

4.1 LAND USE

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This section describes historic, existing, and anticipated future land uses on the project site and on adjacent properties. This section also analyzes future land use compatibility issues.

SETTING

Existing Land Uses on Project Site

The project site is currently vacant except for two rural residences along Currey Road. The southern occupied residence is a one story bungalow-style frame house located on Currey Road (APN 111-030-060). The northern residence consists of a house and garage on Currey Road (APN 111-020-060); behind this house is a large frame barn with a tin roof, a stable/tack house, and a long narrow shed (Figure 4.1-1).

Ornamental trees surround the two residences and farm buildings. The remainder of the site includes a series of small pastures that are highly degraded. The pastures have been overgrazed by livestock (cattle, goats, and sheep) and have not been replanted in recent years.

In the northeast corner of the site where a former service station and fruit stand were located, the land has been used for storage of salvaged construction materials.

Existing Adjacent Land Uses

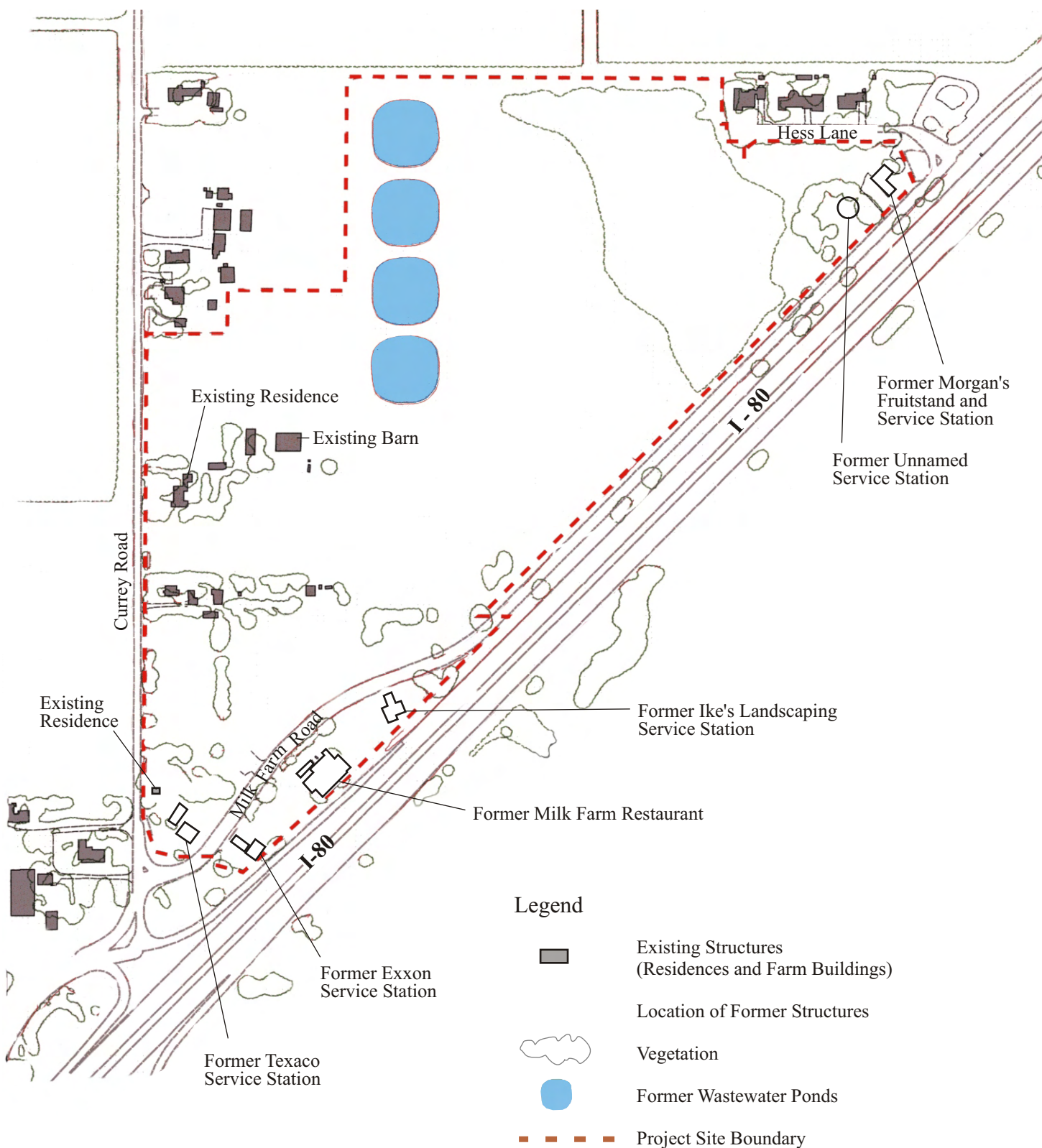
To the north and west, the site is bounded by rural residences and intensive agricultural row crops. Along Currey Road, north of the project boundary, are two residences and associated farm buildings (Figure 4.1-1). At the northeastern edge of the site is a collection of three rural homes on Hess Lane. Southwest of the project boundary across Currey Road is a collection of agriculture-related structures. Interstate 80 is adjacent to the entire southeastern site boundary.

Future Adjacent Land Uses

No other development projects are planned or proposed north of Interstate 80 around the project site on lands within the City SOI (refer to the discussion on Cumulative Impacts in Chapter 5), except a service station in the northwest quadrant at the Pedrick Road/Interstate 80 intersection. South of Interstate 80 are largely vacant lands that have been planned for commercial growth in the Northeast Quadrant Specific Plan (NQSP) area, with several developments recently completed or being considered by the City.

EXISTING AND FORMER LAND USES

Figure 4.1-1



Milk Farm Dixon, California

Source: BASELINE, Cartwright Aerial Surveys.

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The adopted NQSP allows commercial development on approximately 514 acres, split between 194 acres of Highway and Community Commercial, and 320 acres of Professional Office and Light Industrial uses. A Wal-Mart store has been recently constructed within the NQSP area.

A major horse racing and commercial project, Dixon Downs, has been proposed for 260 acres within the NQSP area. The Dixon Downs site would be located along Pedrick Road between Interstate 80 and Vaughn Road (Figure 4.1-2). The project would host live thoroughbred horse racing on a 1- and 1/8-mile dirt track and include an 1,800-seat open-air grandstand. A pavilion with a capacity for approximately 5,000 people would be equipped with advanced simulcast technology and would also accommodate a theater-in-the-round. The Dixon Downs racing facilities would be constructed in a single phase of development. Subsequent phases of development propose construction of approximately 750,000 square feet of retail space; 200,000 square feet of offices; a 240-room 200,000 square foot hotel; and 50,000 square feet of conference facilities (Dixon Downs, 2005). An EIR is being prepared by the City to analyze the potential environmental impacts associated with the Dixon Downs development. The EIR is scheduled for release in 2005.

The Dixon Downs project is one of several pending or proposed development projects that have been considered in the cumulative impacts analysis of this EIR (see Chapter 5, CEQA Considerations).

REGULATORY FRAMEWORK

Dixon General Plan

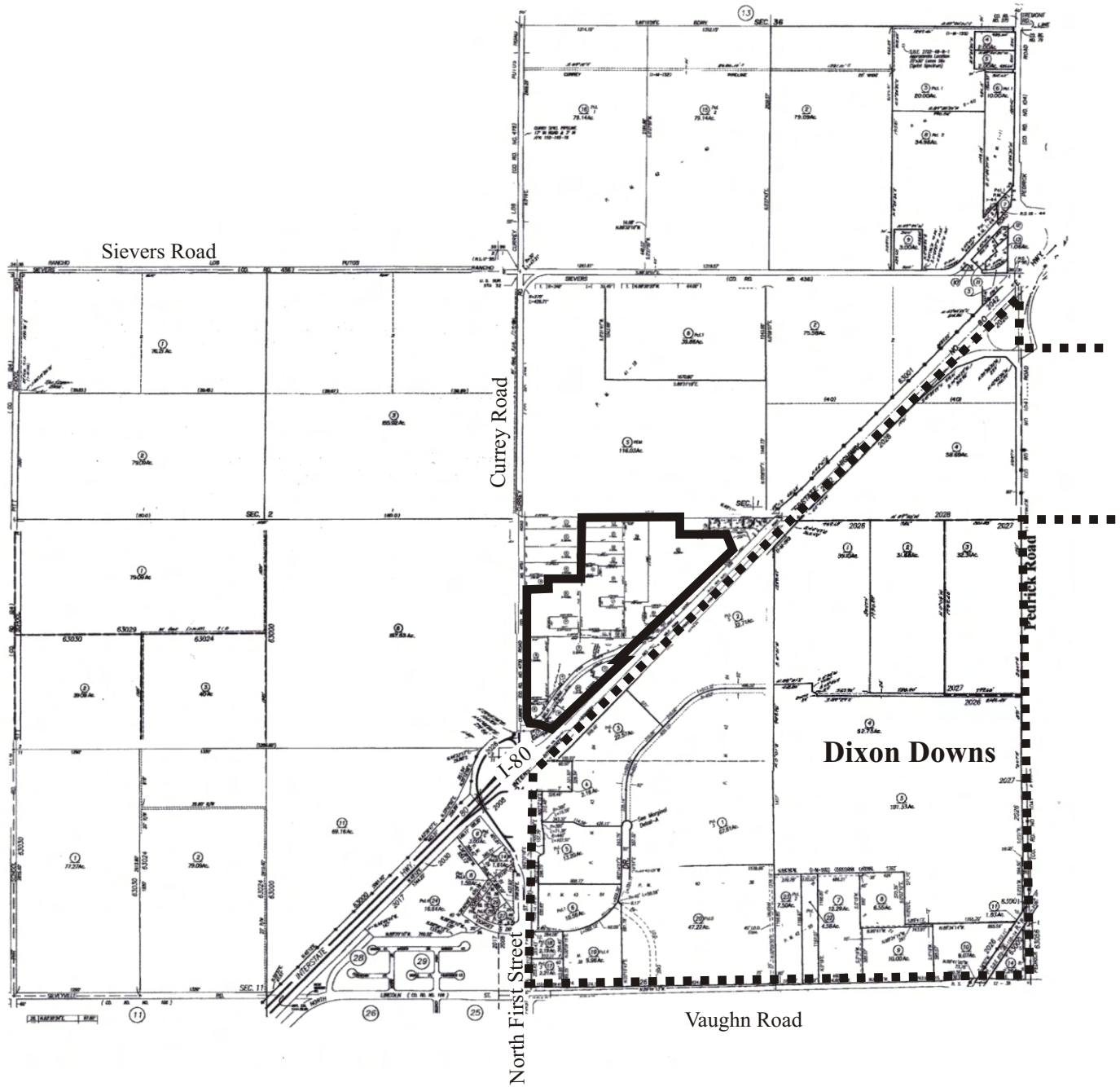
The Dixon General Plan (Dixon, 1993) designates approximately one-half of the project site as Highway Commercial (HC), with the remainder of the site designated Agricultural (A) (Figure 3-3).

The General Plan defines the Highway Commercial designation as follows:

These uses cater primarily to the traffic passing Dixon on I-80. Examples of establishments which provide services to tourists and travelers include motels, fast food and other restaurants, and gas stations. The areas indicated for Highway Commercial uses lie in proximity to (and primarily on the east side of) I-80 and its access ramps where they are easily accessible by car and highly visible from the roadway. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Highway Commercial Districts (Section 12.10.08). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.

NORTHEAST QUADRANT SPECIFIC PLAN

Figure 4.1-2



Legend

- Northeast Quadrant Specific Plan Area
- ▬ Proposed Dixon Downs Project Area
- ▬ Project Site Boundary

Milk Farm Dixon, California

Source: Solano County, 2004.

Y1263-B0.00017.Fig4.1-2.cdr-5/18/05



The General Plan does not define specific types of uses that may be included in the Agricultural designation. The General Plan states that:

The Agricultural (A) designation is applied to all land within the Dixon Planning Area which has not been designated for urban development. The edge of residential and other urban uses was defined so as to minimize the length of the perimeter, extent of indentation, and conflict with property lines and established cultivation patterns.

The General Plan includes several goals, policies, and implementing programs in various elements or chapters of the General Plan that relate to the proposed project and future site development.

Dixon General Plan	Project Consistency
Goals	
To maintain Dixon’s “small town character.”	The project is consistent with this goal because the historic Milk Farm complex was part of Dixon’s “small town character” and the objective of future site development would be to re-establish the distinctive Milk Farm sign and similar uses (restaurants, local produce stands, and demonstration farm).
To control growth based on the capability of local service networks to adequately support it.	Future site development would be consistent with this goal because future development can be served by existing infrastructure service networks, or by planned expansion of existing systems.
URBAN DEVELOPMENT AND COMMUNITY DESIGN	
Policies	
4: The City shall ensure that future residential growth takes place in or adjacent to areas where development has already taken place, and that future commercial and industrial growth takes place at strategic locations.	The project is consistent with this policy since the Milk Farm site is one of several locations where the City General Plan has strategically designated the area for commercial growth.

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Dixon General Plan	Project Consistency
<p>5: The City shall phase development in an orderly, contiguous manner in order to maintain a compact development pattern and to avoid premature investment for the extension of public facilities and services. New urban development shall occur only in areas where municipal services are available and where adequate service capacity exists. In areas where proposed development would require major new facility expansion to ensure the provision of municipal services, adequate service capacity should be in place prior to the approval of the proposed development.</p>	<p>The project is consistent with this policy because the extension of City services is already being implemented to serve the adjacent NQSP (and the pending Dixon Downs project). Key infrastructure improvements to the City's water, wastewater, and drainage systems are being planned for growth in the project area, and adequate service capacity is being made a condition of future site development.</p>
<p>7: The City shall ensure that new development will pay all of the incremental public and facility costs which it generates.</p>	<p>Future site development would be consistent with this policy since future site development will be required to pay "hook up" and other facility mitigation fees that have been updated to cover the cost of new infrastructure, e.g., water wells and wastewater facility.</p>
<p>22: The City shall ensure that all new development which may be built adjacent to Interstate 80 will either present an attractive appearance or not be visible from the freeway at all. To the greatest extent feasible, visual separation between developed areas of Dixon and the freeway corridor will be maintained by vegetation, landscaping, berms and devices other than standard acoustical walls.</p>	<p>Future site development would be consistent with this policy because site development will not be approved until a noise mitigation study has been prepared. The study must identify noise improvements that are consistent with this policy, i.e., improvements that do not rely on conventional sound walls.</p>
<p>24: The City shall promote the design of new development that is conducive to use of alternative transportation modes and that will be pedestrian-oriented, i.e., walkways, pathways, bike paths and open areas that foster interaction of people.</p>	<p>Future site development would be consistent with this policy, which encourages development conducive to pedestrians and non-auto modes, based on the current conceptual site plan that incorporates internal walkways and uses that decrease auto use once visitors have entered the site.</p>

Dixon General Plan	Project Consistency
NATURAL ENVIRONMENT	
Policy	
<p>6: The City shall support and participate in the establishment of open space buffer areas to assist in defining the urban boundary of Dixon.</p>	<p>The project is consistent with this policy since it includes an agricultural area on the north side of the highway commercial area.</p>
Implementation	
<p>Consider the possibility of future annexations as a means of preserving open space.</p>	<p>The project is consistent with this policy because the project is requesting to annex land that will be preserved in agricultural open space use.</p>

Dixon Zoning and Other Regulations

The applicant has submitted an application for pre-zoning of the 60-acre site to the Highway Commercial (HC) (30 acres) and Agricultural (A) (30 acres) zoning districts. The purpose of the HC zoning district is to:

... encourage the development of commercial goods and services in places conveniently and safely accessible from freeways as shown on the Land Use diagram of the Dixon General Plan, while discouraging those uses that are unrelated to needs of freeway users and which may adversely affect adjacent noise-sensitive land uses.

Section 12.10.02 of the zoning regulations allows several uses “by right” without a permit, including automobile sales and services; gas stations; hotels and motels; repair garages; and “Regional General Merchandisers” (Dixon, 1999).

Other specific conditional uses must receive a use permit within the HC district. The list of possible future uses for the project site, as described in the conceptual development plan for the site, is consistent with several of the individual uses that are allowed by use permit in the HC district, including commercial amusement establishments; public parks and playgrounds and other public recreational facilities; restaurants, including drive-in restaurants; gas service stations with convenience markets over 500-square foot retail sales area; country store/deli; gift shop and souvenirs; produce; tourist related sales and service facilities; and multi-tenant freeway oriented signs above the height limitation. The height limit for structures and signs in the district is 40 feet.

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For the Agricultural (A) zoning district, some of the purposes of the district as stated in the Dixon Zoning Ordinance are to:

... reserve for exclusive agricultural use appropriately located areas which are suitable for raising crops or livestock because of high quality soils, existing or potential irrigation works, adequate drainage, suitable climate or other factors.

The district is also intended to provide appropriate locations for “*facilities for the handling, processing, sale and shipment of agricultural produce and livestock*” and for “*certain types of establishments primarily serving agricultural producers.*”

Permitted uses in the Agricultural (A) district include raising of field crops, fruit and nut trees, vegetables, horticultural specialties, livestock and timber, and processing of products produced on the premises. Uses allowed with the issuance of a conditional use permit include roadside stands for the sale of products grown on the site, commercial stables, public playgrounds and parks, and private noncommercial clubs and lodges.

Solano County General Plan Policies

The County General Plan (Solano County, 1989) designates land use and growth policies for all property outside the cities. The County General Plan designates about 30 acres of the project site along Interstate 80 for Highway Commercial uses (Figure 3-3). The County zoning ordinance allows commercial use on only that portion of the site that is adjacent to the Interstate 80 interchange. The remainder of the property is designated “A” (Intensive Agriculture) and is zoned A-40 (agricultural zoning with a 40-acre minimum parcel size). The proposed project would retain the same acreage in Agricultural (A) and Highway Commercial uses, but reconfigure the Highway Commercial area to portions of the site along Interstate 80 and shift those uses into the central portion of the site while replacing the Highway Commercial designation in the eastern portion of the site with Agricultural.

Key features of the County General Plan are the policies that seek to preserve agricultural lands in the unincorporated areas by encouraging development in the cities, restricting residential uses in the agricultural areas, and by establishing an 80-acre minimum parcel size for most agricultural lands.

LAFCO Policies

The Solano County Local Agency Formation Commission (LAFCO) sets policies and approves the annexation of unincorporated lands into the incorporated SOI cities. To be annexed into a city, land must first be within a city’s SOI. The LAFCO adopts boundaries outside the existing city limits that become a city’s SOI. Lands within a city’s adopted SOI

are anticipated to be annexed into a city as urban development is proposed and city services to an area become available.

Approximately one-half of the project site is within the SOI for the City of Dixon, as adopted by LAFCO (see Figure 3-3). The portion of the site included in the Dixon SOI is the linear frontage along Interstate 80, which roughly corresponds to the portion of the project site that is planned for Highway Commercial development by the City and County General Plans.

To develop the site in the future, the City's SOI boundary would require modification. The proposed conceptual site plan indicates agricultural uses in the northeastern corner of the site, not Highway Commercial uses as allowed under the City General Plan. Commercial use is proposed in the central portion of the site, which is now outside the Sphere of Influence boundary.

The applicant is proposing that the Sphere of Influence boundary be amended to include all 60 acres of the property, which include the highway commercial and agricultural uses.

To annex the project site, an application must be submitted to LAFCO by the City and/or the developer, along with an ordinance adopted by the City Council pre-zoning the property. The application must be consistent with standards adopted by the LAFCO (LAFCO, 1999). A Municipal Services Review report must also be completed by the City and submitted to LAFCO (see further discussion below under "LAFCO Municipal Services Review").

Six of the adopted LAFCO standards (numbers 1 through 6) are mandatory, and LAFCO must make determinations of full compliance with the mandatory standards to approve a proposal. The other five standards (numbers 7 through 11) are discretionary; LAFCO may make determinations of less than full compliance with one or more of the discretionary standards and still have the discretion to approve or deny a proposal.

The six mandatory standards require the following determinations:

1. An area proposed for change of organization or reorganization shall be within the affected agency's SOI.
2. Annexation to the limits of the SOI boundary shall not be allowed if the proposal includes land designated for open space use by the affected city's general plan.

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3. An application which involves the conversion of open space lands to urban use shall be denied by LAFCO if the proposed conversion is not consistent with appropriate city plans (general plans, specific plans, area-wide plans, and associated zoning ordinance).
4. An application for lands outside an adopted city SOI boundary in unincorporated territory, shall be denied by LAFCO if the land use proposed within the affected territory is not consistent with the Solano County General Plan and Zoning Ordinance.
5. Prior to approval by LAFCO, the affected agency shall have approved a specific plan, pre-zoning or an equivalent, and the affected agency shall have passed a resolution supporting the proposal.
6. An application for annexation shall describe the land, water, air, and biological resources affected, and LAFCO shall certify that provisions of the LAFCO Environmental Guidelines for the Implementation of the California Environmental Quality Act have been complied with.

The project application may comply with all of the mandatory standards except for standard number 2, which prohibits annexation of lands that are designated for open space uses in the applicable city General Plan. The City General Plan defines agricultural lands with productive Class I and Class II soils as open space uses. The City General Plan does not have a specific Open Space land use designation.

The remaining five discretionary standards are summarized below:

7. The proposed boundaries should avoid irregularities and overlapping of established boundaries; they do not create islands or create irregular and/or illogical configuration of existing district boundaries; for city annexations, the proposed area has a development density requiring municipal or urban type services or is expected to become urban within ten years; and the proposed area is in close proximity to the development portion of the city and would be a logical extension of city growth.
8. The proposed conversion of open space lands to urban use is justified by probable urban growth within a 10-year period of time; and if a proposal involves 40 acres or more of commercial or industrial land use, or 100 acres or more of residential land, a market study has been prepared.

9. Urban growth shall be guided away from prime agricultural land unless such action would not promote planned, orderly, and efficient development for the agency. Development of existing vacant or non-prime agricultural lands within the agency limits should be encouraged before any proposal is approved for urbanization outside of the agency limits.
10. The applicant has to obtain verifications from the affected agency(ies) that the full range of services required to serve the affected territory can be provided.
11. The application should not create any significant negative social or economic effects on the County or neighboring agencies.

The project applications may be consistent with all of the discretionary standards except for standard number 9, which requires that development “be guided away from prime agricultural land.” See further discussion under Impact 4.1-1, below.

LAFCO Municipal Services Review

In addition to being found consistent with the LAFCO policies, outlined above, the project must also be submitted with an accompanying Municipal Services Review report. As required by a law enacted in 2000, LAFCO must consider the report with an updated or amended SOI request. Section 56430(a) of the Government Code outlines the content of the Municipal Services Review report, which identifies the ability of a city to serve lands that are proposed for inclusion within the amended Sphere:

[The commission] must prepare a written statement of its determinations with respect to each of the following:

- (1) Infrastructure needs or deficiencies.
- (2) Growth and population projections for the affected area.
- (3) Financing constraints and opportunities.
- (4) Cost avoidance opportunities.
- (5) Opportunities for rate restructuring.
- (6) Opportunities for shared facilities.
- (7) Government structure options, including advantages and disadvantages of consolidation or reorganization of service providers.
- (8) Evaluation of management efficiencies.
- (9) Local accountability and governance.

4.1 Land Use

The City of Dixon has prepared a draft MSR (Dixon, 2005). The following is a summary of that report.

The City of Dixon MSR is a statement and analysis of the available services within the City's SOI, and a selected adjoining area, based on the plans of the City and the other public entities currently providing services to that area. The MSR will assist the Solano County LAFCO in determining the appropriate timing of new annexations and the efficient provision of public facilities and services within the corporate boundaries.

The MSR serves two primary purposes. First, it provides LAFCO with a context for evaluating the likelihood of significant growth in the City's identified potential annexation areas. Within this context, LAFCO can compare proposed annexations to projected demand for growth and the existing supply of vacant land within the City. Further, LAFCO can consider the annexations in the context of the services provided throughout the county's agencies and municipalities. In accordance with LAFCO requirements, this MSR explains the City's intentions for growth, demonstrates that annexations are needed given realistic growth potential, and shows that additional annexations will not significantly inhibit the timely development of existing vacant land within city limits.

The second purpose is to conform with General Plan policies and programs. The MSR serves as a key element in the City's growth management program, which implements the General Plan.

The MSR identifies potential annexation areas for the short-term (within one to five years) and beyond five years. The Milk Farm project is identified as a short-term annexation area.

The MSR analyzes the "critical thresholds and availability of services" for the annexation areas for the following City services:

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The MSR analyzes the "critical thresholds and availability of services" for the annexation areas, for the following City services:

- water supply and distribution;
- wastewater treatment;
- storm drainage and flood control capacity;
- solid waste disposal capacity;
- circulation and transportation;
- public safety; and
- parks and recreation.

For water supply, according to the MSR "the DSMWS will have an adequate number of wells with adequate flows to meet the needs of its service area through the General Plan build-out. However, DSMWS notes in the 2000 Water Master Plan that beyond the 2010 build-out horizon, depending on population and development increases, it may be necessary to find a surface water supply source to supplement groundwater supplies."

For wastewater treatment, the MSR notes that:

...the City currently operates under a Regional Board cease and desist order, which requires it to expand its wastewater treatment disposal system to accommodate existing flows, prevent inundation from bypassed overflows and allow a minimum of five years of growth with the annual flow consistent with 100-year winter storm conditions. The City has budgeted \$5,060,000 over the next two years for Stage 2, Phase 1 of the WWTP in order to comply with Regional Board requirements....

The MSR concludes that:

The City is in the midst of a planning for facilities construction that will increase treatment plant, trunk sewer and pump station capacities to accommodate future growth within its service area. At the present time, this includes the South Dixon Sewer Trunk Line Phase 2, scheduled for completion in 2005, and East-West Sewer Trunk Connector now in design.

For storm drainage, the MSR states:

Over the past few years, the City has completed a master drainage report in cooperation with several local agencies and facilitation by the Solano County Water Agency (SCWA). The City is working to identify the most appropriate and cost-effective method for Dixon to responsibly address its drainage issue, and at the same time, improve regional drainage.

The MSR identifies existing and probable future drainage facilities in each of the City's eight basin, including drainage collection systems, detention pond(s), and outfall facilities. For drainage basin D, which includes the Milk Farm project, the MSR states that detention ponds are to be constructed within the basin with 100 percent funding from developers of the Northeast Quadrant Specific Plan.

For solid waste, the MSR concludes that:

The remaining permitted disposal capacity at the B & J Landfill is estimated to be adequate to handle the projected waste generation through buildout of the General Plan.

For transportation, the MSR notes that:

As those portions of the planning area which have been designated for future development are built-out, additional streets and roadway improvements which would be required to adequately serve those developments would be added to the local transportation network.

The MSR identifies specific transportation improvements that are included in the City's Capital Improvements Program.

Regarding public safety, the MSR notes that:

The current average response time for the Dixon Police Department is less than five minutes. ... In order to maintain response times that adhere to the Department's goals, additional police officers and police vehicles will have to be added to the force, and sub-beats will need to be added or expanded to keep pace with new development. In 2004, the City Council approved a five-year strategic plan for the Department that addresses staff hiring plans, and capital investments are dealt with through the City's capital improvement program, as needed.

For fire protection, the MSR states:

In order to maintain response times that adhere to ISO criteria, additional staff and equipment will have to be added to the force, and sub-districts will need to be added or expanded to keep pace with new development. The City Council approves strategic plans for the Department that address staff hiring plans, and capital investments are dealt with through the City's capital improvement program, as needed.

Regarding park and recreation facilities, the MSR notes that the City has a level of service threshold of five total acres of parks per 1,000 residents. At build out, the total acreage of parks will be 113.77 and the acres per 1,000 persons will be 5.2 within the City. A Park Improvement Fee is currently collected from all residential building permits to finance the cost of park improvements needed to meet level of service recommendations.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

Based on the Environmental Checklist in Appendix G of the CEQA Guidelines, a proposed project could be considered to have significant land use impacts if it would:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.
- Physically divide an established community.

Impacts Determined to Be Less than Significant

- **Conflict with any applicable habitat conservation plan or natural community conservation plan.**

There are no applicable habitat or conservation plans for the project site; a draft habitat conservation plan is being prepared for Solano County but has not been adopted. See also discussion in Section 4.7, Biological Resources.

- **Physically divide an established community.**

The project site is in a rural area and anticipated future site development would not divide any established community.

Impacts Determined to Be Potentially Significant

- **Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.**

Project Impact 4.1-1

The annexation of the entire project site into the City of Dixon may be inconsistent with two standards adopted by the LAFCO and City of Dixon General Plan designation of Agricultural lands. This is a potentially significant impact.

Consistency with LAFCO Standards

The project may be inconsistent with one of the mandatory, and one of the discretionary, LAFCO standards. Standard No. 2 states that “*Annexation to the limits of the Sphere of Influence boundary shall not be allowed if the proposal includes land designated for open space use by the affected city’s general plan.*” The Dixon General Plan defines Agricultural land with prime soils as an open space use. The Dixon General Plan designates the northern portion of the project site as Agricultural, and the applicant is proposing to retain this northern portion in the Agricultural designation. This standard could preclude the City from annexing the agricultural portion of the project site.

The LAFCO standard does allow for exceptions to the general rule. The standard prohibits annexation of open space uses “*unless such open space logically relates to existing or future needs of the agency. Open space uses which may be located within agency limits include but are not*

limited to community and city-wide parks, recreational facilities, permanently protected open space lands, reservoirs, and storm water detention basins.”

Under this requirement, the northern agricultural portion of the project site could be annexed into the City if it were “permanently protected”

The project may also be inconsistent with one of the discretionary LAFCO standards. Standard No. 9 states that:

Urban growth shall be guided away from prime agricultural land unless such action would not promote planned, orderly, and efficient development for the agency. Development of existing vacant or non-prime agricultural lands within the agency limits should be encouraged before any proposal is approved for urbanization outside of the agency limits.

This LAFCO standard further states that:

If an annexation includes prime agricultural land, the annexation is considered to promote the planned orderly and efficient development of an area if:

- a. The proposed annexation meets the requirements of Standard No. 8; and*
- b. The proposed annexation either abuts a developed portion of the agency or abuts properties which already are committed to urban development by the extension of streets and other public facilities where service extensions were predicted on adjacent lands within the proposed annexation area being developed to assist in meeting bond obligations or other financial instruments against the property; and*
- c. It can be demonstrated that there are (in)sufficient vacant non-prime lands within the SOI planned for the same general purpose because of one or more of the following:*
 - (1) Where land is unavailable at a reasonable market rate as determined by competent market analysis.*
 - (2) Where insufficient land is currently available for the type of land use proposed, as determined by competent market analysis.*
 - (3) Where surrounding land use clearly is incompatible because of the age and condition of structures or mixture of land uses.*

The application may be consistent with (a) and (b), above, because the applicant plans to construct the project within a ten-year period and because the project site is adjacent to the

commercial uses south of Interstate 80 within the NQSP area. The project may also be consistent with (c) since all of the vacant lands within the City are considered prime.

Consistency with City of Dixon General Plan

The proposed project includes a five-acre area designated as Agricultural within the proposed Highway Commercial area. The five-acre Agricultural area would not be consistent with the General Plan description of the Agricultural designation, which indicates that the Agricultural designation is adjacent to lands within the Dixon planning area not designated for urban development; urban development should minimize conflicts with established cultivation patterns. It is not probable that a five-acre “island” surrounded by Highway Commercial would be a functional agricultural area. Therefore, the five-acre agricultural area should be designated as “Functional (Buffers),” which the Dixon General Plan states includes temporary retention and detention ponds.

Project Mitigation Measure 4.1-1a

The applicant shall agree to place a conservation easement on the land designated as Agricultural in the northern portion of the site.

Project Mitigation Measure 4.1-1b

Designate the proposed five-acre Agricultural area within the proposed Highway Commercial area to “Functional (Buffers).”

Implementation of the measure above would reduce the potential project impact to a less-than-significant level.