

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
<u>EXISTING ADJACENT LAND USES</u>			
<b>AGRICULTURAL LAND CONVERSION</b>			
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
<b>EXTENSION OF SEWER LINE</b>			
LU-2: The project will extend a sewer line with capacity to serve new development.	LS	No mitigation required	LS
<b>ADJACENT LAND USES</b>			
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
<b>RESIDENT DISPLACEMENT</b>			
LU-4: The project will cause the displacement of existing residents.	LS	No mitigation required	LS
<b>ENVIRONMENTAL PLANS AND GOALS OF THE COMMUNITY</b>			
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Supervisors and findings shall be made that the 60 acres of the project site currently under Williamson Act should be withdrawn from Agricultural Preserve.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
<b>CUMULATIVE IMPACTS</b>				
LU-7:	Cumulative impact - Growth inducement.	S	No feasible mitigation	SU
<b>SOILS</b>				
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. 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.	LS
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. 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.	LS

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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.	LS
			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.	

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
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SURFACE AND WATER QUALITY

SURFACE WATER QUANTITY

<p>WQ-1: Change in land use from agriculture to urban uses will result in potential increases to the quantity of surface water runoff.</p>	<p>S</p>	<p>WQ-A:</p>	<p>LS</p>
		<p>WQ-B:</p>	

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.

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.

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	PRIOR TO/WITHOUT MITIGATION	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: <ul style="list-style-type: none"> <li>• installing sediment and grease traps at all catch basins or within storm drain lines;</li> <li>• 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;</li> <li>• incorporating infiltration facilities (porous pavement or grass swales) within the project to reduce peak flow of runoff;</li> <li>• 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</li> <li>• maximizing distances between inlets and outlets perhaps using elongated basin shapes.</li> </ul>	LS
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**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
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AIR QUALITY

CONSTRUCTION IMPACTS

AQ-1: The NQSP will result in short-term construction impacts to air quality. S LS

Measures to Reduce PM<sub>10</sub>

Although only the NO<sub>x</sub> 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.

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**Measures to Reduce O<sub>3</sub> Precursors (ROG and NO<sub>x</sub>)**

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
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**EXISTING AIR QUALITY**

AQ-2:	Existing Air Quality in the project area currently exceeds the YSAQMD's threshold of significant for O <sub>3</sub> and PM <sub>10</sub> .	SU
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	PRIOR TO/WITHOUT MITIGATION	PRIOR TO/WITHOUT 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 violations of ambient CO standards and a net increase of the O <sub>3</sub> precursors.	SU	<p>The following mitigation measures will help to reduce air quality impacts; however, this remains as a significant and unavoidable impact.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SU

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August 17, 1994



IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
		<b>Mitigation Through Land Use Planning and Site Design</b>	
		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 <sub>10</sub> 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 <sub>10</sub> 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 <sub>10</sub> 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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	PRIOR TO/WITHOUT MITIGATION	AQ-Y:		

**CUMULATIVE IMPACTS**

AQ-8: Cumulative emissions of ozone (O <sub>3</sub> ) precursors.	SU	AQ-Y:	<ul style="list-style-type: none"> <li>Establish a priority system favoring multi-rider vehicles.</li> <li>Establish parking pricing strategies.</li> <li>Maximize telecommunication, including appropriate network infrastructure.</li> <li>Establish satellite offices when appropriate. (Applicable to office/industrial and educational institutions.)</li> <li>Offer low-cost financing to employees for the purchase of telecommuting equipment or lend company-owned equipment.</li> <li>Provide home-computer link to mainframe computer (via modem) so that employees may complete programming tasks or use computers at home.</li> <li>Employer-sponsored subscription buses to supplement or substitute for public transit service.</li> <li>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.</li> <li>Request minibus, jitney or other para-transit service within the project.</li> <li>Request improvement and possible relocation of an existing transit stop or station to serve both new and existing surrounding development.</li> <li>Request dedication of bus turnouts or other street designs to accommodate bus travel under the subdivision ordinance.</li> <li>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.</li> <li>Request convenient bus schedules to accommodate unusual schedules.</li> </ul>	SU
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- 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.	No mitigation required	LS
B-2:	Proposed project will result in the removal of agricultural vegetation.	No mitigation required	LS

SEASONAL FRESHWATER MARSH

B-3:	Project will result in the alteration of a seasonal freshwater marsh.	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
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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: LS

- 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.

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**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.

**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	S	C-C:	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
<b>CUMULATIVE IMPACTS</b>					
C-4: Cumulative impact to archaeological and historic resources.	LS		No mitigation required		LS
<u>TRANSPORTATION, CIRCULATION AND ACCESS</u>					
<b>EXISTING LEVELS OF SERVICE</b>					
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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	PRIOR TO/WITHOUT MITIGATION	S		
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.	

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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:  T-J:	LS LS

**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:	LS
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**CUMULATIVE IMPACTS - WITH PROJECT**

T-8	S	<p>The cumulative traffic conditions would exceed LOS at six intersections.</p>	LS
	T-L:	<p>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.</p>	
	T-M:	<p>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.</p>	
	T-N:	<p>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.</p>	
	T-O:	<p>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.</p>	

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T-9	The cumulative traffic scenarios for 2010 will result in unacceptable levels of service for various road segments.	S	<p>T-P: Widen North First Street to six lanes between Interstate 80 and Arterial B.</p> <p>T-Q: Widen Pedrick Road to six lanes between Interstate 80 and Professional Drive.</p> <p>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.</p> <p>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.</p>	LS
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	LS

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	PRIOR TO/WITHOUT MITIGATION	PRIOR TO/WITHOUT MITIGATION		
<b>SHORT-TERM CONSTRUCTION</b>				
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. 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.	LS
<b>LONG-TERM NOISE IMPACTS</b>				
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
<b>CUMULATIVE IMPACTS</b>				
N-4 Cumulative noise impacts.	LS		No mitigation required	LS

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	PRIOR TO/WITHOUT 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

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IMPACT	LEVEL OF SIGNIFICANCE		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
	PRIOR TO/WITHOUT MITIGATION	PRIOR TO/WITHOUT 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	<p>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.</p> <p>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.</p> <p>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 be responsible for the construction of sewer lift stations, sewer mains and any other facility improvements deemed necessary to serve the proposed project.</p>	LS
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**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
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IMPACT	LEVEL OF SIGNIFICANCE		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
	PRIOR TO/WITHOUT MITIGATION	PRIOR TO/WITHOUT 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	<p>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.</p> <p>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.</p> <p>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.</p>	LS
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**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
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IMPACT	LEVEL OF SIGNIFICANCE		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
	IMPACT	PRIOR TO/WITHOUT MITIGATION		
<b>FIRE PROTECTION SERVICES</b>				
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. 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.	LS
<b>CUMULATIVE IMPACTS</b>				
PS-9	Cumulative development in the area would impact existing fire protection and emergency medical aid services.	LS	No mitigation required	LS

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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
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**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
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**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
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IMPACT	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
<b>CUMULATIVE IMPACTS</b>			
PS-13 Implementation of cumulative development in the area could impact existing educational facilities and services.	LS	No mitigation required	LS
<b>ELECTRICITY AND NATURAL GAS</b>			
PS-14 Implementation of the proposed project would generate the need for electricity and natural gas services.	LS	No mitigation required	LS
<b>CUMULATIVE IMPACTS</b>			
PS-15 The project will cumulatively contribute to the need for energy in the project area.	LS	No mitigation required	LS
<b>TELECOMMUNICATIONS</b>			
PS-16 Implementation of the proposed project would generate the need for telecommunications services and facilities.	LS	No mitigation required	LS
<b>PARKS AND RECREATIONAL FACILITIES</b>			
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
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**CUMULATIVE IMPACTS**

PS-18	The project will have a minimal impact on cumulative park and recreation facilities.	No mitigation required	LS
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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	No mitigation required	LS
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**FUTURE DEVELOPMENT**

VR-2	Development of the proposed project would change existing views from I-80, North First Street, Vaughn Road and Pedrick Road.	No mitigation required	LS
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**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.	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		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
	PRIOR TO/WITHOUT MITIGATION	SIGNIFICANCE		

**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
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**UNDERGROUND STORAGE TANKS**

**PUBLIC HEALTH AND SAFETY**

PH-1	Underground storage tanks presently exist on the project site.	S	PH-A:	LS
				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.

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

**PESTICIDES AND HERBICIDES**

PH-2	Pesticides and herbicides may have been used on the project site.	S	PH-B:  PH-C:	Soil samples in areas identified in the Preliminary Site Assessment shall be taken. These areas include locations where pesticides were stored, mixed and applied. 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.	LS
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**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
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IMPACT	LEVEL OF SIGNIFICANCE		MITIGATION MEASURE	RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION
	PRIOR TO/WITHOUT MITIGATION	PRIOR TO/WITHOUT 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
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**CUMULATIVE IMPACTS**

PS-5	Cumulative impacts to public health and safety.	LS	No mitigation required	LS
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**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
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**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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RESIDUAL SIGNIFICANCE AFTER/WITH MITIGATION	MITIGATION MEASURE	LEVEL OF SIGNIFICANCE PRIOR TO/WITHOUT MITIGATION	IMPACT
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EFFECTS ON ADJACENT LAND

SU	No feasible mitigating measure	S	The project could cause growth-inducing effects on adjacent agricultural land.
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