated by the project was multiplied by three years, which represents the general estimate of the time that the project would be completed and occupied. The total tonnage estimated to be generated was then compared to the remaining landfill capacity.~~

The last sentence in the last paragraph on page 4.9-23 and 24 is revised as follows:

Assuming all 1,440 stalls are occupied 50 percent of the year, the Phase 1 uses plus manure and soiled bedding would generate an estimated 8,710 8,256 tons per year, or an average of 24 45 tons per day.

Table 4.9-1 on page 4.9-24 is revised as follows:

The third paragraph under Impact 4.9-7 on page 4.9-24 is revised as follows:

Upon completion, Phase 1 would increase Dixon's annual contribution to Hay Road Landfill by approximately 13 percent and would use 1.9 0.25 percent of the permitted maximum daily disposal. Total waste (excluding animal waste) received by the Dixon Sanitary Service would increase from 16,573 tons per year to 18,731 tons per year. If the horse manure and bedding is also delivered to the landfill, Dixon's annual contribution to the landfill would increase to ~~25,283~~ 26,987 tons per year, approximately a 62 50 percent increase in solid waste from Dixon; this would use about 2.5 one percent of the facility's maximum daily disposal.

The last sentence in the last paragraph on page 4.9-24 and 25 is revised as follows:

Phase 1, including manure and bedding waste, ~~would~~ is estimated to generate 24 45 tons of solid waste per day, 17 tons per day more less than the waste flow planned by the NQSP EIR. However, because there is adequate capacity in the landfill, this would be a *less-than-significant impact*.

Table 4.9-1
Dixon Downs Phase 1
Solid Waste Generation

Phase 1 Use	Capacity	Generation Rate	Days Per Year	Total Solid Waste Generation (per day)	Total Solid Waste Generation (per year)
Finish Line Pavilion & Grandstand	6,800 guests	1.25 lbs/guest/day	353	8,500 lbs/day	1,500.2 tons/yr
Tier 2 Event	15,000 guests	1.25 lbs/guest/day	12	18,750 lbs/day	112.5 tons/yr
Employees	760	2.7 lbs/emp/day	365	2,050 lbs/day	374.1 tons/yr
Temporary Housing	265 dorm rooms (470 people)	2.7 lbs/res/day	270 ¹	1,270 lbs/day	171.3 tons/yr
Subtotal					2,158 tons/yr
Horse Manure and Soiled Bedding	1,440 horses	6,350 lbs/day	182 ²	90,720 ^{72,000} lbs/day	8,256 ^{5,552} tons/yr
Total					8,710 10,414 tons/yr

Notes:

1. Assumes occupancy of temporary housing approximately 75% of the year.

2. Assumes maximum occupancy 50% of the year.

Source: EIP Associates, 2004.

Section 4.10 Transportation and Circulation

The first paragraph on page 4.10-54 is revised as follows:

Development of the Proposed Project would replace a significant amount of development zoned for a mixture of light industrial, professional/administrative office, and ~~community commercial~~ neighborhood commercial uses within the NQSP area. Using floor-to-area ratios established in the NQSP, the Proposed Project is expected to replace approximately 1,932,000 square feet of light industrial, 503,000 square feet of professional/administrative office, and 23,000 square feet of ~~community commercial~~ neighborhood commercial.

The last sentence in the first paragraph on page 4.10-57 is revised as follows:

Figures ~~A-13 through A-16~~ G-13 through G-16 display the Year 2025 p.m. peak hour traffic forecasts for the four scenarios.

The last sentence of the third paragraph on page 4.10-75 is revised as follows:

It should be noted that because the anticipated on-ramp volume under this scenario does not exceed 1,500 vehicles per ~~day~~ hour, a two-lane on-ramp onto eastbound I-80 was not recommended.

Mitigation Measure 4.10-4(a) on page 4.10-88 is revised as follows:

4.10-4(a) (Phase 1)

Make a fair share financial contribution toward the cost of a traffic signal (or other equally effective mitigation) at the SR 113/SR 12 intersection. The City of Dixon shall work with ~~Solano County~~ Caltrans to develop a mechanism by which the contribution can be made and applied to this intersection.

The last sentence on page 4.10-98 is revised as follows:

As discussed on page ~~4.10-52~~ 4.10-53 through 4.10-58, all of these intersections would operate at LOS F under cumulative conditions.

Section 4.11 Utilities

The first paragraph on page 4.11-16 is revised as follows:

The analysis in this section focuses on the ~~nature and magnitude of the~~ change in levels of water use, ~~comparing with existing and projected~~ water use within the Proposed Project, the NQSP, and the DSMWS service area with the projected water use within these same areas. To determine potential impacts, future water demands were estimated for the Proposed Project along with water demands for existing land uses, approved projects, and proposed development.

The second paragraph on page 4.11-16 is revised as follows:

~~The land use types for the Proposed Project were used for calculating water demand. In order to calculate water demand associated with the Proposed Project, the land use types and zoning were taken into account. The Proposed Project site land use is currently zoned Light Industrial (ML), Highway Neighborhood Commercial (HGCN), and Professional/Administrative Offices (PAO). The Proposed Project would change the zoning in the project site to those types and acreages described in detail and presented in Chapter 3, Project Description in this EIR. The WSA projected water demand for the DSMWS service area Proposed Project was based on the development rates used in the Master Water Plan, land use types project zoning, and supplemental information from the project applicant detailing water demand for the Proposed Project.~~

The second to last sentence in the second paragraph on page 4.11-22 is revised as follows:

The proposed groundwater wells would be constructed in compliance with all applicable county and DSMWS standards. ~~The groundwater wells and would be~~ in operation prior to buildout of the Proposed Project and would provide an adequate water supply to meet the demands of the Proposed Project at buildout.

Chapter 6 Alternatives

The last bullet under the objectives of the project applicant on page 6-2 is revised as follows:

- Locate a regional ~~servicing~~ commercial/entertainment land use adjacent to I-80 and in proximity to two I-80 interchanges serving the City of Dixon.

The third bullet on page 6-7 is proposed to be changed as follows:

- **Alternative 4, Off-Site Alternative**, which assumes the project, as is currently proposed would be developed in the Southwest Dixon ~~Southeast Quadrant~~ Specific Plan area located in the City.

Impact 4.8-3 in Table 6-1 on page 6-13 is revised and included on the following page.

The second sentence on page 6-20 is revised as follows:

The ~~General Community Commercial~~ General Commercial land use designation (which is consistent with the neighborhood commercial [CN] district, Dixon Zoning Ordinance, Section 12.09) includes retail services to serve the workers and residents that live within the NQSP area.

The first sentence on page 6-22 is revised as follows:

It is also anticipated that development of the site under the NQSP would result in similar impacts to drainage because it is assumed a majority of the site would be developed with some type of impervious surfaces. Development of the site under the NQSP would also result in similar impacts to the City's WWTP and to wastewater treatment. As with the Proposed Project, Mitigation Measure 4.11-5 and 4.11-6 would still be required.

The second sentence of the first paragraph on page 6-22 is revised as follows:

The ~~General Commercial~~ community commercial designation, which is consistent with the neighborhood commercial (CN) district (Dixon Zoning Ordinance Section 12.02.01), includes retail services to serve the workers and residents that live within the NQSP area.

The third paragraph under the first heading on page 6-22 is revised as follows:

In addition, noise associated with large special events including concerts and horse racing events would not occur under this alternative because the light industrial and office uses proposed for the site under the NQSP do not provide facilities for these types of special events. In addition, the generation of traffic associated with Alternative 2 would not increase traffic noise levels compared to the Proposed Project. Therefore, noise impacts under this alternative are anticipated to be less severe than what was analyzed under the Proposed Project.

The paragraph under the second heading on page 6-22 is revised as follows:

Assuming the maximum development allowed under existing zoning would occur under Alternative 2, impacts associated with operational vehicle emissions would be more severe than the Proposed Project. Development under the existing zoning and land use could result in more intense industrial and commercial development use, which would require result in more

TABLE 6-1

COMPARISON OF ALTERNATIVES

Impact	Proposed Project	No Project/No Development Alternative 1	No Project/No Action Alternative 2	Smaller Phase 2 Alternative 3	Off Site Alternative 4
4.7 Land Use, Planning, and Agricultural Resources					
4.7-1 Implementation of the Proposed Project could conflict with the City of Dixon General Plan, NQSP, Zoning Ordinance, and other applicable policies that are intended to protect the environment.	NI	-	-	=	=
4.7-2 Development of the Proposed Project would result in the conversion of Prime Farmland to non-agricultural uses.	SU	-	=	=	=
4.7-3 Development of the Proposed Project could create incompatible uses such that the productivity of adjacent agricultural land is substantially reduced due to nuisances associated with project development or operation.	LS	-	=	=	=
4.7-4 The Proposed Project, in combination with other development, would result in the loss of Prime Farmland.	SU	-	=	=	=
4.8 Noise					
4.8-1 Construction activities could create noise that may exceed noise level standards.	LS	-	=	=	=
4.8-2 The Proposed Project would create temporary groundborne vibration that could affect nearby receptors, but would not create permanent sources of groundborne vibration.	LS	-	=	=	=
4.8-3 Traffic generated by the Proposed Project would increase levels of roadway noise along roads in the vicinity of the project site.	LS	-	+ =	-	=
4.8-4 Large events could increase noise levels in the vicinity of the project site.	SU	-	-	=	=
4.8-5 Implementation of the Proposed Project could result in a cumulative noise increase in the project vicinity.	SU	-	-	=	=

~~daily peak hour trips than the Proposed Project, which would result in high traffic volumes occasionally rather than consistently. This means that Alternative 2 would result in consistent high traffic volumes during peak hours on a daily basis as opposed to the occasional high traffic volumes associated with the Proposed Project. The increased emissions for Alternative 2 are shown in Table 6-4. However, Mitigation Measure 4.2-2 (a) and (b) would most likely still be required under Alternative 2. In addition, Alternative 2 would generate more wastewater than the Proposed Project.~~

The second sentence in the last paragraph on page 6-22 is revised as follows:

However, under this alternative the types of uses that could be developed would be considered less intense than the project because the types of uses would only draw employees to the area whereas the Proposed Project would include large-scale events and facilities that would also regularly attract and serve the general public.

The following new text is inserted at the end of the Conclusion paragraph on page 6-23:

Under Alternative 2 certain impacts which are significant and unavoidable under the Proposed Project would remain significant and unavoidable. The significant and unavoidable impacts associated with the increase in construction emissions (4.2-1) and ROG and NO_x associated with project operation (4.2-2) (primarily vehicle and truck trips) would remain significant and unavoidable under Alternative 2. The conversion of agricultural land (4.7-2) and the expansion of the City's WWTP (4.11-6) would also remain significant and unavoidable under Alternative 2. All of the significant and unavoidable impacts identified for traffic including impacts to regional roadways (4.10-4), I-80 (4.10-3), farm equipment on Pedrick Road (4.10-6), and vehicles crossing the railroad tracks (4.10-8) would all remain significant and unavoidable impacts under Alternative 2 although the severity of these impacts may be slightly less than under the Proposed Project. However, the significant and unavoidable increase in noise (4.8-4) associated with operation of the Proposed Project would not occur under Alternative 2. The same is true for on-site parking spaces (4.10-11). It is assumed under Alternative 2 that adequate parking could be provided on-site and that there would not be a significant and unavoidable impact.

The first sentence in the last paragraph on page 6-23 is revised as follows:

Under Alternative 3, Phase 1 of the project would be as is currently proposed, but the total amount of retail space in Phase 2 would be reduced ~~by 30 percent~~, to 616,000 sf, and no office uses would be developed.

The first sentence on page 6-24 is revised as follows:

Eliminating the office component would mean that approximately 7 acres less of the project site would be developed with structures, but it is assumed this area would be paved or graveled and developed for parking.

The first sentence of the first paragraph under the comparative environmental effects heading on page 6-24 is revised as follows:

Under Alternative 3, a majority of the project site would be developed and ~~would result in similar~~ thus the impacts resulting from the change in visual character would be the same as under the Proposed Project ~~and Alternative 2.~~

The first sentence on page 6-25 is revised as follows:

However, impacts identified at North First Street/Dorset Drive and access onto the ramps at I-80 which are significant and unavoidable under the Proposed Project would remain significant and unavoidable even after the reduction in Phase 2 retail use. In addition, inadequate on-site parking, a significant and unavoidable impact under the Proposed Project, would be avoided or substantially lessened under Alternative 3.

The second full paragraph on page 6-25 is revised as follows:

~~Under the Proposed Project Alternative 3 there would be an increase in somewhat less demand for police, and fire services, as well as and solid waste disposal than under the Proposed Project because less retail and office space would be developed and Impacts to fire and police services would be similar to the Proposed Project because the site would be developed with essentially the same land uses. However, because less retail space and no office space would be developed it is anticipated there could be a slight decrease in demand for police and fire services because overall and fewer people would be accessing the site the uses would be less intense than under the Proposed Project. The amount of solid waste and wastewater generated and water demanded, demand would also be slightly less compared to than the Proposed Project, as shown in Table 6-5 because overall less building space would be developed as shown in Table 6-5.~~

The following new text is inserted following the fourth paragraph on page 6-25:

Conclusion

Under Alternative 3, the significant and unavoidable impacts identified under the Proposed Project associated with construction emissions (4.2-1) and ROG and NO_x (4.2-2) would continue to remain significant and unavoidable. The conversion of agricultural land (4.7-2) and the increase in noise (4.8-4) associated with events would also continue to remain significant and unavoidable under this alternative. The same is true for the significant and unavoidable impacts identified associated with an increase in vehicles on I-80 (4.10-3), farm equipment on Pedrick Road (4.10-6), increase in vehicles crossing the railroad tracks (4.10-8), and the need to expand the city's WWTP (4.11-6). All of these impacts would remain significant and unavoidable under Alternative 3. The significant and unavoidable impact associated with impacts to intersections associated with Tier 1 and 2 events (4.10-1) would be the same under this alternative because the Tier 1 and 2 events are unchanged under Alternative 3. In addition, because a smaller Phase 2 would be developed under this alternative, it is anticipated that adequate parking (4.10-11) could be provided on-site in contrast to the Proposed Project.

The second sentence of the second paragraph on page 6-29 is revised as follows:

New issues that could occur on the SWDSP site include conflicts with Williamson Act contracts, and the potential loss of historic resources as well as the need to redesignate and rezone the site to accommodate the project use.

Changes to the Amended North Quadrant Specific Plan

The text of NQSP Mitigation Measure AQ-I under Mitigation Measure 4.2-1(b)(Phase 1 and 2) on page 4.2-17 is proposed to be changed as follows:

AQ-I Vehicle idling shall be kept to an absolute minimum. As a general rule idling shall be kept below ~~40~~ 5 minutes.

Changes to the City of Dixon General Plan

The City of Dixon General Plan Policy VI.E.1. is proposed to be changed as follows:

Policy VI.E.1. - The City shall ensure that Dixon’s existing and proposed street configuration and highway network maintains traffic operations at Level of Service “C” or better, while acknowledging that this objective may be difficult to achieve in those locations where traffic currently operates at Levels of Service below “C” for limited periods of time. Achieving this policy will require a variety of traffic improvements, including:

- Improving existing arterials;
- Construction of arterials and collector streets in newly developing areas; and
- Intersection improvements.

Notwithstanding the above provisions of Policy VI.E.1., where an Environmental Impact Report prepared for a project within an approved Specific Plan area concludes that there are no feasible mitigation measures sufficient to maintain Levels of Service “C” at certain intersections or roadway segments, or where the Planning Commission or City Council reaches this conclusion in findings on the project, the Planning Commission or City Council may adopt a Statement of Overriding Considerations allowing Levels of Service below “C” on a case by case basis in order to balance the community benefits of the project against the adverse affects of the project on traffic operations.