NORTHEAST QUADRANT SPECIFIC PLAN

ENVIRONMENTAL IMPACT REPORT

DRAFT

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PREPARED FOR: THE CITY OF DIXON
600 EAST A STREET
DIXON, CALIFORNIA 95620
(916) 678-7000

PREPARED BY: WADE ASSOCIATES
urban planning & design
3140 professional drive, suite 140
roseville, california 95661
(916)783-8980 • 916/969-8980

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ac-ft	acre-feet
ADT	average daily traffic
AMSL	above mean sea level
APCD	Air Pollution Control District
BLM	Bureau of Land Management
BMP	Best Management Practices
CAA	Federal Clean Air Act
Cal-EPA	California Environmental Protection Agency
CalOSHA	California Occupational Safety and Health Administration
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CDHS	California Department of Health Services
CDWR	California Division of Water Resources
CEQA	State of California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CMP	corrugated metal pipe
CNDDB	California Natural Diversity Data Base
CO	carbon monoxide
CRWQCB	California Regional Water Quality Control Board
CSWRB	California State Water Resource Board
CWSC	California Water Service Company
dB	decibel
DEIR	Draft Environmental Impact Report
DFD	Dixon Fire Department
DPD	Dixon Police Department
DRCD	Dixon Resource Conservation District
DSMWS	Dixon-Solano Municipal Water Service
DTSC	Department of Toxic Substances Control
DUSD	Dixon Unified School District
E	Employment
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
g	gallons
gpd	gallons per day
gpm	gallons per minute
HC	Highway Commercial
HSAA	Hazardous Substance Account Act
HWCL	Hazardous Waste Control Law
I-80	Interstate 80
kV	kilovolt
LAFCo	Local Agency Formation Commission
Ldn	day-night average level
Leq	average hourly noise levels
LOS	level of service
MCL	maximum contaminant level
mg	million gallons
mgd	million gallons per day

mph	miles per hour
NAAQS	National Ambient Air Quality Standards
NFSAD	North First Street Assessment District
NRHP	National Register of Historic Places
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NQSP	Northeast Quadrant Specific Plan
O	Office
OES	Office of Emergency Services
O_3	ozone
P6	lead
PG&E	Pacific Gas & Electric Company
P-D	Planned Development
PI	Planned Industrial
PM_{10}	respirable particulate matter
psi	pounds per square inch
RCB	reinforced concrete box
RCRA	Resource Conservation and Recovery Act
ROW	right-of-way
SAAOS	State Ambient Air Quality Standards
SARA	Superfund Amendments and Reauthorization Act
SO_2	Sulfur dioxide
SR 113	State Route 113
SVAB	Sacramento Valley Air Basin
SWRCB	State Water Resources Control Board
TDA	Transportation Development Act
TDS	total dissolved solids
TMP	Transportation Management Plan
tpd	tons per day
TSM	Transportation System Management
UBC	Uniform Building Code
U.S.COE	U.S. Army Corps of Engineers
U.S. EPA	U. S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST's	Underground Storage Tanks
YSAQMD	Yolo/Solano Air Quality Management District

1.1 EXECUTIVE SUMMARY

The proposed Northeast Quadrant Specific Plan (NQSP) is the second step in the entitlement process involved in converting raw land outside the Dixon city limits to urban development. The first step, the designation of the 643-acre area from agriculture to an Employment Center and Highway Commercial use, was implemented by the updated Dixon General Plan adopted in December of 1993.

The purpose of the NQSP is to implement the goals, policies and objectives defined by the General Plan and to further develop the specific land use classifications and development guidelines for the plan area. Specifically, this involves defining future land use categories for highway commercial, light industrial, professional/administrative office, and community commercial development. It also involves defining the specific development requirements to: establish a scenic gateway to the community; provide for efficient vehicular and pedestrian circulation; facilitate alternative transportation choices; establish an open space system for habitat management, drainage and agricultural buffer; and to ensure that all development in the plan area is integrated with the City's provision of infrastructure and service.

The Initial Study prepared for the NQSP determined that the project required a full EIR. Since the project is a policy document, it was determined that a Program EIR was the appropriate action under CEQA. Subsequent actions facilitated by the NQSP will require an individual environmental assessment to determine the appropriate action under CEQA. This could require that future projects prepare: a Project EIR; a Supplemental EIR; an Addendum to the EIR; a Mitigated Negative Declaration; or if no additional environmental analysis is deemed necessary, a Negative Declaration of Environmental Impact.

The following is a summary of the environmental impacts associated with the NQSP and the project alternatives. Section 1.2 provides a tabular summary of all impacts and mitigation measures, identified in the EIR (Section 4.0), and Section 1.3 provides a summary of the project alternatives (identified in Section 8.0).

1.1.1 EXISTING AND ADJACENT LAND USES

The NQSP will convert prime agricultural land to urbanization in conformance with the Dixon General Plan. Environmental impacts will potentially result in terms of: agricultural land conversion; residential displacement; conflicts with land use policies; conflicts with adjacent land uses and the cumulative growth inducing impact of extending sewer lines into an agricultural area. Mitigation measures can reduce most impacts to a less-than-significant level. However, the conversion of prime agricultural land to a non-agricultural use, and the extension of urban services into an agricultural area, remain as **significant and unavoidable impacts.**

1.1.2 GEOLOGY, SOILS AND SEISMICITY

The project will result in potential environmental impacts in terms of: soils and seismicity. However, these impacts can all be reduced to a **less-than-significant level through** mitigation measures.

1.1.3 SURFACE AND WATER QUALITY

The NQSP will have potential environmental impacts in terms of: on-site hydrology; off-site hydrology; surface water quality; and surface water quantity. These impacts can all be mitigated to a less-than-significant level.

1.1.4 AIR QUALITY

The project will have potential environmental impacts in terms of: construction impacts; long term traffic impacts; stationary impacts; and cumulative impacts. Both construction impacts and stationary impacts can be mitigated to a less-than-significant level. However, buildout of the project will cause air quality impacts associated with traffic and cumulative development which are significant and unavoidable.

1.1.5 BIOLOGICAL RESOURCES

The NQSP will have potential biological impacts in terms of: vegetation; seasonal freshwater marshes; wildlife resources; Swainson's hawk; Tiger Salamander; and cumulative impacts. However, these impacts can all be reduced to a less-than-significant level by implementing the mitigation measures identified in the EIR.

1.1.6 CULTURAL RESOURCES

Cultural resources potentially impacted by the NQSP include: prehistoric resources, historic resources; and cumulative development. However, these impacts can all be reduced to a less-than-significant level by the mitigation measures identified in the EIR.

1.1.7 TRAFFIC, CIRCULATION AND ACCESS

The project will result in potential traffic and circulation related impacts, including: existing plus project traffic conditions at key intersections; existing plus project traffic conditions at various road segments, and cumulative traffic impacts. However, these impacts can be reduced to a less-than-significant level by implementing the mitigation measures identified in the EIR.

1.1.8 NOISE IMPACTS

The NQSP will result in potential noise impacts associated with: project construction; traffic; on-site noise generation; and cumulative development. These impacts can be reduced to a less-than-significant level by implementing the mitigation measures identified in the EIR.

1.1.9 PUBLIC SERVICES AND UTILITIES

Buildout of the NQSP will potentially have significant impacts on public services and utilities, including: expansion of the North First Street Assessment District; substantial need for additional domestic water; the extension of sewer lines; the expansion of wastewater treatment facilities; the need for solid waste services; fire protection; police protection; education facilities; and cumulative impacts. However, these impacts can all be reduced to a less-than-significant level by implementing the mitigation measures required in the EIR.

1.1.10 VISUAL RESOURCES

The project will potentially result in visual impacts regarding: existing views; future visual impacts; light and glare; and cumulative impacts. However, these impacts can all be reduced to a less-than-significant level by implementing the mitigation measures in the EIR.

1.1.11 PUBLIC HEALTH AND SAFETY

Potential public health and safety impacts identified by the EIR include: underground storage tanks; previous use of pesticides and herbicides; airborne pesticides and herbicides associated with adjacent agriculture; and the use of future hazardous material. These impacts will all be reduced to a less-than-significant level by implementing the mitigation measures identified in the EIR.

1.2 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following Table 1.2.1 provides a summary of all environmental impacts and mitigation measures identified in Section 4.0. This information is incorporated into the Draft Mitigation Monitoring program located in Appendix D.

1.3 SUMMARY OF PROJECT ALTERNATIVES

1.3.1 PROJECT ALTERNATIVES

Project alternatives selected for analysis in this EIR include alternatives which provide a sample of the range of potential environmental effects associated with constructing (or not constructing) the proposed development. Three alternatives to the proposed project are evaluated in Section 8.0, including:

Alternative 1: (the no project alternative);
Alternative 2: (mixed-use development alternative); and
Alternative 3: (alternative project site).

These three development scenarios were selected to allow for a complete evaluation of the merits of various potentially feasible combinations and locations for development. Alternative 1 assess the impacts if the project site is not developed. Alternative 2 provides a reasonable basis for assessing the environmental consequences of different combinations of land uses including residential development. Alternative 3 assesses the impacts of implementing the NQSP on an alternative project site.

1.3.2 COMPARATIVE SUMMARY

The proposed project was compared to the three project alternatives. This comparative review indicates that the no-project alternative is environmentally superior to the project in nine of the eleven impact categories, including: land use and agricultural resources; air quality; biological resources; cultural resources; traffic and circulation; noise, public services and utilities; visual resources; and public health and safety. Both the mixed-use development and the alternative project site alternatives had no impact categories that were considered

TABLE 1.2.1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
EXISTING ADJACENT LAND USES				
AGRICULTURAL LAND CONVERSION				
LU-1: **Prime agricultural land will be converted to non-agricultural use, including 60 acres regulated by Williamson Act Agricultural Preserve.**	S	No feasible mitigation measure		SU
EXTENSION OF SEWER LINE				
LU-2: **The project will extend a sewer line with capacity to serve new development.**	LS	No mitigation required		LS
ADJACENT LAND USES				
LU-3: **The project may impair the agricultural productivity of prime agricultural land adjacent to the NQSP area.**	PS	LU-A:	Ensure that all future development within the NQSP strictly enforce the landscape medians and agricultural buffer zones established by the specific plan.	LS
RESIDENT DISPLACEMENT				
LU-4: **The project will cause the displacement of existing residents.**	LS	No mitigation required		LS
ENVIRONMENTAL PLANS AND GOALS OF THE COMMUNITY				
LU-5: **This project may conflict with adopted community plans or goals established by LAFCo.**	PS	LU-B:	The project will require review and approval by the Solano County LAFCo before it can be annexed to the City of Dixon or developed.	LS

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	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
LU-6:	The project conflicts with adopted community plans and goals established by the Williamson Act Agricultural Preserve	PS	LU-C:	The proposed NQSP shall be reviewed by the Dixon City Council and the Solano County Board of Supervisors and findings shall be made that the 60 acres of the project site currently under Williamson Act should be withdrawn from Agricultural Preserve.	LS
CUMULATIVE IMPACTS					
LU-7:	Cumulative impact - Growth inducement.	S	No feasible mitigation		SU
SOILS					
G-1:	Construction associated with project implementation may cause soil erosion, wind and water erosion, and siltation of local drainages.	S	G-A:	An erosion control plan shall be prepared prior to construction. This plan shall include standards for permanent erosion control design, requirements for full establishment of vegetation, and emphasize drought-tolerant and climate-adapted vegetation.	LS
			G-B:	Disturbed areas of the project site that are not actively under construction during the winter rainy season shall not be left exposed for more than one month.	
G-2:	Damage to structures and infrastructure caused by soils prone to shrink/swell behavior.	S	G-C:	Prior to development of any facility within the specific plan area, a detailed geotechnical investigation of on-site soils shall be conducted to identify the soils subject to shrink/swell behavior.	LS
			G-D:	Hazards associated with shrink/swell soils shall be avoided through proper construction methods which include site drainage, and responsive grading, excavation and foundation design. Potential adverse affects due to soils with high shrink/swell are avoidable if these soils are identified prior to the design and construction, and appropriate design and construction methods are applied.	

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
GEOLOGY AND SEISMICITY			
SEISMICITY			
G-3: Ground-shaking and liquefaction could occur due to possible seismic event along active faults in the area.	S	G-E: All structures and new buildings constructed within the project area shall conform to the latest seismic structural standards of the Uniform Building Code (UBC) as a minimum standard. G-F: Plans for individual buildings subject to public occupancy shall be accompanied by an investigative report prepared by a geologist specialized in engineering. This report shall identify underlying geology including depth of water table, depth to bedrock, and presence and characteristics of sand lenses. Necessary structural measures to adequately respond to the degree of probable risk attributable to these underlying formations shall be recommended. G-G: No public or private electrical, water, wastewater or gas lines shall be permitted to cross identified potential ground failure areas without sufficient precautionary emergency provisions for: rapid shut-off, minimum disruption of service, and any adverse impact on adjoining and surrounding uses in the event of seismic-induced ground failure.	LS
CUMULATIVE IMPACTS			
G-4: The project will minimally contribute to cumulative soil erosion or the potential for exposing people to a possible seismic event.	LS	No mitigation required	LS

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION

SURFACE AND WATER QUALITY

SURFACE WATER QUANTITY

WQ-1:	**Change in land use from agriculture to urban uses will result in potential increases to the quantity of surface water runoff.**	S	WQ-A:	Prior to commencement of on-site grading, the project shall demonstrate, via a detailed hydraulic analysis of post development topographic and drainage conditions, that the final project design would not substantially cause flooding to adjacent or downstream parcels or conveyance facilities. The project proponent shall participate in city-wide drainage improvements in order to increase downstream flow capacities to accommodate this project.	LS
			WQ-B:	Final detention basin(s) design, conveyance facilities, and management of the proposed facilities on-site shall, as demonstrated by the hydraulic analysis of the project proponent and approved by the City of Dixon, adequately accommodate runoff from a 10-year and 100-year storm event. Ultimate development of the entire site must be considered, although drainage infrastructure construction could be phased as needed.	

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
SURFACE WATER QUALITY				
WQ-2 **Change to the quality of runoff would result from the fundamental change in land uses from agriculture to urban uses.**	S	WQ-C:	Prior to commencement of on-site grading, the project sponsor shall develop a surface water quality control plan, to be implemented and approved by the City of Dixon. The plan shall include, but not necessarily be limited to reducing runoff contaminant concentrations by: • installing sediment and grease traps at all catch basins or within storm drain lines; • properly maintaining sediment and grease traps, with responsibility for maintenance assigned to site operations to be established by the project sponsors prior to completion of construction of the first phase of development; • incorporating infiltration facilities (porous pavement or grass swales) within the project to reduce peak flow of runoff; • reducing source pollution causes through practices such as minimal use of fertilizer, pesticides and herbicides, proper application of water for landscape irrigation, keeping roadways and parking lots free of litter and sediments, proper methods and locations for disposal of automobile hazardous wastes; and • maximizing distances between inlets and outlets perhaps using elongated basin shapes.	LS
CUMULATIVE IMPACTS				
WQ-3: **The project will cumulatively contribute to increased surface water runoff and degradation to surface water quality.**	LS	No mitigation required		LS

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION

AIR QUALITY

CONSTRUCTION IMPACTS

AQ-1:	The NQSP will result in short-term construction impacts to air quality.	S	LS
Measures to Reduce PM_{10}		Although only the NO_x emissions exceed the YSAQMD significance thresholds, the following mitigation measures will help to minimize all short term construction air quality impacts. AQ-A: The project construction site shall be watered at least two times per day. Emphasis shall be placed on the watering of unpaved roadways during periods of high vehicle movement. AQ-B: Tarpaulins or other effective covers shall be used on haul trucks when transferring earth materials. AQ-C: Where feasible, all inactive portions of the project construction site shall be seeded and watered until vegetation is grown. AQ-D: All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the YSAQMD. AQ-E: Soils shall not be exposed nor grading occur during periods where wind speeds are greater than 20 mph averaged over one hour. AQ-F: Vehicle speed shall not exceed a maximum of 15 mph on all unpaved roads. AQ-G: All roadways, driveways, and sidewalks shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
Measures to Reduce O_3 Precursors (ROG and NOx)			
		AQ-H: Proper maintenance of equipment and engines shall be maintained at all times.	LS
		AQ-I: Vehicle idling shall be kept to an absolute minimum. As a general rule idling shall be kept below 10 minutes.	
		AQ-J: During smog season (April through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.	
		AQ-K: Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.	
Measures to Reduce Petroleum Contamination of Soils			
		AQ-L: A site assessment shall be conducted before construction activities begin. At locations where petroleum contamination has occurred, the soils shall be remediated using appropriate techniques (Section 4.10, Public Health and Safety). Removal of petroleum contamination will also eliminate the generation of hydrogen sulfide and its associated odor. If unforeseen areas of subsurface contamination are encountered during excavation activities, grading shall be curtailed in the contaminated area until the area is evaluated and remediated as appropriate.	LS
EXISTING AIR QUALITY			
AQ-2: **Existing Air Quality in the project area currently exceeds the YSAQMD's threshold of sighnificiant for O_3 and PM_{10}.**	SU	No feasible mitigation measure	SU

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	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
PROJECT GENERATED EMISSIONS				
AQ-3:	**Long-term mobile sources of air pollution will result from implementation of the NQSP.**	SU	No feasible mitigation measure	SU
AQ-4	**The project plus future (2010) generated emissions will result in vilations of ambient CO standards and a net increase of the O_3 precursors.**	SU	The following mitigation measures will help to reduce air quality impacts; however, this remains as a significant and unavoidable impact. AQ-M: Convenient access, such as shuttle services, to public transit systems shall be provided to encourage shoppers, employees and visitors to use mass transit, thereby reducing vehicle emissions. AQ-N: Information shall be provided at various locations within the project site about carpool, vanpool, or transit use facilities. Incentives, such as parking stalls for carpool and vanpool vehicles shall also be exercised. AQ-O: Employee trip reduction and other applicable transportation control measures shall be developed. An annual report shall be prepared to document and demonstrate employee trip reduction.	SU

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IMPACT		LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
			Mitigation Through Land Use Planning and Site Design		
			AQ-P:	Mixed land uses will reduce vehicle trips and vehicle miles traveled (VMT). Supportive land uses shall be sited within walking/biking distance of one another.	SU
			AQ-Q:	Support facilities to encourage modes of transportation other than the automobile shall include pedestrian and bicycle pathways.	
			AQ-R:	Parking lots, drive-through facilities, and egress/ingress areas shall be designed to reduce vehicle idling. Slow-moving or idling vehicles produce more emissions.	
			AQ-S:	Secure, convenient indoor or outdoor bike storage racks shall be provided at commercial centers, office buildings, and other places of employment.	
			AQ-T:	Street design standards, including landscape areas between the sidewalk and street, night lighting, safe islands in the center of major arterials, automatic street or pedestrian-activated "walk" signals, and adequate "walk" times, shall be enforced.	
			AQ-U:	PM_{10} emissions shall be reduced by curtailing fugitive dust through effective landscaping, and paving all vehicle roads and parking lots.	
AQ-5:	Stationary sources of air pollution associated with energy generating.	LS	No mitigation required		LS
AQ-6:	Airborne PM_{10} from adjacent agricultural operations.	S	AQ-V:	An agricultural buffer is proposed on the east side of the project site.	LS
AQ-7:	Airborne PM_{10} from adjacent agricultural burning.	S	AQ-W	Air pollution control districts regulate the timing and methods of field burning in order to reduce the impact on local and regional air quality.	LS
			AQ-X:	An agricultural buffer is proposed on the east side of the project site.	

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
CUMULATIVE IMPACTS			
AQ-8: Cumulative emissions of ozone (O_3) precursors.	**SU**	**AQ-Y:** • Establish a priority system favoring multi-rider vehicles. • Establish parking pricing strategies. • Maximize telecommunication, including appropriate network infrastructure. • Establish satellite offices when appropriate. (Applicable to office/industrial and educational institutions.) • Offer low-cost financing to employees for the purchase of telecommuting equipment or lend company-owned equipment. • Provide home-computer link to mainframe computer (via modem) so that employees may complete programming tasks or use computers at home. • Employer-sponsored subscription buses to supplement or substitute for public transit service. • Provision of shuttle bus service from an employment center to main transit lines, or during lunch hours to provide employees with access to shopping and restaurants. • Request minibus, jitney or other para-transit service within the project. • Request improvement and possible relocation of an existing transit stop or station to serve both new and existing surrounding development. • Request dedication of bus turnouts or other street designs to accommodate bus travel under the subdivision ordinance. • Request amenities to increase the convenience and attractiveness of transit stops; i.e., waiting shelters, benches, secure bike parking, public telephone, and posted bus schedules. • Request convenient bus schedules to accommodate unusual schedules.	**SU**

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
		• Request free or reduced transit fares for midday central business district trips. • Provide free bus transfers, free or low-cost bus fares, and bus transit passes. • Request construction of a transit center that will serve the future project and the community. • Request development of a park-and-ride lot.	
BIOLOGICAL RESOURCES			
VEGETATION RESOURCES			
B-1: Project will result in the displacement of existing vegetation.	LS	No mitigation required	LS
B-2: Proposed project will result in the removal of agricultural vegetation.	LS	No mitigation required	LS
SEASONAL FRESHWATER MARSH			
B-3: Project will result in the alteration of a seasonal freshwater marsh.	S	B-A: Where practicable, the wetlands area should be avoided through land use planning. B-B: Preserved wetlands area should be protected from development by a buffer or easement, so that the wetland continues to function in a natural state. Buffer widths would vary depending upon final configuration of adjacent proposed land uses. The wetlands area and buffer shall be dedicated as an open-space easement which prohibits structures, grading, and filling activities.	LS

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
		In general, the following standards shall apply to the buffer and preserved wetlands area: • All sprinkler systems shall be designed so that no direct irrigation water reaches any portion of the preserve. Grass-lined swales shall be constructed at the margins of all turfed and irrigated areas that slope toward the buffer in order to intercept and prevent irrigation water from flowing into the wetlands area. • No mowing shall be allowed to occur in a wetland easement. • Surface water runoff from any paved surface shall be directed away from any intermittent tributary or swale which carries water to a wetland.	
		B-C: If the removal or total destruction of the marshland area is unavoidable as a result of the project, it may be required that the impacted wetland be mitigated at a 1:1 ratio so that no net loss of wetland habitat occurs. On-site mitigation is preferable, although off-site mitigation may be allowed.	
WILDLIFE RESOURCES			
B-4: Project will cause a disturbance to wildlife resources.	**LS**	No mitigation required	**LS**
SWAINSON'S HAWK			
B-5 Disturbance to Swainson's hawk habitat.	**S**	B-D: A breeding survey shall be conducted between April and July in order to: • Determine if the species nest on the project site; • To develop appropriate mitigation measures, which may include a 1:1 replacement ratio of impacted foraging habitat. This replacement habitat should include alfalfa and row crops such as tomatoes, oats, wheat, barley, and sugar beets. B-E: Future development shall participate in a County-wide Habitat Management Plan.	**LS**

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	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
TIGER SALAMANDER					
B-6:	Project may cause a disturbance to California tiger salamander habitat.	S	B-F:	A field survey shall be conducted during the spring months in order to: • Determine if the species occurs on the project site; • To develop appropriate mitigation measures.	LS
B-7:	Project may result in a disturbance to habitat of the northern harrier, black-shouldered kite and tri-colored blackbird.	PS	B-G:	Future development shall participate in a County-wide Habitat Management Plan addressing the loss of potential foraging habitat.	LS
CUMULATIVE IMPACTS					
B-8:	Project will contribute to a cumulative loss of seasonal freshwater marsh.	LS	No mitigation required		LS
B-9:	Project will contribute to a cumulative disturbance to Swainson's hawk habitat.	LS	No mitigation required		LS
	CULTURAL RESOURCES				
PREHISTORIC RESOURCES					
C-1:	Potential damage to undiscovered cultural resources.	PS	C-A:	Consultant with qualified archaeologist if buried archaeological deposits are discovered during construction.	LS
HISTORIC RESOURCES					
C-2:	Construction of the project will result in destruction of Vaughn House.	S	C-B:	Future development shall be required to preserve, avoid, or relocate the Vaughn House to a new location. If neither avoidance nor moving the structure is ultimately feasible for the Vaughn House, then the structure shall be fully recorded before demolition.	LS

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	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
C-3:	Construction of the project will result in destruction of Dudley House.	S	C-C:	Future development shall be required to preserve, avoid, or relocate the Dudley House to a new location. If neither avoidance nor moving the structure is ultimately feasible for the Dudley House, then the structure shall be fully recorded before demolition.	LS
CUMULATIVE IMPACTS					
C-4:	Cumulative impact to archaeological and historic resources.	LS	No mitigation required		LS
	TRANSPORTATON, CIRCULATION AND ACCESS				
EXISTING LEVELS OF SERVICE					
T-1	Existing intersections and streets within the project area currently function within a level of service in conformance with the City's policies.	LS	No mitigation required		LS
T-2	The NQSP establishes land use patterns and circulation concepts that must conform with the Dixon General Plan and the Solano County Congestion Management Plan.	PS	T-A:	Future development shall comply with the design guidelines included in the NQSP, ensuring that the project will comply with transportation congestion management and circulation policies in the General Plan and Solano County Plan.	LS

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	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
T-3	The existing traffic conditions, plus the traffic generated by the NQSP will exceed the required LOS at four intersections. All intersections will warrant signalization.	S	T-B:	All intersections identified in the EIR would warrant signalization. A specific analysis shall be prepared as part of any future development to determine the specific signalization required at the fair share contribution to funding such improvements.	LS
			T-C:	Improve the Pedrick Road interchange with Interstate 80. Separate studies, such as Route Concept Approval Studies and Project Study Reports, should be performed in cooperation with Caltrans to determine the ultimate improvements to the interchange and mainline I-80.	
			T-D:	Improve the North First Street interchange with Interstate 80. Separate studies such as Route Concept Approval Studies and Project Study Reports, should be performed in cooperation with Caltrans to determine the ultimate improvements to the interchange and mainline I-80. Direct access should be provided from the interchange ramps into the project site to avoid additional travel on the local street system.	
			T-E:	Construct additional turn lanes at the North First Street/Arterial B intersection. Double left turn lanes are required for the southbound approach of North First Street and the westbound approach of Arterial B. Double right turn lanes are also required for the westbound approach of Arterial B.	
T-4	The existing plus project conditions will result in unacceptable levels of service for various road segments.	S	T-F:	Widen North First Street to six lanes between Interstate 80 and Arterial B.	LS
			T-G:	Widen Pedrick Road to six lanes between Interstate 80 and Professional Drive.	
			T-H:	Contribute to improvements on Interstate 80 adjacent to the project site. A Route Concept Approval Study should be performed in cooperation with Caltrans to determine the ultimate improvements to Interstate 80. The project proponent shall contribute a fair share amount toward these improvements.	

NA = Not Applicable LS = Less-than-Significant PS = Potentially Significant S = Significant SU - Significant and Unavoidable

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
T-5	Implementation of the project would introduce significant development to an area not directly served by public transit.	LS	No mitigation required		LS
T-6	Implementation of the project would increase traffic volumes on surrounding streets which are planned to be used by bicyclists and pedestrians.	S	T-I:	Ensure Safety in the Design of Road Improvements. Design and implementation of roadway improvements shall ensure safe and efficient movement of bicyclists and pedestrians, including sidewalk paths, bicycle lanes and signalized crosswalks at major intersections, in accordance with City standards.	LS
			T-J:	Implementation of the project includes a bikeway and pedestrian trail system for public use.	
CUMULATIVE IMPACTS - WITHOUT PROJECT					
T-7	The cumulative traffic impact in the City of Dixon without the development of the NQSP will require significant improvement to the interchanges of I-80 and Pedrick Road and North First Street, and to sections of both North First Street and Pedrick Road.	S	T-K:	The mitigation of traffic impacts associated with the cumulative - no project scenario would not be the responsibility of the proposed project. Therefore, no mitigation measures have been identified. However, it can be assumed that other projects that make up the cumulative scenario would be responsible for mitigating this impact, and that funding such improvements would be based on a "fair share" assessment based on all future development.	LS

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
CUMULATIVE IMPACTS - WITH PROJECT					
T-8	**The cumulative traffic conditions would exceed LOS at six intersections.**	**S**	T-L:	Improve the Pedrick Road interchange with Interstate 80. Separate studies, such as Route Concept Approval Studies and Project Study Reports, should be performed in cooperation with Caltrans to determine the ultimate improvements to the interchange and mainline I-80.	**LS**
			T-M:	Improve the North First Street interchange with Interstate 80. Separate studies, such as Route Concept Approval Studies and Project Study Reports, should be performed in cooperation with Caltrans to determine the ultimate improvements to the interchange. Direct access should be provided from the interchange ramps into the project site to avoid additional travel on the local street system.	
			T-N:	Construct additional turn lanes at the North First Street/Arterial B intersection. Double left turn lanes are required for the southbound approach of North First Street and the westbound approach of Arterial B. Double right turn lanes are also required for the westbound approach of Arterial B. These improvements, along with the provision of direct site access from the I-80 interchange will improve the operations of the intersection.	
			T-O:	Construct additional turn lanes at the North First Street/Vaughn Road intersection. Double left turn lanes are required for the southbound approach of North First Street and the eastbound approach of Vaughn Road. These improvements, along with the provision of direct site access from the I-80 interchange will improve the operations of the intersection.	

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
T-9	**The cumulative traffic scenarios for 2010 will result in unacceptable levels of service for various road segments.**	S	T-P: Widen North First Street to six lanes between Interstate 80 and Arterial B. T-Q: Widen Pedrick Road to six lanes between Interstate 80 and Professional Drive. T-R: Contribute to improvements on Interstate 80 adjacent to the project site. A Route Concept Approval Study should be performed in cooperation with Caltrans to determine the ultimate improvements to Interstate 80. The project proponent shall contribute a fair share amount toward these improvements. T-S: The Pedrick Road Overcrossing of the railroad tracks is mentioned in the General Plan as a possible location to be considered as a part of a separate study. The overcrossing, if implemented, would cross over the railroad tracks and would not affect the traffic forecasts. This shall be considered with all future cumulative development implementing this project.	
T-10	**Since the site is not in the City of Dixon, it is not directly served by public transit.**	LS	No mitigation required	LS
T-11	**Implementation of the project would increase traffic volumes on surrounding streets which are planned to be used by bicyclists and pedestrians.**	S	T-T: Ensure Safety in the Design of Road Improvements. Design and implementation of roadway improvements shall ensure safe and efficient movement of bicyclists and pedestrians, including sidewalk paths, bicycle lanes and signalized crosswalks at major intersections, in accordance with City standards.	LS
T-12	**Implementation of the project includes a bikeway and pedestrian trail system for public use.**	LS	No mitigation required	

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
SHORT-TERM CONSTRUCTION					
N-1:	**Short-term construction noise impacts associated within the NQSP.**	**S**	N-A:	All contractors shall comply with local, state and federal noise regulations, including fitting all equipment with mufflers according to the manufacturer's specifications.	**LS**
			N-B:	Construction activities shall not take place between 7:00 p.m. and 7:00 a.m. on weekdays and Saturday, and shall not be permitted on Sunday or on federal holidays.	
LONG-TERM NOISE IMPACTS					
N-2:	**Long-term noise impacts associated with traffic.**	**S**	N-C:	Future development shall comply with the City of Dixon. Development criteria in the NQSP shall be required to demonstrate conformance with the City's noise standard or site specific mitigation measures to ensure that noise thresholds are not exceeded.	**LS**
N-3:	**On-Site Noise**	**S**	N-D:	Residential land uses are not proposed for this project. Commercial and office uses located within the proposed year 2010 70 CNEL noise contour, and industrial uses proposed within the 75 CNEL noise contour (Figure 4.8.1), shall be sited and designed to be sensitive to the adjacent I-80 noise source by incorporating appropriate building materials and design techniques to improve both the interior and exterior noise environment. In addition, the use of landscape barriers shall be explored to reduce noise levels adjacent to I-80.	**LS**
CUMULATIVE IMPACTS					
N-4	**Cumulative noise impacts.**	**LS**	No mitigation required		**LS**

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
PUBLIC SERVICES AND UTILITIES			
WATER			
PS-1 Approximately half of the NQSP land area is currently not within the NFSAD and does not have access to a municipal water system.	S	PS-A: Prior to approval of the NQSP, the entire project area shall join the NFSAD to ensure water supply services.	LS
PS-2 Implementation of the NQSP would generate a substantial need for domestic water, increasing current municipal water storage requirements	S	PS-B: Prior to the issuance of a building permit, the project proponent shall obtain evidence that a water supply is available to meet the minimum demand (2.3 mgd) of the project and submit this evidence (will serve letter) to the City of Dixon.	LS
CUMULATIVE IMPACTS			
PS-3 Implementation of cumulative development in the area would generate the need for additional water supply, conveyance, treatment and storage facilities and services.	LS	No mitigation required	LS

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
WASTEWATER			
PS-4 **Buildout of the proposed NQSP would generate an average flow of 694,320 gpd and a peak flow of approximately 1.7 mgd of wastewater. Existing wastewater collection infrastructure would need to be extended to serve the project site.**	S	PS-C: Prior to the issuance of a building permit, evidence that the city's wastewater treatment plant has capacity to accommodate the proposed project shall be submitted to the City of Dixon. PS-D: Prior to the issuance of a building permit, the 60 acres of the project site located east of Pedrick Road shall be annexed into the service district boundaries of the city's sewer service area. PS-E: The project proponent shall be responsible for contributing to the appropriate hook-up fees to help offset the costs of necessary sewage treatment facility expansions. In addition, the project proponent shall e responsible for the construction of sewer lift stations, sewer mains and any other facility improvements deemed necessary to serve the proposed project.	LS
CUMULATIVE IMPACTS			
PS-5 **Implementation of cumulative development in the area would generate wastewater which would need to be treated at the City of Dixon wastewater treatment plant.**	LS	No mitigation required	LS

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
SOLID WASTE				
PS-6	**Implementation of construction activities would generate lumber, sheetrock, and other scrap materials during construction. In addition, implementation of the proposed project would generate approximately 138,992 pounds of solid waste per day.**	S	PS-F: Prior to final map approval, the project proponent shall submit a construction waste; commercial and industrial; and an open space waste recycling program for long-term handling of recycled waste from the project site. PS-G: The project proponent shall provide provisions for an on-site recycling center for commercial and industrial uses. In addition, adequate collection facilities for recyclable materials shall be located throughout the project site including outside storage and collection containers. PS-H: Grass clippings, prunings and other organic waste resulting from open space maintenance are classified as clean waste and shall be made available for composting or recycling.	LS
CUMULATIVE IMPACTS				
PS-7	**Implementation of cumulative development in the area would generate solid waste which would need to be disposed of in the B&J Landfill.**	LS	No mitigation required	LS

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
FIRE PROTECTION SERVICES					
PS-8	**The substantial increases in employees and structures associated with implementing the NQSP would increase the demand for fire protection and emergency medical aid services provided by the Dixon Fire Department and Foothill Ambulance.**	**S**	**PS-I:**	Prior to recordation of a final map or issuance of a grading permit, the project proponent shall either dedicate land for a fire station and provide financial contributions toward equipment and/or personnel or shall participate in establishment of an assessment district in which all property owners in the area would dedicate funds towards establishment of adequate fire protection facilities.	**LS**
			PS-J:	Prior to the issuance of building permits, the project proponent shall design and submit a plan to the Dixon Fire Department showing all required fire hydrant locations, detailed calculations to determine fire flow based on future structural design requirements, and access to all developed areas in accordance with city standards.	
			PS-K:	Prior to the issuance of building permits, the project proponent shall prepare and submit a plan for emergency response including details of each proposed facility and the business conducted, an inventory of hazardous materials handled or stored on-site and a training program for employees.	
CUMULATIVE IMPACTS					
PS-9	**Cumulative development in the area would impact existing fire protection and emergency medical aid services.**	**LS**	No mitigation required		**LS**

IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
POLICE PROTECTION				
PS-10 Implementation of the proposed project would increase the daily population in the City of Dixon which would generate additional traffic on local roadways. Implementation of the project would also generate additional traffic accidents, vehicle thefts, office burglaries, vandalism, and personal disputes.	**S**	PS-L:	Prior to final map approval or issuance of a building permit, the project proponent shall request the city to commit to increase funding for necessary police services and required equipment. The city shall also verify that funding can be increased during buildout of the proposed project, through either a combination of impact fees imposed on new development and/or an increase in general fund allocations. In any event, the project proponent shall be responsible for paying its fair share for additional staff and equipment to serve the project site. This shall be established prior to occupancy of any structure occupying the project site.	**LS**
		PS-M:	The project proponent shall be responsible for providing an on-site private security staff to adequately serve the proposed project. This staff would be responsible for securing future structures and providing security in parking lots during and after normal business hours.	
CUMULATIVE IMPACTS				
PS-11 Cumulative development in the area would impact existing police protection services.	**LS**	No mitigation required		**LS**
EDUCATIONAL FACILITIES				
PS-12 Implementation of the proposed project would increase the daily population in the City of Dixon, however, it would not directly increase student enrollment at any of the existing educational facilities.	**PS**	MS-N	The project proponent shall be responsible for paying $0.27 per square feet of commercial and industrial development consistent with Assembly Bill 2926, which requires the contribution of developer's fees to fund future educational facilities.	**LS**

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
CUMULATIVE IMPACTS				
PS-13	**Implementation of cumulative development in the area could impact existing educational facilities and services.**	**LS**	No mitigation required	**LS**
ELECTRICITY AND NATURAL GAS				
PS-14	**Implementation of the proposed project would generate the need for electricity and natural gas services.**	**LS**	No mitigation required	**LS**
CUMULATIVE IMPACTS				
PS-15	**The project will cumulatively contribute to the need for energy in the project area.**	**LS**	No mitigation required	**LS**
TELECOMMUNICATIONS				
PS-16	**Implementation of the proposed project would generate the need for telecommunications services and facilities.**	**LS**	No mitigation required	**LS**
PARKS AND RECREATIONAL FACILITIES				
PS-17	**Implementation of the proposed project would involve construction of commercial, administrative office, and industrial uses and would not generate the need for additional public parks and recreational facilities. The need for private recreational facilities would be necessary for future employees who might want to exercise during lunch or in the evening.**	**LS**	No mitigation required	**LS**

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
CUMULATIVE IMPACTS			
PS-18 **The project will have a minimal impact on cumulative park and recreation facilities.**	**LS**	No mitigation required	**LS**
VISUAL RESOURCES			
EXISTING VIEWS			
VR-1 **Implementation of the proposed project would result in the elimination of views of the existing open space and agricultural uses**	**LS**	No mitigation required	**LS**
FUTURE DEVELOPMENT			
VR-2 **Development of the proposed project would change existing views from I-80, North First Street, Vaughn Road and Pedrick Road.**	**LS**	No mitigation required	**LS**
LIGHT AND GLARE			
VR-3 **Implementation of the proposed project would generate daytime glare and reflections off building finishes and vehicles in parking lots. In addition, the project would result in an increase in nighttime lighting from adjacent locations and scenic highways.**	**S**	VR-A: Bare metallic surfaces such as pipes, vents, gutters, and flashings shall be painted or concealed from view in a manner harmonious to the structure. All flashing and sheet metal must be treated to match the adjacent materials. VR-B: Primary roofing materials shall be non-reflective. VR-C: Monolithic glass structures shall not be allowed unless used as a portion of a building to highlight an entry. VR-D: Building mass colors shall be of varied hues that minimize glare with bright colors limited to use around doors, trims, awnings and other pedestrian-oriented features.	**LS**

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
CUMULATIVE IMPACTS			
VR-4 **The long-term visual aesthetic issue associated with implementation of cumulative development generally includes the replacement of visual qualities of natural and altered open space with urban uses associated with development.**	**LS**	No mitigation required	**LS**
PUBLIC HEALTH AND SAFETY			
UNDERGROUND STORAGE TANKS			
PH-1 **Underground storage tanks presently exist on the project site.**	**S**	PH-A: A qualified geotechnical engineer shall excavate existing tanks and inspect the areas where tanks have been previously removed. Soil samples shall be taken from the base of the excavations and analyzed for contamination. If contaminants are found, additional sampling shall be required to determine the extent of the contamination and how it will be remediated (excavation, removal and/or venting). If groundwater is found in the base of the excavation or in bore holes, the CRWQCB may require the installation and sampling of one or more monitoring wells. If groundwater contamination is identified and the levels of contaminants do not appear to decrease over time, remediation of the groundwater may also be required.	**LS**

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
PESTICIDES AND HERBICIDES					
PH-2	Pesticides and herbicides may have been used on the project site.	S	PH-B:	Soil samples in areas identified in the Preliminary Site Assessment shall be taken. These areas include locations where pesticides were stored, mixed and applied.	LS
			PH-C:	The entire site occupied by Mistler Trucking/Mistler Farm operations shall be excavated and surveyed for contaminants. A Level One Toxic's Analysis shall be prepared by a qualified geotechnical engineer to define the level of contamination and any required remediation techniques. This analysis shall be performed prior to grading or construction activities to reduce potential exposure of construction workers and the general public to hazardous materials.	
AIRBORNE PESTICIDES AND HERBICIDES					
PH-3	Airborne pesticides and herbicides in the project vicinity could impact future development.	S	PH-D:	The restrictions of the Solano County Agricultural Commissioner on pesticide and herbicide spraying shall be followed, especially conditions restricting the aerial spraying of specific chemicals in proximity to the project site. If regulations concerning pesticide and herbicide spraying are not being enforced effectively, the Cal-EPAs Department of Pesticide Regulation shall be notified and enforcement action requested.	LS

	IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE		RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
PRESENCE OF HAZARDOUS MATERIALS					
PH-4	Hazardous materials may be used and stored in association with future development.	S	PH-E:	A hazardous waste reduction program shall be prepared prior to leasing a portion of the site to a business handling hazardous materials. The goal of the hazardous waste reduction program is to reduce the project site's contribution to hazardous waste generation and disposal. This program shall consider the wastes generated by the occupants of the site, except for occupants required by law to implement similar programs because they generate substantial quantities of hazardous waste greater than those triggering the legal requirements for waste minimization.	LS
CUMULATIVE IMPACTS					
PS-5	Cumulative impacts to public health and safety.	LS	No mitigation required		LS
	GROWTH INDUCING IMPACTS				
ECONOMIC AND POPULATION GROWTH					
GI-1:	The project will indirectly generate a daytime population increase of approximately 11,000 people.	LS	No mitigation required		LS
EXPANDED CAPACITY					
GI-2:	The project would contribute to the need for expanded capacity at the City's wastewater treatment plant.	LS	No mitigation required		LS

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
EFFECTS ON ADJACENT LAND			
GI-3: The project could cause growth-inducing effects on adjacent agricultural land.	**S**	No feasible mitigatino measure	**SU**

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environmentally superior to the proposed project. Table 1.21 shows a comparative summary of the project to the three alternatives.

TABLE 1.3.1
COMPARATIVE SUMMARY OF PROJECT ALTERNATIVES

	NO PROJECT	MIXED-USE DEVELOPMENT	ALTERNATIVE PROJECT SITE
Land Use and Agricultural Resources	S	NS	NS
Geology, Soils and Seismicity	NS	NS	NS
Surface and Water Quality	NS	NS	NS
Air Quality	S	NS	NS
Biological Resources	S	NS	NS
Cultural Resources	S	NS	NS
Traffic and Circulation	S	NS	NS
Noise	S	NS	NS
Public Services and Health	S	NS	NS
Visual Resources	S	NS	NS
Public Health and Safety	S	NS	NS

S = Environmentally superior
NS = Not environmentally superior

1.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE:

Section 15126(d)(2) of CEQA requires that if the environmentally superior alternative is the no-project alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

As shown in Table 1.2.1, the no-project alternative is considered the environmentally superior alternative because, in comparison to the proposed project, it clearly has the most environmentally superior characteristics. This means that, per CEQA, the other two alternatives must be considered as the environmentally superior alternative. However, it is clear that in comparison to the proposed project, neither the mixed development or the alternative project site can be deemed as environmentally superior. Both alternatives are defined as not being environmentally superior to the project in each of the 11 impact categories.

Therefore, the proposed NQSP project is considered to be the environmentally preferred project.

1.5 CONCLUSION

The NQSP will implement the intent of the Dixon General Plan to develop the project site as an employment center and to create a visually pleasing, well planned gateway to the community. However, there are four impact areas associated with the NQSP that are considered significant and unavoidable. This includes:

- conversion of prime agricultural land to a non-agricultural use;
- growth inducement potential of extending urban services into an agricultural area;

- existing plus project air pollution impacts; and
- cumulative air quality deterioration.

The Alternatives Analysis considered the environmental impacts of allowing no development on the project site, of changing the NQSP land use mix to include residential development, and the relocation of the NQSP somewhere off the project site. The fewest environmental impacts would result from the no-project alternative. However, this option would not be consistent with the Dixon General Plan and would not meet the project objectives. The other two alternatives were assumed as having greater environmental impacts than the project. It was therefore concluded that the NQSP is the environmentally preferred project.

Section 15093 of CEQA requires that decision makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. If the benefits of the proposed NQSP are deemed to outweigh the significant and unavoidable impacts, the adverse environmental effects may be considered "acceptable".

Where the decision of the public agency allows the occurrence of significant and unavoidable impacts identified in the Final EIR, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the public record. If the agency makes a statement of overriding consideration, the statement should be included in the record of the project approval and should be inventoried in the Notice of Determination.

2.1 PROJECT SUMMARY

The purpose of the Northeast Quadrant Specific Plan (NQSP) is to define the land use pattern and development guidelines for a 643-acre commercial, business-professional, and light industrial park in conformance with the Dixon General Plan. The plan area is located northeast of the City of Dixon in unincorporated Solano County, adjacent to the City of Dixon corporate boundaries and within the City of Dixon Sphere of Influence.

2.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) has been prepared to assess the impacts of the proposed NQSP, pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (14 California Administrative Code Section 15000 et seq.), and the City of Dixon environmental review procedures.

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. Approval of the NQSP constitutes a "project" under CEQA.

The EIR is a public document used to analyze the environmental effects of a proposed project, indicate ways to reduce or avoid possible environmental damage, and identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided, growth-inducing impacts, and significant cumulative impacts of all past, present, and reasonably anticipated future projects.

The EIR is an informational document used in the local planning and decision-making process. It is not the purpose of the EIR to recommend either approval or denial of a project.

2.3 SCOPE OF THE EIR

As provided for in the State CEQA Guidelines, the focus of the EIR is limited to specific issues and concerns identified by the City of Dixon as significant or potentially significant. The city prepared and circulated an NOP of an environmental impact report in November 1992. The NOP contained a project description and environmental checklist form (initial study checklist) included in Appendix A of the EIR. The purpose of the NOP was to inform agencies that an EIR would be prepared. Ten agencies responded to the NOP; responses are contained in Appendix B.

The EIR scoping process identified areas of controversy and concluded that a full EIR was required for the NQSP. The following impact categories were identified as having the potential of creating adverse environmental impacts and have, therefore, been analyzed in this EIR:

- Land Use
- Geology, Soils and Seismicity
- Surface and Water Quality
- Air Quality
- Biological Resources
- Cultural Resources
- Traffic, Circulation and Access
- Noise
- Public Services and Utilities
- Visual Resources
- Public Health and Safety

This EIR is a Program EIR as defined by Section 15168 of CEQA. A Program EIR is intended where there are a series of actions that are related as a logical part in a chain of contemplated actions. This allows for a more general review of a policy document, and a more detailed "construction- level" analysis when specific projects are proposed that implements the policy document.

The proposed NQSP is the second step in the entitlement process involved in converting raw land to urban development. The first step, the designation of the land as an Employment Center (E) and Highway Commercial (HC) on the Dixon General Plan Land Use Map, was adopted in December 1993. Future actions, include: annexation; zoning; and specific project construction. Subsequent projects under the NQSP must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. Environmental review of subsequent projects may be substantially reduced to the extent that this Program EIR reviews project impacts and sets forth mitigation measures (Public Resources Code Sections 21156-21159).

Projects subsequent to the Program EIR will be subject to preparation of an initial study to determine whether the subsequent project and its significant environmental effects were included in the Program EIR. If the City of Dixon finds that the subsequent project will have no additional significant environmental effect, and that no new mitigation measures or alternatives may be required, it may prepare a negative declaration of environmental impact (CEQA, Section 15153(c)).

2.4 TERMINOLOGY USED IN THE EIR

The NQSP project will herein be referred to as the project, and the geographical boundaries of the project will be referred to as the plan area throughout the document.

The EIR recognizes the following terminology, which may be used to denote the significance of impacts:

- "no change" means that no change from the existing conditions is expected to occur;
- a "less-than-significant" impact would cause no substantial change in the environment (no mitigation is recommended);
- a "potentially significant" impact might cause a substantial change in the environment; however, additional information not presently available is needed to determine the extent of the impact (mitigation is recommended);
- a "significant" impact is one that would cause substantial change in the environment (mitigation is recommended); and
- a "significant and unavoidable" impact is one that would cause a substantial impact on the environment and cannot be avoided if the project is implemented. Mitigation may be recommended to lessen impacts but will not reduce the impact to a less-than-significant level.

2.5 TIERING OF THE EIR

As provided by Section 15152 of CEQA, agencies are encouraged to tier EIRs for separate but related projects, including general plans, zoning changes and development projects. This

approach is intended to eliminate repetitive discussions of the same issues and focus the EIR on the actual issues ripe for decision at each level of environmental review.

The intent of the NQSP is to implement the policies of the General Plan. The objective of the Dixon General Plan is to develop a balanced community that will provide residents with a wide range of housing, employment, recreational, shopping and cultural opportunities. This will involve a balancing of traditional values and lifestyles with contemporary, fiscally responsible municipal services and economic progress. The General Plan is intended to control and guide change in accordance with the development principles expressed by community residents and their representatives.

The General Plan was developed using a time horizon of approximately twenty years (through the year 2010). It is based on analyses and assumptions concerning social, economic and physical conditions which may be subject to change over time. Once the City of Dixon adopted its general plan, it was assumed that "area plans" and "specific plans" would be adopted to address local concerns in additional detail. The NQSP is such a specific plan.

The environmental review process used to adapt the 1993 Dixon General Plan was an Environmental Assessment (EA). The EA was prepared to evaluate the probable environmental effects associated with the implementation of the City of Dixon's General Plan. The discussion in an EA is necessarily presented at a generalized level, since General Plan impacts cannot be predicted with the same degree of accuracy as the impacts associated with a site-specific construction project. It was assumed that supplemental assessments would be required in circumstances where a specific development proposal presents some factors or characteristics that were unforeseen in the General Plan.

For purposes of preparing the NQSP, the General Plan Environmental Assessment was used as the baseline data to initiate analysis. This information was therefore used in the NQSP EIR both by reference, and where appropriately, by direct incorporation, as part of the tiering process directed by CEQA.

As the next stage in the entitlement process, the NQSP implements goals, policies and objectives outlined by the General Plan. The specific plan further defines development policies by breaking down the basic land use classifications of Employment Center (E) and Highway Commercial (HC) into specific categories, including: highway commercial, light industrial, professional/administrative office, and community commercial.

Future steps in the entitlement process will include annexation, zoning, the preparation of parcel maps, and the development of specific projects. At each level of the development process, individual environmental assessments will be required.

2.6 REQUESTED DISCRETIONARY ACTIONS

The project proponent requests the following discretionary actions from the City of Dixon:

- Dixon Northeast Quadrant Specific Plan general plan amendment to amend the text and the land use map of the Dixon General Plan;
- Adoption of the Northeast Quadrant Specific Plan;
- Certification of the Northeast Quadrant Specific Plan Environmental Impact Report;
- Adoption of the Mitigation Monitoring Program;
- Approval of zoning consistent with Northeast Quadrant Specific Plan land uses; and

- Resolution of Intent to request the Solano County Local Agency Formation (LAFCo) to undertake proceedings for the Northeast Quadrant Specific Plan annexation to the City of Dixon.

The following actions are requested from the Solano County Local Agency Formation Commission (LAFCo) and Solano County:

- Detachment of the Northeast Quadrant Specific Plan area from existing Solano County service districts;
- Annexation of the Northeast Quadrant Specific Plan area to the City of Dixon; and
- Amend Solano County General Plan and Zoning to create consistency between city and county planning documents.

Full implementation of the land uses described in the specific plan will require additional approvals:

- Approval of project development agreements between the project proponent and the City of Dixon;
- Final Subdivision Map approval for the major parcels into which the plan area is to be subdivided;
- Approval of tentative and final maps for individual projects;
- Building permits for all structures within the plan area;
- Grading permits to allowing grading of the project site; and
- Potential requirements for U.S. Army Corps of Engineers permits under Section 404 of the Clean Water Act.

2.7 AGENCIES THAT WILL USE THE EIR

The City of Dixon Community Development Department is the lead agency responsible for management, preparation, review and approval of this EIR, as defined in Section 15051(b) of the State CEQA Guidelines. The City of Dixon will have discretionary authority over primary project approvals. Responsible agencies are public entities that have similar discretionary authority through the environmental review process including, but not limited to, the California Regional Water Quality Control Board (CRWQCB), U.S. Army Corps of Engineers (COE), and the California Department of Fish and Game (CDFG). Table 2.7.1 shows the agencies affected by the project and the action or permit required.

TABLE 2.7.1
AFFECTED AGENCIES

ACTION OR PERMIT	AGENCY
Approval of Project/Specific Plan	City of Dixon
Certification of EIR	City of Dixon
Adoption of Mitigation Monitoring Program	City of Dixon
Detachment	Solano County LAFCo
Annexation	Solano County LAFCo and City of Dixon
Environmental Clearance (Section 1603 Agreement)	California Department of Fish and Game
Environmental Clearance (Section 404 Permit)	U.S. Army Corps of Engineers
Waste Discharge Permit	California Regional Water Quality Control Board
Air Quality Permit to Construct	Yolo-Solano APCD
Air Quality Permit to Operate	Yolo-Solano APCD
NPDES Permit	U.S. Environmental Protection Agency

2.8 THE EIR PROCESS

The City of Dixon is encouraging public review of the EIR through various means including the notice of preparation (NOP) of an EIR and future public hearings before the planning commission on the Draft and Final EIR and the city council on the Final EIR. The EIR will be initially published as a Draft EIR, and made available to the public, responsible and trustee agencies, and all other interested jurisdictions, agencies and organizations for review and comment.

Written comments received on the Draft EIR will be reviewed, responded to, and incorporated into a Final EIR. Public hearings will then be conducted by the Dixon City Council on the Final EIR and the associated specific plan application.

2.9 MITIGATION MONITORING PROGRAM

Effective as of January 1, 1989, State of California Public Resources Code Section 21081.6 requires lead agencies to adopt reporting or monitoring programs to ensure implementation of any mitigation measures outlined in an EIR. The proposed project shall comply with the requirements of Public Resources Code Section 21081.6 and shall be subject to a mitigation monitoring report in accordance with the City of Dixon CEQA procedures in effect at the time of certification of the EIR.

The monitoring program shall include 1) a list of all mitigation, 2) a description of the procedures to be followed and the reporting forms to be used, and 3) a discussion of responsibility and authority and provisions for enforcement. A Draft Mitigation Monitoring Program is included in Appendix D of the Draft EIR, and the Final Mitigation Monitoring Program in its entirety will be included with the Final EIR.

2.10 KEY ASSUMPTIONS USED IN PREPARING THE EIR

- The 1993 Dixon General Plan and Environmental Assessment are incorporated by reference.
- The time frame for implementing the NQSP is 2010 (20 years) as is the projected time frame for the Dixon General Plan.
- A Program EIR is the appropriate type of EIR to prepare for the NQSP because the specific plan provides policies, but is not at a construction level of detail.
- Future construction-level analysis associated with implementation of the NQSP will require separate independent environmental assessment under CEQA.
- Where there is presently insufficient information to accurately predict the significance of an impact, an assessment of "potentially significant" will be identified.
- Economical social effects are not required under CEQA (Section 15131) and were not requested as part of the EIR's analysis.
- A Mitigation Monitoring Program will be adopted as part of the Final EIR (FEIR).

3.1 PROJECT OVERVIEW

The Dixon Northeast Quadrant Specific Plan (NQSP) establishes a land use and circulation plan, policies and guidelines for the ultimate development of 643 acres within the City of Dixon. The specific plan defines the land use and development standards that will be applied to the plan area upon annexation to the city and is intended to implement the objectives and policies of the City of Dixon General Plan which projects growth through the year 2010.

The NQSP policies add emphasis and detail to the City of Dixon General Plan policies and establish policies applicable only to the plan area. All general plan policies applied within the specific plan area are incorporated by reference. The specific plan map provides greater detail of uses within the plan area but is consistent with the general plan.

All subsequent subdivision and development, public works projects and zoning regulations within the plan area must be consistent with the specific plan and the mitigation measures identified in this EIR.

Several factors have resulted in the City of Dixon's decision to prepare the NQSP at this time. The City has received three separate requests for annexation from properties within the plan area. Further, a major commercial truck gas station has been proposed at the Pedrick Road/I-80 interchange, which would create a commercial node within the City's sphere of influence but outside of the city limits. The recently adopted Dixon General Plan designates the NQSP area as an Employment Center (E) and Highway Commercial (HC), clearly planning for this area to be developed. It was, therefore, concluded that the timing was appropriate for developing specific planning standards to direct the future development of this area.

3.2 PROJECT LOCATION

The proposed project is situated in the Central Valley region of Northern California, approximately 25 miles west of Sacramento and 65 miles east of San Francisco, as shown on Figure 3.2.1. The proposed NQSP project site encompasses 643 acres of unincorporated land generally located north of Travis Air Force Base, south of the City of Davis and Yolo County, east of the City of Vacaville and the Vaca Mountains, and west of the City of Sacramento and the Yolo Bypass. Specifically, the site is situated north of Vaughn Road, south of Interstate 80, east of North First Street, and west of Pedrick Road adjacent to the Dixon city limits in unincorporated Solano County (See Figure 3.2.2).

Land uses in the vicinity of, and surrounding the project site include a combination of agricultural, industrial, commercial, and residential uses. Uses occupying the 643-acre site include a livestock auction facility, Christmas tree farm (vacant), a trucking and maintenance operation, industrial fabrication/storage facility, and eleven residential structures.

The remainder of the site is currently in agricultural production and is intensively cultivated to grow orchard, field, and row crops.

Regional access to the project site is provided via Interstate 80 with interchanges located on both North First Street and Pedrick Road. Local access to the project site is provided via North First Street, Vaughn Road, and Pedrick Road. The Southern Pacific Railroad (SPRR) diagonally intersects the southeast corner of the property. Figure 3.2.3 is an aerial photograph of the area showing the project site, I-80, and the Southern Pacific Railroad (SPRR) right-of-way.

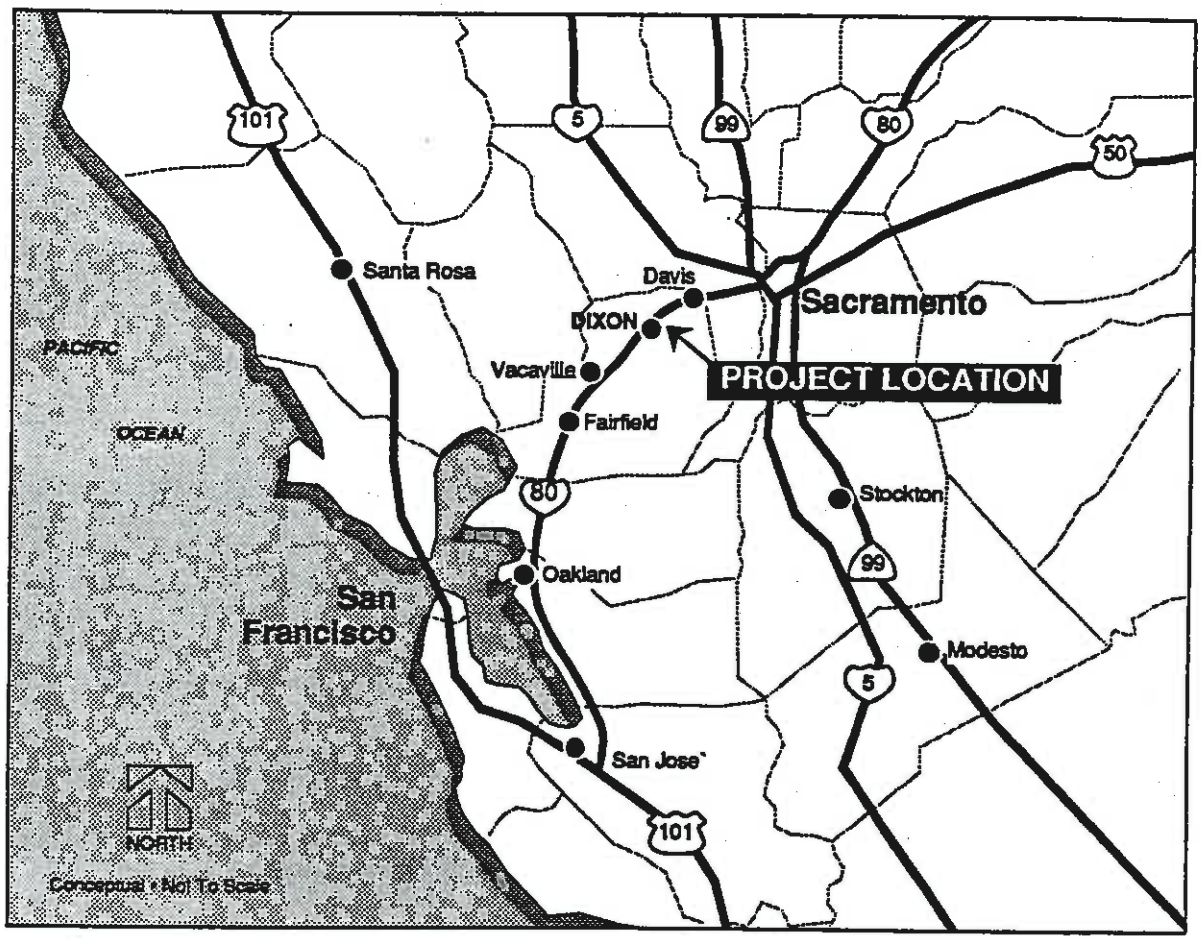
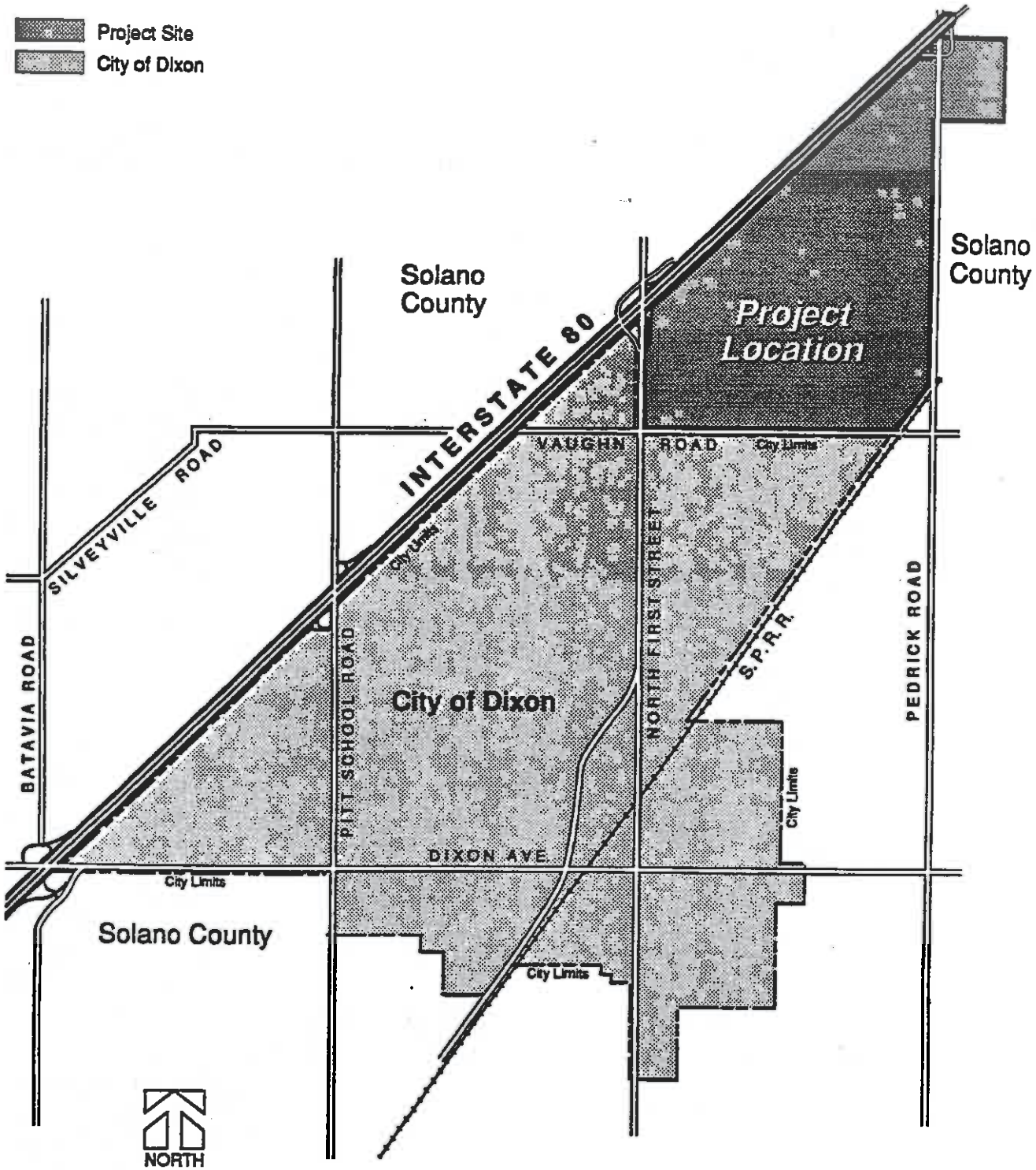


FIGURE 3.2.1
REGIONAL LOCATION



Conceptual • Not To Scale

FIGURE 3.2.2
VICINITY MAP

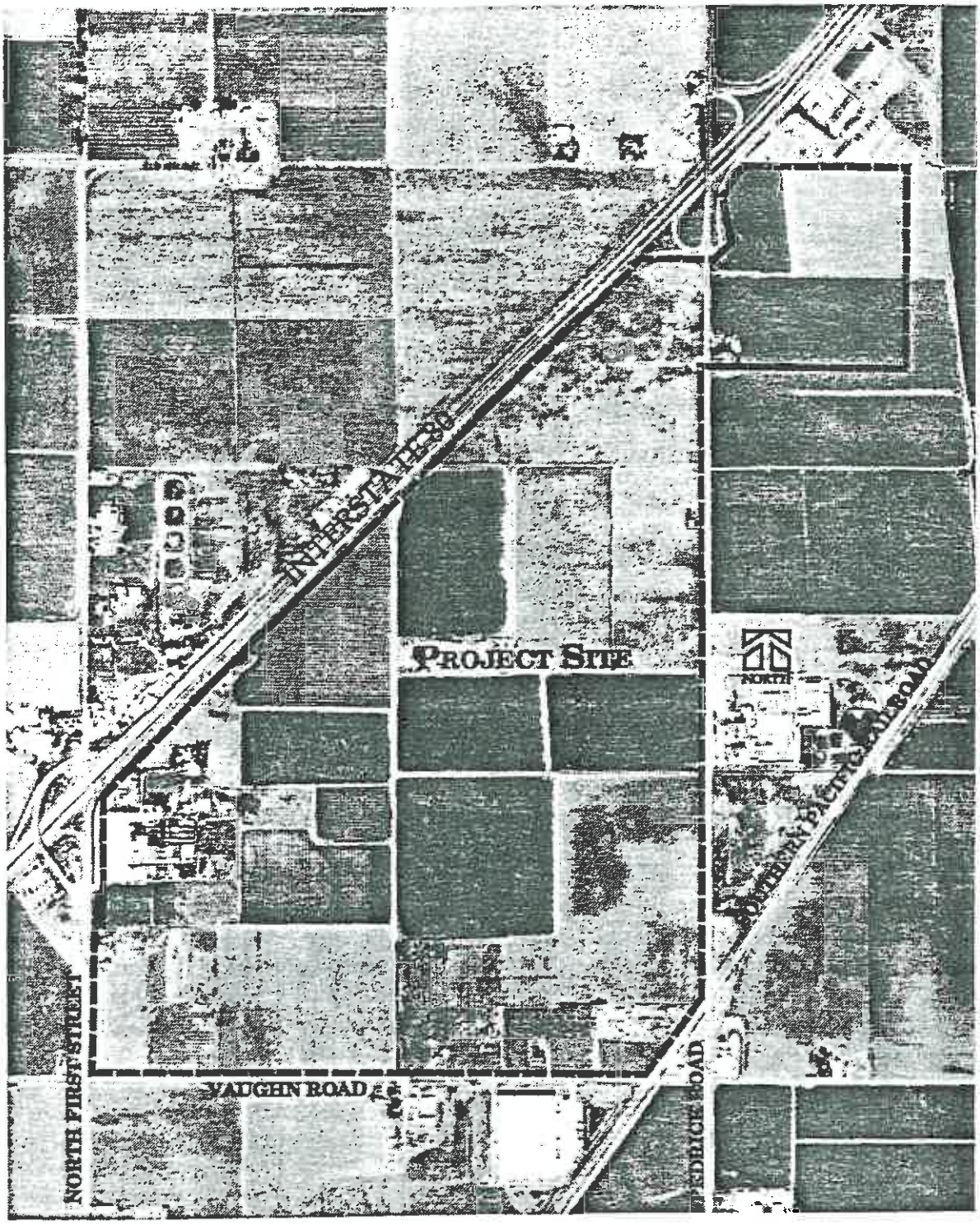


FIGURE 3.2.3
AERIAL PHOTOGRAPH

3.3 REGIONAL SETTING

The project is located in a relatively flat portion of the Great Central Valley between the Vaca Mountains to the west and the Sierra Nevada's to the east. The area in the vicinity of the project site consists of relatively flat land occupying elevations ranging from 50 - 75 feet above mean sea level (AMSL). On-site slopes averages approximately 0.1 to 1 percent.

The project site is underlain by deeply deposited continental sediments formed within the last 38 million years. Towards the city of Davis to the east, these sediments measure up to 2,800 feet, whereas towards the city of Vacaville, the thickness measures around 1,200 feet.

The area generally consists of relatively level, mostly well drained soils deposited on alluvial fans and are generally classified as loam with differing percentages of silts and clays. In terms of agricultural productivity, approximately seventy five percent of the site (483 acres) is Class I soil and the balance, (approximately 160 acres) is Class II soil .

The project site encompasses a flat alluvial fan formed by Putah Creek slightly sloping to the southeast. Although the site is not located within a defined 100-year flood channel, localized ponding is typical during peak rainfall periods because of the flat topography of the area.

Existing on-site vegetation and wildlife is primarily defined by the agricultural uses typical of this portion of the Central Valley. Present vegetation habitats found in the area are dominated by various types of agricultural uses including hay fields, orchards, row crops and livestock pastures as well as freshwater marshland. Prior to the establishment of intensive agriculture uses, the project site was dominated by native perennial grasses such as Stipa grass generally categorized within the California Prairie association. Fremont cottonwood (*Populus fremontii*) may have occurred on-site in a widely dispersed pattern as typical of the few remaining undisturbed native vegetation stands in the Central Valley.

The project site is highly visible along I-80, Pedrick Road, and North First Street, because of the flat topography and lack of major stands of trees. Three noise-generating sources in the immediate site vicinity include: 1) Interstate 80 to the northwest; 2) the SPRR tracks to the southeast, and 3) Highway 113 (North First Street) to the west. Although high levels of noise are a potential constraint for most types of land uses, proposed land uses (commercial, offices, and industrial) are generally less noise sensitive.

3.4 PROJECT HISTORY

The project site has historically been the subject of extensive agricultural operations. More recently, three separate requests for annexation have been received by the City of Dixon for properties within the project site. As each of the requests involved similar circumstances in terms of current use and site conditions, the city determined that a specific plan encompassing all of the separate annexation proposals would be beneficial and would avoid considerable redundancy in processing separate proposals while affording a more comprehensive analysis of the entire area. Consequently, this Program EIR is intended to review the potential annexation of the proposed project and provide analysis of the possible environmental effects resulting from the urban conversion of land uses within the area.

3.5 PROJECT OBJECTIVES

For purposes of preparing an EIR, the project is often defined by the objectives the project intends to achieve. Objectives are useful not only to help the reader better understand the project, but to also ensure that proposed mitigation measures are compatible with the needs of the project and that the project alternatives evaluated in the EIR are realistic and can achieve the desired goals.

Specific objectives have been established for the proposed project. The NQSP establishes a land use and circulation plan, and policies and guidelines for the ultimate development of 643 acres within the City of Dixon. The specific plan defines the land uses and development standards that would be applied to the project site upon annexation to the city and is intended to implement the objectives and policies of the City of Dixon General Plan. More specifically, the project objectives are as follows:

- to provide the City of Dixon with a major employment center;
- to provide shopping and services for city residents and travelers on I-80;
- to establish a gateway statement for the City of Dixon;
- to provide for efficient vehicular circulation and facilitate and encourage pedestrian and alternative transportation choices;
- to provide for potential linkage with future commuter/passenger rail transportation serving the City of Dixon;
- to integrate proposed drainage corridors, landscape frontage treatments, a pedestrian promenade, and agricultural buffers as parts of an open space system;
- to create short-term and long-term construction related and long-term employment opportunities; and
- to ensure that future urban development associated with the proposed commercial truck gas station is appropriately planned and integrated with the City of Dixon's infrastructure and services.

3.6 PROJECT CHARACTERISTICS

The study area encompasses a total of 643 acres allocated to commercial, business-professional, industrial and ancillary uses. The acreage allocated to each land use designation is summarized in Table 3.6.1 and shown on Figure 3.6.1.

TABLE 3.6.1
LAND USE SUMMARY

LAND USES AND ZONING DESIGNATIONS	ACRES
Highway Commercial - (HC)	142.2
Community Commercial - (CC)	51.9
Professional and Administrative Office - (PAO)	105.4
Light Industrial - (PI)	214.4
Major Roads, Drainage Easements, and Open Space	129.1
TOTAL	643.0

Land Use	Acreage
HC (Highway Comm.)	142.2
CC (Community Comm.)	51.9
O (Prof./Admin. Offices)	105.4
PI (Light Industrial)	214.4
F (Landscape Buffer)	11.0
F (Drainage/Detention)	49.2
Right-Of-Way	48.9
F (Agricultural Buffer)	20.0
Total	643.0

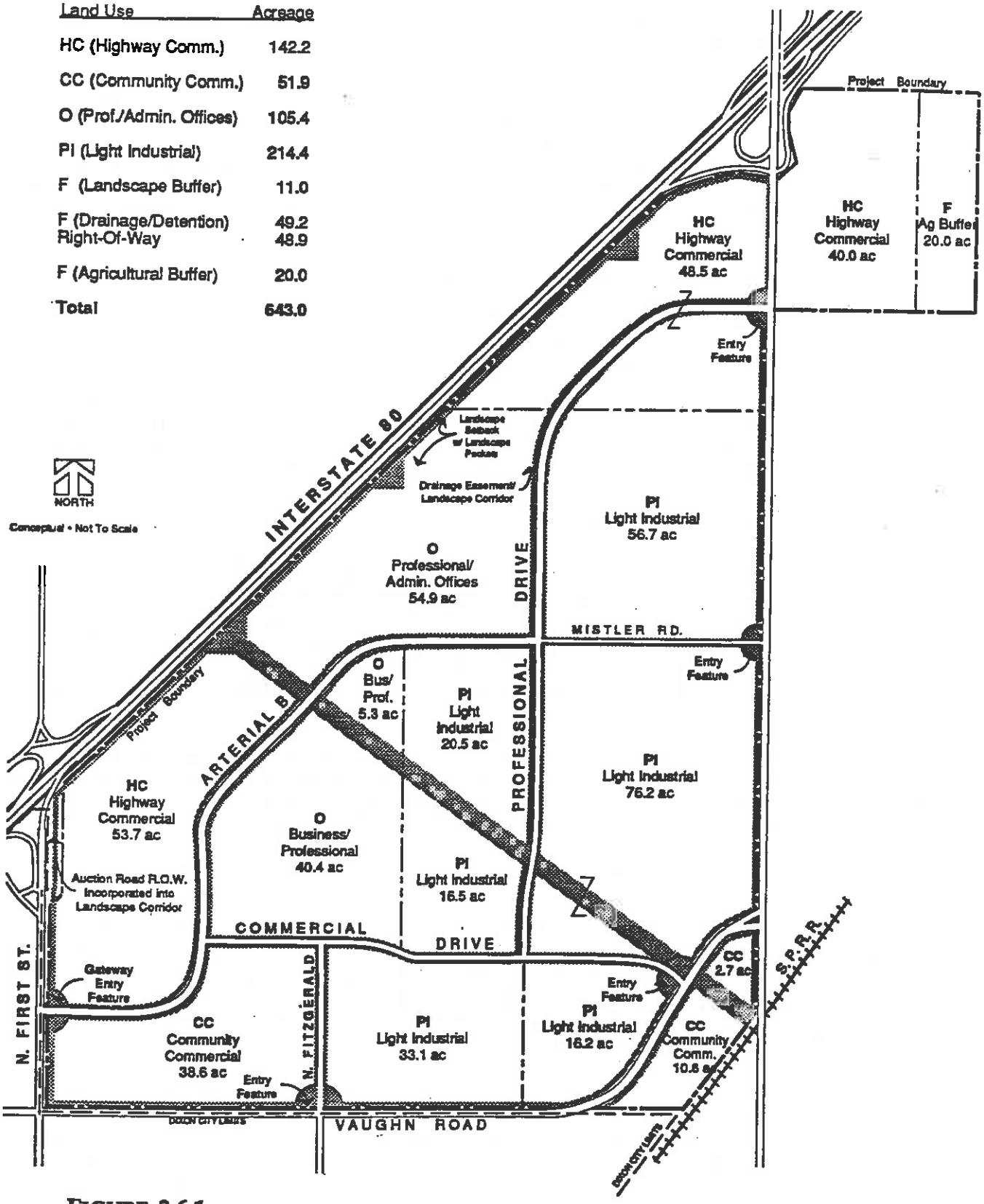


FIGURE 3.6.1
LAND USE PLAN

The NQSP provides a more detailed breakdown of the current General Plan land use classification of Employment Center (E). The specific plan proposes a mix of commercial, industrial, and business-professional land uses which include highway commercial, community commercial, light industrial, and professional and administrative office uses. The primary function of the land uses are to provide a variety of employment opportunities and to provide a retail and service center for the residents of the city of Dixon, the employees in the area, and travelers on I-80. The primary land uses incorporate and are defined by landscape buffers, agricultural buffers, pedestrianways, and storm detention and drainage corridors.

The plan area is a prominent gateway to the city and will be designed to establish an image of quality and coordinated planning. The character and image of the specific plan is expressed in the types and character of land uses, landscaping, and building designs.

LAND USE CLASSIFICATIONS

The following is a summary of land uses within the NQSP. These basic land use districts may be combined in the Planned Development (P-D) zoning district, if so desired by the City of Dixon, to allow greater discretion on the design of individual projects.

HIGHWAY COMMERCIAL (HC)

Highway Commercial uses accommodate commercial goods and services in places conveniently and safely accessible from the freeway, while discouraging those uses that are unrelated to the needs of freeway users. Permitted uses would be consistent with provisions and requirements described in the Highway Commercial (CH) District section of the Dixon Zoning Ordinance (Section 12.10). Permitted uses typically include, but are not limited to, auto sales and services, gasoline service stations, auto and trailer sales, service and supply stores, restaurants, hotels, and motels.

Highway Commercial sites are proposed to be located adjacent to the east and west sides of the south side of the Pedrick Road/I-80 interchange and on the east side of the North First Street/I-80 interchange. The three sites total approximately 142 acres. These sites afford a high level of visibility and direct vehicular access from I-80.

COMMUNITY COMMERCIAL (CC)

Community Commercial (CC) designated land use, defined by the Dixon General Plan Land Use Element, provides retail and services for city residents and employees in the area. Uses would be consistent with provisions and requirements as described in the Neighborhood Commercial (CN) District section of the Dixon Zoning Ordinance (Section 12.08). Typical uses include, but are not limited to, banks, office and business machine stores, art and hobby stores, bakeries, and gift shops.

An approximately 39-acre commercial shopping center site is located in the southwest corner of the project site at the intersection of Vaughn Road and North First Street. The commercial use would be highlighted by signature landscape and architectural treatment to establish a city "gateway" feature. Pedestrian linkage from other land use areas within the specific plan as well as from other adjoining developed areas will be incorporated into specific facility design.

An approximately 13-acre Community Commercial (CC) site would also be located in the southeast corner of the project site near the Vaughn/Pedrick Road intersection. This site will be developed with commercial uses which are essentially ancillary to and supporting of other employment generating uses. Such uses may include restaurants, banks, personal services, shops, and recreational facilities. The site is located adjacent to the SPRR rail line which would be an excellent location for a future rail transit station.

PROFESSIONAL AND ADMINISTRATIVE OFFICE(O)

Business-professional, administrative office, and mixed office uses are consistent with provisions of the Professional and Administrative Office (PAO) district in the Dixon Zoning Ordinance (Section 12.07). Other permitted uses may include, but are not limited to, health and legal services and clinics, advertising and management agencies, and membership organizations. The business-professional land use also permits limited amounts of service commercial and retail activities provided for the convenience of employees within the area.

The specific plan provides approximately 105 acres of business-professional land use along the frontage of Interstate 80. The site is an excellent opportunity for office park type uses serving businesses desiring high visibility sites. The business-professional land uses will be combined in a Planned Development (P-D) zoning district to allow for mixed use business-professional projects. Common recreation/open space, landscaping, dining, and meeting facilities are amenity features which are encouraged within these business-professional developments.

LIGHT INDUSTRIAL (PI)

Light Industrial (PI) uses provided for in the NQSP are consistent with provisions of the Light Industrial (ML) district in the Dixon Zoning Ordinance. (Section 12.13) Permitted uses may include, but are not limited to, specialized light manufacturing uses, research institutions, back office uses, and administrative facilities, all of a non-nuisance type. Commercial support uses would be permitted where appropriate, and there would be no functional conflict with industrial uses. Commercial support uses would not exceed 10 percent of the total gross floor area in any defined light industrial parcel. These uses would generally be located within light industrial building complexes, and not as freestanding structures. Convenience-related commercial uses would be intended to serve employees in the light industrial area and thereby provide a service amenity to the working environment. It is anticipated that such uses would reduce the need for extended travel for goods and services needed by employees in the course of a normal workday.

A total of 214.4 acres of the site have been designated for light industrial use. The parcels are bordered by Pedrick Road and portions of Vaughn Road. The light industrial land uses proposed for the project site have been located to provide easy access for truck and employee traffic while maintaining a continuity with the contiguous existing and proposed industrial land uses south of Vaughn Road.

OPEN SPACE (F)

Open space is an integral part of the project that helps to define and complement the other land uses. The open space will include drainageways, recreation facilities, pedestrian corridors, setbacks from major roads, aesthetic amenities, buffers against active agricultural areas; and preservation and enhancement of natural features. In most instances the open space corridor is intended to serve several purposes simultaneously. For example, open space corridors typically would provide pedestrian walkways, an informal jogging path, a

pathway for open drainage swales that are landscaped as a visual amenity, and a site for cleansing urban run-off before being discharged to a natural water course.

It is intended that the open space areas be incorporated in the individual site development plans where applicable and made continuous throughout the specific plan area. This would make the most effective use of open space on the site and would provide linkages for pedestrians to travel freely to the commercial and service sites. Open space accounts for approximately 129 acres of the plan area.

INTENSITY OF DEVELOPMENT AND EMPLOYMENT POTENTIAL

The proposed land uses are expected to provide a substantial employment base. It is estimated that all uses would provide a total of approximately 11,000 jobs in a variety of industries. Table 3.6.2 summarizes the employment potential by land use based on an assumption that the uses would employ between 13 and 34 employees per acre. These are averages that may be exceeded in some instances.

Most land uses would have a floor area ratio (FAR) of between 0.3 to 0.6 to allow for two-story buildings covering thirty percent of the site. Land uses may be combined, at the discretion of the city, in a P-D zone, which would affect land use floor area ratios.

TABLE 3.6.2
EMPLOYMENT PROJECTIONS

LAND USE	NET ACRES	PROJECTED EMPLOYEES PER ACRE	NUMBER OF EMPLOYEES
Highway Commercial	142.2	25	3,555
Community Commercial	51.9	25	1,298
Subtotal	**194.1**		**4,853**
Professional and Administrative Office	105.4	34	3,583
Light Industrial	214.4	13	2,787
Subtotal	**319.8**		**6,370**
TOTAL	**513.9**		**11,223**

CIRCULATION

The circulation system in the NQSP area is intended to provide a range of transportation options for the safe and efficient movement of people and materials. The circulation system includes provisions for transit (including local and regional bus links, and rail transit), public streets, pedestrian paths, shuttle system routes, bikeways and parking lots. Convenient pedestrian connections through-out the project site is a primary circulation objective of the project.

ROADS

The NQSP area is served by a network of streets organized according to function and size. Streets are sized to accommodate the intensity of land uses they serve. North First Street,

Vaughn Road and Pedrick Road are city-wide roads which connect the plan area to the city and regional transportation network. An internal road system provides access throughout the specific plan area. For purposes of this EIR, the major arterial roads within the NQSP are defined as Arterial B, Mistler Drive and Professional Drive. Secondary roads are Commercial Drive and North Fitzgerald Drive.

PEDESTRIAN PATHWAYS

Pedestrian pathways will set back from the curb along all of the major public streets in the NQSP area. The pedestrian system is linked to the various land use categories within the site. Arterial B and North Fitzgerald also provide for Class I bicycle lanes set back from the curb on both sides of the street.

BUS SERVICE

Dixon is currently served by two public transit systems. CITYLink provides intercity bus service between the cities of Fairfield, Vacaville, Dixon and Davis. Connecting public transit service is available in Fairfield to the Bay Area and in Davis, connecting service is also available into Sacramento. Dixon Readi-Ride provides regularly scheduled fixed route service. The Readi-Ride system would be expanded to the specific plan area as demand for these services occurs and funds are available as determined by the city. Bus turnouts would be provided as determined by the City of Dixon Public Works Department to accommodate future needs.

RAIL SERVICE

The City of Dixon is currently studying siting options for a commuter/passenger rail station within the city. There are many good reasons for locating the station within the NQSP area including ample parking areas, easy vehicular access, as well as serving a significant employment center. A rail connection between Sacramento and the NQSP area would provide a logical linkage within the region. Preliminary discussions with city staff have indicated that a station could be accommodated within or near the project site. Until a final decision is made, this document presumes that land use organization should accommodate the possibility of rail connection including right-of-way and station locations. The rail station adjoining the NQSP area would be of significant benefit to adjacent land uses as well. Setbacks at the intersection of Vaughn and Pedrick could accommodate a spur track rail line. The right-of-way would be preserved in accordance with the provisions of future specific plan development agreements.

PARK AND RIDE LOTS

The specific plan has designated park and ride facilities locations within the specific plan area to accommodate commuter car pooling. Park and ride facilities would be located in the principal employment hubs. The park and ride lots would typically include approximately 25 to 50 spaces incorporated in the parking for a commercial, business-professional usage.