

3. PROJECT DESCRIPTION

CHAPTER 3

PROJECT DESCRIPTION

This chapter includes a description of the location and existing uses at the project site. The proposed project consists of a set of four applications that have been submitted to the City: requests for a General Plan amendment, Sphere of Influence (SOI) amendment, annexation, and pre-zoning. The applicant is Milk Farm Associates, LP (MFA).

This section also describes the objectives of the applicant, environmental commitments that have been made by the applicant, and the application approvals that must be granted by the City and other agencies for the project and future site development .

3.1 PROJECT LOCATION AND EXISTING USES

The project site is the 60-acre former Milk Farm property, located along the northwest side of Interstate 80 at the Currey Road interchange (Figure 3-1). The 60 acres consist of 18 parcels as shown on Figure 3-2. The property is in unincorporated Solano County, adjacent to the City.

The project site is currently largely vacant except for two rural residences and associated rural barns/sheds along the western site boundary. In the southwestern portion of the site are concrete foundation remnants from the former Milk Farm restaurant complex as well as a remnant roadway associated with the complex. The northeastern corner of the site also includes remnant foundations from a former service station. The center of the site also contains remnant outlines of former wastewater ponds.

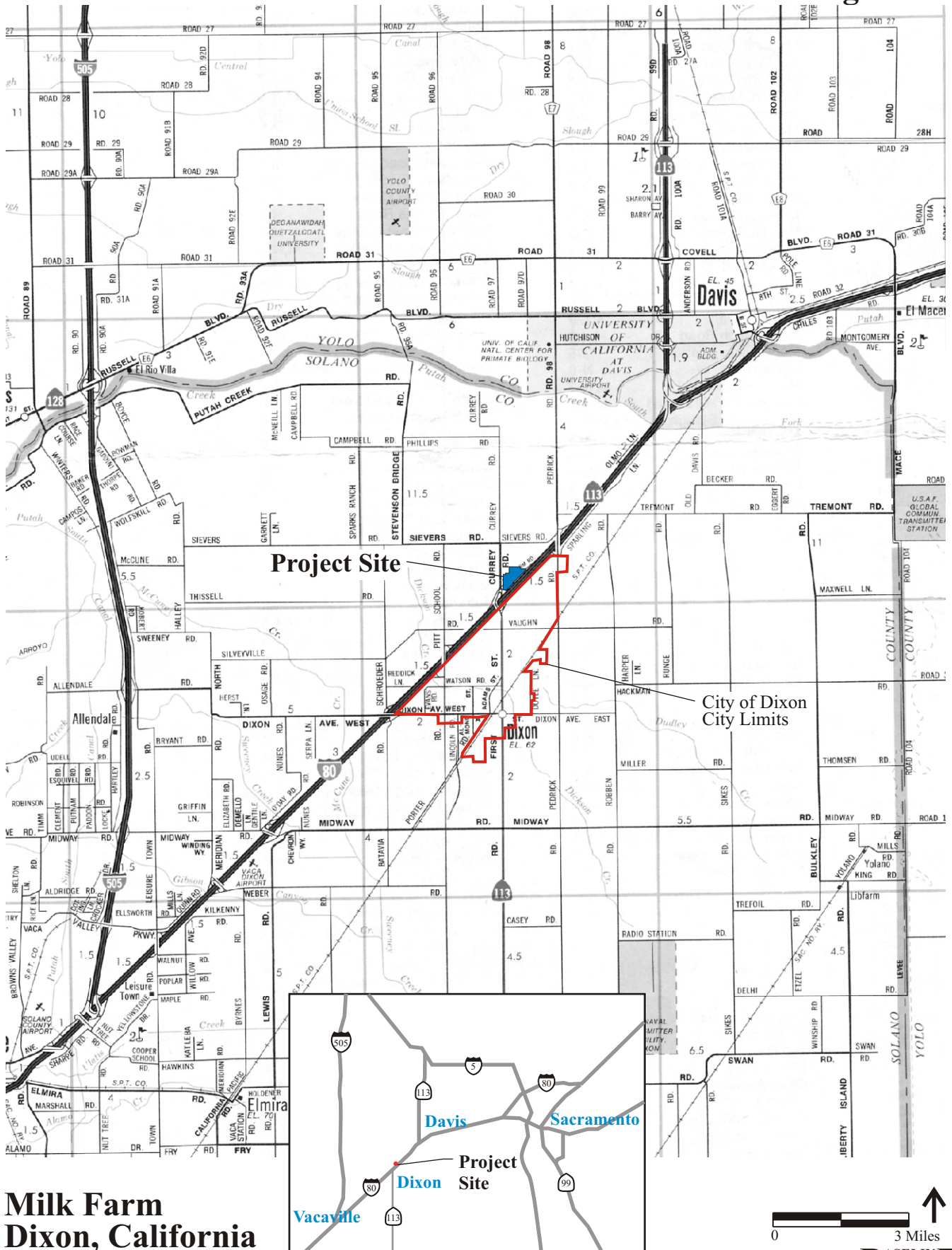
The Milk Farm complex flourished during the 1940s and became a nationally recognized, unique highway restaurant. In addition to the restaurant and service stations, other uses such as an orange juice stand and riding stables were established at the site. The most notable feature of the complex was the “cow jumping over the moon” sign above the restaurant. The restaurant and service stations were abandoned in the 1980s and the remaining structures were demolished in 2000.

Two former service stations on the site are currently under active oversight by Solano County Department of Environmental Health for investigation and remediation of soil and groundwater. Future remediation activities may include removal of contaminated soil and monitoring of natural attenuation of groundwater contaminants.

Land uses in the project vicinity include a combination of agricultural uses (orchard, field, and row crops) northwest of Interstate 80. South and east of the freeway are developing

REGIONAL LOCATION

Figure 3-1



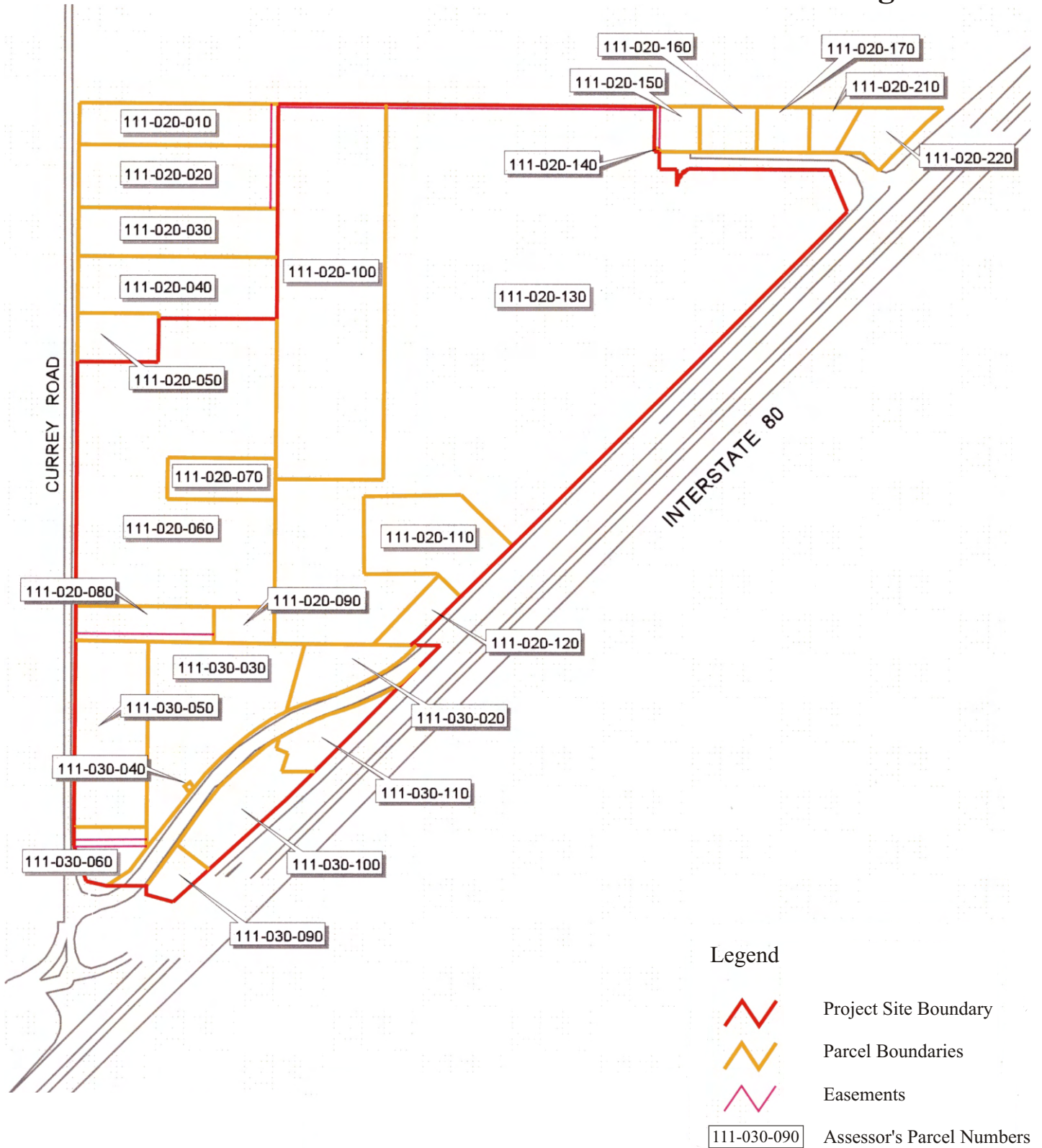
Milk Farm Dixon, California

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PROJECT SITE PARCELS

Figure 3-2



Milk Farm Dixon, California

Source: MFA, 2002.

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areas of the City, including industrial, commercial, and residential uses. The 623-acre Northeast Quadrant Specific Plan (NQSP) area, where commercial and business park uses are planned, is located immediately south of the project site, across Interstate 80 (Figure 3-2).

EXISTING GENERAL PLAN DESIGNATIONS

The 60-acre project site is located in the unincorporated area of Solano County. About 30 acres of the site is within the SOI of the City of Dixon (Figure 3-3). The Dixon city limit is just south of the site along Interstate 80. The portion of the site within the Dixon SOI is designated Highway Commercial; the County designation for that portion of the site is also Highway Commercial. The remaining 30 acres of the site is designated Agricultural in the Solano County General Plan.

3.2 PROPOSED PROJECT

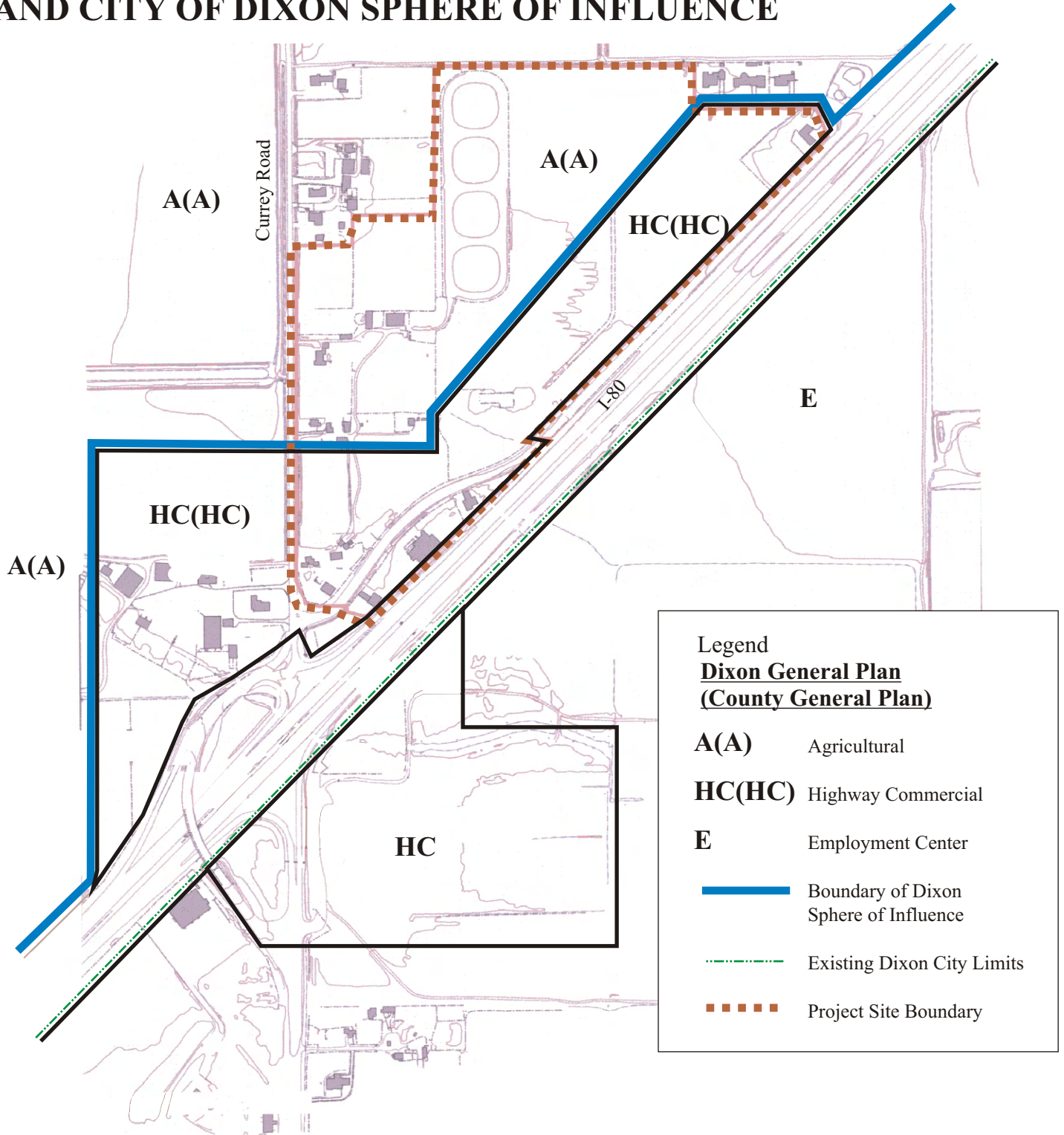
The proposed project consists of four applications to the City requesting annexation, pre-zoning, General Plan amendment, and SOI modification of the 60-acre Milk Farm property. The applicant's intent is to submit development applications at a later date. When subsequent applications to develop the project site are submitted to the City, those more detailed development applications would be subject to additional CEQA review.

The four applications that constitute the project request a series of actions by the City and the Solano County Local Agency Formation Commission (LAFCO). The first application is for the City to amend the City General Plan to reconfigure the land use designations that now apply to the project site. Approximately one-half of the 60-acre site (the portion along Interstate 80) is currently designated in the Solano County General Plan for Highway Commercial use. The northern one-half of the property is designated for Agricultural use by Solano County. The application for a General Plan Amendment requests that approximately 30 acres be designated for Highway Commercial uses, in a different configuration than the current conditions. Instead of designating most of the frontage along Interstate 80, the application requests that a larger part of the interior portion of the site be designated for Highway Commercial development and that the northeast frontage along the freeway be re-designated from Highway Commercial to Agricultural (Figure 3-4). In addition, a five-acre area is proposed to be designated as Agricultural within the HC area.

The second application is a request for the City to "pre-zone" the land to the Highway Commercial (HC) and Agricultural (A) zoning districts, consistent with the boundaries of the proposed General Plan land use designations. A city "pre-zones" lands that are outside the current city limits (as opposed to "re-zoning" lands within a city) in anticipation of annexing the lands from county jurisdiction into a city.

**EXISTING DIXON AND SOLANO COUNTY
GENERAL PLAN DESIGNATION,
AND CITY OF DIXON SPHERE OF INFLUENCE**

Figure 3-3

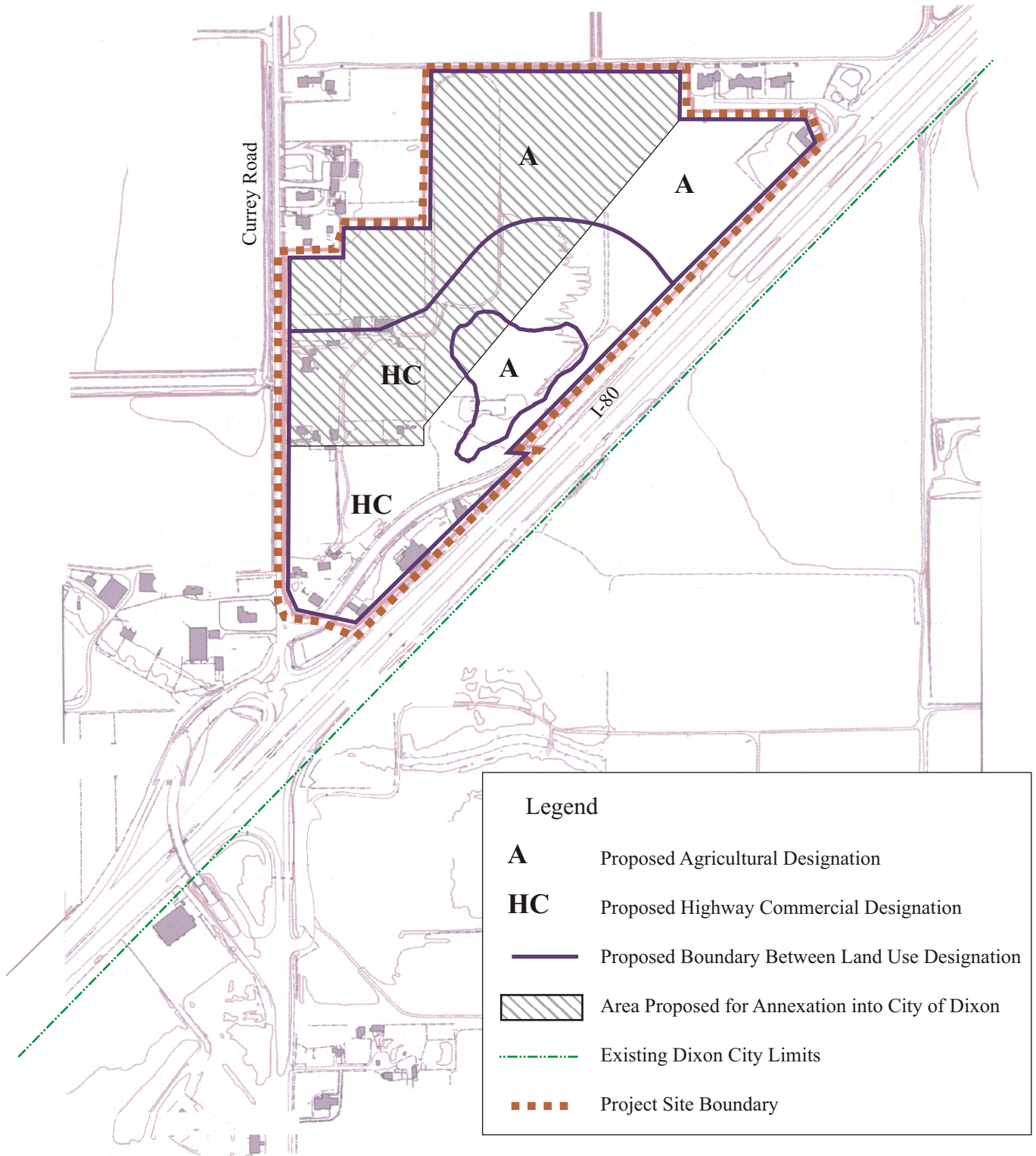


**Milk Farm
Dixon, California**

Source: Dixon General Plan, 1993.

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**Milk Farm
Dixon, California**

Source: Dixon General Plan, 1993.

Y1263-B0.00017.Fig3-4.cdr-5/4/05



The third application is a request that the City initiate an amendment to the City’s existing SOI boundary, which is set by the LAFCO. The current SOI boundary is contiguous with the City’s General Plan designation for Highway Commercial use, i.e., the SOI includes approximately 30 acres of unincorporated land immediately north and west of Interstate 80. The application for the SOI amendment requests that all 60 acres of the project site be included within the SOI.

The fourth application is a request that the City initiate annexation of the 60-acre project site into the City.

The applicant has also submitted a conceptual site development plan to assist in the City’s environmental review of potential future impacts associated with the development of the site. The conceptual site plan suggests the development of a mixed use project on the site, consisting of highway commercial, industrial, and agricultural uses (Table 3-1) (MFA, 2002).

TABLE 3-1: Conceptual Future Land Uses for the Milk Farm Project

Land Use Description	Acres ¹	Buildings (square feet)
Agriculture demonstration and production agriculture, storm water detention (pond), educational activities	30	--
Highway Commercial food service, vehicle fueling, retail, lodging, and possibly Moller Research/office	30	520,000
Total	60	520,000

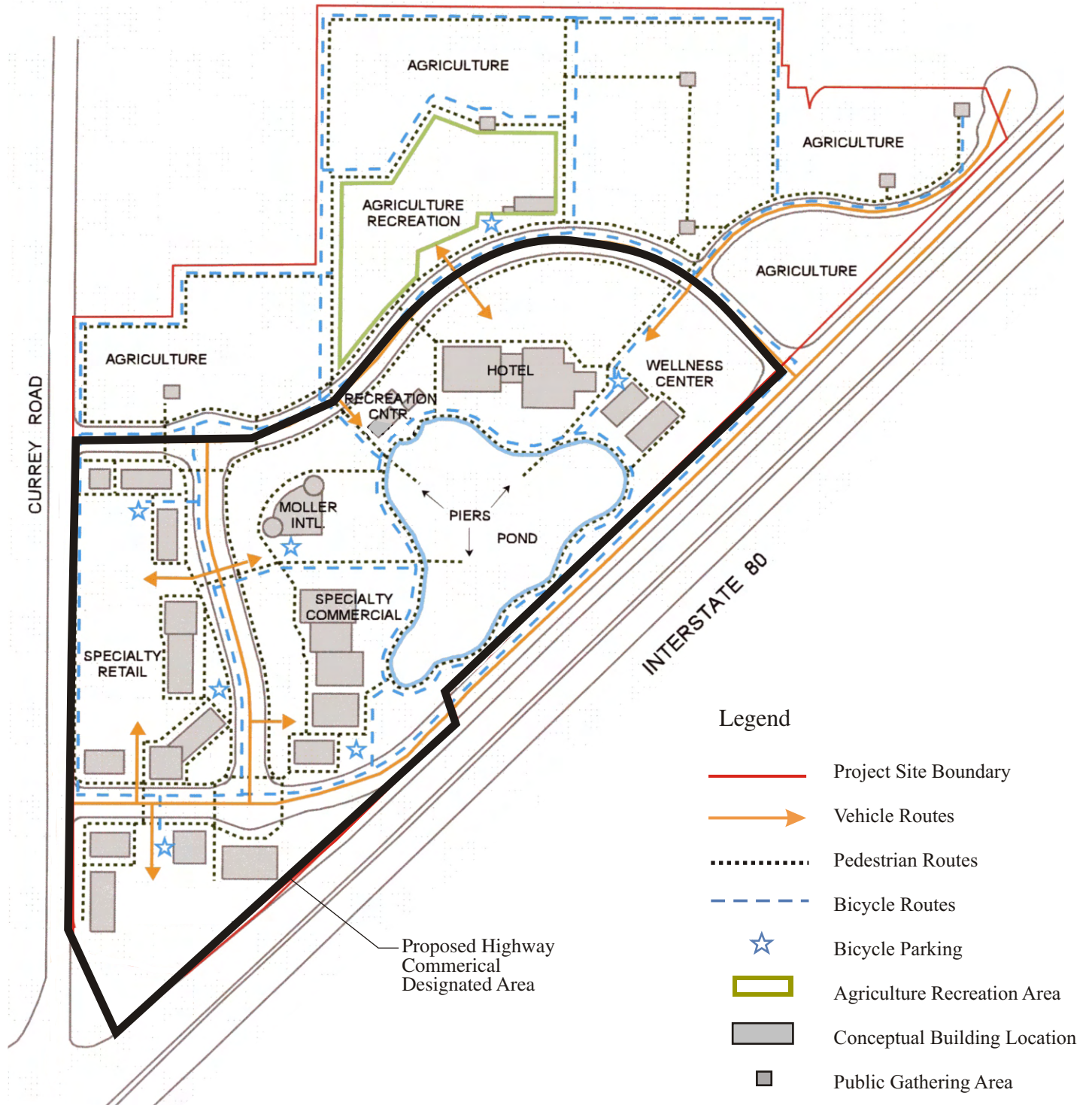
Source: MFA, 2002.

¹ Approximate acreage.

The conceptual land use plan developed by the applicant for the project site includes the general location for certain types of commercial and industrial uses that may be proposed in the southern and eastern one-half of the 60-acre site (Figure 3-5). Highway commercial and specialty retail uses are indicated adjacent to the Interstate 80 interchange. “Specialty commercial” and a research and development park may be arranged around the west side of a proposed five-acre pond. A recreation facility and hotel/wellness center could be located on the north and east sides of the pond. The pond would serve as a project water feature, fire flow reservoir (25 acre-feet), and (in conjunction with graded agricultural fields) provide flood storage volume. The northern one-half of the project site would be developed as agriculture and may include visitor trails and interpretive exhibits.

CONCEPTUAL LAND USE AND CIRCULATION PLAN

Figure 3-5



Milk Farm Dixon, California

Source: MFA, Inc., 2002.

Y1263-BO.00017.Fig3-5.cdr-5/4/05



As part of the application materials, the applicant has made numerous general and specific environmental commitments for future site development. These commitments are summarized below and addressed, as appropriate, in each of the topical sections of this EIR in Chapter 4.

Land Use

- Work with the City to annex the Milk Farm.

Transportation/Circulation Measures

- Provide a local transfer shelter for local bus/shuttle connections to Dixon.
- Develop a project street system to provide efficient vehicle access.
- Provide pedestrian paths to encourage foot traffic between facilities and activity areas.
- Develop project roadways to accommodate bicycles.
- Implement all reasonable and prudent traffic and circulation measures identified in the forthcoming CEQA analysis.
- Provide a new Milk Farm/Currey Road intersection north of the new Milk Farm Road/Currey Road intersection.
- Provide a new Milk Farm Road/Currey Road intersection approximately 400 feet north of the existing Milk Farm Road/Currey Road intersection/SR 113/Dixon westbound off-ramp intersection.
- Improve circulation and safety at the Interstate 80/Milk Farm Road westbound exit.
- Dedicate additional highway frontage where necessary to improve the Currey Road intersection/SR 113/Dixon westbound off-ramp.

Public Services

- Contract with the Dixon-Solano Municipal Water Service to provide domestic water service to the Milk Farm project.
- Implement drip irrigation and other agricultural water conservation practices.
- Participate in Solano Irrigation District's conjunctive water use program.
- Promote water conservation practices, including the use of pervious paving, grey water, and other measures.
- Store sufficient water supply for fire flows, in accordance with fire codes.
- Enter into a wastewater services agreement with the City, using the standard City wastewater connection and service fee schedule, prior to the initiation of site grading.

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- Obtain energy, communications, and solid waste services to support the development and use of the Milk Farm.
- Implement an aggressive recycling program for glass, plastic, aluminum, and paper as part of project conditions of approval.

Geology

- Prepare a grading plan that conforms to City criteria.
- Construct fill slopes no steeper than 2:1; use flatter fill slopes to transition between steep fill slopes.
- Compact fill material and the top six inches of building pads and paved areas according to the project engineer's specifications and approval of the City Engineering Department.
- Avoid the loss of healthy trees to the extent possible.
- Prepare an erosion control plan prior to construction.
- During the rainy season, do not leave disturbed areas of the project site that are not actively under construction exposed for more than one month.
- Conduct a detailed geotechnical investigation of on-site soils to identify the soils subject to shrink/swell behavior.
- Avoid hazards associated with shrink/swell soils through proper construction methods, which include site drainage and responsive grading, excavation, and foundation design.
- Construct all structures and new buildings in conformance with the latest seismic structural standards of the Uniform Building Code as a minimum standard.
- Submit an investigative report with plans for individual buildings subject to public occupancy.
- Prohibit public or private electrical, water, wastewater, or gas lines from crossing identified potential ground failure areas without sufficient precautionary emergency provisions for rapid shutoff, minimum disruption of service, and any adverse impact on adjoining and surrounding uses in the event of seismic-induced ground failure.

Water Resources

- Avoid increasing inundation depths, areas, or duration of flood to levels greater than existing conditions on adjoining parcels, or causing increased downstream flooding.
- Provide on-site detention basins and water storage areas (minimum 46 acre-feet).

- Conform to City criteria for site grading.
- Provide through drainage for the historical approximately 660-acre drainage area north and west of the Milk Farm.
- Set minimum finish floor elevations at 68.1 feet MSL, one foot above the 100-year flood under existing conditions.
- Set minimum drop inlet grate elevations at 65.9 feet MSL (above the two-year off-site peak stage).
- Participate in formulating drainage boundary solutions with the Solano County Water Agency, the City, adjacent property owners, and the Dixon Resource Conservation District.
- Participate in formulating highway culvert conveyance solutions with the Solano County Water Agency, the City, adjacent property owners, Solano County, and Caltrans.
- Obtain a general storm water discharge permit, which requires preparing a Storm Water Pollution Prevention Plan (SWPPP).
- Install sediment and grease traps at all catch basins or within storm drain lines.
- Properly maintain sediment and grease traps, with responsibility for maintenance assigned to site operations to be established by the applicant prior to completion of the construction of Phase 1.
- Reduce source pollution causes through practices such as using minimal amounts of fertilizer, pesticides, and herbicides; properly applying water for landscape irrigation; keeping roadways and parking lots free of litter and sediments; and using proper methods and locations for disposal of automobile hazardous wastes.

Biological Resources

- Retain a portion of the 30 acres of set-aside agricultural land as suitable agricultural foraging habitat.

Noise

- Design the project to attain acceptable interior and exterior noise levels.
- Require contractors to comply with all applicable noise regulations.
- Inform nearby residents and businesses of the construction schedule and provide contact information.

Air Quality

- Implement measures to reduce PM₁₀:

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- a. Water the construction site at least twice daily, particularly unpaved roadways during periods of high vehicle movement.
 - b. Use tarpaulins or other effective covers when transferring earth materials.
 - c. Where feasible, seed and water all inactive disturbed portions of the project construction site until vegetation is grown.
 - d. Stabilize disturbed soil areas that will not be revegetated, using approved chemical soil binders, jute netting, or other methods approved in advance by the YSAQMD.
 - e. Do not expose soils or grade when wind speeds are greater than 20 mph averaged over one hour.
 - f. Restrict vehicle speed to a maximum of 15 mph on all unpaved roads.
 - g. Pave all roadways, driveways, and sidewalks as soon as possible. Lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Implement measures to reduce ozone precursors (ROG and NO_x):
 - a. Maintain equipment and engines at all times.
 - b. Keep vehicle idling to an absolute minimum. As a general rule, keep idling to below ten minutes.
 - c. During smog season (April to October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time.
 - d. Use new technologies to control ozone precursors as they become available and feasible.
 - Implement measures to reduce air quality impacts associated with traffic:
 - a. Provide convenient access to public transit systems, such as shuttle services, that will encourage Milk Farm project shoppers, employees, and visitors to use mass transit, thereby reducing vehicle emissions.
 - b. Provide information at appropriate locations about carpool, vanpool, or transit use facilities. Provide incentives, such as parking stalls for carpool and vanpool vehicles.
 - c. Develop employee trip reduction and other applicable transportation control measures.

Public Health and Safety

- Develop and implement a worker health and safety plan.
- Complete remediation of extant contamination.
- Coordinate project phasing with hazardous materials remediation.

- Coordinate the design and operation of the project water feature with the Solano Mosquito Abatement District.

Cultural Resources

- Stop work if cultural resources are discovered during ground-disturbing activities.

3.3 APPLICANT OBJECTIVES

Milk Farm Associates' objectives, as summarized in the Milk Farm Development Proposal (ESP, 2003) for this project are to:

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

3.4 REQUIRED APPROVALS

The proposed project would be reviewed by, and would require the approval of, the following agencies:

- 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 SOI amendment and annexation);
- LAFCO (approval of SOI amendment and annexation).

Following the approval of the proposed project, subsequent 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 development proposals, including subdivision map(s) and other permits);
- Caltrans (possible approval of an encroachment permit for work within the Interstate 80 right-of-way);

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- Central Valley Regional Water Quality Control Board (approval of a general storm water discharge permit, approval of remediation plan(s) and closure of portions of project sites, possible approval of wetlands mitigation plan);
- Solano County, Solano County Water Agency, City of Dixon, Dixon Resource Conservation District, Caltrans (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).