2. SUMMARY

CHAPTER 2
SUMMARY

INTRODUCTION

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and implementing guidelines. The City of Dixon (City) is the lead agency. The City prepared an Initial Study for the project in May 2004 and circulated a Notice of Preparation (NOP) in May 2004 to public agencies and individuals to solicit comments on the scope of this EIR. A public meeting was also conducted in May 2004 to further provide opportunities for public input into the CEQA process.

SUMMARY OF PROJECT DESCRIPTION

The project site is located along the northwest side of Interstate 80 at the Currey Road/State Route 113 interchange (Figure 2-1). The former Milk Farm restaurant complex was located on a portion of the project site and consisted of four gas stations, produce stands, and other former highway commercial uses. The Milk Farm site has been inactive since the 1980s.

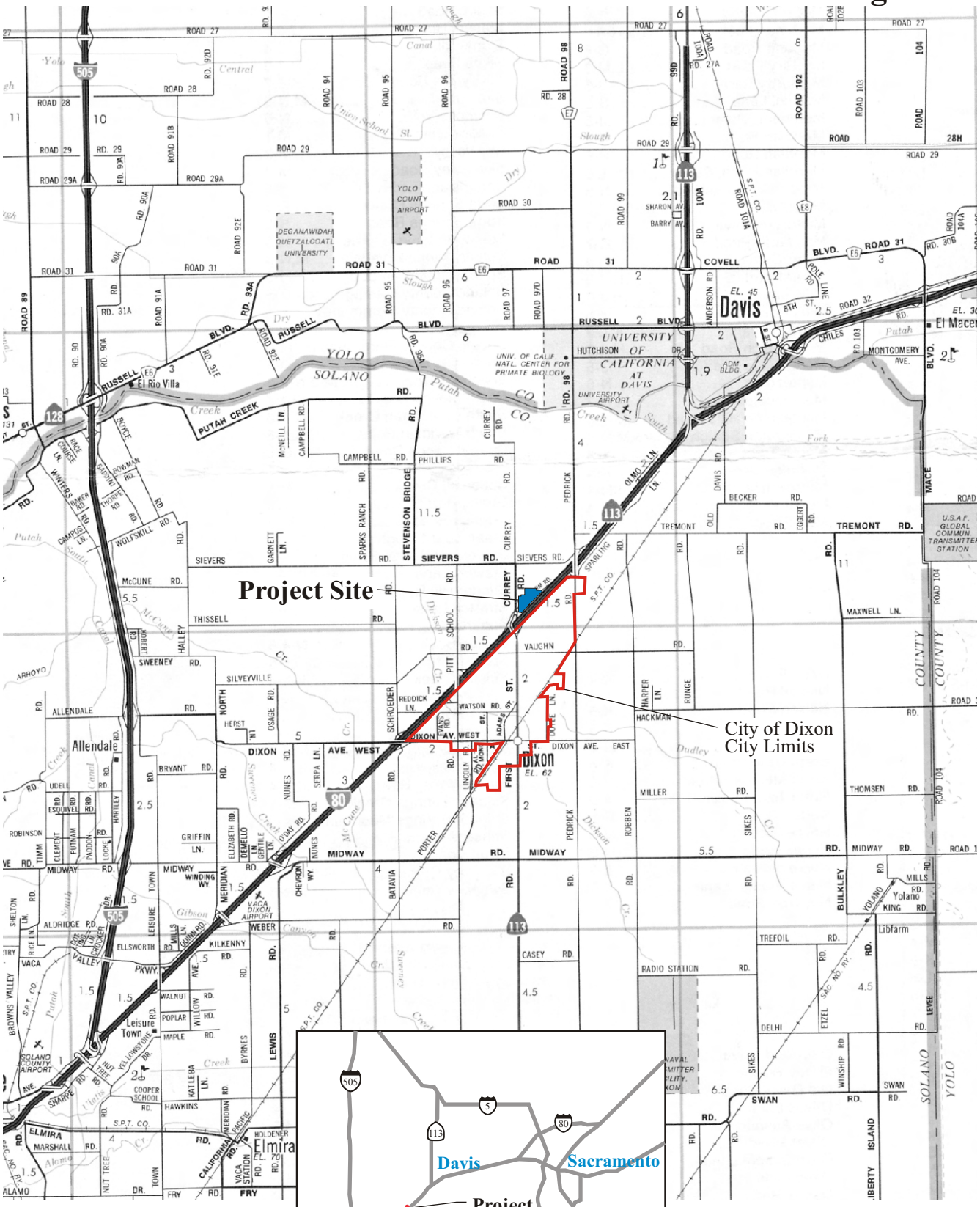
The project evaluated in this EIR is consideration of four applications submitted to the City of Dixon requesting pre-zoning, General Plan amendment, Sphere of Influence modification, and annexation of the 60-acre site into the City of Dixon. The applicant is Milk Farm Associates. Thirty acres of the site are currently designated as Highway Commercial and are within the City of Dixon Sphere of Influence. The remaining 30 acres are designated as Agricultural and are within Solano County.

The General Plan amendment would designate the 60-acre project site on the City of Dixon General Plan land use map as Highway Commercial (30 acres) and Agricultural (30 acres) and pre-zone the areas as Highway Commercial and Agricultural consistent with the requested General Plan amendment designations. The proposed distribution of Highway Commercial (30 acres) and Agricultural (30 acres)is slightly different from existing conditions; the major difference is that five acres of the Agricultural designated area would be an "island" within the Highway Commercial area. The applicant is also requesting a Sphere of Influence amendment that would include 30 acres of the 60-acre site not currently within the Sphere of Influence of the City. Lastly, the applicant is requesting annexation of the site into the City of Dixon.

A conceptual land use and circulation plan for the project site has been prepared by the applicant to assist in the environmental review of the project. The conceptual plan

PROJECT LOCATION

Figure 2-1



Milk Farm
Dixon, California

BASELINE

Y1263-B0.00017.Fig2-1.cdr-5/2/05

indicates the general location and size of certain types of commercial and other uses that may occur on the site. Approximately 520,000 square feet of highway commercial and specialty retail uses could be located within the 30-acre Highway Commercial area. When specific development proposals are submitted for the project site, those proposals would be subject to subsequent environmental review under CEQA. The information contained in this EIR may, at that time, be used, as appropriate.

DISCRETIONARY ACTIONS AND PROJECT APPROVALS

The project would be reviewed by and would require the approval of:

- City of Dixon (certification of Final EIR; adoption of a General Plan amendment and pre-zoning; adoption of resolution directing submittal of applications to LAFCO for Sphere of Influence amendment and annexation);
- Solano County LAFCO (approval of Sphere of Influence amendment and annexation).

Subsequent specific development applications would be reviewed by, and may require approval of, the following agencies:

- City of Dixon (certification of a subsequent CEQA document and approval of detailed project components, including subdivision map(s) and other permits);
- Caltrans (possible approval of an encroachment permit for work within the Interstate 80 right-of-way);
- Central Valley Regional Water Quality Control Board (approval of a general storm water discharge permit, approval of remediation plan(s) and closure plans, possible approval of wetlands mitigation plan);
- Solano County, Solano County Water Agency, City of Dixon, Dixon Resource Conservation District, Caltrans, and Joint Powers Authority (possible approval for drainage and highway culvert conveyance facilities);
- California Department of Fish and Game (possible approval of Swainson's hawk and burrowing owl mitigation plans);
- U.S. Army Corps of Engineers (possible approval of wetland delineation and wetlands mitigation plan).

AREAS OF CONTROVERSY, ISSUES RAISED, AND AREAS RESOLVED IN THIS EIR

Responses to the NOP and issues raised during the public meeting prior to the preparation of this EIR identified the following areas of concern associated with the four applications submitted by the applicant and potential issues associated with future development of the site.

- Air quality impacts from future site development on a site-specific as well as cumulative basis
- Lighting impacts from the site after development
- Impacts of converting prime agricultural lands to urban uses
- Population and housing demand created by future site development
- Traffic impacts to local and regional roads at and near the site, including Yolo County, as well as cumulative impacts
- Cumulative impacts
- Determination of the presence of wetlands through a wetlands delineation in accordance with U.S. Army Corps of Engineers guidelines
- Water supply
- Type of agriculture to occur at the site
- Electrical grid impacts
- Improvements to Hess Lane

The City considered these comments in the development of the scope of the EIR analysis. Chapter 4 of this EIR addresses the issues raised. Some of the issues, as described in Section 4.12, were determined by the City not to have the potential to result in significant impacts and were not further evaluated, including housing impacts to the City of Dixon or surrounding communities from project operations, or traffic impacts to roadways in Yolo County.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental impacts and mitigation measures for this project are summarized in Table 2-1, Summary of Impacts and Mitigation Measures. The impacts and mitigation measures pertain to both those impacts and mitigation measures associated with the project and those that are anticipated in the future, once development of the site may occur. Some significant environmental impacts would be reduced to a level of less than significant by the recommended mitigation measures; some anticipated future impacts associated with conversion of prime agricultural land to urban uses, traffic, and air quality would remain significant, unavoidable, and adverse, even with suggested mitigation measures, on a site-specific and cumulative basis.

PROJECT ALTERNATIVES

This EIR discusses three alternatives: the No Project Alternative, a Reconfigured On-Site Alternative, and an Off-Site Alternative. These alternatives were selected after having considered an additional three other off-site alternatives that were rejected as unfeasible. The EIR analyzes the feasibility of the selected alternatives and contrasts the potential impacts of each alternative with each other and with the proposed project.

For the No Project Alternative, the EIR examines both existing conditions ("No Build") and a "Buildout" alternative under existing rules (what would occur if the site were developed

as allowed under the existing zoning, and other applicable County and/or City policies and regulations).

A Reconfigured On-Site Alternative was developed that would retain 30 acres of land for agricultural cultivation in the future as opposed to the proposed 25 acres.

The Off-Site Alternative is located within the City of Dixon Sphere of Influence north of the intersection of Pedrick Road/Interstate 80. The environmentally superior alternative was determined to be the Reconfigured On-Site Alternative.

MITIGATION MONITORING PROGRAM

A draft Mitigation Monitoring Program will be included in the Final EIR (Responses to Comments). The program will identify required monitoring activities, the responsible agency, and the timing or frequency of monitoring.

Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES			
Environmental Impact	**Mitigation Measures**	**Level of Significance After Mitigation**	
		LS	**SU**
PROJECT IMPACTS AND MITIGATION MEASURES			
Land Use			
Project Impact 4.1-1: The annexation of the entire project site into the City of Dixon may be inconsistent with two standards adopted by the LAFCO and City of Dixon General Plan designation of Agricultural lands.	*Project Mitigation Measure 4.1-1a* *The applicant shall agree to place a conservation easement on the land designated as Agricultural in the northern portion of the site.* *Project Mitigation Measure 4.1-1b* *Designate the proposed five-acre Agricultural area within the proposed Highway Commercial area to "Functional (Buffers)."*	●	
ANTICIPATED FUTURE IMPACTS AND MITIGATION MEASURES			
Agricultural Resources			
Anticipated Future Impact 4.2-1: Future site development would result in the conversion of approximately five acres of prime agricultural land to urban uses.	*Anticipated Future Mitigation Measure 4.2-1* *Implement Project Mitigation Measure 4.1-1a.*		●
Anticipated Future Impact 4.2-2: The hydraulic analysis (MBK, 2000) submitted by the applicant proposes that building pads on the developed portion of the project site be elevated using soil that is skimmed from the surface of the agricultural portion of the project site during future site development. Removing the top layer of prime agricultural soil could affect the ability to grow crops and orchards within the future agricultural portion of the site, and could affect the viability of sustaining agricultural uses on the site.	*Anticipated Future Mitigation Measure 4.2-2* *Prior to the approval of any future development plan for any component of the project, the applicant shall submit a Soils Management Plan to the City for approval. The Plan's objective shall be to demonstrate preservation of on-site agricultural soils. This may be accomplished by removal and stockpiling of topsoil across the entire 60-acre site and using deeper soils and soils from excavation of the pond to raise the elevation of the developable portion of the site to the specified elevations and then replacing the topsoil in the future agricultural portion of the site. The Plan shall include calculations for balancing on-site grading or identify net import or export of soil to the site.*	●	
Hydrology and Water Quality			
Anticipated Future Impact 4.3-1: Increased drainage runoff resulting from alteration of drainage patterns and creation of new impervious surfaces, potentially increasing on-site and downstream flooding hazards during and following future site development.	*Anticipated Future Mitigation Measure 4.3-1a* *Prior to obtaining development permits for the site, and as part of subsequent CEQA analyses, the following assessments shall be completed:*	●	

	• *Perform modeling of the drainage at the project site and the upstream 2,690-acre drainage subbasin using the XP-SWMM dynamic model for the area downstream and upstream to include the conveyance facilities and storage within and around the project site. The two main purposes of this analysis would be to better define the outflow hydrographs past Interstate 80 and to better evaluate alternative conveyance and storage alternatives. The modeling shall take into consideration exfiltration from the pond and/or infiltration from shallow, perched groundwater, if present, and preparing the site to an elevation that would allow the drain inlets to be one foot above the 10-year storm water level. The results of the modeling will be used to design storage facilities and will be presented to the City with the Improvement Plan for City review and approval.* • *Prepare a Pond Operation and Maintenance Plan that addresses: maintenance of a base water level in the pond (up to eight feet of water depth) to ensure suitable temperature gradients; excessive plant growth; excessive nutrient loading from runoff containing fertilizers; safe bank slopes; vegetation palettes; hazards from accidental falls into the pond; and, if a clay liner is installed to prevent exfiltration from the pond, identify the source of clay and the geotechnical requirements for liner installation and slope maintenance. If water needs to be imported to maintain an adequate water level in the pond, the Plan must identify the volume and source of water. The Plan must also address removal of dead vegetation, dredging of accumulated sediments, and a need for aeration to maintain sufficient oxygen demand. The Plan must be submitted to the City for review and approval as part of future development application(s).* *Anticipated Future Mitigation Measure 4.3-1b* *The applicant shall pay the fair share of storm drainage facilities impact fees for use by the City and JPA to plan, design, and construct regional drainage facilities.* *Anticipated Future Mitigation Measure 4.3-1c* *The applicant shall install drop inlet grate elevations in accordance with City requirements, i.e., one foot above the 10-year hydraulic grade line. In addition, building pad (not finished floor) elevations shall be designed to be one foot above the 100-year hydraulic grade line as part of the future site development plans.*		
Anticipated Future Impact 4.3-2: Construction activities and post-construction operation after the site has been developed could result in degradation of water quality in receiving waters by reducing the quality of storm water runoff.	*Anticipated Future Mitigation Measure 4.3-2a* *As part of future development projects/phases and prior to on-site construction, the project proponent shall prepare a SWPPP designed to reduce potential impacts to surface water quality through the construction period of the project to be submitted to the City for review and approval. It is not required that the SWPPP be submitted to the RWQCB, but the SWPPP must be maintained on-site and made available to RWQCB staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water and measures to prevent off-site migration of sediments and pollutants. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.*	•	

Key: LS = less than significant
SU = significant and unavoidable

Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)			
Environmental Impact	**Mitigation Measures**	**Level of Significance After Mitigation**	
		LS	**SU**
	An important component of the storm water quality protection effort is the knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP. *The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, which must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046 (SWRCB, 2001), monitoring would be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff." RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.* *BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.* *Anticipated Future Mitigation Measure 4.3-2b* *The future project design shall include features and operational BMPs to reduce potential impacts to surface water quality associated with operation of the project. These features shall be included in the project drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. The use of vegetated swales shall be considered as a water quality BMP instead of or in conjunction with sediment/grease traps. Storm drain signage shall be considered as a source control BMP. An Operations and Maintenance Plan shall be developed and implemented to inspect and maintain the proposed five-acre pond as required in Mitigation Measure 4.3-1.* *The final design team for the development project shall review and incorporate as many concepts as practicable from* Start at the Source, Design Guidance Manual for Stormwater Quality Protection *(BASM, 1999) and* Stormwater Best Management Practice Handbook, New Development and Redevelopment *(CSQA, 2003). Additional BMPs will likely be required in proposed parking areas at the project site.* *The City shall review and approve the SWPPP prior to approval of the future grading plan.*		

Public Health and Safety			
Anticipated Future Impact 4.4-1: Development of the project may interfere with investigation and remediation of listed hazardous materials sites.	*Anticipated Future Mitigation Measure 4.4-1* *Prior to regulatory closure of the leaking underground sites, written approval from SCDEH shall be required for all future construction and grading in those areas to ensure that future development activities do not interfere with investigation or remedial activities. The SCDEH may require modification or replacement of existing groundwater monitoring wells or other actions, as necessary, to ensure that investigation and remediation of historic contamination is not affected by project development.*	●	
Anticipated Future Impact 4.4-2: Future development could expose construction workers to hazardous materials during construction activities at the project site.	*Anticipated Future Mitigation Measure 4.4-2a* *A Phase II soil investigation shall be performed prior to issuance of development permits at project site drainage ditch(es) and wastewater ponds, in accordance with recommendations of the Phase I investigation. If remediation is required to reduce risks to public health and the environment, and the remediation results in residual contamination on the site, a Risk Management Plan (RMP) shall be prepared for the project site (Mitigation Measure 4.4-2b). If residual contaminants remain on-site above PRGs for residential land uses, measures must be incorporated into the RMP to ensure that any potential added health risks to future site users as a result of hazardous materials being present are reduced to a level acceptable to the applicable regulatory oversight agency. The potential risks to human health may be reduced either by remediation (e.g., excavation/extraction and off-site disposal) and/or implementation of institutional controls and engineering controls. Institutional controls and engineering controls may include the use of hardscape (buildings and pavements), importation of clean soil in landscaped areas to eliminate exposure pathways, and/or deed restrictions.* *Anticipated Future Mitigation Measure 4.4-2b* *An RMP shall be prepared prior to issuance of development permits at the project site to address the safe management and disposal of hazardous materials that may be encountered during project construction. The RMP shall include a site-specific Health and Safety Plan (HSP) for construction activities, which shall be prepared for the project by a qualified industrial hygienist. At a minimum, the HSP shall summarize information collected in environmental investigations for the project site, including soil and groundwater quality data; establish soil and groundwater mitigation and control specifications for grading and construction activities, including health and safety provisions for monitoring exposure to construction workers and the general public; provide procedures to be undertaken in the event that previously unreported contamination is discovered; incorporate construction safety measures for excavation activities; establish procedures for the safe storage and use of hazardous materials at the project site, if necessary; provide emergency response procedures; and designate personnel responsible for implementation of the HSP.* *Coordination with SCDEH shall be performed, as required, to ensure that provisions of the RMP do not interfere with remediation of former underground storage tank locations at the site. If necessary, the RMP shall include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of safely, in accordance with applicable regulations. The RMP shall be submitted to SCDEH for review and approval.*	●	

Key: LS = less than significant
SU = significant and unavoidable

Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Anticipated Future Impact 4.4-3: The improper use, storage, or transport of hazardous materials during future construction activities could result in releases affecting construction workers, the general public, and/or the environment.	*Anticipated Future Mitigation Measure 4.4-3* *The RMP, described in Mitigation Measure 4.4-2b, shall establish procedures for the safe storage and use of hazardous materials at the project site, as applicable; provide emergency response procedures in the case of a hazardous materials release; and designate personnel responsible for implementation of the plans.*	●	
Anticipated Future Impact 4.4-4: Demolition of any structures containing lead-based paint, asbestos-containing building materials during future site development, or other hazardous materials could release airborne particles of hazardous materials, which may affect construction workers and the public.	*Anticipated Future Mitigation Measure 4.4-4* *As a condition of approval for any future demolition permit for a structure constructed prior to 1985 at the project site, a lead-based paint and asbestos-containing material survey shall be performed at the structure by a qualified environmental professional. Based on the findings of the survey, all loose and peeling lead-based paint and identified asbestos hazards shall be abated by a certified contractor in accordance with federal and state requirements. Federal and state construction worker health and safety regulations shall be required during renovation or demolition activities, and any required worker health and safety procedures shall be incorporated into the HSP for the project (Mitigation Measure 4.4-2b). If loose or peeling lead-based paint were identified, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. Other hazardous wastes generated during future demolition activities, such as fluorescent light tubes and mercury switches, shall be managed and disposed of in accordance with existing hazardous waste regulations.*	●	
Anticipated Future Impact 4.4-5: Improper use, storage, or transport of hazardous materials by future businesses at the project site could result in releases affecting workers, the general public, and/or the environment.	*Anticipated Future Mitigation Measure 4.4-5* *Adherence to the applicable federal, state, and local laws and regulations that have been cited would reduce this impact to a less-than-significant level.*	●	
Visual Resources			
Anticipated Future Impact 4.5-1: Future development of the site could introduce glare and nighttime lighting into a rural area, which could affect existing rural residents.	*Anticipated Future Mitigation Measure 4.5-1* *Subsequent development applications for components of the project shall include lighting design provisions to ensure that outdoor lighting does not create glare conditions for residences on Hess Lane, Currey Road, or along Interstate 80.*	●	
Cultural Resources			
Anticipated Future Impact 4.6-1: Future construction as part of site development could affect unknown archaeological resources or human remains.	*Anticipated Future Mitigation Measure 4.6-1a* *If, during construction activities at the time of future development, artifacts or non-native stone (obsidian, fine-grained silicates, basalt) are exposed or if unusual amounts of bone or shell are observed or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work in the immediate area of the find shall be halted within 50 feet of the find and a qualified archaeologist shall be contacted immediately for an on-site inspection of the discovery and recommendations.*	●	

	Anticipated Future Mitigation Measure 4.6-1b *If buried or suspected human remains are encountered during construction work at the time of future development, that area shall be immediately halted and the county coroner notified. If the remains are determined to be Native American, then the Native American Heritage Commission will be notified by the coroner within 24 hours as required by Public Resources Code 5097. The Native American Heritage Commission will notify a designated Most Likely Descendant who will provide recommendations for the treatment of the remains within 24 hours. The Native American Heritage Commission will mediate any disputes regarding treatment of remains.*		
Biological Resources			
Anticipated Future Impact 4.7-1: Several special-status bird species could be affected by future development of the site, including Swainson's hawk, raptors, and other special-status bird species.	*Anticipated Future Mitigation Measure 4.7-1a* *The applicant shall obtain all legally required permits from the USFWS, CDFG, RWQCB, Corps, and U.S. EPA and implement mitigation measures, as required by federal and state law, to avoid, minimize, or offset impacts to any species listed under either the state or federal Endangered Species Act or protected under any other state or federal law prior to site development. Evidence that the applicant has complied with the requirements of these agencies shall be submitted to the Dixon Community Development Department prior to issuance of any grading or building permits for future development of the project site.* *Anticipated Future Mitigation Measure 4.7-1b* *Mitigation for impacts to Swainson's hawk, prior to site development, shall include preparation of a project-specific plan to provide for replacement habitat, or participation in a county-wide effort to establish a program for habitat management and conservation of "threatened" and "endangered" species in Solano County, if required by the CDFG. Until the county-wide HCP is completed, the applicant shall be required to consult with the CDFG to determine whether potential impacts on Swainson's hawk nesting or foraging habitat would be considered significant, and shall prepare a project-specific Swainson's Hawk Mitigation Plan, if required by the CDFG prior to site development. A qualified biologist shall be retained to develop a plan that addresses on-site protection or replacement habitat for Swainson's hawk and generally complies with the most recent version of the CDFG Draft Mitigation Guidelines for Swainson's Hawks in the Central Valley of California. Aspects of any required mitigation plan shall include the following:*	●	
	• *The plan shall be prepared in consultation with, and with the approval of, the CDFG and shall provide for a habitat management agreement with the CDFG that will ensure a highly productive foraging habitat in perpetuity for Swainson's hawk.* • *Replacement habitat could be established by obtaining a conservation easement over suitable agricultural lands, specifying acceptable and unacceptable crop types, prohibiting rodent control and, possibly, including management requirements for habitat enhancement, such as planting and maintenance of fence rows.* • *A copy of the fully executed habitat management agreement with the CDFG shall be submitted to the Dixon Community Development Department prior to the issuance of any construction permit or initiation of project site improvements, whichever occurs first.*		

Key: LS = less than significant
SU = significant and unavoidable

Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
	Upon effectuation of any county-wide and CDFG-approved HCP that provides a habitat management and conservation program for threatened and endangered species (including Swainson's hawk) and requires payment of developer mitigation fees for implementation, the applicant may elect to pay the specified fees prior to issuance of any construction permit or initiation of site improvements, whichever occurs first. Payment of these fees shall be in-lieu of entering into a separate habitat management agreement with the CDFG.		
Anticipated Future Impact 4.7-2: Several special-status bird species could be affected by future site development, including burrowing owl.	*Anticipated Future Mitigation Measure 4.7-2a* *Pre-construction surveys for burrowing owl shall be conducted throughout the year to determine whether any nesting owls are present and to provide for their protection during the active breeding season or passive relocation during the non-breeding season if nests are encountered prior to future site construction. Aspects of the pre-construction survey effort shall include the following:* • *The surveys shall be conducted by a qualified biologist no more than 30 days prior to initiation of grading and shall extend to 300 feet beyond the limits of the site.* • *The surveys shall be conducted by a qualified biologist and shall comply with Burrowing Owl Protocol and Mitigation Guidelines.* • *If a breeding pair and/or colony of owls is encountered, a detailed mitigation program shall be prepared to address significant impacts. The detailed mitigation program shall be prepared in consultation with the CDFG and meet with the approval of the Dixon Community Development Department prior to any grading or construction disturbance.* • *A survey report by a qualified biologist summarizing the results of the survey effort, verifying that any young have fledged, or that the detailed mitigation program has been implemented shall be submitted to the Dixon Community Development Department prior to initiation of grading in any nest-setback zone.* *Anticipated Future Mitigation Measure 4.7-2b* *Pre-construction nesting surveys for loggerhead shrike and raptors shall be conducted during the months of April through July prior to any destruction of suitable nesting habitat. Aspects of the pre-construction survey effort shall include the following:* • *The surveys shall be conducted by a qualified biologist no more than 30 days prior to initiation of grading and shall extend to 300 feet beyond the limits of the site.* • *If any of these species is found within the construction area after April of the construction year, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by a qualified biologist.* • *If avoidance of nests is not feasible, impacts to foraging habitat and shrike and raptor nests shall be minimized by avoiding disturbance to the birds during the nesting season unless a qualified biologist verifies that the birds have either: 1) not begun egg-laying and incubation, or 2) that the juveniles from those nests are foraging independently and capable of survival at an earlier date.*	•	

	• *A survey report by a qualified biologist summarizing the results of the survey effort or verifying that any young have fledged shall be submitted to the Dixon Community Development Department prior to initiation of grading in any nest-setback zone.*		
Anticipated Future Impact 4.7-3: Future site development could have an adverse effect on wetlands.	*Anticipated Future Mitigation Measure 4.7-3a* *The preliminary wetland delineation for the site shall be submitted by the applicant's consulting wetland specialist to the Corps for verification prior to site development. If the identified drainage channels and ditches to be filled and modified are not considered jurisdictional, then no additional mitigation is considered necessary. If these features are considered jurisdictional and must be filled, then a mitigation program shall be prepared by a qualified wetland specialist, and shall at minimum provide for permanent protection or creation of replacement habitat of greater or equal acreage and values at a secure location. Any mitigation program involving wetland creation shall include:* • *Monitoring and management for a minimum of five years to ensure success of wetlands creation;* • *Specify success criteria, maintenance, monitoring requirements, and contingency measures;* • *Define site preparation and re-vegetation procedures, along with an implementation schedule, and funding sources to ensure long-term management;* • *If required, the detailed mitigation program shall be prepared in consultation with the Corps and RWQCB, and meet with the approval of the Dixon Community Development Department prior to initiation of any modifications to jurisdictional waters.* *Anticipated Future Mitigation Measure 4.7-3b* *As recommended in Section 4.3, Hydrology and Water Quality, an SWPPP shall be prepared and implemented using BMPs to control both construction-related erosion and sedimentation and project-related non-point discharge into waters of the U.S. prior to site development.*	●	
Transportation and Circulation			
Anticipated Future Impact 4.8-1: The addition of anticipated future project traffic at the Sievers Road/Currey Road intersection would increase delay for the northbound shared through/left-turn movement by more than five seconds and result in unacceptable LOS E conditions.	*Anticipated Future Mitigation Measure 4.8-1* *Prior to site development, the applicant shall pay a fair share of the cost toward installing a traffic signal and the addition of a separate left-tum lane on the westbound approach. With this improvement, the westbound approach would have a separate left-tum lane and shared through/right-tum lane. Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under future year 2025 (cumulative) plus future project conditions.*		●
Anticipated Future Impact 4.8-2: The addition of future project traffic at the Milk Farm Road/Currey Road intersection would cause LOS F conditions under the existing plus future project conditions.	*Anticipated Future Mitigation Measure 4.8-2* *Prior to site development, the applicant shall realign Milk Farm Road (north of its current location), install a traffic signal, and provide a separate left-tum lane and a shared left-/right-tum lane on the westbound approach. Intersection spacing between the Interstate 80 westbound ramps intersection and Milk Farm Road should be coordinated with the City of Dixon Engineering Department. Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus project conditions.*	●	

Key: LS = less than significant
SU = significant and unavoidable

Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Anticipated Future Impact 4.8-3: The addition of project traffic at the Interstate 80 westbound ramps/Currey Road/North First Street following site development would cause LOS F under existing plus future project conditions.	*Anticipated Future Mitigation Measure 4.8-3* *Prior to site development, the applicant shall install a traffic signal at the Interstate 80/North First Street/Currey Road interchange. Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus future project conditions. This improvement is needed not only to improve the intersection LOS but to also maintain reasonable vehicle queues on the eastbound approach.*	●	
Anticipated Future Impact 4.8-4: The addition of project traffic at the Interstate 80 eastbound ramps/North First Street intersection would cause LOS F conditions under existing plus project conditions.	*Anticipated Future Mitigation Measure 4.8-4* *Prior to site development, the applicant shall install a traffic signal and provide an additional separate left-tum lane on the eastbound approach. With this improvement, the eastbound approach would have a separate left-tum lane, a shared left-tum/through lane, and a right-tum lane.*	●	
Anticipated Future Impact 4.8-5: The addition of anticipated future project traffic at five intersections near the Interstate 80/Currey Road/North First Street interchange would either cause LOS F conditions or add more than five seconds of delay to existing LOS F conditions under cumulative conditions. The affected intersections include Interstate 80 eastbound ramps/North First Street, westbound ramps/Currey Road/North First Street, North First Street/Dorset Drive, North First Street/Vaughn Road, and North First Street/Industrial Way.	*Anticipated Future Mitigation Measure 4.8-5* *The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/North First Street/Currey Road interchange. Specific improvements, other than a traffic signal, have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. If the City includes these improvements in the CIP, prior to the approval of any component of site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/North First Street/Currey Road interchange. The three additional City intersections along North First Street should be included in the Caltrans programming studies due to the close spacing between Dorset Drive, Vaughn Road, and Industrial Way, and the Interstate 80/North First Street/Currey Road interchange.*		●
Anticipated Future Impact 4.8-6: The addition of anticipated future site development traffic at the North First Street/North Adams Street intersection would add more than five seconds of delay to LOS F under cumulative plus future project conditions.	*Anticipated Future Mitigation Measure 4.8-6* *Prior to site development, the applicant shall pay a fair share cost (estimated to be four percent) through the City's CIP toward the cost of limiting access at the North First Street/North Adams Street intersection to left-in/right-in/right-out access only (this would require median treatments on North First Street) and toward the installation of a traffic signal at the North First Street/West H Street intersection, to accommodate the displaced eastbound left-tum movements from North Adams Street. Access improvements should be coordinated with adjacent property owners.*	●	
Anticipated Future Impact 4.8-7: The addition of anticipated future project traffic at the North First Street/West H Street intersection would add more than five seconds of delay to LOS F conditions.	*Anticipated Future Mitigation Measure 4.8-7* *Prior to site development, the applicant shall pay a fair share (estimated to be four percent) through the City's CIP toward the installation of a traffic signal at the North First Street/West H Street intersection.*	●	

Anticipated Future Impact 4.8-8: The addition of anticipated future site traffic at the North First Street/West A Street intersection would add more than five seconds of delay to LOS F conditions.	*Anticipated Future Mitigation Measure 4.8-8* *Further improvements beyond those recently completed as part of the traffic signal installation and intersection modification improvements are warranted at this intersection under year 2025 (cumulative) plus future project conditions. However, due to right-of-way constraints, the City may not wish to implement additional improvements at this intersection to not conflict with economic development goals for the downtown Dixon area. Prior to site development, the applicant shall implement Transportation Demand Management (TDM) strategies to reduce the number of single-occupant vehicle trips generated by future site development during the weekday PM peak hour conditions. Examples of TDM strategies include: preferential parking (or other incentives) for carpools/vanpools; improved transit service, such as contributions to Readi-Ride operations (refer to Mitigation Measure 4.8-10) and underwriting the costs of a shuttle bus; and other strategies to encourage employees to use public transit.*		●
Anticipated Future Impact 4.8-9: The addition of anticipated future traffic from site development at the Interstate 80 eastbound ramps and westbound ramps/Pedrick Road intersections would add more than five seconds of delay to LOS F conditions under year 2025 (cumulative) plus project conditions..	*Anticipated Future Mitigation Measure 4.8-9* *The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/Pedrick Road interchange. Specific improvements have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. If the City includes these improvements in the CIP, prior to the approval of any component of future site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/Pedrick Road interchange.*		●
Anticipated Future Impact 4.8-10: Anticipated future site development would result in unmet transit demand in the project site vicinity and have the potential to adversely affect service times of the Dixon Readi-Ride Transit Service.	*Anticipated Future Mitigation Measure 4.8-10* *The project applicant shall meet and confer in good faith with the City and Readi-Ride Transit Service to identify the extent to which transit service should be expanded to serve the project site prior to site development. The parties shall determine an equitable funding arrangement to implement the expanded service, and prior to the approval of any component of the proposed project, the applicant shall pay a fair share of the cost of the expanded transit service.*	●	
Anticipated Future Impact 4.8-11: Future site development would increase the number of vehicles that cross existing at-grade railroad tracks.	*Anticipated Future Mitigation Measure 4.8-11* *The City shall consider amending the City's Capital Improvements Program (CIP) to include the grade-separated rail crossings at North First Street and H Street. Specific improvements have not been identified as part of this study. Additional improvements would be determined in consultation with the railroad and regulatory agencies. If the City includes these improvements in the CIP, prior to the approval of any component of future site development, the applicant shall pay a fair share through the City's CIP toward the cost of the grade separation.*		●
Anticipated Future Impact 4.8-12: Anticipated future site development would add more than ten vehicles during the weekday PM peak hour on the Interstate 80 mainline freeway and at on- and off-ramp junctions under year 2025 (cumulative) conditions, which would exacerbate unacceptable LOS F operations.	*Anticipated Future Mitigation Measure 4.8-12* *The applicant shall agree to pay a fair share fee toward improvements on the Interstate 80 mainline facilities through a future regional traffic impact fee, or similar program, if such a program is adopted prior to future site development.*		●

Key: LS = less than significant
SU = significant and unavoidable

Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Air Quality			
Anticipated Future Impact 4.9-1: Air emissions could expose sensitive receptors to substantial pollutant concentrations. Demolition, grading, paving, and other construction related activities may result in temporary construction related air quality impacts, such as fugitive dust, ozone, and other pollutants that exceed YSAQMD's significance criteria.	*Anticipated Future Mitigation Measure 4.9-1* *To ensure that future health risks from diesel PM_{10} emissions are reduced to acceptable levels, contractors shall use equipment that is well maintained during future site development. The mitigation measure included below shall be used to monitor diesel PM_{10} emissions and ensure that diesel-fueled equipment is not emitting excessive amounts of pollutants because of poor maintenance. Additional mitigation measures listed below shall be made part of any plans for future development to further reduce the impact.* • *Comply with all YSAQMD measures for reducing air quality impacts during construction activities for future site development as well as future traffic-related air quality impacts.* • *Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. A visual survey of all in-operation equipment shall be made at least weekly throughout the duration of the construction period. A record of the inspection shall be maintained on-site. The YSAQMD and/or other officials may conduct periodic site inspections to determine compliance.* • *Additional mitigation of NOx, ROG, and PM10 emissions in addition to the applicant's environmental commitments may include reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks.* • *For any earth moving activities within 100 feet of the property lines, additional water shall be applied as necessary to prevent visible dust emission from exceeding 100 feet in any direction.* • *The soil moisture shall be maintained at a minimum of 12 percent, as determined by ASTM Method D-2216. Two soil moisture measurements shall be taken during the first three hours of any active earth moving activities and during each subsequent four-hour period of active operations. Should soil moisture content be below 12 percent, water application shall be increased until the moisture goal has been attained.* • *Buildings that will be demolished as part of site development shall undergo an asbestos and lead-based paint survey. The asbestos survey shall be conducted by an asbestos inspector certified in accordance with the Asbestos Hazardous Response Act. Lead-based paint inspectors shall be certified by the Department of Health Services. Asbestos and lead-based paint shall be abated as necessary and required by law prior to demolition of the buildings.*		●

Impact 4.9-2: Additional vehicle trips generated by future site development would result in an regional long-term increase in emissions of air pollutants. This could result in a cumulatively considerable net increase of any criteria pollutants.	*Anticipated Future Mitigation Measure 4.9-2* • *Prior to the approval of any development at the project site applicant shall develop a TMP that includes strategies and long-term goals addressing mobile source emissions. The TMP shall include the formation of a Transportation Management Association (TMA), which will act as a collective body to communicate with Solano Commuter Information (SCI) to coordinate mobile source emission reduction programs and obtain information about travel alternatives that reduce trips and vehicle miles traveled. The applicant shall meet and confer in good faith with the City and Readi-Ride Transit Service to expand transit service to the project site. The applicant shall pay a fair share of expanding transit service to the site.* • *Future site development shall include planting of trees for shading in all parking lots in accordance with the requirements of the City of Dixon, i.e., 30 percent shading on 22 June on tree types that are deciduous and resistant to disease and parasites common in Dixon. The tree design plan shall be submitted along with building plans and be subject to approval by City staff.*		●
Noise			
Anticipated Future Impact 4.10-1: The future development of various commercial facilities on the project site would result in temporary increase in noise levels during construction. Construction activities may increase the ambient noise level for adjacent residences during daytime hours.	*Anticipated Future Mitigation Measure 4.10-1a* *All construction trucks operating off-site during future site development shall be required to comply with local, state, and federal noise regulations, including fitting trucks with noise reducing mufflers according to the manufacturer's specifications. .* *Anticipated Future Mitigation Measure 4.10-1b* *All construction shall adhere to restrictions on construction activity to those hours specified by City of Dixon; the City will perform inspections to ensure compliance.* *Anticipated Future Mitigation Measure 4.10-1c* *Prior to development of the highway commercial uses of the site, the applicant shall submit a truck routing plan that shall identify routes for construction vehicles. The routes shall not include accessing or exiting the site from or to the north on Currey Road.*	●	
Anticipated Future Impact 4.10-2: Operational activities, once the site is developed, may expose people at the site to noise levels in excess of City of Dixon standards from existing noise sources or development-related noise sources.	*Anticipated Future Mitigation Measure 4.10-2* *Prior to obtaining any development permits, the applicant shall submit an acoustical study, prepared by an experienced professional, that identifies specific project design features that will accomplish adherence to City of Dixon noise level acceptability criteria for proposed development components. This shall include design features that will address noise emissions from on-site activities and from the ambient noise environment and provide for visual separation between the project site and the Interstate 80 corridor by vegetation, landscaping, berms, and/or devices other than standard acoustical walls.*	●	

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Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Public Services and Utilities			
Anticipated Future Impact 4.11-1: Future site development would create demand for approximately 135,000 gallons per day of domestic water, with a peak demand of 459,000 gallons per day of water. To provide water during peak periods, the Dixon-Solano Municipal Water Service would be required to construct substantial infrastructure improvements, such as additional municipal wells and storage facilities.	*Anticipated Future Mitigation Measure 4.11-1a* *The applicant shall pay a fair share of the costs of the improvements outlined in the updated DSMWS Master Plan, as reflected in the updated connection fee schedule prior to site development. The applicant shall pay a fair share of the costs of additional well and storage construction to serve the area. The applicant shall construct two 12-inch water lines under Interstate 80 to connect a loop system with the water system being developed in the NQSP.* *Anticipated Future Mitigation Measure 4.11-1b* *Prior to the approval of any future development plan for any component of the project, a Water Demand and Conservation Plan shall be prepared and approved by the City Engineering and Community Development departments. The plan shall be coordinated with the required Farmland Irrigation and Water Conservation Plan (see Mitigation Measure 4.11-2, below). The plan shall include, but is not limited to, the following specific components:* • *A water budget for all proposed private and public uses within the project site, including irrigation of landscaping and operation of water features such as the lake;* • *An infrastructure plan for providing the amount of water that is required, with a requirement that any additional cost burden associated with this infrastructure would be borne by the applicant/developer;* • *A stated goal and conservation plan for reducing projected on-site water consumption by 15 percent;* • *The water conservation plan shall include specific measures to minimize the use of high water use landscaping (turf, water features) by requiring, for example, installation of drought tolerant landscaping;* • *The water conservation plan shall include specific measures that require conservation programs in resort hotel operations, similar to the U.S. EPA Water Alliances for Voluntary Efficiency (WAVE) program, such as offering guests an option of receiving no new daily towels and bedding;* • *A detailed proposal of how future site development can participate in Solano Irrigation District's conjunctive water use program, including specific design features that would help to replenish groundwater such as the use of pervious paving materials, use of collected gray water, and other measures.*	●	
Anticipated Future Impact 4.11-2: Future site development proposes to use either on-site well water or surface water supply from Solano Irrigation District for irrigation of the project's 25-acre agricultural area and for on-site landscaping. Adequate water supply may not be available.	*Anticipated Future Mitigation Measure 4.11-2* *A Farmland Irrigation and Water Conservation Plan shall be prepared and approved by the City prior to any planting of crops and construction of visitor facilities. The plan shall include a water budget for irrigation of the cropland and orchards and project landscaping areas during different times of the year. The plan shall include a goal of 0.75 to 0.85 water distribution uniformity for furrow irrigated crops, consistent with standards of the Irrigation Training and Research Center, Cal Poly, San Luis Obispo (www.itrc.org). Buried drip irrigation systems should be limited to no more than one-eighth mile in length. Orchards shall be irrigated with micro-spray. The plan shall recommend additional water conservation measures that can improve overall water efficiency, especially during peak summer irrigation periods.*	●	

Anticipated Future Impact 4.11-3: Future site development would conservatively create demand for approximately 81,250 gpd of dry weather wastewater treatment and a demand for 219,375 gpd of wet weather treatment.	*Anticipated Future Mitigation Measure 4.11-3* *Prior to the approval of any future development plan for any component of the project site, applicant shall submit a Wastewater Services Plan to the Dixon Engineering and Community Development departments for approval. The plan shall include, but not be limited to, the following components:* • *A projection of wastewater demand for the application based on rates for each specific use and square footage for average and peak daily flows;* • *Specific measures to reduce wastewater generation on the site by 15 percent, such as the use of low-flow toilets and showers, and the re-use of gray water generated by uses on the site instead of allowing it to enter the City wastewater collection system;* • *Detailed plans for how the project site would be connected to the existing City of Dixon wastewater collection system;* • *A financing plan that indicates how the costs of constructing the infrastructure would be paid for by the applicant;* • *A written verification from the Regional Water Quality Control Board and/or the City that indicates there is capacity at the City's wastewater treatment plant and disposal area to serve the project;* • *A commitment that the applicant will pay sewer impact fees in effect at the time of the application.*	●	
Anticipated Future Impact 4.11-4: Future site development would create additional demand for fire and police protection services.	*Anticipated Future Mitigation Measure 4.11-4a* *Prior to the approval of any future development plan for any component at the project site, the applicant shall meet and confer in good faith with the Dixon Police Chief to verify that the existing capabilities of the Police Department are able to provide adequate police protection to the project, taking into account the proposed level of on-site private security and surveillance and the specific types of uses that are proposed. The applicant shall develop a method to pay for the project's fair share of additional staffing costs.* *Anticipated Future Mitigation Measure 4.11-4b* *Prior to the approval of any future development plan that includes building structures higher than three stories, further environmental review shall be conducted to specifically determine if existing Dixon Fire Department staffing and equipment capabilities are adequate to serve the development.* *Anticipated Future Mitigation Measure 4.11-4c* *The proposed five-acre pond shall not be used to provide fire flows for future site development. Adequate fire protection water shall be provided by the DSMWS water delivery system in accordance with Dixon Fire Department standards.* *Anticipated Future Mitigation Measure 4.11-4d* *Prior to the approval of any future development, the applicant shall develop a security loss prevention plan with each business operation, to be approved by the Police Chief. The applicant shall meet and confer in good faith with the Dixon Fire Chief to verify that existing capabilities of the fire department are able to provide adequate fire protection to the project. The applicant shall develop a method to pay for the project's fair share of additional staffing costs.*	●	

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Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Anticipated Future Impact 4.11-5: Future site development would create additional demand for energy, including natural gas and electricity, and solid waste collection service.	*Anticipated Future Mitigation Measure 4.11-5a* *For future site development, the design, construction, and operation of buildings over 5,000 gross square feet of occupied space shall meet a minimum "silver rating" of the U.S. Green Building Council's current Leadership in Energy and Environmental Design rating system.* *Anticipated Future Mitigation Measure 4.11-5b* *Prior to the approval of any future development plan for any component of the project site, a Recycling Plan shall be prepared and submitted to the City and the Solano County Environmental Health Division that addresses recycling for all related demolition, construction, and operation of new uses on the project site. The plan shall include the following components:* • *A requirement that, during future construction, contractors responsible for demolition of existing structures and construction of new facilities shall separate recyclable materials (i.e., wood, scrap metal, asphalt, concrete, cardboard) from the construction and demolition debris in such a way as to avoid landfill disposal of these recyclable materials.* • *Details for implementing an aggressive Recycling Plan that requires, at a minimum, all components of future development to provide containers for recycling glass, plastic, paper, cardboard, green waste, food waste, and aluminum and ensure that adequate and conveniently located space is provided for the necessary recycled material storage containers to be used by the project.* • *An overall goal of the Recycling Plan to recycle at least 50 percent of all waste materials generated during construction and during subsequent operation of each component of future site development.* • *A detailed monitoring program to monitor the progress of meeting the 50 percent recycling goal, with annual reports submitted to the City and to the Solano County Environmental Health Division for approval.*	●	

CUMULATIVE IMPACTS AND MITIGATION MEASURES			
Impact 5.1: The cumulative conversion of agricultural land to urban uses and resultant pressures for development of adjacent agricultural lands is a significant impact.	*Mitigation Measure 5-1* *The City will require that each development acquire off-site land or a conservation easement on such land within the Dixon planning area or within a ten-mile radius of the City, or each developer must participate in the City's master agricultural conversion program. Each developer must pay the fee established for this program at the time of the City's approval of the tentative subdivision map or as otherwise specified in a development agreement. If the developer opts to purchase land, the developer can re-sell the land to an agricultural operator or other party so long as a conservation agreement acceptable to the City is granted to the City or an agency or organization acceptable to the City. Alternatively, the developer can purchase a conservation easement which is acceptable to the City and grant this conservation easement to the City or an agency or organization acceptable to the City.*	●	
Impact 5-2: Increases in urbanization will result in cumulative increases in urban-type pollutants in storm water runoff affecting surface waters.	*Mitigation Measure 5-2* *All developments would be required to implement the provisions of a site-specific SWPPP for construction and operation of individual projects. The SWPPPs would be prepared by experienced professionals and identify feasible BMPs to reduce sediments and pollutants to the maximum extent practicable.*	●	
Impact 5-3: Cumulative loss of suitable habitat for Swainson's hawk is a potentially significant impact.	*Mitigation Measure 5-3* *For every acre of suitable Swainson's hawk habitat, the developer for each project would be responsible for preserving one acre of Swainson's hawk habitat per the California Department of Fish and Game's Staff Report Regarding Mitigation for Impacts to Swainson's Hawk (Buteo swainsonii) in the Central Valley of California (1994). The area to be preserved would be confirmed as adequate Swainson's hawk habitat by CDFG. Proof of purchase of the property or a suitable conservation easement shall be provided to the City of Dixon prior to the start of construction of each project. The habitat purchase or purchase of development rights may be combined with land preserved to offset loss of agricultural lands as described in the mitigation for Impact 5-1.*	●	
Impact 5-4: Cumulative impacts to the City's wastewater facilities are potentially significant.	*Mitigation Measure 5-4* *Implement Mitigation Measure 4.11-3 for all development projects that are approved by the City prior to the planned wastewater plant upgrade. The measure requires written verification from the RWQCB and/or the City that indicates there is capacity at the City's wastewater treatment plant and disposal area to serve the project.*	●	
Impact 5-5: The cumulative impacts of traffic generated by future site development and major developments in the City of Dixon, such as Dixon Downs, will create unacceptable levels of service at several intersections within the City and at interchanges along the Interstate 80 freeway. In addition, the mainline segment of Interstate 80 through Dixon will be over capacity.	*Mitigation Measure 5-5* *To mitigate cumulative impacts to affected interchanges and intersections, Caltrans and/or the City must identify improvements; the City must amend the CIP to include the improvements; and applicants must pay a fair share of the improvements.*		●
Impact 5-6: Cumulative impacts to regional air quality. This is a less-than-significant impact.	*Mitigation Measure 5-6* *None required.*		
Impact 5-7: Cumulative impacts related to exceedances of YSAQMD thresholds of significance for ROG, NOx, CO, and PM10 from construction and/or increased vehicle trips.	*Mitigation Measure 5-7* *Refer to Anticipated Future Mitigation Measures 4.9-1 and 4.9-3.*		●

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Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (*continued*)			
Environmental Impact	**Mitigation Measures**	**Level of Significance After Mitigation**	
		LS	**SU**
Impact 5-8: The cumulative impacts of increased calls for police and fire services are potentially significant.	*Mitigation Measure 5-8* *The City shall require applicants of major development projects to pay a fair share of the cost of additional staffing for the police and fire departments.*	●	