

4.5 VISUAL RESOURCES

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SETTING

This section describes the existing views of the project site and vicinity. This section provides an analysis of how future development at the site could change the views of the site from adjacent areas.

Existing Views on Project Site

The project site is located in a primarily agricultural area of the Central Valley adjacent to Interstate 80. The Milk Farm parcel is almost entirely flat, ranging in elevation between 65 and 70 feet above sea level. The site offers dramatic views of the Coast Ranges and the agricultural open spaces to the east, west, and north of the project site. The project site is highly visible from Interstate 80, Currey Road, the North First Street area of Dixon, and the Currey Road freeway overcrossing.

Existing views in and around the site have been documented in a series of photographs. Figure 4.5-1 illustrates the locations of the views depicted in the photographs. The most dominant visual feature of the site is the historic Milk Farm restaurant sign, which has been restored to include the “cow jumping over the moon” at the top of the sign post (Figures 4.5-2a and 4.5-2b). The sign is located near the junction of Milk Farm and Currey roads, adjacent to the freeway overpass.

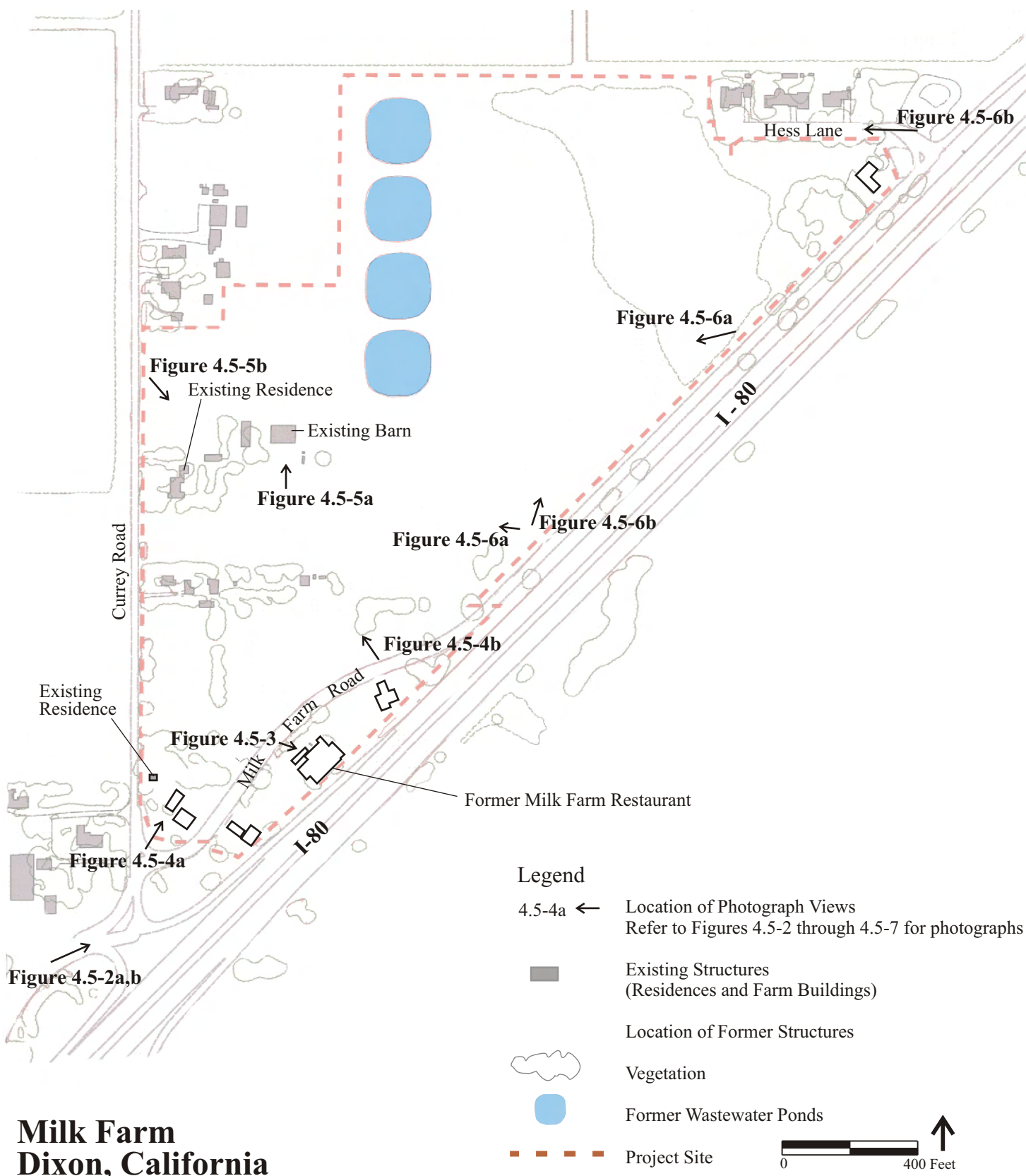
The former Milk Farm restaurant was located on the small sliver of land between Interstate 80 and Milk Farm Road. Today, the land is surrounded by a fence and is overgrown with weeds (Figure 4.5-3). The concrete pads from the previous use are still visible at ground level. Oleanders and other bushes screen the area from the freeway. The Milk Farm restaurant sign towers over the property and the view is now joined by a large highway sign on the other side of Interstate 80, near the recently completed Wal-Mart store.

The main portion of the property on the north side of Milk Farm Road consists of degraded pasture land, some mature ornamental trees, and farm buildings. Near the intersection of Milk Farm and Currey roads the concrete pad remnants of the former Texaco service station can be seen (Figure 4.5-4a). Farther to the east the pasture is subject to flooding during the winter months (Figure 4.5-4b). From Milk Farm Road, various farm buildings, including an existing barn in the interior of the property, can be seen in the distance.

The large barn on the site, with a metal roof, is still in use. One of the “cow jumping over the moon” signs is being stored near the entrance to the barn (Figure 4.5-5a). In the background, a large green agricultural shed can be seen on the adjacent rural property to the north of the site. The barn and the accompanying rural residence are also visible from Currey Road (Figure 4.5-5b).

LOCATION OF PHOTOGRAPHIC VIEWS

Figure 4.5-1



Milk Farm Dixon, California

Source: BASELINE, Cartwright Aerial Surveys

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Figure 4.5-2a Milk Farm restaurant sign from North First Street overpass.



Figure 4.5-2b Close-up of Milk Farm restaurant sign.

**Milk Farm
Dixon, California**



Figure 4.5-3 Former Milk Farm restaurant site with remaining concrete pads.

**Milk Farm
Dixon, California**



Figure 4.5-4a View from intersection of Currey and Milk Farm roads, showing site with concrete pad of former Texaco service station.



Figure 4.5-4b View from Milk Farm Road, looking north toward degraded pasture with standing water during winter.

**Milk Farm
Dixon, California**



Figure 4.5-5a Existing barn on project site with Milk Farm restaurant sign stored in front.



Figure 4.5-5b View from Currey Road of existing rural residence and barn.

**Milk Farm
Dixon, California**

From Milk Farm Road midway between Currey Road and Hess Lane, the views of the site to the north are of open pasture and grazing land (Figure 4.5-6a). A concrete foundation from a former building is visible in the foreground, while the large barn and the green agricultural shed are seen in the background. Looking northwest along Milk Farm Road, cows are grazing and the rural residences on Hess Lane can be seen in the distance (Figure 4.5-6b).

From the east end of the site, the views are of open pasture with cows grazing and the barn and green shed (Figure 4.5-7a). In front of the green shed, a low fence surrounds the former wastewater ponds, which are barely visible as a slightly higher mound of dirt. Hess Lane, which is used to access three rural residences, borders the northeast edge of the project site (Figure 4.5-7b). The entrance to the lane is signed as a private road.

REGULATORY FRAMEWORK

Dixon General Plan

The Dixon General Plan includes policies and implementation programs in the Community Design Element that could apply to future development of the project site.

Dixon General Plan Policies	Project Consistency
HISTORIC PRESERVATION, COMMUNITY DESIGN AND APPEARANCE	
<p>13: The City shall promote the preservation of historic buildings and other landmarks that give residents a tie with the past.</p>	<p>Future development at the site would retain the Milk Farm restaurant sign. It is the intention of the applicant to capture the spirit of the original Milk Farm’s heritage.</p>
<p>21: The City shall strictly regulate signs and billboards in order to minimize their impact on the visual environment.</p>	<p>Any future site development would adhere to City of Dixon signage requirements.</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 possible, 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 reestablish a former highway commercial use on a portion of the site, and would comply with City design guidelines.</p>
<p>23: The City shall consider the establishment of a system of open space buffers to help to define the urban boundary of Dixon.</p>	<p>The northern portion of the site would be retained in agricultural use.</p>



Figure 4.5-6a View from Milk Farm Road looking northwest toward barn and shed.



Figure 4.5-6b View from Milk Farm Road looking northeast across open grazing pasture toward Hess Lane.

**Milk Farm
Dixon, California**



Figure 4.5-7a View from Milk Farm Road looking west across open grazing pasture toward barn and shed.



Figure 4.5-7b Hess Lane rural residential area.

**Milk Farm
Dixon, California**

Solano County General Plan Policies

The Scenic Roadways Element of Solano County's General Plan designates the segment of I-80 adjoining the project site as a "scenic roadway."

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 impacts on aesthetic and visual resources if it would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impacts Determined to Be Less than Significant

- **Adverse effect on a scenic vista.**

The existing vistas of farmland and distant mountain ranges would not be adversely affected or blocked by future development of the site; the scenic vistas would remain available for most City residents and travelers along Interstate 80.

- **Substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.**

The project site does not include any significant stands of scenic trees, nor does it include any rock outcroppings; the bungalow on the property is more than 50 years old but the analysis in Section 4.6, Cultural Resources, determined that it is not of historic value.

- **Substantially degrade the existing visual character or quality of the site and its surroundings.**

The site includes degraded pasture land, farm buildings, and ornamental trees such as eucalyptus; future development of the site could replace these features with commercial

buildings and landscaping, which would not constitute a degradation of the existing visual character of the site, but could be considered an improvement.

Impacts Determined to Be Potentially Significant

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Anticipated Future Impact 4.5-1

Future development of the site could introduce glare and nighttime lighting into a rural area, which could affect existing rural residents. This is a potentially significant impact.

Future site development may include uses that would require nighttime lighting and would create glare associated with urban uses and amenities, such as commercial and recreational/ educational activities and outdoor parking lots. Commonly accepted industry standards for outdoor lighting, e.g., hood shields and industry designs to focus lighting, may reduce glare and the “leakage” of excess light from parking lots and nighttime activity areas onto adjacent properties. The City has standard conditions of approval that require that lighting for new projects must reduce light spread.

One of the inevitable consequences of urbanizing a previously rural area is the loss of some dark “night sky” for nearby rural residences. A significant amount of nighttime lighting is generated by passing vehicles on Interstate 80. In addition, urban uses and outdoor lighting have recently been constructed with the Wal-Mart project south of Interstate 80, and more significant development is planned within the 623-acre NQSP area. However, the NQSP and portions of the project site have been planned for urban-type development in the Dixon General Plan for several years.

There are three rural residences along Hess Lane, along the north eastern border of the project site, and three additional residences north of the project site along Currey Road that could be affected by nighttime lighting associated with future site development, albeit they are separated from the commercial uses of the site by more than 250 feet.

Anticipated Future Mitigation Measure 4.5-1

Subsequent development applications for components of the project shall include lighting design provisions to ensure that outdoor lighting does not create glare conditions for residences on Hess Lane, Currey Road, or along Interstate 80.

4.5 Visual Resources

Implementation of the measure above would reduce this anticipated future impact to a less-than-significant level.