

## **5. CEQA CONSIDERATIONS**

# CHAPTER 5

## CEQA CONSIDERATIONS

### 5.1 ALTERNATIVES TO THE PROJECT

As required by CEQA, this EIR analyzes three alternatives to the proposed project. The alternatives are not analyzed at the same level of detail as the project, but are developed to a level of detail that provides for a comparison of potential impacts with the proposed project. The alternatives must also be analyzed for their consistency with the objectives of the project applicant. As noted in Chapter 3, Project Description, the project objectives include:

- Develop a 30-acre highway commercial (HC) area;
- Establish a high-quality gateway to the City of Dixon;
- Devote approximately 30 acres of the site to agricultural activities and the control of agricultural drainage entering the site;
- Design and build the Milk Farm in a sustainable manner and provide a long, productive life for the site's structures and infrastructure; and
- Use the U.S. Green Building Council's current LEED™ rating system to ensure the project's energy efficiency and sustainability.

The three alternatives include the No Project Alternative (including no construction at the project site and buildout under existing General Plan policies), a Reconfigured On-Site Alternative, and an Off-Site Alternative at the Pitt School/Interstate 80 intersection. Each of these alternatives is described and evaluated below.

#### **Alternatives Considered but Rejected**

This EIR evaluates one off-site alternative. This off-site alternative was selected after considering a total of four off-site locations. Two of the rejected alternatives were on lands north of Interstate 80 within the City's Sphere of Influence (SOI) designated as Highway Commercial at the intersections of Interstate 80 and West A Street and Pitt School Road, respectively. These locations were rejected from detailed analysis because portions of the areas within the City's SOI and adjacent lands are under Williamson Act contracts. Lands under Williamson Act contracts would not be available for future development within a reasonable period of time. In addition, the remaining acreage (lands not under Williamson Act contracts) would be insufficient to match the proposed project.

An off-site project location was also considered within the NQSP area south of the project site. This alternative location was rejected because there are no lands of significant size

(i.e., about 30 acres) designated for agriculture use; since agricultural cultivation is an integral part of the project and future site development, this location was also rejected.

## **ALTERNATIVE 1: NO PROJECT**

Under this alternative, the proposed project would not be implemented. The CEQA Guidelines require that for the “No Project” Alternative, an EIR must examine both existing conditions (“No Build”) and a “Buildout” scenario under existing rules (what would occur if the site were developed as allowed under the existing zoning, and other applicable City policies and regulations). CEQA Guidelines Section 15126(d)(4) states:

*The ‘no project’ analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.*

Under the No Project “No Build” Alternative, the project site would remain the same. The site would remain largely undeveloped with two rural residences and remnants of the former use as a roadside attraction. A portion of the site would continue to be used as pasture for livestock. The 30 acres of the northern portion of the site would not be annexed into the City and there would be no General Plan amendment, pre-zoning, or SOI changes.

Under the No Project “Buildout” Alternative, the project site would be developed in the future according to the policies and regulations of the Solano County or Dixon General plans and zoning ordinances. Both the Solano County and Dixon General plans designate approximately one-half of the property along Interstate 80 as Highway Commercial. Under this No Project “Buildout” Alternative, future commercial activity would be allowed along the entire freeway frontage, and would not be clustered near the SR 113/Currey Road/Interstate 80 interchange as envisioned in the conceptual site plan. A larger amount of future development, up to approximately 871,200 square feet, could be built under the No Project “Buildout” Alternative, equivalent to a floor area ratio of 0.8. Also, the 30-acre agricultural lands on the northern portion of the project site would remain in available as pasture or cropland.

## **RECONFIGURED ON-SITE ALTERNATIVE**

Under this alternative, a revised site plan would be proposed, with the main goal of reducing or eliminating the most significant environmental issues that have been identified for the proposed project and anticipated future development.

The Reconfigured On-Site Alternative assumes 30 acres of Highway Commercial and 30 acres of habitat consisting of field crops to be managed so that the fields are suitable as foraging habitat for the Swainson's hawk, including use of hedgerows and scattered native tree plantings (Table 5-1).

TABLE 5-1: Theoretical Uses for the Reconfigured On-Site Alternative

Land Use	Acres
Highway commercial	30
Agriculture/habitat/field crops <sup>1</sup>	30
<b>TOTAL</b>	<b>60</b>

Source: BASELINE

<sup>1</sup> Foraging habitat for Swainson's hawk includes pasture and some field crops.

This alternative assumes that a regional solution to drainage and flooding problems on- and off-site would be implemented through the Joint Powers Authority (see discussion in Section 4.3, Hydrology and Water Quality). The regional solution may include various combinations of detention basins and conveyances at, as of yet, undetermined locations.

This alternative would maintain the current distribution of acreage in Highway Commercial and Agricultural land use designations, as opposed to the proposed project, which would functionally reduce the acreage designated for agriculture from 30 to 25 acres, compared to existing conditions.

Under this alternative, future site development would receive the same City services as in the proposed project. It is further assumed that future access road locations and other site improvements would be similar to those of the proposed project.

## OFF-SITE ALTERNATIVE

Environmental impact reports usually identify one or more off-site alternative locations in the vicinity of a proposed project. Alternative locations that are chosen for analysis must generally be considered as feasible for the proposed project. The purpose of analyzing alternative off-site locations for the proposed project is to determine if significant impacts identified at the project site could be lessened at other locations, while accomplishing project objectives.

In determining whether alternatives identified in an EIR are "feasible," lead agencies are guided by the general definition of feasibility found in CEQA:

*capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors (CEQA Guidelines Section 15364). The range of alternatives required in an EIR is governed*

*by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making (CEQA Guidelines Section 15126.6(f)).*

In addition, the lead agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and proponent's control over alternative sites (CEQA Guidelines Section 15126.6(f)(1)).

*The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126.6(f)(2)).*

To implement the proposed project, an off-site alternative location must possess several key characteristics:

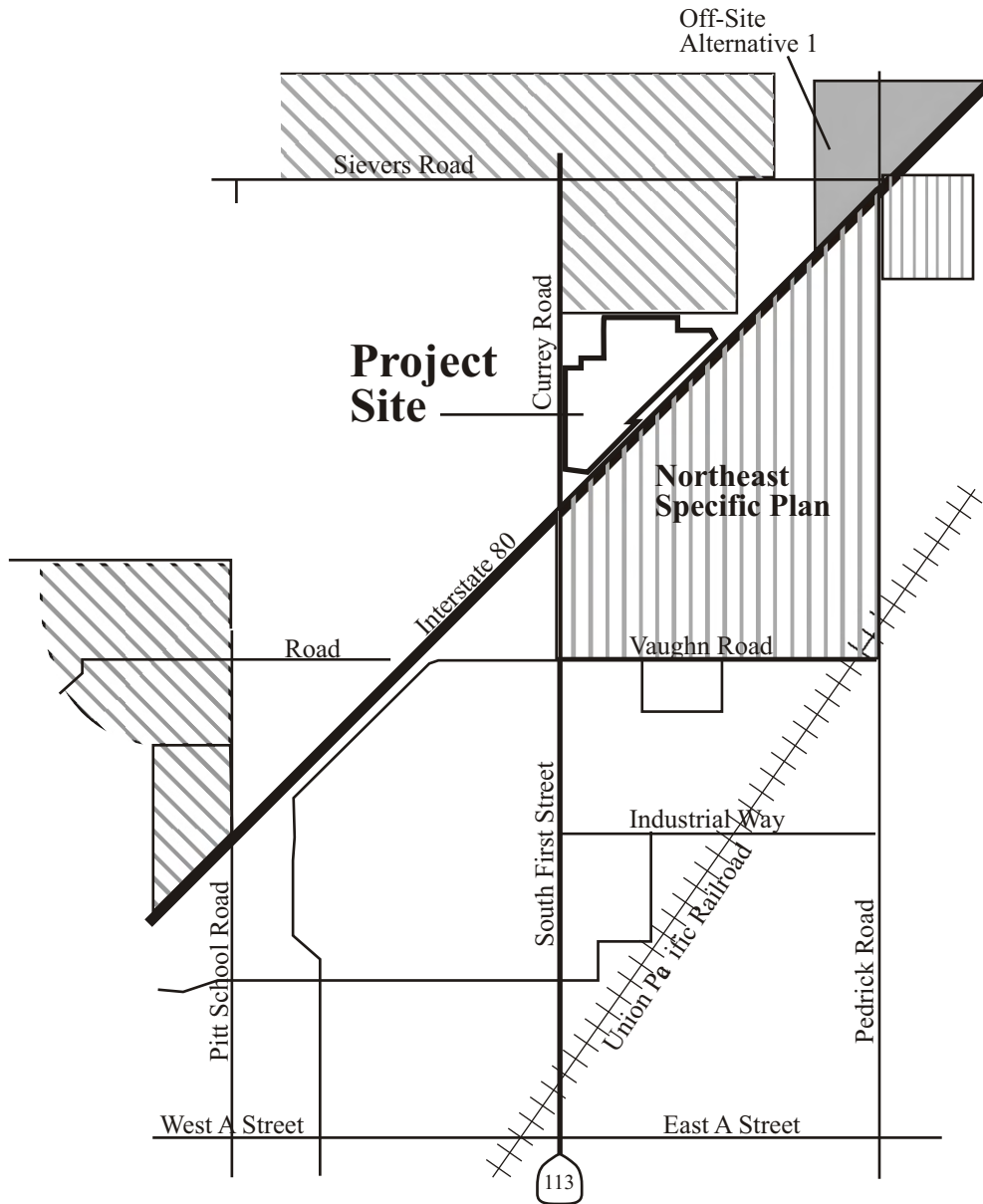
- The site must be located at or near a freeway interchange and must be at least 60 acres in size to allow development of the highway commercial uses, as well as the demonstration farm operations, that are being proposed;
- The site must be vacant or capable of being redeveloped;
- The site must be capable of receiving City services, including domestic water and wastewater treatment;
- The site must not be located within the Vacaville-Dixon Greenbelt or any "community separator" being discussed or planned between Dixon and Davis;
- The site must be available for development within a reasonable period of time.

Four alternative off-site locations were considered for analysis, and one location was carried forward for a more detailed evaluation (see discussion, above, on Alternatives Considered but Rejected) (Figure 5-1).





The Off-Site Alternative consists of about 100 acres of land designated for highway commercial growth. This would be sufficient size to accommodate the 30 acres of Highway Commercial and none of the land is under Williamson Act contract. The Highway Commercial area is adjacent to agricultural lands that could be incorporated into the

# LOCATION OF OFF-SITE ALTERNATIVE

Figure 5-1



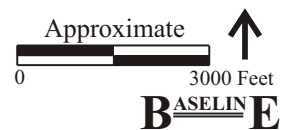
**Legend**

-  Off-Site Alternative - Lands Designated for Highway Commercial
-  Active Williamson Contract Lands
-  Specific Plan Area
-  Project Site Boundary

**Milk Farm  
Dixon, California**

Source: DSMWS 2000 Master Plan

Y1263-B0.00017.Fig5-1.cdr-5/5/05



project. The Pedrick Road/Interstate 80 intersection already contains a service station and a second service station is under construction.

The Off-Site Alternative location is considered feasible assuming the other criteria could be met, including an assumption that the properties would be available for development within a reasonable period of time. To implement the Off-Site Alternative would require several steps, including pre-zoning and annexation.

## COMPARATIVE ANALYSIS OF ALTERNATIVES

This section compares and contrasts the identified project impacts and anticipated future impacts associated with future site development of the No Project, Reconfigured On-Site, and Off-Site Alternatives using the same topical issues discussed in Chapter 4 of this EIR. Table 5-2 summarizes the comparison of the alternatives, which is discussed in detail, below. Following the comparative analysis of each alternative’s environmental impacts is an identification of the environmentally superior alternative.

TABLE5-2: Comparison of Environmental Impacts of Alternatives to Proposed Project and Anticipated Future Project Site Development

	No Project “No Build” Alternative	No Project “Buildout” Alternative	On-Site Reconfigured Alternative	Off-Site Alternative, Pedrick Road
Land Use	○	●	○	○
Agriculture	◐	○	◐	◐
Hydrology	○	●	◐	◐
Public Health and Safety	◐	○	○	◐
Cultural Resources	◐	○	○	●
Visual Resources	◐	○	○	○
Biological Resources	◐	○	◐	○
Transportation	◐	●	○	○
Air Quality	◐	●	○	○
Noise	◐	○	○	○
Public Services	◐	●	○	○
Comply with Project Objectives	No	Yes	Yes	No
Environmentally Superior Alternative	✘		✘	

- = Similar impacts to proposed project
- ◐ = Less impact than proposed project
- = Greater impact than proposed project
- ✘ = Environmentally superior alternative

## Land Use

The No Project “No Build” Alternative would result in no change to existing conditions. The 30-acre Highway Commercial area would remain in the City’s SOI, but would not be annexed into the City, and the 30-acre Agricultural area would remain in Solano County. The No Project “Buildout” Alternative assumes future development of the site in conformance with the Dixon or Solano County General plans and zoning ordinances, i.e., future development of a project consistent with the Highway Commercial land use designations. If 30 acres of the site were developed under the guidelines of the Dixon General Plan, a maximum of more than one million square feet of highway commercial uses (equivalent to a maximum floor area ratio [FAR] of 0.8) could be constructed. However, this large amount of future commercial space could likely not be accommodated on 30 acres, if the required amount of parking would be provided in surface lots. The parking standards of the Dixon Zoning Ordinance require one space for every 280 square feet of retail space, which would require over 3,700 spaces for retail and service uses. Assuming 220 square feet for each surface parking space, the required parking could require about 17 acres of land. Future development under the Reconfigured On-Site and the Off-Site Alternatives could be designed such that future development would be consistent with the Dixon General Plan, so there would be no future impacts related to plan consistency and land uses.

Therefore:

*All alternatives would have less impacts than the proposed project, except that a parking garage may be required for the No Project “Buildout” Alternative, if developed in the future at the maximum square footage for buildings.*

## Agricultural Resources

The No Project “No Build” Alternative would result in no impacts on agricultural lands. The No Project “Buildout” and Reconfigured On-Site Alternatives would have less land use impacts compared to the proposed project, i.e., no additional loss of acres of prime agricultural farmlands compared to five acres for the proposed project. It is assumed that development under the No Project “Buildout” and Reconfigured On-Site Alternatives could be required to mitigate for the loss of prime lands in a fashion similar to the proposed project by placing agricultural conservation easements on the agricultural lands to be annexed into the City. The Off-Site Alternative would have similar impacts on prime agricultural lands being annexed into the City.



Therefore:

*The No Project “No Build” Alternative would have no impacts on loss of prime agricultural lands. The No Project “Buildout,” Reconfigured, and Off-Site alternatives would have less agricultural impacts (no loss of five acres of agricultural lands to other uses) compared to the proposed project.*

## **Hydrology**

The project site is subject to flooding during winter months, as are other lands within the same drainage basin. Impacts of future development of the site under the proposed project, and the No Project “Buildout” and the Reconfigured On-Site Alternatives would be similar: development would require new storm drainage facilities. However, the Reconfigured On-Site Alternative assumes a regional solution to be implemented prior to or as part of future development.

All but the No Project “No Build” Alternative could result in increases in erosion and sedimentation affecting storm water runoff quality; however, those impacts could be mitigated by implementation of a SWPPP for construction and operation of the alternatives.

The hydrology impacts of the Off-Site Alternative could be less than the proposed project and the Reconfigured On-Site and No Project “Buildout” Alternatives, since the Off-Site Alternative is located within different drainage basins that do not have as severe flooding and storm water conveyance problems.

Therefore:

*Implementation of the No Project “No Build” Alternative would not change the existing on-site ponding issues and existing insufficient conveyance of runoff under Interstate 80. The No Project “Buildout” Alternative would exacerbate the existing on- and off-site drainage problems unless that alternative included provisions for on-site runoff retention. The Reconfigured On-Site Alternative would have impacts similar to those of the proposed project. The Off-Site Alternative could have fewer hydrologic impacts due to less complex existing drainage issues at those sites.*

## Public Health and Safety

Under the No Project “No Build” Alternative, on-going remediation of contamination at the site would continue; construction workers involved with future site development would not potentially be exposed to residual contaminants in the surface or subsurface soils. Potential environmental impacts related to health and safety are similar for future development of the project site, as well as the No Project “Buildout” and the Reconfigured On-Site alternatives. The project site has a documented history of contamination of groundwater and soil by hazardous materials associated with previous service station uses. At two of the five locations of service stations, groundwater contamination has been documented and groundwater monitoring is on-going. Future development of the site in accordance with the conceptual site plan, and the No Project “Buildout” and Reconfigured On-Site Alternatives, would have similar impacts. Development of the site could be accomplished with adequate mitigation measures in place, including further investigation of potential asbestos, lead, and heavy metal contamination during building demolition and at the former wastewater treatment ponds and drainage ditch. Health and safety impacts at the off-site alternative location may be less than at the project site, since there are no documented occurrences of contamination in soils or groundwater (RWQCB, 2005a and 2005b; DTSC, 2005) from underground storage tanks or hazardous materials releases, based on a review of state agency databases.

Therefore:

*Development of two of the Off-Site Alternative sites may have fewer environmental impacts related to public health and safety as the proposed project, the No Project “Buildout” and Reconfigured On-Site Alternatives, and the West A Street Off-Site Alternative.*

## Visual Resources

The No Project “No Build” Alternative would have no effect on existing scenic views or nighttime lighting. Visual and lighting impacts associated with future site development for the remaining alternatives (the No Project “Buildout,” Reconfigured On-Site, and Off-Site Alternatives) would be similar. All the alternatives are located adjacent to a designated scenic highway (Interstate 80). Future development of the project site or off-site property would introduce a major commercial project into a predominantly agricultural area and would create glare associated with urban uses, including nighttime lighting. 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.

Therefore:

*The No Project “No Build” Alternative would have no visual impacts. The remaining alternatives would have similar nighttime lighting impacts, which could be mitigated.*

## **Cultural Resources**

The cultural investigation prepared for the project site noted no evidence of archaeological and historic resources on the project site and in the vicinity, and no significant impacts would be expected to occur from either the proposed project or the two on-site build alternatives. The Off-Site Alternative is located in similar agricultural areas and may be assumed to have similar potential for impacts on cultural resources. There may be the potential for encountering deeply buried resources at a depth of 15 or 20 feet in the general area of the Off-Site Alternative location and cultural investigations would be required for the Off-Site Alternative site (Busby, 2005).

Therefore:

*The No Project “No Build” Alternative would have no cultural resources impacts. Future development at the project site, No Project “Buildout,” and Reconfigured On-Site Alternatives would have similar low potential for impacts to archaeological or historic resources. The Off-Site Alternative site may result in greater cultural resource impacts.*

## **Biological Resources**

The No Project “No Build” Alternative would result in no biological impacts. The most significant potential biotic impacts of the future development of the project site, as well as the No Project “Buildout” and Reconfigured On-Site Alternatives, would be loss of Swainson’s hawk foraging habitat, and the potential for impacts to burrowing owls. The Reconfigured On-Site Alternative has been designed to lessen impacts related to loss of foraging habitat by reducing the size of the habitat loss by five acres, and by requiring that the agricultural portion of the project site be managed in the future to be consistent with CDFG guidelines for foraging habitat. Impacts to burrowing owls for the project site and all build alternatives can be mitigated through pre-construction surveys and appropriate actions, if needed. The biological impacts for the Off-Site Alternative would be similar to those associated with development of the project site and the No Project “Buildout” Alternative.

Therefore:

*Aside from the No Project “No Build” Alternative, the Reconfigured On-Site Alternative would have the fewest biological environmental impacts at all alternatives.*

## Transportation

Traffic generation and circulation impacts would be greatest for the No Project “Buildout” Alternative, assuming that this alternative would build close to the maximum amount of commercial space that is allowed under the City’s 0.8 floor area ratio. Future development of the project site is expected to generate approximately 15,041 average daily trips. A similar trip generation would be expected from the Off-Site Alternative. The Reconfigured On-Site Alternative would generate a similar number of trips as the future development of the project site.

Major improvements to freeway interchanges and intersections would be required under all of the alternatives, except for the No Project “No Build” Alternative. Traffic impacts that require mitigation would occur at the following intersections under future site development assuming the implementation of the conceptual site plan and the No Project “Buildout” and Reconfigured On-Site alternatives:

- Sievers Road/Currey Road intersection;
- Milk Farm Road/Currey Road intersection;
- Interstate 80 westbound and eastbound ramps/Currey Road/North First Street intersection;
- Six City intersections; and
- Interstate 80 westbound and eastbound ramps/Pedrick Road intersection.

The extent of the improvements that would be required, or the amount of the fair share contribution of the project site and alternatives to overall improvement costs, is assumed to be related to the amount of traffic generated. Thus, relative traffic impacts would be greater for the No Project “Buildout” Alternative (because a large amount of commercial space could be built) and impacts would be less for the Reconfigured On-Site Alternative.

For the Off-Site Alternative, the greatest traffic impacts would be shifted to the Pedrick Road/Interstate 80 interchange. It is assumed that additional City intersections would also be affected and would require mitigation, such as installation of a traffic signal or additional turning lanes.

Therefore:

*The No Project “No Build” Alternative would have no transportation impacts. The Reconfigured On-Site and No Project “Buildout” Alternatives would have similar impacts, and the No Project “Buildout” Alternative would have the greatest impact.*

## **Air Quality**

Air quality impacts are primarily associated with the size of construction sites and the vehicle trips generated by a specific project. The larger the project, the greater the impacts. All the alternatives, besides the No Project "Build" Alternative, would result in similar air quality impacts. The No Project "Build" Alternative would result in development significantly greater than that identified in the conceptual site plan; the greater development would generate greater air emissions compared to the proposed project.

Therefore:

*The No Project "No Build" Alternative would not result in air quality impacts. The remaining alternatives would have air quality impacts similar to those associated with future development of the project site except for the No Project "Build" Alternative, which would have greater impacts.*

## **Noise**

The noise environment at all alternative sites is dominated by the noise from traffic along the Interstate 80 corridor. Therefore, development for any of the build alternatives would be required to incorporate design features into a project to ensure that the exposure of future site occupants to ambient noise would be reduced to acceptable levels in accordance with the requirements of the Dixon General Plan. All of the build alternatives would also result in an increase in the noise environment for adjacent land uses due to increases in local traffic generation.

Therefore:

*All build alternatives would have similar impacts to future development of the project site in accordance with the conceptual site plan; these impacts would not occur for the No Project "No Build" Alternative.*

## **Public Services**

The most significant public services impact for future development of the project site and all of the alternatives, with the exception of the No Project "No Build" Alternative, is related to the increased demand for wastewater treatment and disposal. The City's existing wastewater treatment plant has no capacity to receive additional flows at this time, according to the RWQCB. Any incremental increase in wastewater demand would create a significant impact, which can only be mitigated with the construction of an additional wastewater treatment disposal area to serve future growth.

The public services impact of the No Project “Buildout” Alternative would be the greatest of all the alternatives, assuming development close to the allowed 0.8 floor area ratio. The Off-Site Alternative would have similar service impacts, i.e., the increased demand for approximately 81,250 gallons per day (gpd) of average dry weather effluent could not be accommodated by the existing City wastewater treatment and disposal capacity. The service impacts of the Reconfigured On-Site Alternative would be similar to the future development of the proposed project and the other alternatives.

Therefore:

*The No Project “No Build” Alternative would have no public service impacts. The other alternatives would have similar significant service impacts, including generation of wastewater.*

### **Environmentally Superior Alternative**

The CEQA Guidelines require that the “environmentally superior” alternative (including consideration of the proposed project) be identified in an EIR. If the No Project “No Build” Alternative is found to be the least environmentally damaging alternative, then a second environmentally superior alternative must be chosen.

Based on the comparative analysis above, the No Project “No Build” Alternative would be environmentally superior alternative. The next environmentally superior alternative would be the Reconfigured On-Site Alternative. The impacts of the Reconfigured On-Site Alternative related to loss of prime farmland and loss of Swainson’s hawk foraging habitat would all be less than for the future project development and the other alternatives (Table 5-1). The Reconfigured On-Site Alternative would meet the objectives of the applicant.

## **5.2 GROWTH-INDUCING IMPACTS**

Growth-inducing impacts of the project would be related to any required Williamson Act contract cancellation, the annexation of land into the City, and the extension of City services.

Approximately 30 acres of the project site is proposed for Highway Commercial designation and 30 acres for Agricultural. About 30 acres of Highway Commercial is within the City’s SOI as adopted by LAFCO, and 30 acres, designated as Agricultural, is outside the City’s SOI in Solano County. The applicant is proposing to amend the SOI by reconfiguring these two land use designations. Thirty acres of Highway Commercial in the southwestern portion of the site would include an “island” of five acres, proposed for

Agricultural (identified as a detention pond in the conceptual site plan), and 25 acres of Agricultural would surround the Highway Commercial area to the north and east. Thus, the net effect of the SOI amendment would be to retain a 30 acre/30 acre mix of urban and non-urban uses. Since land is already included in the SOI north of Interstate 80 as Highway Commercial, the proposed reconfiguration is not considered growth-inducing.

Extension of City water and wastewater services to the project site is already identified in the City General Plan, although the land was not included for near-term development in utility master plans. The impact of extending City services could encourage nearby agricultural owners to cancel or non-renew active Williamson Act contracts in anticipation of urban development. However, the analysis of this issue in Section 4.1, Land Use, found the potential for this impact to be less than significant. Therefore, this project and future site development is not expected to result in a significant growth-inducing impact.

### **5.3 CUMULATIVE IMPACTS**

Cumulative impacts are those project impacts that, taken individually may not cause a significant impact but, when added together with other similar projects in the area, could cause significant cumulative impacts to the environment. The most significant cumulative impacts are those associated with traffic generation from many small developments, which added together, could cause a significant impact to adjacent arterial roads and intersections and result in associated air quality impacts.

A list of all recently constructed, approved, and/or proposed development projects for the City of Dixon has been prepared (Table 5-3). Approximately 600 acres of commercial development and 500 acres of recent or pending housing projects are identified. The major commercial and industrial uses that have been approved or proposed in Dixon during the past year include portions of the NQSP and Southwest Dixon Specific Plan. Within the NQSP, just south of the project site, the Dixon Downs project is undergoing environmental review, with an environmental impact report due out for public review in the summer of 2005. Dixon Downs is being developed by Magna International and includes a 260-acre horse racetrack and betting facility. Also within the NQSP is the proposed Flying J Travel Plaza, a commercial truck stop fueling station/restaurant for trucks and automobiles and approximately 150 acres of Highway Commercial uses being developed by AKT Development.

In the Southwest Dixon Specific Plan, located south of A Street and east of Interstate 80, the Dixon Gateway/Bayside Property project is proposed, consisting of 120 acres of Highway Commercial, Business and Light Industrial Park, and residential uses. Another 60 acres within that specific plan is also proposed for Highway Commercial activities.

Major residential projects that have been constructed, approved, or proposed in Dixon during the past year include the Southpark Project and the Southwest Dixon Specific Plan, which is being developed with a mix of commercial and residential uses. Within the Southpark Project, Pulte Homes is constructing 676 single family residences, 161 multi-family units, and four acres of commercial use on 212 acres. Within the Southwest Dixon Specific Plan, a total of approximately 266 acres among four separate ownerships is proposed for housing.

TABLE 5-3: Recent and Pending Development Projects

Development Project	Description
<b>Commercial Projects:</b>	
<u>Northeast Quadrant Specific Plan</u>	
- Magna International	260 acre horse racetrack, betting facility
- Flying J Travel Plaza	commercial truck stop fueling station, restaurant for truck and automobile occupants
- AKT	149+ acres, in five parcels, for highway commercial and related uses
- Sanborn Construction	7.5 acres – 28,000 sq. ft. office building
<u>Southwest Dixon Specific Plan</u>	
- Dixon Gateway - Bayside Property	120 acres for proposed highway commercial, business and light industrial park and residential
- Lozano Property	Three acres for highway commercial uses
- Schroeder Family Trust	56 acres for highway commercial uses
Ascher Building	7,300 sq. ft., two story building with commercial and apartments
Basalite	Expansion of plant facilities
Coast Development	13,350 sq. ft. commercial building
Coburns Station	Three commercial buildings: 18,770, 11,200, and 4,931 sq. ft.
Dixon Retail Center	1.59 acres of retail with fast food drive-through
Doyle's Tires	912 sq. ft. storage building
First Northern Bank	Parking lot expansion on 0.85 acre, including 100 space, asphalt parking lot, 1,700 sq. ft. storage building, and ten stall carport
Leber Building	5,600 sq. ft. building
Los Amigos Grocery Store	14,600 sq. ft. grocery store



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Development Project	Description
Multi-Modal Transportation Center Building	Rail station on 0.3 acre parcel
North Lincoln Commerce Center	Six 5,525 sq. ft. retail commercial buildings
Pheasant Run Highway Commercial/ Professional Offices Center	Thirteen lots of highway commercial and professional administrative office
Plaza Court Retail Commercial	10,000 sq. ft. retail commercial building
Sonic Burger	13,000 sq. ft. fast food restaurant
Taylor Properties	28,000 sq. ft. industrial building
Wendy's	Two commercial retail buildings: 5,000 and 8,000 sq. ft.
<b>Residential Projects:</b>	
<u>Southpark Project</u>	212 acres comprised of 676 single family residences, 161 multi-family units, and 4 acres commercial (Pulte Homes)
<u>Southwest Dixon Specific Plan</u> - Azevedo & Weyand Property - Garcia Property - Orchard Estates - Steil Property	141 acres for future residential development 20 acres for future residential development 36 acres for proposed residential development 69 acres for residential uses
Alameda Apartments	Ten 2 bedroom apartments
Dixon Second Street Senior Apartments	3.8 acres, 81 low income seniors only (under construction)
Fairfield Apartments	102 apartments (under construction)
Kett Duplexes	Duplexes (completed)
Pheasant Run Planned Development	Pheasant Run unit #7: 108 lots approved; Richmond American Homes (completed)
Rivendale Homes	Planned development for 38 residential lots on 11.5 acres (completed)
St. Anton/Lincoln Creek Apartments	174 residential units (under construction)
West Dixon Estates Subdivision	8 acres; 22 single family lots, and three split-lot duplex lots (completed)
West Mayes Street Duplexes	Two duplexes (under construction)
Williams Townhouses	Two fourplex townhouses

Source: Dixon, 2004b.

Cumulative impacts related to the future development of the project site have been identified in the areas of agriculture, hydrology, biological resources, public services, traffic, and air quality.

### **Impact 5-1**

**The cumulative conversion of agricultural land to urban uses and resultant pressures for development of adjacent agricultural lands is a significant impact.**

Cumulative projects identified in Table 5-3 include about 600 acres of commercial development and about 500 acres of residential development, not including the future development of the project site. The resultant pressures on adjacent agricultural lands for future development is a significant impact.

#### ***Mitigation Measure 5-1***

*The City will require that each development acquire off-site land or a conservation easement on such land within the Dixon planning area or within a ten-mile radius of the City, or each developer must participate in the City's master agricultural conversion program. Each developer must pay the fee established for this program at the time of the City's approval of the tentative subdivision map or as otherwise specified in a development agreement. If the developer opts to purchase land, the developer can re-sell the land to an agricultural operator or other party so long as a conservation agreement acceptable to the City is granted to the City or an agency or organization acceptable to the City. Alternatively, the developer can purchase a conservation easement which is acceptable to the City and grant this conservation easement to the City or an agency or organization acceptable to the City. This would reduce this impact to a less-than-significant level.*

### **Impact 5-2**

**Increases in urbanization will result in cumulative increases in urban-type pollutants in storm water runoff affecting surface waters. This is a potentially significant impact.**

Changing a land use from agricultural to residential and/or commercial/industrial results in increases in impervious surfaces and resultant increases in the volume and velocity of runoff as well as introduction of urban-type pollutants into the runoff and receiving waters. The management of storm water runoff is regulated through the RWQCB through NPDES permits, as described in Section 4.4 of this EIR.

***Mitigation Measure 5-2***

*All developments would be required to implement the provisions of a site-specific SWPPP for construction and operation of individual projects. The SWPPPs would be prepared by experienced professionals and identify feasible BMPs to reduce sediments and pollutants to the maximum extent practicable. This would reduce this cumulative impact to a less-than-significant level.*

**Impact 5-3**

**Cumulative loss of suitable habitat for Swainson's hawk is a potentially significant impact.**

The potential impacts of any proposed development on biotic resources tend to be site specific, and the overall cumulative effect would depend on the degree to which significant vegetation and wildlife resources were protected on each site. This includes preservation of populations of special-status plant or animal taxa (such as the Swainson's hawk and burrowing owl). However, there would be a cumulative reduction in the amount of foraging habitat for Swainson's hawk, burrowing owl, and other raptors with the conversion of existing agricultural cover to urban and suburban uses.

***Mitigation Measure 5-3***

*For every acre of suitable Swainson's hawk habitat, the developer for each project would be responsible for preserving one acre of Swainson's hawk habitat per the California Department of Fish and Game's Staff Report Regarding Mitigation for Impacts to Swainson's Hawk (*Buteo swainsonii*) in the Central Valley of California (1994). The area to be preserved would be confirmed as adequate Swainson's hawk habitat by CDFG. Proof of purchase of the property or a suitable conservation easement shall be provided to the City of Dixon prior to the start of construction of each project. The habitat purchase or purchase of development rights may be combined with land preserved to offset loss of agricultural lands as described in the mitigation for Impact 5-1. This would reduce this impact to a less-than-significant level.*

**Impact 5-4**

**Cumulative impacts to the City's wastewater facilities are potentially significant.**

Cumulative development would increase the demand for City wastewater treatment facilities. The City's wastewater treatment plant and disposal area would not have the capacity to accept effluent from the proposed project and other cumulative projects until a major expansion is approved by RWQCB and constructed.

***Mitigation Measure 5-4***

*Implement Mitigation Measure 4.11-3 for all development projects that are approved by the City prior to the planned wastewater plant upgrade. The measure requires written verification from the RWQCB and/or the City that indicates there is capacity at the City's wastewater treatment plant and disposal area to serve the project. This would reduce this impact to a less-than-significant level.*

**Impact 5-5**

**The cumulative impacts of traffic generated by future site development and major developments in the City of Dixon, such as Dixon Downs, will create unacceptable levels of service at several intersections within the City and at interchanges along the Interstate 80 freeway. In addition, the mainline segment of Interstate 80 through Dixon will be over capacity. This is a significant unavoidable adverse impact.**

The analysis in Section 4.8, Transportation and Circulation, indicates that traffic from future site development and other development under the future year 2025 (cumulative) scenario will cause LOS F on the mainline segment of Interstate 80, at two freeway interchanges, and at six City intersections. Some of these impacts may not be mitigated to a less-than-significant level, since the mitigation requires three steps that are not guaranteed.

***Mitigation Measure 5-5***

*To mitigate cumulative impacts to affected interchanges and intersections, Caltrans and/or the City must identify improvements; the City must amend the CIP to include the improvements; and applicants must pay a fair share of the improvements.*

Because it is uncertain if the City will identify or include these improvements, or it is uncertain whether these improvements could be fully funded if they were added to the City's CIP, this impact would be considered significant unavoidable and adverse.

**Impact 5-6**

**Cumulative impacts to regional air quality. This is a less-than-significant impact.**

The YSAQMD is in non-attainment for the State air standard for PM<sub>10</sub> and the State and National air standard for ozone. The 1992 Air Quality Management Plan and subsequent updates set forth measures to be undertaken to obtain compliance with the standards. These plan have accounted for reductions due to decreased vehicle emissions by to fuel reformulation and engine improvements, increased regulation of stationary sources and

population trends. Projects plans that are consistent with the Air Quality Management Plan will have air quality impacts that have been accounted for will not impede obtainment of the air quality standards. Future development of the project site would not result in a net change to existing land use designations of 30 acres agricultural and 30 acres highway commercial. In addition the project would incorporate TCMs projected to reduce vehicle emissions. Therefore, the proposed project is consistent with the Air Quality Management Plan and therefore would not have a significant cumulative impact, as defined by YSAQMD guidelines (YSAQMD, 1996).

*Mitigation Measure 5-6*

*None required.*

**Impact 5-7**

**Cumulative impacts related to exceedances of YSAQMD thresholds of significance for ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> from construction and/or increased vehicle trips. This is a significant unavoidable adverse impact.**

Estimates of emissions from project construction activities as well as emissions from increases in vehicular trips during site operations would result in exceedances of YSAQMD significance thresholds for ROG, NO<sub>x</sub>, CO, and/or PM<sub>10</sub>. Therefore, any additional emissions from cumulative projects in the City would exceed the YSAQMD thresholds.

*Mitigation Measure 5-7*

*Refer to Anticipated Future Mitigation Measures 4.9-1 and 4.9-3. Implementation of these measures would reduce this impact, but not to a level of less than significant.*

**Impact 5-8**

**The cumulative impacts of increased calls for police and fire services are potentially significant.**

The Dixon Police Chief and Dixon Fire Chief have indicated that the increase in service calls generated by future site development, along with other planned development in the City, would result in the need for additional staffing in the police and fire departments (see discussion under Impact 4.11-4 in Section 4.11, Public Services).

**Mitigation Measure 5-8**

*The City shall require applicants of major development projects to pay a fairshare of the cost of additional staffing for the police and fire departments. This would reduce this impact to a less-than-significant level.*

## **5.4 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

The following significant unavoidable adverse impacts would result from anticipated future development of the project site; no significant unavoidable adverse impacts have been identified for the four proposed project applications:

- Unacceptable LOS at adjacent and nearby Interstate 80 interchanges and City intersections, and on the mainline Interstate 80 following site development;
- Air emissions during anticipated future construction would exceed YSAQMD thresholds for ROG, NO<sub>x</sub>, and CO;
- Air emissions from increased vehicle trips following site development would exceed YSAQMD thresholds for ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub>.

## **5.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Approval of the proposed project would not result in any irreversible changes to the environment; however, future anticipated site development would result in the following irreversible changes:

- Conversion and subsequent loss of approximately five acres of prime agricultural lands to urban uses following site development;
- Contribution to the degradation of air quality associated with the short-term generation of dust and particulate matter from future construction, and associated with the long-term generation of pollutants related to an increase in future automobile traffic; and
- Commitment of non-renewable energy resources such as petroleum products for future vehicular travel and construction activities.

