



DIXON
CALIFORNIA

**GENERAL PLAN 2040
FINAL ENVIRONMENTAL
IMPACT REPORT**

APRIL 2021

DIXON GENERAL PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

APRIL 2021

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For the City of Dixon



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I Introduction

In accordance with the California Environmental Quality Act (CEQA), this document provides responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed General Plan 2040 (Proposed Project) in Dixon, California, and it includes revisions to the text in the Draft EIR made in response to comments. The Draft EIR identified significant impacts associated with the Proposed Project and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts.

This document, together with the Draft EIR and Mitigation Monitoring and Reporting Program (MMRP), will collectively constitute the Final EIR if the Dixon City Council certifies it as adequate and complete under CEQA.

Purpose

As described in Sections 15089 and 15132 of the State CEQA Guidelines, the lead agency must prepare a Final EIR before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies. Pursuant to CEQA Guidelines Section 15132, a Final EIR must contain the following:

- The Draft EIR or a revision of the Draft;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- Comments and recommendations received on the Draft EIR;
- The response of the Lead Agency to significant environmental points raised in the review process; and
- Any other information added by the Lead Agency.

The EIR is intended to disclose to City of Dixon decision makers, responsible agencies, organizations, and the general public the potential impacts of implementing the Proposed Project using a program level of analysis. This Final EIR amends and incorporates by reference the Draft EIR, which is bound separately. As required under CEQA, this document includes comments and responses to comments on the Draft EIR, and minor corrections and clarifications to the Draft EIR.

The Final EIR, including the Draft EIR and MMRP, is available for review at <https://www.ci.dixon.ca.us/438/General-Plan-Update>.

CEQA Process

The City of Dixon is the lead agency for this EIR. According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a Proposed Project, and to provide the general public with an opportunity to comment on the Draft EIR. The Draft EIR was made available for public review on July 8, 2020. The Draft EIR was distributed to local and State responsible and trustee agencies and the general public was advised of the availability of the Draft EIR through public notice published in the local newspaper and on the City's website and the project website as required by law.

Copies of all written comments received on the Draft EIR are contained in this document. These comments and responses to these comments are set out in Chapter 2 of this Final EIR.

Modifications to the Proposed Plan

During the public comment period on the Draft EIR, which ran from July 8 through August 21, 2020, the City received feedback from residents, businesses, and property owners. Based on the input received and planning decisions recommended by City of Dixon staff, edits and additions to the Draft Proposed Plan are incorporated as shown on Table 1-1.

Table 1-1: Edits and Additions to the Proposed Plan in Response to Public Comments

Chapter	Page	Edit
Natural Environment	2-5	Add a cross-reference to related information in Chapter 6, Public Services and Facilities.
Natural Environment	2-15	NE-1.E Maintain a list of tree species well-adapted to local conditions and provide this information to local property owners, businesses, and developers. <u>Periodically evaluate the need to update the list.</u>
Natural Environment	2-25	Add: <u>The City of Dixon is a signatory to the Solano County MHMP Update, which provides a blueprint for hazard mitigation planning to better protect people and property throughout the County from the effects of future natural hazard events.</u> The City <u>also</u> has an Emergency Operations Plan that covers potential threats, including a major earthquake or liquefaction, fire, flood, dam failure, hazardous materials incidents, drought, terrorist incidents, and war; the plan is managed by the Dixon Fire Department.
Natural Environment	2-27	NE-4.3 In areas of high liquefaction risk (see Figure NE-4 NE-3), require that project proponents submit geotechnical investigation reports and demonstration that project conforms to all recommended mitigation measures prior to City approval.

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

<i>Chapter</i>	<i>Page</i>	<i>Edit</i>
Natural Environment	2-28	Add policy: <u>NE-4.8 Continue to expand capacity to deliver emergency services to Dixon residents, ensuring that first responders have sufficient resources, staffing, and equipment to mitigate hazards.</u>
Natural Environment	2-28	Add action: <u>NE-4.E Continue participation on the Solano County Hazardous Materials Response Team and provide initial and ongoing training for first responders, such as training in hazardous materials incident response and management.</u>
Natural Environment	2-28	See Chapter 2: <u>Land Use and Community Character and Design</u>
Natural Environment	2-28	Add a cross-reference to related information in Chapter 5, Mobility.
Land Use and Community Character	3-2	Add: <u>Dixon is located within the airport influence area of Travis Air Force Base (AFB), approximately 11 miles to the southwest of the city. To protect public safety and ensure the compatibility of new development with airport operations, the Travis AFB Airport Land Use Compatibility Plan establishes certain requirements for new development within the influence area. The majority of the city is located within Zone E, where review of projects proposing structures over 200 feet in height above ground level, wind turbines, commercial-scale solar facilities, or meteorological towers is required by the Solano County Airport Land Use Commission (ALUC). The non-contiguous portion of the city where the wastewater treatment facility is located is within Zone C, where additional requirements apply in the event that new development is proposed. The Dixon General Plan requires a consistency determination by ALUC, and the City will refer major land use actions to ALUC for review to enhance their compatibility with airport activity.</u>
Land Use and Community Character	3-9	Resource efficient growth is a logical extension of work the city has already been doing <u>several key community priorities: preserving farmland and protecting Dixon's small town character.</u>
Land Use and Community Character	3-9	LCC-1.4 Expand employment and <u>other tax revenue generating opportunities locally and provide sufficient lands for commercial, industrial, residential and public uses while ensuring that a high quality of life is maintained in Dixon.</u>
Land Use and Community Character	3-10	Add policy: <u>LCC-1.10 Ensure that new development within zones C and E of the Travis AFB Airport Influence Area is consistent with the applicable land use compatibility criteria defined in the most current Travis AFB Airport Land Use</u>

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

<i>Chapter</i>	<i>Page</i>	<i>Edit</i>
		<u>Compability Plan. Continue to refer major land use actions for ALUC review.</u>
Land Use and Community Character	3-11	Downtown is envisioned as to continuing and reinforcing its traditional role as the heart of Dixon, <u>with actions to revitalize and enhance the area.</u> Existing vacant and underutilized land presents opportunities to fill in existing vacant land to provide new uses and amenities for downtown and create a more vibrant center that can better support current and future needs, local businesses, and a future passenger rail station. The Downtown Mixed Use land use designation allows for a wide range of residential and non-residential uses, intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. Theaters, <u>live music, art galleries,</u> bookshops, cafes and restaurants <u>with open areas for dining and entertainment</u> are envisioned here, <u>as are</u> specialty retail, grocery stores, and other community-oriented uses -- <u>all</u> reinforcing downtown’s existing strengths and local businesses. The Downtown Mixed Use land use designation is intermixed with existing civic uses downtown, including the library and local agency offices. <u>Downtown Dixon is and will continue to be an inviting hub of the community where people choose to live, shop, dine, do business, and have fun.</u>
Land Use and Community Character	3-11	With a mix of Regional Commercial, Industrial, and Campus Mixed Use land use designations, the area is intended to foster new mixed-use employment districts with a range of <u>job-generating and other tax revenue generating uses,</u> housing, and easy access to the regional transportation network.
Land Use and Community Character	3-15	The Downtown Mixed Use (DT) designation applies in Dixon’s traditional downtown area and is intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. The area is envisioned as a walkable environment with direct pedestrian and bicycle connections to surrounding residential neighborhoods and to the downtown rail depot. The designation provides for a full range of retail, employment, residential, entertainment, cultural, civic, and personal service uses. Permitted non-residential uses include restaurants, apparel stores, specialty shops, theaters, bookstores, travel agencies, hotels/motels and other similar uses serving a community-wide market and a larger visitor population, as well as banks, financial institutions, medical and professional offices, and other general offices and community institutional uses. <u>Outdoor dining, live music, and events are encouraged</u>

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

Chapter	Page	Edit
		<u>to support a lively atmosphere with activity throughout the day and the year.</u> On larger sites, more than one use is required. On smaller sites, a single use may be permitted. Maximum allowable FAR is 300% (combined residential and non-residential uses) and maximum allowable residential density is 30 dwelling units per acre.
Land Use and Community Character	3-15, 3-16	The Campus Mixed Use (CAMU) designation is intended to foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to the regional transportation network. The CAMU designation would promote clusters of related light industrial, manufacturing, office, research & development, retail, <u>hotel</u> , service, and residential uses <u>on large parcels near or adjacent to I-80 and SR-113 at gateways to the city.</u> <u>The CAMU designation is primarily intended to support mixed-use development projects, however single-use projects may be permitted so long as a mix of uses is developed throughout the CAMU designation.</u> Mixed use can be vertical and/or horizontal. Allowable FAR is 30% to 60% (combined residential and non-residential uses) and maximum allowable residential density is 30 dwelling units per acre. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.
Land Use and Community Character	3-16	Maximum permitted FAR in the † <u>SC</u> designation is 40%.
Land Use and Community Character	3-16	Maximum permitted FAR in the HC <u>RC</u> designation is 80%.
Land Use and Community Character	3-17	Add a cross-referenced to related information in Chapter 5, Mobility and Chapter 6, Public Services and Facilities.
Land Use and Community Character	3-17	The Industrial (I) designation provides for large and small scale industrial, manufacturing, distributing and heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, truck yards and terminals, warehousing and storage issues, <u>distribution and storage uses without a tax revenue generating component,</u> wholesale uses, construction supplies, building material facilities, offices, contractors' yards and the like. Establishments located in these areas characteristically require large parcels of land with good truck and/or rail access. Due to the nature of their operation, uses in this designation require a degree of separation from residential, retail, restaurant, hotel and other sensitive uses. Maximum permitted FAR in the I designation is 60%.

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

<i>Chapter</i>	<i>Page</i>	<i>Edit</i>
Land Use and Community Character	3-18	Measured growth within Dixon will ensure that people can continue to live, and work, and play in the community through all stages of their lives. There are a number of strategies that can ensure that new growth fits right into Dixon’s existing urban fabric, <u>builds local pride</u> , and contributes to the <u>strong</u> sense of place. More offices, shops, homes, and cultural and recreational spaces will <u>bring activity and vitality to the area</u> require new buildings , and if the new buildings are designed to be sensitive to the historic and environmental context and have interesting and diverse architectural palettes, they will reinforce Dixon’s existing character.
Land Use and Community Character	3-21	LCC-2.1 Maintain the “small town character” of Dixon while allowing for population growth and business as well as increased employment, shopping, <u>other tax revenue generation</u> , cultural and recreational opportunities.
Land Use and Community Character	3-24	Sidewalks, and streetscapes <u>and open spaces to the side and rear of buildings</u> not only provide connections but are an important part of the public realm. Big windows looking into shops and businesses engage pedestrians, and café seating or restaurant patios along the sidewalk <u>or to the side and rear of buildings</u> can add life and interest to the street. The Plan seeks to promote this type of active streetscape and public open space, directing update to zoning regulations that govern the placement of doors and windows to promote comings and goings as well as the placement of buildings to greet the street with parking behind. The Plan also envisions streetscape improvements, including curb extensions and accent paving at pedestrian crossings, new street furniture, and directional signage to parking areas. An update to the Downtown Design Guidelines, originally developed by the Downtown Business Association in the 1990s, will also help ensure a coordinated aesthetic for the downtown core that ties together existing architectural features and integrates new development in a harmonious way. In support of a lively downtown atmosphere. Policy LCC-4.4 discusses activation of ground floor uses downtown and encouraging opportunities for outdoor dining including areas to the side and rear of existing establishments.
Land Use and Community Character	3-24	LCC-4.4 Require active ground floor uses along First Street, East A Street and Jackson Street downtown and encourage outdoor dining and patio areas <u>along street frontages and to the side and rear of buildings</u> .
Land Use and Community Character	3-26	This General Plan imagines as <u>envisions a</u> campus mixed use district within the Northeast Quadrant, intended to foster a new mixed-use employment district with a range of job-

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

Chapter	Page	Edit
		generating uses, housing, and easy access to the regional transportation network <u>and regional bicycle facilities</u> . The mixed-use district would existing and planned commercial and industrial development in the Northeast Quadrant. The Plan also supports industrial development in the Northeast Quadrant, including logistics, warehousing and advanced manufacturing activities within the portion of the Northeast Quadrant shown on Figure LCC-2 that has been designated a Priority Production Area. In 2017, the Metropolitan Transportation Commission (MTC) initiated a new Priority Production Area (PPA) program intended to strengthen selected clusters of industrial development in the region and support the growth of middle-wage jobs in sectors involving production, distribution, and repair services, including logistics and advanced manufacturing. In September 2019, the City of Dixon nominated a 282-acre area within the Northeast Quadrant as a PPA, and the area was formally designated a PPA by MTC in January 2020.
Land Use and Community Character	3-27	LCC-5.4 Grow the base of industrial and commercial employers in the Northeast Quadrant, <u>and highway adjacent areas of the Southwest Dixon Specific Plan area</u> , focusing uses that have common needs in this area to capitalize on synergies and minimize conflicts with other uses.
Land Use and Community Character	3-27	Add policy: <u>LCC-5.6 In the Campus Mixed Use land use designation shown on Figure LCC-4, permit warehouse and distribution uses subject to a development agreement establishing a financial mechanism to provide for ongoing revenue generation to the City from those uses and environmental review to ensure there are no new or substantially more severe impacts than identified in the 2040 General Plan EIR.</u>
Land Use and Community Character	3-27	Renumber subsequent policies. Add policy: <u>LCC-5.9 Foster a mixed-use employment district in the highway adjacent areas of the Southwest Dixon Specific Plan area leveraging the availability of large parcels and easy access to I-80.</u>
Land Use and Community Character	3-28	Add action: <u>LCC-5.B Work the the Metropolitan Transportation Commission to capitalize on the opportunities afforded by the PPA designation applicable in the Northeast Quadrant.</u> Renumber subsequent actions.

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

Chapter	Page	Edit
Land Use and Community Character	3-31	LCC-6.B Continue to use the Neighborhood Traffic Management Program to define the procedures to identify the need <u>for</u> and guide implementation of <u>neighborhood traffic calming techniques</u> .
Land Use and Community Character	3-32	LCC-7.4 Enhance links between the neighborhood centers and surrounding residential neighborhoods by providing walkable and bikeable connections <u>that are separated from fast or heavy traffic where possible</u> .
Economic Development	4-2	As more people are able to both live and work in Dixon, retail sales leakage will be reduced, and it will become easier to find support for local organizations, enlist coaches for youth sports <u>and encourage</u> or to find qualified candidates for public office.
Economic Development	4-12	ED-3.E Produce marketing materials and refine the City's economic development web pages and social media platforms to promote <u>business opportunities in Dixon as a great place to invest or to live</u> .
Economic Development	4-13	The Pardi Market Plaza, envisioned as a vibrant town square, is under construction in 2020 and will further bolster the role of Downtown Dixon as a social and cultural hub of the community.
Economic Development	4-14	E-4.6 Partner with the Downtown Dixon Business Association, the Dixon Library, and other groups to promote Downtown Dixon as a focal point for arts, <u>music</u> , culture, and entertainment in the community. E-4.7 Support annual festivals, <u>live music</u> , and regular events that contribute to the economic vitality of Downtown Dixon.
Mobility	5-4, Figure M-1	Revise Figure M-1 to identify arterial legend.
Mobility	5-5	Revise Table M-2: Turn lane and <u>bicycle</u> facilities
Public Services and Facilities	6-3, Figure PSF-1	Revise Figure PSF-1 to identify DUSD Office and new junior high school.
Public Services and Facilities	6-6	Add action: <u>PSF-1.B Modify the Fire Department's staffing model to increase efficiency of personnel at the scene of an emergency and build capacity to manage complex incidents</u> .
Public Services and Facilities	6-8	Renumber subsequent actions. Add a cross-reference to related information in Chapter 2, Natural Environment.

Table I-1: Edits and Additions to the Proposed Plan in Response to Public Comments

Chapter	Page	Edit
Public Services and Facilities	6-10	<u>Add: To address drainage issues in the NEQ, Dixon Regional Watershed JPA, Solano County Water Agency and Solano County are currently collaborating to develop a system that involves drainage management, ground water recharge and an associated construct/maintenance fee program that can be implemented for the benefit of the stakeholders.</u>

Validity of the EIR Analysis for the Modified Plan

The review process mandated by CEQA is iterative, including multiple opportunities for public comment and for project changes in response to those comments. It is not uncommon for a proposed project to evolve during the EIR process, so that the draft presented at the time of the Draft EIR has been revised by the time of the Final EIR. CEQA Guidelines Section 15088.5 addresses this situation, explaining how to evaluate whether changes to the project/plan (and to the Draft EIR's analysis and conclusions) necessitate recirculation of the Draft EIR prior to preparation of a Final EIR.

Under CEQA, recirculation of a Draft EIR is required when there is significant new information about the project or its impacts. Significant new information means disclosure of either a new significant impact, a substantial increase in the severity of an impact (unless mitigation measures are adopted that reduce the impact to a level of insignificance), or a feasible alternative or mitigation measure considerably different from others already analyzed that would clearly lessen significant impacts of the project but that the project proponents decline to adopt. Recirculation is also required if a Draft EIR is so inadequate that meaningful public review and comment was precluded. However, recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

In the current instance, the edits and additions to the Proposed Plan listed above in Table 1-1 and made as a result of comments received during the public review period do not constitute significant new information pursuant to Section 15088.5 of the CEQA Guidelines. The majority of the edits and additions listed are minor text edits and additions made to clarify or correct information in the Proposed Plan.

The City notes that edits to the description of the Campus Mixed Use (CAMU) land use designation have been made to clarify that the designation is primarily intended to support mixed-use development projects, but that single-use projects may be permitted so long as a mix of uses is developed throughout the CAMU designation. Additionally, the designation has been amended to expressly allow hotels, which have a similar scale of development and trip generation properties as the other uses permitted within the CAMU designation. The density and intensity standards remain unchanged and the designation will continue to foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to the regional transportation network. As such, no new or substantially more adverse impacts would result from the edits to the CAMU designation.

With respect to policies and actions newly added to the Draft 2040 General Plan in response to public input:

- Policy NE-4.8 and Actions NE-4.E and PSF-1.B all relate to training and support for Fire Department emergency preparedness activities and would not result in additional staffing or equipment levels over and above those identified and analyzed in the Draft EIR. Consequently, these new additions would not require the provision of new or expanded facilities or result in the physical changes that generate new or substantially more adverse environmental impacts. In fact, the new policies and actions would enhance the

City's emergency response capabilities and further reduce less than significant impacts with respect to Impact 3.7-1 (seismic hazards), Impact 3.7-3 (landslide hazards), Impacts 3.8-1 through 3.8-4 (hazardous materials), Impact 3.8-6 (emergency evacuation), Impacts 3.8-7 through 3.8-11 (wildfire hazards), Impact 3.9-9 (flooding), Impact 3.12-1 (public services), and Impact 3.13-4 (emergency access).

- Policy LCC-1.10, added to ensure that new development is consistent with the applicable land use compability criteria defined in the most current Travis AFB Airport Land Use Compability Plan, reflects existing regulatory requirements that apply to the Planning Area and would enhance safety with respect to airport hazards. As such, Policy LCC-1.10 would not result in new or substantially more adverse impacts than analyzed in the DEIR and would in fact further reduce less than significant impacts with respect to Impact 3.8-5 (airport hazards) and Impact 3.11-3 (airport noise).

Policy LCC-5.6 would permit warehouse and distribution uses in the CAMU designation but only subject to a development agreement establishing a financial mechanism to provide for ongoing revenue generation to the City from those uses and completion of environmental review to evaluate the potential for project-specific environmental impacts. In the future, if and when such development is proposed and environmental impacts are identified, the policy would require mitigation measures to ensure there are no new or substantially more severe impacts than identified in the 2040 General Plan EIR. As such, the inclusion of this policy would not change the findings of the DEIR. Overall, the edits and additions to the Proposed Plan described above, together with the revisions to the Draft EIR detailed in Chapter 3 of this document, merely clarify and make insignificant changes to an adequate EIR. As a result of these changes, there would be no new significant or substantially more severe impacts or new mitigation measures that were not already included in the Draft EIR, and consequently recirculation of the Draft EIR is not required. Information presented in the Draft EIR and this document support this determination.

Organization

This document contains the following components:

- **Chapter 1 Introduction.** This chapter discusses the use and organization of the Final EIR.
- **Chapter 2 Public Comments and Responses.** Lists all of the agencies, organizations and individuals that submitted written comments on the Draft EIR; reproduces all comments; and provides a unique number for each comment in the page margin. Provides numbered responses to comments on the Draft EIR keyed to the comment letters, as well as revisions to the Draft EIR where necessary to clarify or amplify in the order that responses appear. Where such revisions are warranted in response to comments on the Draft EIR, deletions are shown in ~~striketrough~~ and additions are shown underlined in the matrix of comments and responses. Map revisions required in response to comments are noted in the matrix and the revised maps are included in Chapter 3.
- **Chapter 3 Revisions to the Draft EIR.** Provides errata with revisions to the Draft EIR where necessary to clarify or amplify. Revisions are organized by Draft EIR section and by page number. Where such revisions are warranted in response to comments on the Draft EIR, deletions are shown in ~~striketrough~~ and additions are shown underlined in the

matrix of comments and responses. Map revisions required in response to comments are included at the end of the chapter.

2 Public Comments and Responses

This chapter contains copies of the comment letters received on the Draft EIR during the public comment period, which began on July 8, 2020 and ended on August 21, 2020. Additionally, this chapter contains a memo summarizing comments that require a more detailed clarifying response or direction from City decision-makers.

A. Comments Received

A total of 18 comments, comment letters, and emails were received during the comment period. Comments and responses to comments are organized by Public Agency comments and responses (section A), Organization comments and responses (section B) and Individual comments and responses (section C).

Each letter or summary is identified by a designator (e.g. “Letter A1”). Specific comments within each letter or summary are identified by a designator in the page margin that reflects the sequence of the specific comment within the correspondence (e.g. “A1-1” for the first comment in Letter A1). Within each category, comments are listed in chronological order according to the date on the letter.

Comment letters received are listed in Table 2-1.

Additionally, one comment letter was received outside the legally mandated 45-day public review period for the Draft EIR: a letter dated March 8, 2021 from the Office of County Counsel, Solano County.

Table 2-1 Comments Received on the Draft EIR

Comment #	Date	Commenter	Agency/Organization
Agencies (A)			
A1	August 6, 2020	Gregg Erickson	California Department of Fish and Wildlife (CDFW)
A2	August 11, 2020	Gavin McCreary	California Department of Toxic Substances Control (DTSC)
A3	August 21, 2020	Jordan Hensley	Central Valley Regional Water Quality Control Board (RWQCB)
A4	August 24, 2020	Mark Leong	California Department of Transportation (Caltrans)
A5	August 24, 2020	Kelly Huff	Dixon Resource Conservation District (DRCD)
A6	August 24, 2020	Mark Randall Velasquez	Silveyville Cemetery District
A7	August 25, 2020	Michelle McIntyre	Solano Local Agency Formation Commission (LAFCO)
Organizations (B)			
B1	August 11, 2020	Skyler Sanders	STHEM LLC
B2	August 11, 2020	William W. Abbott	Dixon 133, LLC (AKT) and Scannell Properties
B3	August 24, 2020	Chad E. Roberts	Dixon 133, LLC (AKT)
B4	August 24, 2020	Kevin Riley	Greenbelt Alliance
B5	August 24, 2020	Duane Kromm	Solano County Orderly Growth Committee
Individuals (C)			
C1	August 4, 2020	Yoli Hickman	
C2	August 23, 2020	Randy Davis	
C3	August 24, 2020	Ginger Emerson	
C4	August 24, 2020	Ginger Emerson	



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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



August 6, 2020

Mr. George Osner
City of Dixon, Department of Community Development
600 East A Street
Dixon, CA 95620
gosner@cityofdixon.us

Subject: Dixon General Plan 2040, Draft Environmental Impact Report, SCH No.
2018112035, Solano County

Dear Mr. Osner:

The California Department of Fish and Wildlife (CDFW) reviewed the draft Environmental Impact Report (EIR) provided for the Dixon General Plan 2040 (Project) located within the City of Dixon, Solano County.

CDFW previously submitted comments on the Notice of Preparation for the Project on December 14, 2018, included in the draft EIR in Appendix A, pages 41 to 44. Thank you for reviewing and including our comments.

CDFW is a trustee agency pursuant to the California Environmental Quality Act (CEQA) Section 15386 and has authority to comment on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a responsible agency if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), Lake and Streambed Alteration (LSA) Program, and other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources.

PROJECT DESCRIPTION AND LOCATION

Proponent: City of Dixon

Objective and Location: The Project is an update to the City of Dixon 1993 General Plan, including previous updates to specific sections of the General Plan from 2005 and 2010, through the year 2040. The Project location covers the entirety of the City of Dixon as well as surrounding unincorporated Solano County which could be incorporated into Dixon within the life of the Project. Specific changes to the General Plan include updates to policies, diagrams, and programs, and identification of maximum thresholds for land use categories and planned buildout within the Project area by the year 2040. The draft EIR notes the total amount of potential development within the Project area in Table 2-2 which includes an approximately 118% increase in residential land use, 933% increase in mixed use and commercial land use, and a 99%

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Mr. George Osner
 City of Dixon, Department of Community Development
 August 6, 2020
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decrease in agricultural land use from present conditions; however, the draft EIR “assumes that only a portion of the total potential development will occur by 2040” (page 2-25).

ENVIRONMENTAL SETTING

Located in the City of Dixon and surrounding areas, the Project area encompasses approximately 5,522 acres. The Project area is approximately 3 miles south of Putah Creek, approximately 11 miles northeast of the City of Vacaville, and approximately 15 miles west of the Sacramento River. Approximately 39% of the Project area is agriculture, which includes orchards, vineyards, and row and field crops. The rest of the Project area is a mix of mostly developed land use types including residential, mixed use, commercial, and industrial. Habitat types include annual grassland, fresh emergent wetland, valley foothill riparian, and open water. Special-status species with the potential to occur in the Project area include, but are not limited to, Swainson’s hawk (*Buteo swainsoni*), giant garter snake (*Thamnophis gigas*), burrowing owl (*Athene cunicularia*), adobe lily (*Fritillaria pluriflora*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), vernal pool fairy shrimp (*Branchinecta lynchi*), and white-tailed kite (*Elanus leucurus*).

A1-1

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations below to assist City of Dixon in adequately identifying and/or mitigating the Project’s significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

Tiering and Subsequent Project Checklist

The draft EIR is identified as a Program EIR that “can be used as the basic, general environmental assessment for an overall program of future projects” (page 1-3). CDFW strongly supports the draft EIR’s clear documentation that future “individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA and/or NEPA requirements” (page 1-3). This ensures a site-specific environmental assessment of future projects, including biological resources that may be significantly impacted. However, the draft EIR still anticipates tiering and describes that “subsequent projects will be reviewed by the City for consistency with the proposed General Plan and this EIR” (page 2-29). CDFW recognizes that, pursuant to CEQA Guidelines section 15152 subdivision (c), where a lead agency is using the tiering process referenced above in connection with an EIR or a large-scale planning approval, the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document. This

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future environmental document would cover a project of a more limited geographical scale and is appropriate as long as the deferred information does not prevent adequate identification of significant effects of the planning approval at hand. Based on CEQA Guidelines section 15183.3 and associated *Appendix N Checklist*, CDFW recommends creating a procedure or checklist for evaluating subsequent projects based on biological resources. This checklist should be included as an attachment to the draft EIR. Future analysis should include all rare, threatened and endangered species and should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). The draft EIR should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the Project (pursuant to CEQA, § 15355). The checklist should cite the specific portions of the draft EIR, including page and section references, containing the analysis of the subsequent Project activities' significant effects and indicate whether it incorporates all applicable mitigation measures from the draft EIR.

A1-2

Recommended Mitigation Measures

The draft EIR does not identify any specific biological resource Mitigation Measures that would reduce or minimize the potentially significant effects of subsequent activities under the Program EIR (pages 3.4-20 to 3.4-31). Rather, it identifies and references "relevant policies and implementing actions" in the General Plan which are intended to address potential impacts to biological resources. As these are only referenced, CDFW is concerned that future projects may not adhere to these standards which could lead to potentially significant impacts to the environment. The draft EIR should provide broad Mitigation Measures appropriate for a Program EIR that can be implemented and expanded upon by future projects.

To reduce impacts to less-than-significant, CDFW recommends that the City of Dixon include the below Mitigation Measures in this draft EIR, which would apply broadly throughout the Project area.

Mitigation Measure BIO-1: Biological Studies for New Development

Project applicants shall be required to provide a biological assessment for projects on parcels with indicators of sensitive biological features, such as waterways or vegetation. A biological assessment will be conducted by a qualified biologist and will include a data review and habitat assessment prior to project activities to identify whether any special-status plant or animal species' habitat or sensitive natural communities occur on-site. The data reviewed will include the biological resources setting and special-status species lists in the draft EIR (Chapter 3.4), and best available, current data for the area, including a current review of the California Natural Diversity Database. Habitat assessments will be completed at an appropriate time of year for identifying potential habitat and no more than one year prior to Project activity commencement. The purpose

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of these assessments is to identify appropriate measures to avoid or minimize harm to sensitive biological resources and to incorporate the recommended measures as conditions of approval of the project. Based on the results of the biological assessment, the qualified biologist will identify the locations of any potential biological resources on-site and will provide site-specific measures to completely avoid those areas. If avoidance is infeasible, Mitigation Measure BIO-2, will be implemented. Detailed assessments may not be necessary in locations where past and existing development have eliminated natural habitat and the potential for the presence of sensitive biological resources.

Mitigation Measure BIO-2: Biological Resources Inventory for New Development

A detailed inventory of biological resources conducted by an independent, professionally qualified biologist, plant ecologist, arborist, or appropriately qualified specialist shall be required for projects in sensitive and vulnerable habitats, as identified in BIO-1. A biological resources inventory will include seasonally appropriate, protocol-level surveys for all sensitive species or natural communities potentially in the area. If sensitive resources are identified on the project site, recommendations to protect the sensitive resources shall conform with applicable State and federal regulations regarding their protection, including obtaining all relevant regulatory permits (see Chapter 3.4, Regulatory Setting, pages 3.4-16 to 3.4-20) and may include avoidance of the resource, providing setbacks, clustering development onto less sensitive areas, preparing restoration plans, off-site mitigation, and/or other similar measures as determined on a project-specific basis.

Mitigation Measure BIO-3: Nesting Bird Protection

All discretionary projects shall retain the services of a qualified biologist(s) to conduct a pre-construction nesting bird survey during the nesting season (February 1 through August 31) at most 7 days prior to activities that may remove or disturb trees or vegetation. If nests are observed, the qualified biologist(s) shall identify and the project sponsor shall implement appropriate avoidance measures, such as fenced buffer areas or staged tree removal periods, based on the natural history of the nesting species. The Lead Agency shall consult with CDFW if nesting birds listed pursuant to CESA are discovered on-site.

A1-3

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a CESA Permit is warranted if the Project has the potential to result in "take" of plants or animals listed under CESA, either during construction or over the life of the Project. Issuance of a CESA Permit is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation

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monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain a CESA Permit.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (CEQA §§ 21001(c), 21083, and CEQA Guidelines §§ 15380, 15064, 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code § 2080.

Lake and Streambed Alteration Agreement

CDFW will require an LSA Agreement, pursuant to Fish and Game Code §§ 1600 et. seq. for Project-related activities within any waters within the proposed Project area that fall under LSA authority. Notification is required for any activity that will substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. Work within irrigation drainages and ditches may also be subject to notification requirements. CDFW, as a responsible agency under CEQA, will consider the CEQA document for the Project. CDFW may not execute the final LSA Agreement until it has complied with CEQA (Public Resources Code § 21000 et seq.) as the responsible agency.

Migratory Birds and Raptors

CDFW also has jurisdiction over actions that may result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code Sections protecting birds, their eggs, and nests include 3503 (regarding unlawful take, possession or needless destruction of the nests or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). Fully protected species may not be taken or possessed at any time (Fish and Game Code Section 3511). Migratory raptors are also protected under the federal Migratory Bird Treaty Act.

FILING FEES

CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, § 711.4; Pub. Resources Code, § 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

A1-3


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CONCLUSION

CDFW appreciates the opportunity to comment on the draft EIR to assist City of Dixon in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Ms. Amanda Culpepper, Environmental Scientist, at amanda.culpepper@wildlife.ca.gov; or Ms. Karen Weiss, Senior Environmental Scientist (Supervisory), at karen.weiss@wildlife.ca.gov.

Sincerely,

DocuSigned by:

BE74D4C93C604EA...
Gregg Erickson
Regional Manager
Bay Delta Region

cc: State Clearinghouse (SCH #2018112035)



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

August 11, 2020

Mr. George Osner
City of Dixon
600 East A Street
Dixon, California 95620
gosner@cityofdixon.us

DRAFT ENVIRONMENTAL IMPACT REPORT FOR DIXON GENERAL PLAN UPDATE
– DATED JULY 8, 2020 (STATE CLEARINGHOUSE NUMBER: 2018112035)

Mr. Osner:

The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact Report (EIR) for Dixon General Plan Update. The proposed project includes preserving and enhancing Dixon's small-town character; fostering economic development; ensuring a sustainable rate of growth and efficient delivery of public services; promoting high-quality development; preserving and protecting surrounding agricultural and open space lands; and encouraging careful stewardship of water, energy, and other environmental resources.

DTSC recommends that the following issues be evaluated in the EIR Hazards and Hazardous Materials section:

1. The EIR should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist

- A2-2 | along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil, DTSC recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.
- A2-3 | 3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 Abandoned Mine Land Mines Preliminary Assessment Handbook (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/11/aml_handbook.pdf).
- A2-4 | 4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead Contamination_050118.pdf).
- A2-5 | 5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 *Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).
- A2-6 | 6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (<https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf>).

DTSC appreciates the opportunity to comment on the EIR. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: <https://dtsc.ca.gov/brownfields/>.

Mr. Osner
August 11, 2020
Page 3

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Ms. Lora Jameson, Chief
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GAVIN NEWSOM
GOVERNOR



JARED BLUMENFELD
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

21 August 2020

Brandi Alexander
City of Dixon
600 East A Street
Dixon, CA 95620

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, DIXON GENERAL PLAN 2040 PROJECT, SCH#2018112035, SOLANO COUNTY

Pursuant to the State Clearinghouse's 8 July 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Dixon General Plan 2040 Project, located in Solano County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

- A3-1 | Central Valley Water Board staff recommends:
- Correcting the name of California Department of Fish and Wildlife on page 3.9-18.
 - A3-2 | • Correcting the reference to the Antidegradation Implementation Policy on page 3.9-19 to State Water Board Resolution 68-16, not 68-18. See additional information listed below.
 - A3-3 | • Updating the Industrial General Permit information on page 3.9-20 to include the information listed below, including updating the reference to the correct Order.
 - A3-4 | • Correcting the name of the Construction General Permit on page 3.9-20 to "General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities."
 - A3-5 | • Correcting the language included on page 3.9-21 to, "Under Phase 1, ... and large municipalities (serving 250,000 [or more] people)."
 - A3-6 | • Correcting the reference to the Low Threat General Order, Low Threat Waiver, and Low Threat Waiver Resolution R5-2018-0085 under the Dewatering Permit heading on page 3.9-21.
 - A3-7 | • Correcting the Waste Discharge Requirements General Order for Discharges from Irrigated Lands with the Central Valley Region for Dischargers Not Participating in a Third-Party Group on page 3.9-21 to General Order R5-2013-0100, not R5-2014-0110.

KARL E. LONGLEY SCD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

- A3-7 | • Updating this language in any City of Dixon environmental document templates.

A3-8 | **I. Regulatory Setting**

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

A3-9

A3-9

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

A3-10

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

A3-11

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

- A3-12 | **Industrial Storm Water General Permit**
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml
- A3-13 | **Clean Water Act Section 404 Permit**
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.
- A3-14 | **Clean Water Act Section 401 Permit – Water Quality Certification**
If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/
- A3-15 | **Waste Discharge Requirements – Discharges to Waters of the State**
If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/
- Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state

A3-15 | may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

A3-16 | **Dewatering Permit**
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

A3-17 | **Regulatory Compliance for Commercially Irrigated Agriculture**
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor

A3-17 | runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov. To find information on Agricultural and Irrigated land Fees, visit the State Water Resources Control Board website at https://www.waterboards.ca.gov/resources/fees/water_quality/#agwaiver and click the California Code of Regulations (Fee Schedule) linked text.

A3-18 | **Limited Threat General NPDES Permit**
If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

A3-19 | **NPDES Permit**
If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.



Jordan Hensley
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
 a California Way of Life.*

August 24, 2020

SCH # 2018112035
 GTS #04-SOL-2018-00182
 GTS ID:13448
 Co/Rt/Pm: Sol/113/VAR,
 Sol/80/VAR

George Osner, Contract Planner
 Community Development Department
 City of Dixon
 600 East A Street
 Dixon, CA 95620

Dixon General Plan Update- Draft Environmental Impact Report (DEIR)

Dear George Osner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Dixon General Plan Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the July 2020 Draft Environmental Impact Report (DEIR).

Project Understanding

The proposed plan is intended to replace and respond to changes and emerging trends since the preparation of the currently adopted General Plan (1993). The proposed plan establishes long-range planning framework and policies and address/ plan for the city growth projected in the following decades. The General Plan update was initiated to comprehensively examine the existing conditions in the city and to create a future vision for the City. While the Proposed Plan does not specify or anticipate when buildout of the city will occur, a horizon of year 2040 is assumed for planning purposes. The City of Dixon is located on the east side of Interstate (I)-80; as well State Route (SR)-113 bisects the City north and south.

A4-1 | **Transportation Demand Management**

Please provide a complete Transportation Impact Study to support the discussion of ten intersections studied, mentioned in Transportation Impacts 3.13-1.

In section 3.13-22, Mitigation Measures proposes signalization of intersections along SR-113/ First Street. Modifications to any intersections along SR-113 should be coordinated with Caltrans at an early stage to fulfill the requirements of the Intersection Control Evaluation (ICE) policy requirements.

A4-2 | **Multimodal Planning**

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. Our previous comments stand regarding reducing Level of Traffic Stress (LTS) to further bicycle and pedestrian planning projects.

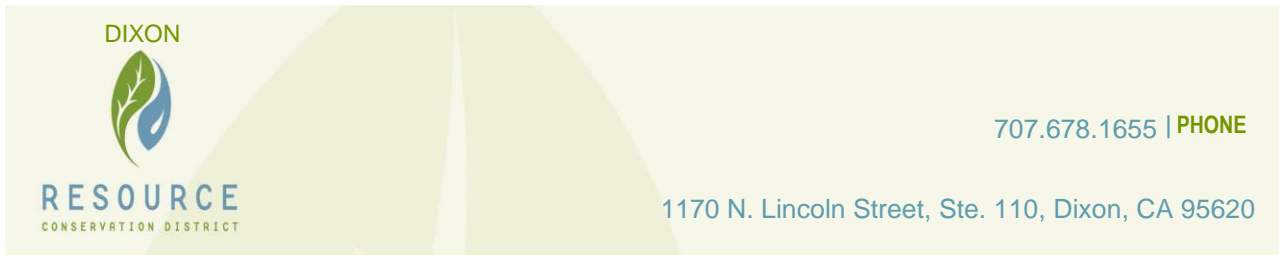
Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears, laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse



August 24, 2020

George Osner, Contract Planner
 Community Development Department
 City of Dixon
 600 East A Street
 Dixon, CA 95620

**RE: Comments on City of Dixon Draft Environmental Impact Report (EIR) -
 General Plan Update**

The Dixon Resource Conservation District (DRCD) appreciates the opportunity to comment on the Draft EIR General Plan Update. In addition we want to acknowledge the City's continued commitment to cooperatively working on regional drainage solutions with DRCD and others through the Dixon Regional Watershed Joint Powers Authority (DRWJPA). Several references within the EIR reiterate the City's intent to address potential impacts to downstream facilities and property owners. The regional drainage facilities that have already been built to mitigate urban drainage impacts on downstream landowners are serving our community, within and beyond the City limits, on multiple levels.

The City's commitments in EIR Section 3.9 "Hydrology and Water Quality" include several important protections for water quality and groundwater supplies, avoiding alterations to drainage patterns that would result in flooding, and avoiding runoff from development that would exceed the capacity of existing drainage systems. The General Plan preference for "low impact development strategies that minimize storm water runoff and control potential pollution will further reduce potential negative impacts on local drainage.

A5-1 | Dixon RCD requests clarification and updates on three items in the General Plan & EIR:

1. General Plan Update 6-10 "For storm water that does require conveyance and treatment, service is provided by several agencies". Dixon RCD would like to clarify that drainage agencies are not providing treatment of storm water and "can" provide conveyance if agreements are reached and there is capacity for any increased flows. It is important to note that the DRCD Tremont 3 drainage system (downstream of the

- A5-1 | City's Northeast Quadrant) was not designed to accommodate runoff from areas northwest of the railroad and any connections to the system needs to address this.
- A5-2 | 2. General Plan Section 6-10 also states that "facility improvements and expansions are funded through development and the City's Capital Improvement Program" and "Policies in this General Plan ensure that new development contributes to storm water facilities". DRCD would like to highlight that the financial obligations for drainage mitigation are appropriately placed on development interests.
- A5-3 | 3. EIR 3.9-8 and 3.9.9 Northeast Quadrant (NEQ) drainage project references need to be updated to reflect that the Eastside Drain is no longer a viable project and new projects and drainage limits are in development.

Please feel free to contact me with any questions.

Sincerely,



Kelly Huff, District Manager
Dixon Resource Conservation District

Indian Wells
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Irvine
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Los Angeles
(213) 617-8100

Manhattan Beach
(310) 643-8448

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Mark Randall Velasquez
(916) 551-2824
Mark.Velasquez@bbklaw.com
File No. 83468.00001

August 24, 2020

VIA E-MAIL: GOSNER@CITYOFDIXON.US

George Osner
City of Dixon Department of Community Development
600 East A Street
Dixon, CA 95620

Re: COMMENT TO DRAFT ENVIRONMENTAL IMPACT REPORT
CONCERNING THE GENERAL PLAN UPDATE

Dear Mr. Osner:

I am general counsel for the Silveyville Cemetery District ("District"), which is an independent special district pursuant to California Health And Safety Code Section 9000 et. Seq. The District asked me to submit the following comment and request regarding the Draft EIR for the General Plan 2040 update.

A6-1 The District should not be listed in the EIR (page 3.10-4) within the designation of "Parks, Recreation, and Open Space Uses," but instead within the designation of "Public and Quasi-Public Uses." Currently the Draft EIR lists the Silveyville Cemetery District as a park. I will highlight the fact that the County's zoning maps and General Plan (page 6-3) correctly identifies the District as "PF" for public facilities.

A6-2 In August of 2016 I had written to the City Planning Department concerning comments in the Planning Commission and General Plan Advisory Committee meetings of June and July 2016 in which the District was referred to as open space. I had advised the City that the District objects to being referred to or designated as anything other than a public cemetery or government entity. Kristen Maze, the Community Development Director at the time, responded on August 25, 2016 in part that:

"...the City has no intentions of re-zoning this site from Public Service to Open Space/Park or re-designating the area from Government to Park."



BEST BEST & KRIEGER
ATTORNEYS AT LAW

A6-2

George Osner
August 24, 2020
Page 2

Please incorporate into the final EIR the change designating the District under of "Public and Quasi-Public Uses." Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Randall Velasquez'.

Mark Randall Velasquez
of BEST BEST & KRIEGER LLP

MRV:

cc: Silveyville Cemetery District



BEST BEST & KRIEGER
ATTORNEYS AT LAW

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Sacramento, CA 95814

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ZIP 95814
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George Osner
City of Dixon Department of Community
Development
600 East A Street
Dixon, CA 95620

RECEIVED

AUG 26 2020

CITY OF DIXON

35620-361900



A7-1



Solano Local Agency Formation Commission

675 Texas St. Ste. 6700 • Fairfield, California 94533
 (707) 439-3897 • FAX: (707) 438-1788

Original via USPS, copy via email

August 25, 2020

George Osner
 City of Dixon Department of Community Development
 600 East A Street
 Dixon, CA 95620
gosner@cityofdixon.us

Subject: Dixon General Plan - Draft Environmental Impact Report

Dear Mr. Osner:

Thank you for the opportunity to comment on the City of Dixon's (City) Draft Environmental Impact Report (EIR) for the Dixon General Plan (Project). Pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines (Article 7 15096(d)), the Local Agency Formation Commission of Solano County (LAFCO) is a responsible agency for review and comment on environmental documents which it would later be asked to approve such as city growth outside existing city boundary contemplated by the General Plan (GP).

As noted in LAFCO's Notice of Preparation (NOP) comment, the GP and EIR will have to consider LAFCO's Sphere of Influence (SOI) and annexation requirements. Those needs and concerns are set forth in the following 16 comments (added emphasis to highlighted areas):

A7-2

- 1) The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH) Government Code Sections 56000 *et seq.* governs LAFCO decision-making. CKH establishes that one of LAFCO's primary missions is to prevent premature conversion of prime agricultural land. CKH has its own definition of "Prime Agricultural Land" per §56064; however, the GP DEIR on page 98 defines Prime Farmland using the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). For the GP Update to be useful for LAFCO decision-making, the EIR must provide information about prime agricultural lands within the proposed SOI that are consistent with the CKH definition.

A7-3

- a. Chapter 3.2: Agricultural Resources page 111 of the DEIR states: "Agricultural mitigation for areas that are annexed into the City or added to the City's Sphere of Influence can be achieved by either acquiring and dedicating agricultural land and

Commissioners

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Staff

Rich Seithel, Executive Officer • Michelle McIntyre, Sr. Analyst • Jeffrey Lum, Analyst II • P. Scott Browne, Legal Counsel

A7-3

development rights to create an agricultural conservation easement to permanently protect agricultural land at a ratio of 1:1 for every acre of agricultural land that is converted to nonagricultural uses, or payment of an in-lieu fee which is established to cover the actual cost of purchasing agricultural conservation easements on a 1:1 ratio, with priority given to prime agricultural land.” Please clarify if the City has an existing policy or if the City intends to adopt the 1:1 or permanent in-lieu fee.

Please note, this section of the DEIR also references LAFCO’s “Agricultural Preservation Policy;” however, Solano LAFCO does not have an agricultural preservation policy.

A7-4

2) CKH §56377 imposes a duty on LAFCO to discourage annexations that involve conversion of Prime Agricultural Land where there is adequate land for development within the existing city boundaries. For LAFCO to make the findings necessary to support annexation of Prime Agricultural Land to the City, LAFCO must have the following information:

- a. A detailed vacant land inventory within the City boundaries and within the proposed SOI that provides information on the zoning and probable development potential of each vacant parcel per GC §56425 (e)(1).
- b. A professional absorption analysis based on historical growth patterns in the City which determines how quickly the vacant land within the City is likely to be developed and how soon additional land will need to be added to the City to meet growth needs per LAFCO Standard No. 8.

A7-5

3) The City should include a map exhibit that shows the City’s existing SOI and the proposed SOI.

A7-6

4) The City should propose their SOI using the current definition for SOI: Section 56076 defines SOI as a “plan for the probable physical boundaries and service area of a local agency, as determined by the Commission.” The GP and DEIR in various chapters state the SOI is defined as “the ultimate physical boundary and service area of the city...” which is incorrect.

A7-7

5) The City’s Goal LCC-1.9 states “... require a conditional service agreement to be executed agreeing to annex when deemed appropriate by the City.” The City should clarify that services by contracts outside city limits must be approved by LAFCO pursuant to §56133.

A7-8

6) The City should provide analysis and discussion with respect to the conversion of open space lands pursuant to GC §56377, “open space” as defined by GC §56064 and §65560. City should provide an analysis of the availability of developable land located within the City limits and the proposed SOI that does not meet prime agricultural land or land devoted to open space uses as defined by LAFCO standards.

A7-9

7) The City should provide analysis and discussion on the present and probable need for public facilities and services within City limits and proposed the SOI per §56425 (e)(1).

- A7-10 8) The City should provide analysis and discussion on the present capacity of public facilities and adequacy of public services the City provides within City limits and the proposed SOI per §56425 (e)(3). These services include but are not limited to: sewer, fire, police, water, parks and recreation, storm water, animal control, public waste, etc. The analysis should consider the growth projected in the GP and explain how the City intends to fund and expand services to serve the growth.
- a. For example, Action PSF-1.A states, “Increase fire fighter staffing levels consistent with National Protection Association (NFA) guidance and expand the reserve firefighter program.” Please provide an analysis of the current levels and for the projected growth in the GP and explain how the City intends to fund services to serve the growth.
- A7-11 9) LAFCO is required under §56668 (g) to consider with any annexation proposal, its impact and consistency with the Regional Transportation Plan. The GP Update and EIR should address regional transportation impacts of projected growth, including the impact on Interstate Highway 80 and 113.
- A7-12 10) Given the City’s dependence on groundwater for its public water system, the EIR should address how the City intends to meet its obligations under the Sustainable Groundwater Management Act (SGMA) to achieve sustainability in groundwater consumption by the deadlines established in the Act, while continuing to grow.
- A7-13 11) The City should provide analysis and discussion with respect to the existence of any social or economic communities of interest and any disadvantaged unincorporated communities (DUC) as defined by GC §56033.5 within the City’s proposed SOI.
- A7-14 12) LAFCO is required under §56668 (m) to consider with any annexation proposal: “The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with §65580) of Chapter 3 of Division 1 of Title 7.” To assist LAFCO in complying with this requirement, the GP and EIR should address the GP’s impact on regional housing needs.
- A7-15 13) The City should identify their proposed “Near and Long Term Sphere” areas. Solano LAFCO defines Near Term Sphere as areas the City anticipates to annex in the next five years. Long Term Sphere is defined as consisting of unincorporated territory that is more likely to be annexed within 5-20 years.
- A7-16 14) LAFCO’s Sphere of Influence Policy discourages inclusion of land in an agency’s Long Term SOI if a need for services provided by that agency within a 5-20 year period cannot be demonstrated. To demonstrate that a proposed SOI amendment is timely, the City should indicate the expected absorption and development rates for lands within the proposed SOI.

A7-17 | 15) The City should provide analysis and discussion with respect to the City's current and proposed job-housing balance ratio. The City should cite their source for the data used in calculating its projection.

A7-18 | 16) The City should provide analysis and discussion on their proposed land-use consistency with the Solano County Airport Land Use Commission's Policies in relation to Travis Air Force Base (TAFB) and the TAFB Sustainability Study.

A7-19 | We appreciate the opportunity to comment on the subject environmental document. We hope you consider our comments to address LAFCO's SOI and annexation needs so that the EIR is useful in streamlining future annexation projects. Please contact LAFCO staff should you have any questions.

Sincerely,



Michelle McIntyre, MPA

LAFCO Sr. Analyst

(707) 439-3898

mmcintyre@solanolafco.com



Gina Kotos <gina@dyettandbhatia.com>

Fwd: Dixon Draft EIR for the General Plan Update

George Osner <gosner@cityofdixon.us>
To: Andrew Hill <andrew@dyettandbhatia.com>, Gina Kotos <gina@dyettandbhatia.com>
Cc: Barbara Brenner <barbara@churchwellwhite.com>, Nubia Goldstein <nubia@churchwellwhite.com>

Tue, Aug 11, 2020 at 5:23 PM

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From: Skyler Sanders <ssanders@californiagroup.com>
Sent: Tuesday, August 11, 2020 5:17:03 PM
To: George Osner <gosner@cityofdixon.us>
Cc: Ross Hillesheim <rhillesheim@californiagroup.com>
Subject: Dixon Draft EIR for the General Plan Update

Mr. Osner,

On behalf of STHEM LLC, I am submitting a comment in connection with the City of Dixon's DRAFT EIR for the General Plan Update.

STHEM is currently under contract to purchase the property located at the SWC of the intersection at West A Street and Gateway Drive, immediately adjacent to I-80 access ramps in the area and highly visible to eastbound traffic along I-80. Consistent with the existing Southwest Dixon Specific Plan, we plan to develop a multi-phase commercial retail center that includes (amongst other uses) restaurants, a convenience market with fuel service, carwash, lodging (hotel/motel), supermarket, and possible urgent care or other outpatient medical use. The center will not only service the homes currently being constructed within the Southwest Dixon Specific Plan area, but also Highway 80 travelers as they advance into Dixon. Moreover, these "essential businesses" located at the center will generate significant sales tax revenue for the City of Dixon and jobs for its residents.

While the proposed uses are currently permitted under the Highway Commercial and Community Commercial zoning applicable to the property, we noticed that the proposed General Plan 2040 and the associate DRAFT EIR seek to rezone these areas as Corridor Mixed Use, which would potentially limit some of our proposed uses in favor of a residential focus. Although we will be submitting an application to the City for the center imminently,

given the proximity of the property to the I-80, the significant number of homes already being constructed under the Southwest Dixon Specific Plan, and to be consistent with our planned development and the current zoning applicable to the project, we believe that the property should retain its existing zoning or be zoned Regional Commercial.

We are available to answer any questions that you or other City representatives may have and thank you for this undertaking.

Sincerely,

Skyler Sanders
General Counsel
ssanders@californiagroup.com
510.463.6358

Preferred Pronouns: he/him/his



300 Frank H. Ogawa Plaza, Suite 340 | Oakland, CA 94612
Office 510.463.6358 | Facsimile 510.225.3954

Brokerage | Development | Management | Investments | Advisory



William W. Abbott
Of Counsel

August 21, 2020

City of Dixon Planning Department
Attn: George Osner (*via email*)
City of Dixon
600 East A Street
Dixon, CA 95620

Mr. Osner:

This letter is submitted on behalf of Dixon 133, LLC (“AKT”) and Scannell Properties with respect to the General Plan Update (“GPU”). Dixon 133, LLC is the long time owner of a large property within the Northeast Quadrant and has been actively involved in the Northeast Quadrant Specific Plan since the late 1990’s. It has actively marketed its property during the past two decades, and has succeeded in bringing several retail establishment facilities to Dixon, most notably the Walmart in 2003. Scannell Properties is a successful national builder/developer of significant warehouse, distribution and logistics facilities.

(<https://www.scannellproperties.com/>) Most recently, Scannell Properties acquired 34 acres from AKT in Dixon and is constructing a 502,000 square foot support and distribution facility operation for HAIER, a major international appliance supplier. Scannell Properties is currently in negotiations with AKT to acquire an additional 83 acres of land in Dixon to develop additional logistics/warehouse facilities. However, the City’s draft general plan update would preclude the development of a major facility due to the proposed reduction in industrial land uses and expansion of regional retail. The purpose of this letter is to request that the City designate all of the property shown on **Attachment A** for industrial uses with a PUD overlay (Light Industrial, LI) as part of the general plan update. This land use designation would be consistent with the existing Northeast Quadrant Specific Plan, and its’ underlying environmental documents. This strategy would further preserve substantial retail and regional retail opportunities while promoting additional higher paying local employment opportunities. The reasoning for this request is as follows.

B2-1 | **The Text of the Draft General Plan Update Supports a More Balanced Approach to the Relative Allocation of Industrial Land Uses and Commercial Land Uses**

The text of the draft general plan provides support for a more balanced mix of industrial and retail uses. First, the draft GPU recognizes the need for local employment opportunities¹ and acknowledges that local employment generates greater local sales by reducing sales tax leakage.²

¹ Roughly 85% of City’s workforce is employed outside of Dixon. Draft GPU p. 4-2.

² Draft GPU p. 4-2.

B2-2 | Second, while the GPU designates significant areas for regional retail, the plan itself recognizes the extent of existing competition, leading to a potential oversupply. (“Given the presence of major regional retailers in surrounding communities, opportunities for additional regional retail in Dixon are limited;...” Draft GPU p. 4-15.) The draft GPU contains no information regarding the actual or projected demand for retail, much less regional retail. A cursory review of internet sources reflects that starting in 2017, the retail industry recognized that retail was “overbuilt”. The rise of online retailing and recent significant retail bankruptcy filings and retail retreat is ready affirmation of those earlier predictions. As reflected by Ryan DeAngelis, a local CBRE broker with extensive experience in commercial and industrial demand along the I-80 corridor, the potential supply for commercial land uses will far exceed any reasonably crafted demand projections. **See Attachment B (CBRE letter addressing retail & industrial demand).** Logically, the oversupply of commercial land uses is likely to result in idle land translating into reduced employment opportunities and lower property tax revenues.

B2-3 | Third, Figure E-1 (draft GPU p. 4-3) reflects that most local existing employment is in retail, but relatively little in transportation and warehousing uses. What the plan doesn’t reflect is that according to the Bureau of Labor Statistics, warehouse and industrial uses on average pay more than retail.³ Logistics uses coupled with onsite servicing and value added activities generates even high wages.

B2-4 | Fourth, the text of the draft GPU already recognizes how the Northeast Quadrant can accommodate and encourage industrial and logistics uses. (Draft GPU p. 4-5.) The text suggests that parcels of 10 acres or larger are appropriate. While the statement is true, the text does not reflect the *reality* that users are demanding significantly larger floor plates and parcels (as evidence by the HAEIR project at 502,000 square feet and 41 acres.) Reducing the amount of industrial land in the Northeast Quadrant will limit opportunities for these beneficial uses and will foreclose the City’s ability to attract regional and national users who need the larger development sites.

B2-5 | **The City’s Draft General Plan Update Can Accommodate Both Retail and Industrial Users.**

A quick review of the draft GPU land use map shows that the City has designated significant land for commercial and regional commercial uses. This joint request by AKT and Scannell Properties seeks to have the City balance both opportunities by designating the area reflected on **Attachment A** for industrial uses. This would be consistent with the long time planning for the Northeast Quadrant and is consistent with the text of the draft GPU which recognizes the need for local employment opportunities and the suitability of the Northeast Quadrant for those types of users. Even with this request, the draft GPU retains significant acreage for retail and regional commercial uses with equal if not superior freeway access and visibility.

³ https://www.bls.gov/oes/current/oes_ca.htm

B2-5

As noted above, the draft GPU text already contains sufficient policy support and flexibility to accommodate this request. Implementation of this request requires minor modification of the GPU's land use map and related summary tables.

Sincerely,

WW Abbott

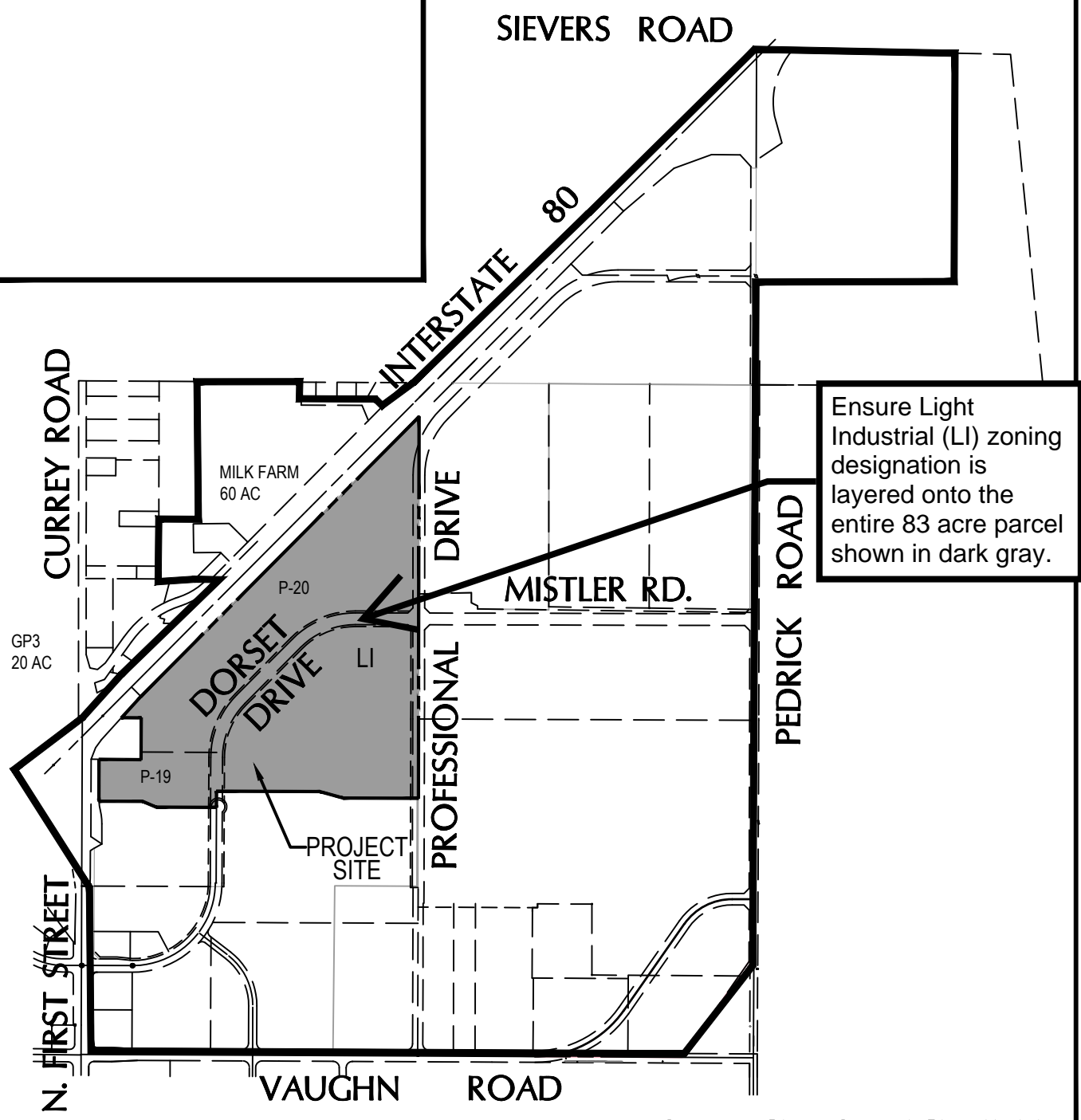
William W. Abbott

Encl.

cc: Scannell Properties
AKT

LEGEND:
LI LIGHT INDUSTRIAL

NORTH
Scale 1"=1200'



Ensure Light Industrial (LI) zoning designation is layered onto the entire 83 acre parcel shown in dark gray.

Dwg: X:\2017\17-0050-00 (DIXON 133)\DWG\PLAN\EXHIBITS\17-0050-LAND USE CHANGED.DWG | Saved: 08-10-20 10:56am SBRYSON

**EXHIBIT FOR LAND USE UPDATE
NEQSP PARCELS ZONING
CITY OF DIXON, CA**

Source: Dixon General Plan Update
Preferred Land Use
(March 9, 2018)

Exhibit Date: AUG. 10 2020



Ryan D. DeAngelis, SIOR
Senior Vice President
Lic. 01280330

CBRE, Inc.
Advisory and Transaction Services
Industrial Properties

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ryan.deangelis@cbre.com
www.cbre.us/sacramentodt

August 20, 2020

City of Dixon Planning Department
600 East A St.
Dixon, CA 95620

Dear Dixon Planning Department:

My name is Ryan DeAngelis and I am a commercial real estate broker with CBRE out of the Sacramento, CA office. I have been a broker for over 20 years with a focus on commercial office and industrial product in the Sacramento Metropolitan Area (SMA) which includes Dixon, CA. My role primarily serves both real estate owners and operators by evaluating market conditions and helping clients make strategic long-term space commitments. Recently, I helped Scannell Properties and HAIER (GE Appliance) in leasing the 502,000 square foot industrial facility located at 240 East Dorset Drive on the land previously owned by Dixon 133, LLC (AKT). I have also worked on a number of transactions for various Fortune 500 companies such as Amazon, Apple, Siemens, and many others helping them evaluate new facilities. Much of the recent demand we see is being fueled by the regions impressive residential and commercial growth.

Based on my experience and research data compiled by CBRE's internal economic analysts, we are anticipating continued considerable growth in the industrial category for the foreseeable future. I can confirm there is and will be substantial long-term demand for both sophisticated e-commerce supply chains, logistics centers, and manufacturing and procurement facilities. This growth and the need for industrial facilities is derived from regional population growth, geopolitical issues and onshoring, and overall changes in consumer patterns.

Many of the industrial parks within greater Sacramento are fully built-out or nearing completion, Dixon is a very logical location to serve many of the requirements needed for the Northern California market. The 83-acre parcel, currently owned by Dixon 133, LLC (AKT) is located in a strategic location to take advantage of today's low inventory market conditions. It's vicinity to both the SMA, San Francisco Bay Area, I-80, and I-5 make it a primary candidate for many of the job creating requirements that CBRE consults on each week. I encourage the City of Dixon Planning Department to consider AKT's request to ensure this 83-acre parcel obtains the Light Industrial (LI) zoning designation so this site can be developed expeditiously to benefit the City of Dixon by providing its residences with high quality jobs for the next generation.

In my opinion, the City of Dixon's current General Plan Update showing an expansion of the Highway Commercial (HC) zoning on the 83-acre parcel will hinder this area's growth and be regretful for years to come. Retail (brick and mortar) sales has seen its largest decline in 11 years and experts believe this trend may only continue. Vacancies in the region continue to log quarter over quarter increases. New construction is and will continue to be virtually non-existent on a meaningful scale. COVID may have been the dagger for brick and mortar but the transition to online shopping has been lingering for years. Backfilling the large vacancies in retail will take many years and a lot of creativity. Many spaces will never be retail again but rather re-developed to housing or online fulfillment. What this transition really means is that sites that were contemplated to be retail won't be any longer. Investors, lenders, and end users have little appetite for traditional retail. Cities will need to work with investors and developers to reposition existing assets and reconsider what is currently allocated for retail development in general plans. Cities will play a large part in this transition and those cities that are proactive vs. reactive will see their communities flourish and progress.

Please consider this letter as support of Dixon 133's position to expand the LI zoning classification for the entire parcel located in Dixon, CA.

Kindest Regards,

CBRE, Inc.



Ryan DeAngelis, SIOR
Senior Vice President



Chad E. Roberts
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B3-1

August 24, 2020

Via Email
gosner@cityofdixon.us

City of Dixon
Community Development Department
Attention: George Osner
600 East A Street
Dixon, CA 95620
gosner@cityofdixon.us

RE: AKT Comments on Public Review Draft General Plan 2040

Dixon 133, LLC (“AKT”) appreciates the opportunity to comment on the City of Dixon’s (“City”) Public Review Draft General Plan 2040 (“draft General Plan”). AKT has been involved in the Northeast Quadrant Specific Plan (“NEQSP”) since the late 1990s and currently owns approximately 83 acres of land as depicted on the attachment to this letter.

Over the past several decades, AKT’s significant investments have helped realize the NEQSP’s goal of “provid[ing] a substantial employment base for the Dixon Area” (see NEQSP, p. 2-9). In 2003, these investments resulted in the development and construction of the Walmart Supercenter located at 235 E Dorset Drive and the creation of jobs and tax revenues for the City. More recently, AKT sold approximately 34 acres to a successful national builder/developer of significant warehouse, distribution, and logistics facilities, Scannell Properties (“Scannell”), on which Scannell is presently constructing a 502,000 square foot support and distribution facility operation for HAIER, a major international appliance supplier. AKT is currently in negotiations to sell the 83 acres noted above (hereinafter, the “Property”) to Scannell to develop additional logistics/warehouse facilities.

B3-2

To AKT’s surprise, the draft General Plan land use plan would re-designate approximately 37 acres of the Property currently zoned as service commercial, light industrial, professional office, and planned unit development (CS-ML-PAO-PUD) to Regional Commercial, which the draft General Plan describes as follows: “The Regional Commercial (RC) designation provides for a range of commercial uses that cater to traffic passing through Dixon on I-80 as well as to local residents. Permitted uses include motels; fast food and other restaurants; gas stations; and large-format chain retail establishments, including supermarkets and super-drugstores. This designation applies to land immediately adjacent to I-80 access ramps in areas that are easily accessible by car

B3-2 | and highly visible from the roadway. Maximum permitted FAR in the HC designation is 80%.” Based on the foregoing description, such re-designation would preclude the development of a major facility on the Property like the Haier facility currently under development.

The proposed re-designation of the Property to Regional Commercial would likely lead to undeveloped land and missed employment opportunities and tax revenues for the City. Commercial land uses are in oversupply and overbuilt in the region, and the draft General Plan does not include any information regarding actual or projected demand for retail. Additionally, while the Property has some freeway frontage, the planned roadway system does not provide the general ease of access that regional commercial uses in this location would require. Moreover, given the Priority Production Area designation within a portion of the NEQSP, the proposed re-designation would likely conflict with draft Policy M-6.1 and lead to land use and transportation conflicts, particularly between industrial and passenger vehicles.

In contrast to the state of the commercial market, and in part as a result thereof, the demand for light industrial land uses is on the rise. Such demand is evidenced not only by AKT’s recent transaction with Scannell resulting in the development of the Haier facility and AKT’s current negotiations with Scannell regarding the Property, it is also supported by the aforementioned Priority Production Area designation within a portion of the NEQSP. As provided on the Association of Bay Area Governments’ website dedicated to this pilot program, the Priority Production Area designation “aims to retain industrial land in key locations to support networks of production, advanced manufacturing, distribution and repair services. These firms and their supply chains are critical to the regional economy and expand the number of middle wage jobs available, many of which do not require a four-year degree, thereby improving pathways to opportunity.” These are precisely the types of firms AKT is seeking to attract and the types of jobs that would result if successful. Unfortunately, the proposed re-designation of a portion of the Property to Regional Commercial would prevent such uses in those locations.

Rather than re-designating the Property to eliminate the potential for such uses, AKT respectfully requests the City revise the proposed land use designation for the Property, retain the current CS-ML-PAO-PUD zoning, and apply the same CS-ML-PAO-PUD to the entire Property. Such changes would create consistency across the Property, thereby providing flexibility to market the Property to the broadest range of users, including commercial and industrial users. This flexibility would also allow for the development of another major facility like the one Scannell is currently developing. While we do not anticipate commercial demand will materialize for the reasons set forth above, retaining the existing zoning and applying it to the entire Property would allow commercial uses while not prohibiting the light industrial uses for which demand currently exists. The requested changes would also support Policy E-3.3 by leveraging Dixon’s location and connection to the regional road network to attract new businesses and advance Policy LCC-

B3-2 | 1.4 by expanding employment opportunities and ensuring an adequate supply of industrial-zoned land within the City.

We request the opportunity to meet with the City to discuss the concerns outlined in this letter. Additionally, please advise if the City prepared a market study to support the proposed re-designation included in the draft General Plan.

Very truly yours,

HEFNER, STARK & MAROIS, LLP



By

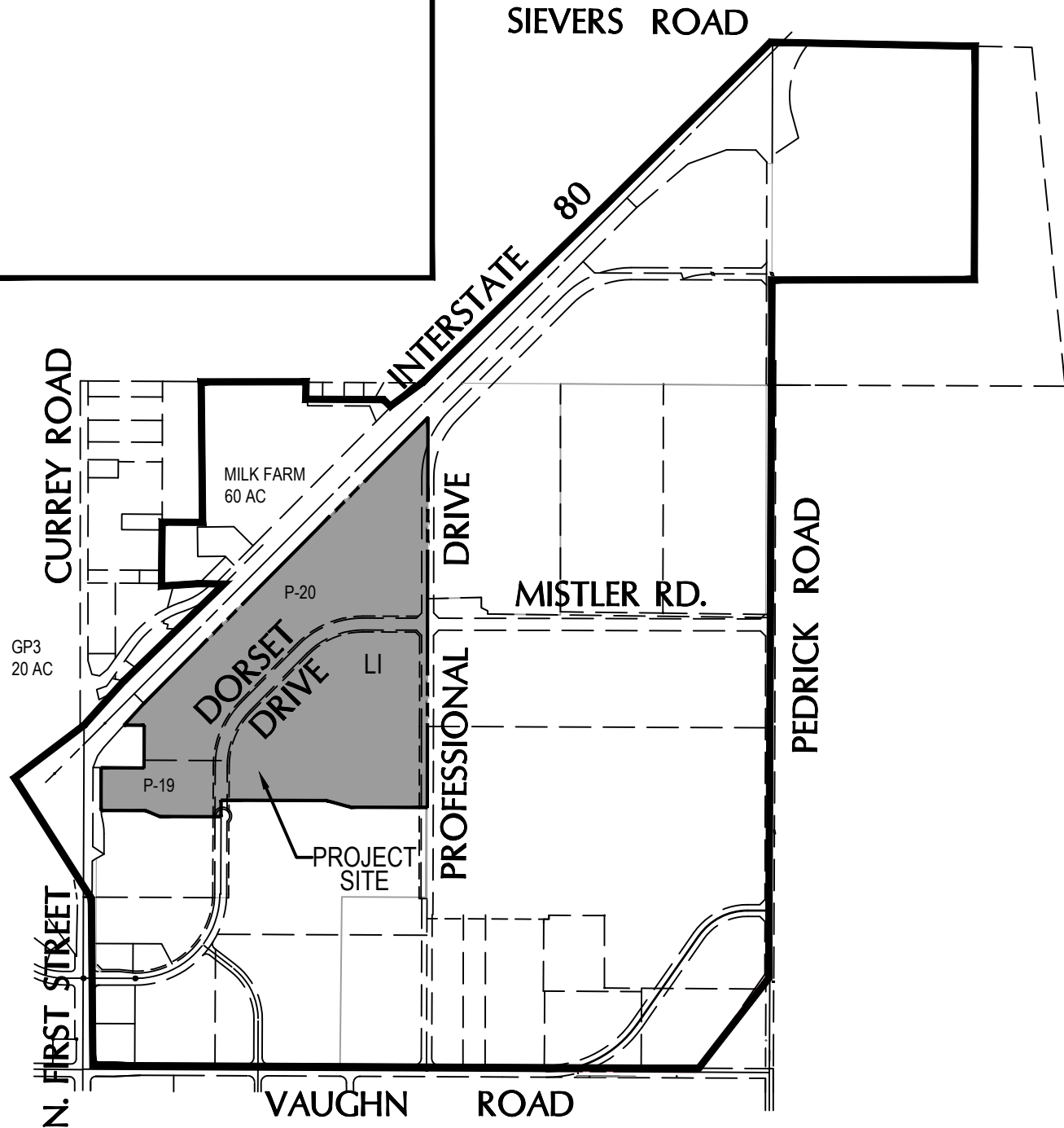
Chad E. Roberts

CER

Attachment

LEGEND:
LI LIGHT INDUSTRIAL


NORTH
Scale 1"=1200'



Dwg: X:\2017\17-0050-00 (DIXON 133)\DWG\PLAN\EXHIBITS\17-0050-LAND USE CHANGED.DWG | Saved: 08-10-20 10:56am SBRYSON

**EXHIBIT FOR LAND USE UPDATE
NEQSP PARCELS ZONING
CITY OF DIXON, CA**

Source: Dixon General Plan Update
Preferred Land Use
(March 9, 2018)

Exhibit Date: AUG. 10 2020



San Francisco Office
 312 Sutter Street, Suite 510
 San Francisco, CA 94108
 (415) 543-6771

August 24, 2020

George Osner
 Contract Planner, City of Dixon
gosner@cityofdixon.us
 City of Dixon, Community Development Department
 600 E. A Street
 Dixon, CA 95620

Re: Comments for the Dixon General Plan Update, Draft Environmental Impact Report

Dear Mr. George Osner,

We appreciate the opportunity to engage with the City of Dixon to provide comments and recommendations on the General Plan Update. As Dixon plans for the next 20 years of development, we know that climate adaptation and smart-growth development should be primary drivers for planning decisions. It is essential to include land-use strategies and associated policies that plan for more drought, extreme heat, and the increased demand for agricultural crops. This is required to reduce the safety risks to residents, protect valuable agriculture, and improve the water quality for farmers, residents, businesses, and local ecosystems.

We appreciate that the City of Dixon has removed the “areas of concern” since the previous General Plan draft and are no longer looking to expand the Sphere of Influence (SOI). We continue to oppose additional annexation of land, and encourage the City of Dixon to adopt measures to establish an Urban Growth Boundary (UGB) into local policy. UGBs have been adopted by 38 cities in the Bay Area, and they are an excellent and cost-effective way to protect the greenbelt around their cities and encourage the growth, vitality, and economic development of existing city centers and downtown areas.

- *Conversion of Prime Agricultural lands.*

Based on the zoning changes of the General Plan Update, the City of Dixon will be building into what is currently considered Prime Agricultural land. We oppose this decision due to the non-renewable properties inherently associated with agricultural land. This is land that cannot be brought back once developed, slowly damaging the culture and heritage that Dixon residents enjoy and consider to be part of their identity. The proposed zoning map of Dixon completely lacks agricultural land within city limits and the SOI. The proposed plan contradicts the cultural heritage of Dixon itself.

We disagree that Impact 3.2-1 of the draft EIR is “*Significant and Unavoidable*,” as avoidable alternatives to this action could be to reduce the amount of converted agricultural land that is lost within the SOI. At the very least, there should be some level of agriculture zoning within the city’s SOI to align with the culture and heritage of Dixon. To further reduce this impact, the use of in-lieu fees in exchange

B4-2

for the development of agricultural land should go above and beyond the requirements set by the city's Agricultural Mitigation Program. We recommend the alternative and exclusive requirement that developers purchase nearby conservation easements. The purchase of agricultural or conservation easements should be the only method for development on Prime Agricultural land, to protect existing agriculture within the City of Dixon and its SOI.

B4-3

- *Proliferated use of low-density residential zoning*

According to the proposed plan, Low-Density Residential or Regional Commercial zoning will replace all agricultural land within the SOI. Low-Density Residential zoning is the fastest way to increase sprawl and ruin the agrarian heritage that Dixon residents admire so much. Low-Density Residential developments are centered around private automobiles, asphalt, and pavement. This will only increase local temperatures created by the urban heat island effect and can lead to further agricultural deterioration by increasing local temperatures in and around the area of bordering agricultural farms. This could result in decreased crop productivity and cause a sprawl to encroach with both suburbanization, heat, and less productive land.

Additionally, farms that are close to residential areas will cause pesticide-drift, noise, and odors that will not be tolerable to residents. Additional impermeable pavement from suburban developments will decrease water infiltration into the soil and increase the demand for water necessary to irrigate crops. As climate change increases drought conditions, irrigation water that farmers need will only get more expensive in the future.

Greenbelt Alliance recommends that Dixon:

- Restrict low-density residential developments from being constructed within the SOI to the furthest extent possible. And analyze other solutions for housing such as infill development, medium-density housing, and accessory dwelling units.
- Go beyond the minimum requirements of the Solano County General Plan's urban-agricultural buffer. A 300 to 500-foot buffer is insufficient to prevent suburban encroachment, urban heat island effect, pesticide drift, and noise pollution from agricultural equipment.
- Implement Green Stormwater Infrastructure (GSI) into building and planning codes to minimize flood risk, reduce urban runoff, decrease the urban heat island effect, and increase groundwater recharge. GSI should be required for all major projects within the public right-of-way and all roadways and pavement within private development. GSI could include rain gardens, bioretention basins, tree and planter boxes, bioswales, and stormwater curb extensions. We recommend using the [GreenPlan-IT](#) green infrastructure tool to determine which type of green infrastructure is feasible in your community.

B4-4

- ***Greenhouse Gas Emissions***

According to the American Farmland Trust, farmland that is converted to other uses emit greenhouse gases at a level 58-70 times greater than if it had remained for farming uses (see American Farmland Trust, "[Farms Under Threat: The State of The States](#)" p.19). As climate change becomes an increasing concern for agriculture in the future, the simplest and most cost-effective climate policy for Dixon would be to preserve as much agricultural land as possible. This is especially important as energy generation and tailpipe emissions are outside of the authority of the City of Dixon. What Dixon has the power to do is implement land-use policies to prevent greenhouse gas emissions and the resulting impacts on climate change.

With much of the employment in Dixon being from the agricultural industry, the city is especially susceptible to the impacts of climate change. Climate change increases droughts, heat, and crop transpiration. This will reduce crop yields, agricultural productivity, and the city's primary industry. As such, there should be a priority to take bold action to reduce greenhouse gas emissions. We encourage the prioritization of creating Dixon's Climate Action Plan, which will provide city leadership and public engagement to create goals to promote innovative strategies that meet and exceed state and county requirements.

B4-5

We urge the City of Dixon to reconsider the adverse effects of converting non-renewable agricultural land. These are intersectional effects that will damage the City of Dixon environmentally, culturally, and economically. Dixon must remain resilient in these times when climate change is an issue that must be dealt with immediately. We hope that the City of Dixon will make the right choice for its residents today and in the future, and continue to provide a lifestyle and home that everyone can enjoy.

Thank you in advance for your consideration of our concern.

Sincerely,

Kevin Riley
Solano County, Regional Representative
Greenbelt Alliance
415-543-6771 x305

Cc: Dixon City Manager
Cc: Dixon City Councilmembers



August 24, 2020

City of Dixon, Community Development Department
600 East A Street
Dixon, CA 95620

Sent via email to:
George Osner, Contract Planner gosner@cityofdixon.us

Dear Mr. Osner:

The Solano County Orderly Growth Committee (OG) thanks the City of Dixon for the opportunity to comment on the Dixon General Plan (GP) Update and Draft Environmental Impact Report (DEIR).

We realize this has been a long, extensive process with many hours of public meetings, staff, and consultant work. We thank all those who worked hard to bring the GP forward.

However, we find this General Plan update to have missed the mark in a couple of key areas. Your GP process includes this language: • *Comprehensive. The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan must also address the full range of issues that affect the city's physical development.*

We will first discuss land use and then the two areas where we believe the GP widely misses the mark.

We were pleased to see that the "Areas of Concern" have been removed from the GP; they concerned us.

B5-1 | OG has worked to protect farmlands and open spaces in Solano County since 1984 with the first passage of Proposition A. Prop A is now in its third renewal as Measure T, which was passed overwhelmingly in 2008. Measure T continues the philosophy of protecting County lands from significant development by requiring a vote of the people to amend the General Plan for conversion of farmland or open space to development. Measure T also continues the long-

B5-1 | standing Solano County policy of city centered growth, removing contention between cities and Solano County for whom should manage development.

We were pleased to see the discussion of Measure T, and its history in Chapter 3.3 Historical Growth Pattern. To enhance this development pattern we support Action NE-1.A, Adopt a Right to Farm ordinance that protects the rights of agricultural operations in areas adjacent to the City to continue operations and seeks to minimize conflicts with adjacent urban uses in Dixon.

The DEIR does not analyze the impact of creating this buffer from agricultural operations within the City limit line to maximize agricultural production. This needs to be corrected.

We further believe the City of Dixon could strengthen its commitment to agricultural resources.

B5-2 | Why does the DEIR not discuss the possibility of putting the General Plan on the ballot for voter approval, including protection of the Dixon City Limit from change without a vote of the people? The cities of Benicia, Fairfield, and Vacaville have such voter approved lines, consistent with Solano County GP voter protections. We would appreciate seeing this option analyzed and offered as part of the General Plan approval process.

B5-3 | Mitigation Measure MM-AG-1 acknowledges the loss of FMMP designated prime farmland. We find the proposed mitigation inadequate. The DEIR should consider the following:

1. Require that mitigation lands be preserved at a ratio of 2 acres protected for every lost to development. The City of Davis has a 2-1 requirement and Solano County has a 1.5-1 requirement, so this is not an unrealistic request. As the old saying goes, they are not making any more of this land, some of the most productive in the world.
2. Require that the acquired or preserved lands be within the Planning Area, not up to 10 miles away. The GP is quite eloquent at times about the importance of agricultural land and natural resources adjacent to the City, why put protected lands at such a great distance?
3. Please analyze if adopting a voter approved City Limit Line would make the above mitigation measures more feasible.

B5-4 | Two major problems confront California: Greenhouse Gas Emissions and Housing; availability and affordability.

We find that Dixon's GP and DEIR are inadequate on the issue of GHG emissions.

MM-GHG-1 is inadequate in dealing with Greenhouse Gas emissions and compliance with SB32 and implementing regulations. Given what the region has recently experienced from extreme multi-day heat to blistering wildfires with horrid air quality, is this not an extraordinarily important problem, requiring action?

- B5-5 | 1. Why does the DEIR not require an action plan, a Dixon Climate Action Plan? Is planning to adopt a plan adequate mitigation under CEQA?
- B5-6 | 2. Why does the DEIR limit mitigation to monitoring and reporting?
- B5-7 | 3. Why does the DEIR not consider developing measurable, meaningful emission reduction targets?
- B5-8 | 4. The City of Dixon and its consultants have had several years to work on the GP and develop a Climate Action Plan to reduce GHG emissions. Given the City of Dixon's inaction to this date on developing a Climate Action Plan what credence can be given to a mitigation measure that is only a plan to plan?
- B5-9 | 5. Many jurisdictions in Solano County have agreed to partner with Marin Community Energy to increase the amount of clean energy available to their residents. Why is the DEIR silent on any such analysis of alternative suppliers? Why does the DEIR fail to analyze potential policies for reductions in municipal energy use? And, should not the DEIR analyze the potential impact of local energy production on GHG reduction?
- B5-10 | 6. Why does the DEIR not analyze potential for GHG reductions from implementing green building standards?
- B5-11 | 7. The DEIR fails to analyze the potential for reduced GHG emissions from any alternative housing mix. Why was this classic way for communities to reduce their GHGs not analyzed?
- B5-12 | 8. The DEIR acknowledges that the City of Dixon has not adopted a Climate Action Plan, as required by State law. Why then does not the DEIR require the completion and adoption of such a plan before the approval of the General Plan?
- B5-13 | 9. Why does the DEIR not mention California Air Resources Boards guidance for local communities for adopting CAPs, <https://coolcalifornia.arb.ca.gov/local-government>
- B5-14 | Finally, besides punting on GHG the GP is silent on housing. We realize the Housing Element often lives a parallel life alongside the GP. But when drafting a new GP the issues of where and what kind of housing cannot be ignored. We doubt that this can be a comprehensive list of issues, but it is a start.
- B5-15 | 1. Why did the DEIR not consider changing the mix of single-family traditional subdivisions versus more dense housing possibilities?
- B5-16 | 2. Why didn't the DEIR consider the possibility of more dense central housing for the impact on VMT?
- B5-17 | 3. Why didn't the DEIR analyze if the effect on farmland development would be lessened if more multi-unit housing were built more centrally?
- B5-19 | 4. The DEIR recognizes LOS problems at multiple intersections with GP buildout. Was an alternative LOS analysis done looking at alternative housing development patterns, more housing centrally located with more transit?
- B5-20 | Dixon sits on the edge of the Bay Area and the Sacramento region. This presents challenges and opportunities. Given the current timing of the Dixon General Plan update process we were surprised that the DEIR did not include

B5-19 | some of the more contemporary regional planning tools now available. For example, why is the DEIR silent on Plan Bay Area 2050 policies? These offer a rich toolset to deal with issues like housing, transportation and GHGs.
https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPStrategies_071320_0.pdf

B5-20 | We may have additional comments on the GP and Draft Environmental Impact Report when the City of Dixon holds its required public hearings for adoption and approval. We hope the City will take a hard look at how Dixon can reduce Green House Gas Emissions, more fully protect its surrounding farmlands, and direct housing development in ways that meet the needs of a much more diverse population.

Sincerely

Duane Kromm, Treasurer
Solano County Orderly Growth Committee
dkkromm@gmail.com
707-580-7321



Gina Kotos <gina@dyettandbhatia.com>

Fw: PUBLIC COMMENT REGARDING CITY OF DIXON GENERAL PLAN

1 message

George Osner <gosner@cityofdixon.us>

Fri, Aug 7, 2020 at 3:13 PM

To: Andrew Hill <andrew@dyettandbhatia.com>, Gina Kotos <gina@dyettandbhatia.com>, Barbara Brenner <barbara@churchwellwhite.com>

Cc: Nubia Goldstein <nubia@churchwellwhite.com>, Brandi Alexander <BAlexander@cityofdixon.us>

Andrew, et al--I received this comment letter, which seems to me to be a comment on the GP (and a request for certain policy matters) but not an EIR comment. However, I wanted you to have it for completeness.

George Osner, AICP

From: Yoli Hickman <yolihickman@icloud.com>**Sent:** Tuesday, August 4, 2020 11:13 AM

To: George Osner <gosner@cityofdixon.us>; Jim Lindley <JLindley@cityofdixon.us>; Joe Leach <JLeach@cityofdixon.us>; Scott Greeley <SGreeley@cityofdixon.us>; mayorthombogue@yahoo.com <mayorthombogue@yahoo.com>; City Council <CityCouncil@cityofdixon.us>; City Council <CityCouncil@cityofdixon.us>; electscottpederson@hotmail.com <electscottpederson@hotmail.com>; info@dixonchamber.org <info@dixonchamber.org>

Cc: Yoli Hickman <yolihickman@icloud.com>**Subject:** PUBLIC COMMENT REGARDING CITY OF DIXON GENERAL PLAN

City of Dixon
Community Development Department
600 East A Street
Dixon, CA 95620

TO: George Osner, Contract Planner
Jim Lindley, City Manager
Joe Leach, City Engineer/Public Works Director
Scott Greeley, Associate Planner
Thom Bogue, Mayor
Steve Bird, Vice Mayor
Jim Ernest, Councilmember
Devon Minnema, Councilmember
Scott Pederson, Councilmember
Tonyah Everhart, Chamber of Commerce

RE: PUBLIC COMMENT REGARDING GENERAL PLAN UPDATE

Dear Ladies and Gentlemen:

I understand that the City of Dixon is making changes and looking to adopt a new General Plan and an accompanying EIR. It is for this reason that I am formally submitting a "public comment" to the attention of the Community Development Department for consideration. I am also submitting a question that I would appreciate a response to. I want to thank you in advance for your time and assistance.

QUESTION:

My family has owned a 3 acre highway commercial zoned property in Dixon for the past 49 years (since 1971) located at 2635 West A Street, off Highway 80.

Our property is currently on the sale market and in escrow. The property is under the name of Lozano Family Living Trust, whereby I am the Trustee. We hope to close escrow at the end of September. Family members and myself, along with our two ReMax Listing Agents have had numerous discussions with the City of Dixon regarding various Buyers that have shown interest in developing a gas station on our property. In each of those discussions we have been informed by the City of Dixon that there is language in the General Plan that discourages, and can restrict, no more than 2 gas stations at the same intersection. We have taken a visual survey of how many intersections in Dixon have 2 or more gas stations in one intersection, there are a total of 4. We have lost several potential Buyers that were discouraged from buying our property because of this communication from the City of Dixon. We do not believe that the current Buyer in escrow has plans to place a gas station on our property after being discouraged to do so, and has adjusted his plans accordingly. Here is my question: Can someone please direct me to the exact page and paragraph of the General Plan where this language exists. We have reviewed both the General Plan and the Specific Plan and we do not find this language in either document. Directing us to the exact location of this language would be very helpful. If our current escrow does not close as scheduled, the above information becomes even more important for future potential Buyers.

REQUESTING A CHANGE IN LANGUAGE TO THE GENERAL PLAN:

Our property is located in one of the main entrances to the City of Dixon. We love our community. We have lived in Dixon since 1965. My parents purchased this property 6 years after our arrival. Over the past 55 years the Lozano Family have remained respected members of the community. The City of Dixon and my family have a mutual interest in finding the right Buyer that would service our beloved community. The property is a historic landmark in CA, being the last of the fresh orange juice stands along the 80 Corridor. My family and I plan to donate "The Giant Orange" to the Dixon May Fair Committee "Friends Of The Fair" so that "The Giant Orange" forever keeps its place in history at it's home in Dixon. A tribute to my parent's legacy.

Our property has not been developed in decades and there has been no active business operating on our property for many years. It is frankly an eye sore as it stands today. It is time we sell our property. There is a new home development underway in Dixon that has been approved under the Specific Plan with approximately 1,400 homes in it's future. It would make sense to add another gas station on the same street to serve these homes.

We have not sold our property in the past several years, but it is not through lack of trying. The City of Dixon has declined several Buyers efforts for plan development ideas, thus we have lost numerous strong offers. In order to sell our property in the future we must work together. There is no guarantee that the current Buyer will close escrow (who wished to place a gas station on our property but adjusted his plan), therefore my family must continue to advocate for future change to the General Plan so we can sell our property. We are a highway commercial zoned property thus making our property perfect for certain commercial venues and will always attract certain Buyers. Specifically those wanting to place a gas station on our property. Over the years even when we have not had our property on the market for sale, many people have approached us. We have had no Buyers approach us wanting to place Restaurants, Hotels, Grocery Stores, or even Retail Stores on our property for the past 49 years since we have owned it, yet it is been placed on all Commercial Multiple Sales Listing possible.

Accordingly, it is time to face reality and if the City of Dixon does not agree to consider a gas station on our property, our property will continue being an eye sore

8/21/2020

Dyett & Bhatia Mail - Fw: PUBLIC COMMENT REGARDING CITY OF DIXON GENERAL PLAN

C1-2

at the main entrance of Dixon, and not sell. It is for this reason that we hereby request the City of Dixon to remove any reference in the General Plan, Specific Plan/s and/or Land use related documents restricting the number of gas stations at an intersection . Such language (if it exists) should be removed, especially as it relates to properties that are in the immediate vicinity of Highway 80 since the natural use of properties near/adjacent to the freeway are travel related that need to include the use of gas station development. Such restrictions severely limit the uses on these parcels and their eventual marketability.

Can you also provide to us with a list of land uses that will be allowed by right with additional permits, and those list of land uses disallowed in the Corridor Mixed Use zone area.

Again, on behalf of my family, I thank each of you in advance for your support and consideration. Take good care.

All the best,

Yoli Hickman

Cell: 415.235.5499

yolihickman@icloud.com

C2-1 | Randy Davis
August 23, 2020

Comments Regarding the Draft EIR for the General Plan Update

Table 3.12-5 Existing and Planned Parks (Page 3.12-9): There are inconsistencies in the information presented with the existing adopted Parks Master Plan with no explanation regarding the significant changes that were made and how the changes came about.

Community parks have neighborhood park amenities that serve residents in the same manner as stand-alone neighborhood parks. The acreage of the community parks utilized for neighborhood park amenities is determined and then included in the neighborhood parks acreage and not included as community park acreage. The adopted Parks Master Plan breaks down park acreage in this manner. It has been determined that Hall Park has 3 acres of neighborhood park land and Northwest Park has 4 acres of neighborhood Park land.

It has also been estimated that the planned Southwest Community Park will have 4.6 acres of amenities considered to be neighborhood park land.

Based on the adopted Parks Master Plan, Dixon has 20.5 acres of neighborhood park acreage and a total of 7.6 acres planned for the Southwest development.

In terms of Community Parks once the neighborhood park acreage is removed, Hall Park has 54.8 acres and Northwest Park has a total of 18.5 acres for a total of 73.3 acres. Southwest Community Park will have a total of 15.4 acres.

These numbers are quite different than the information shown on Table 3.12-5 of the Draft Environmental Impact Report. There is a real need for the park acreage numbers shown in the Draft Environmental Impact Report and the Draft General Plan Update to be reevaluated to ensure consistency and accuracy. In addition, it is important to only consider acreage that meets the definition and requirements of a neighborhood park and community park to be considered in meeting municipal park standards. Trails, paths and landscaped buffers have not been included in the park acreage requirements. If the City starts considering these types of areas and amenities as park land, future developers can take advantage of this approach and apply these types of areas toward their park acreage requirements.

C2-2 | Related to the discrepancies in community park and neighborhood park acreage is that Figure PSF-2 Parks, Open Spaces and Recreational Facilities in the Draft General Plan Update is incorrect. Because of the neighborhood park amenities included in the Community Parks, the half mile/ten minute walk radius circle should also be placed around Hall Park, Northwest Park and the planned Southwest Community Park. It is silly

C2-2 | to think that someone living across the street from these parks are not considered to be within a short walking distance to neighborhood park facilities.

C2-3 | *Compliance with Municipal Park Standards* (Page 3.12-10): The standard of 5.0 acres of community and neighborhood park land per 1,000 residents is a mandate. The proposed General Plan Update, as recommended in the adopted Parks Master Plan, will change the 1.2 acres of neighborhood park land and 3.8 acres of community parkland from a mandate to a recommended target. This in no way changes the mandate of 5.0 acres of community and neighborhood park land per 1,000 residents.

Mentioning the “12 acre Westside Park” in terms of compliance with Municipal Park Standard is misleading and not really related to compliance with municipal park standards. The existing General Park states that Westside Park is a one acre portion of the school site. The current situation is that Westside Park is essentially an empty lot with dead grass and no park amenities. The 12 acres must refer to the school playgrounds and fields of the Montessori and C.A. Jacobs schools. This area would not be open to the public during school hours due to safety concerns. The trend in Dixon has been for school yards to be closed to the public at all times.

C2-4 | In addition, I am curious as to why the proposed General Plan Update does not appear to have an extensive glossary like the existing General Plan. How else can we all be on the same page regarding the terminology that is used in the document?

C3-1 | August 24, 2020

Mr. George Osner, Contract Planner
 City of Dixon
 600 East A Street
 Dixon, California 95620

Re: General Plan Draft EIR

Dear Mr. Osner:

We are living in unprecedented times.

- Quoting from a news article of August 20, 2020, “Besides having the most COVID 19 cases nationwide, California’s crises this week include dozens of major wildfires and surprise power outages as residents endure a blistering heat wave.”
- Another news article dated August 19, 2020 points out that “America’s parents are going through a year of tough choices and it isn’t getting any easier. With the school year starting, many have to choose between their jobs and staying home to take care of their kids. ... One in five working age adults is unemployed because COVID 19 upended their child care arrangements.”
- A research article published on July 10, 2020 found that “The results shed light on both the financial fragility of many small businesses, and the significant impact COVID 19 had on these businesses in the weeks after the COVID 19 disruptions began. The results also provide evidence on businesses’ expectations about the longer-term impact of COVID 19...”
- In yet another news article, a Southern California resident is quoted in an e-mail to the council and city officials in regard to restrictions on physically participating in local government meetings that “it’s mind bogglingly disrespectful of public opinion and demonstrates disregard for the public.”

Yet, after years and of years of delay on a General Plan update, City of Dixon officials seem to believe that now is the right time to expect public comment on the nearly 600-page draft Environmental Impact Report. Contrary to information claiming that the kick-off for the preparation of the plan was in 2014, a summary report presented to the

City Council a number of years ago states: "On December 11, 2007, the City Council awarded a consultant services contract to Pacific Municipal Consultants (PMC) to prepare an update to the City's General Plan. Completion of the General Plan Update was anticipated to take two years." The names of a number of those who were appointed to the General Plan Committee at that time, appear on the proposed plan as presented today.

SO WHY NOW...

- Long before we were facing the catastrophic times that we are living through now, a former Community Development Director publicly acknowledged that little real effort had been made to engage the public.
- And, for months, the City claimed to have lost written public comment presented at General Plan meetings. Likewise, during GPAC meetings, staff did not acknowledge receipt of a letter from an attorney representing a special district. When questioned, staff once again claimed there was no record of the attorney's letter. And, the report makes clear that comments in the letter were ignored.
- On the City's website, the public can only review GPAC meetings held in 2017 and 2018. If documentation even exists of previous GPAC meetings, there are no records available on the City's site.
- The General Plan Committee has not even met for the last two years and did not review the Plan as it is proposed today or the draft EIR.

AND NOW THE CITY IS PROCEEDING WITH THE GENERAL PLAN PROCESS WHEN MOST MEMBERS OF THE PUBLIC ARE UNDERSTANDABLEY DISTRACTED; AND OTHERS INCLUDING MANY OLDER, MANY HISPANIC, AND MANY LOW INCOME RESIDENTS ARE EITHER UNABLE OR UNCOMFORTABLE WITH PARTICIPATING IN MEETINGS HELD ON ZOOM (See recent petition submitted to the Transportation Advisory Commission). I would also point out that both the Planning Commission and the City Council have postponed consideration of both the Noise Ordinance and provisions of the Zoning Ordinance until physical meetings can be held. At a recent meeting of the Planning Commission, there was even outcry from those who were able and willing to participate on ZOOM that consideration of matters of importance to the people of Dixon should be held off until the public could physically attend and comment. Yet, with the submission of the draft EIR, the clock has started ticking for the Proposed Plan to move forward to the Planning Commission and the City Council

In these times and in these circumstances, how can City Officials expect the public to review and provide written comment on a massive draft EIR with information that will

C3-1

affect the lives of Dixon residents for the next 20 years? While the local government is not known for transparency, in this case the answer to “why now” is very obvious. CLEARLY, there is no real interest in ensuring that the Proposed General Plan is the peoples’ plan.

Rather than expose the fallacies in the report with painstaking page by page commentary, I am focusing on a number of issues that I know are of major concern to many people.

C5-2

RESIDENTIAL DENSITY: One only has to look to the La Esperanza housing development with homes on small lots and the RM zoned neighborhoods near downtown with multiple family housing, to see the fallacy that increased density gets people out of their cars and using alternative modes of transportation. Take a count of the cars overflowing the limited parking provided for such development. The result is a very negative impact on neighborhoods with on-street parking to the point that visibility is dangerously restricted with cars parked too near the corners. Consider the safety impact of overcrowded on-street parking for not only drivers, but pedestrians and cyclists. Review meetings of the Planning Commission, the Transportation Advisory Commission, and the City Council for evidence of the publics’ concern about the parking and traffic congestion in neighborhoods with homes on small lots, such as La Esperanza. Review years of documentation of the concerns of residents in the RM zoned districts near downtown related to issues and concerns about density for a better understanding from those who actually live in denser neighborhoods.

See further density related comments under Transportation.

C3-3

DOWNTOWN: Plans for Downtown Dixon have long been, and still are, full of contradictions. “The Proposed Plan envisions further revitalization downtown with the addition of a mix of new residential, retail, office, entertainment, cultural, civic and personal service uses that contribute to the area’s vitality and its charming Main Street feel.” According to the Proposed Plan permitted uses would include: restaurants, apparel stores, specialty shops, theaters, bookstores, travel agencies, hotels/motels (totally absurd) and other similar uses serving a community wide market and larger visitor population. Such uses do not serve the needs of many of the residents in the area, particularly those living in low-income developments such as the Valley Glen Apartments, the Second Street Apartments, the Moonlight Apartments, the Veterans’ housing and the Section 8 housing in rental units scattered throughout the RM neighborhoods downtown. Furthermore, higher density and mixed-use zoning downtown will in all likelihood add additional lower income housing downtown to meet

C3-3

rising Regional Housing Needs Assessment numbers. The aforementioned uses do not meet the needs of the people who are living in the type of housing that has been, and in all likelihood will continue to be, concentrated in or near the downtown neighborhoods. If the City is truly interested in reducing VMT, why would the low and moderate income residents near downtown need to look elsewhere for the food and services they require?

In order that the types of businesses planned for downtown thrive, many homeowners in certain areas downtown have legitimate concerns about gentrification and displacement. The downtown residential neighborhoods have long served as an opportunity for many residents of modest income, and often Hispanic, to rehabilitate existing housing thereby becoming first time homebuyers. In the case of the Hispanic population, certain neighborhoods near downtown do not just provide housing opportunities but also serve to maintain cultural ties. The social fabric with its profound sense of community identity should not be overlooked.

Again, plans for downtown with the intention of attracting visitors for the sake of revitalization overlook the needs and interests of many living in the neighborhoods nearby.

On a different note, I would call your attention to Figure 3.10-1: Proposed Land Use Change Areas. Obviously, the Proposed Plan is already outdated before its adoption. Changing the land use on South Second Street and East Mayes to commercial is inconsistent with the brand new, single family homes that have recently been constructed there and the historic home on South First Street that has been recently rehabilitated and converted back to a single family residence. This is but one example of outdated proposals in the plan which are certainly the result of GPAC not meeting for the last two years and not reviewing the Proposed Plan as now presented in the draft EIR.

C3-4

DOWNTOWN DIXON PRIORITY DEVELOPMENT AREA: As stated in the draft EIR, "A downtown PDA Plan was prepared in 2017 but was never formally adopted by the City of Dixon." I would add that despite repeated requests by certain members of GPAC, the PDA plan was never presented to them or to the public. Yet it appears as part of the Proposed Plan. It is unclear whether it will require its own EIR as did the Southwest Specific Plan and the Northeast Quadrant Plan. Under the circumstances, while it is referenced in the draft EIR, there is no basis to comment on it since the City did not see fit to include the plan for consideration by GPAC or the public. In 2011 when downtown was nominated as a location for the PDA, there was considerable community

- C3-4 | opposition. And at least two petitions were presented to GPAC objecting to the designation. As mentioned, in other comments, transit-oriented development is the focus of a PDA. The efficacy of such development in downtown Dixon is not only questionable, but highly controversial (with many members of the community opposed while City Officials promote it).
- C3-5 | MIXED USE: Mixed use areas with efforts to reduce parking near commercial enterprises can result in spillover to nearby residential streets. Downtown mixed use is of particular concern considering the close proximity of the surrounding residential neighborhoods.
- C3-6 | OPEN SPACE: Quoting from the draft EIR: "Public facilities and parks can be found in many of the residential neighborhoods across the city with some of the largest parks including Northwest Park, Hall Memorial Park, Westside Park and Silveyville Cemetery." Referring to the Silveyville Cemetery as a park drew the ire of not only the public but the cemetery district. While the land is owned by the cemetery district, plots there are deeded for a specific purpose: to be used by the owner of the plot to legally bury human remains and to memorialize the departed with a headstone. The Silveyville Cemetery is not a PARK, it is a final resting place which must be respected. It should not be considered a park for the Proposed General Plan purpose of meeting requirements for open space.
- C3-7 | HISTORIC PRESERVATION: Implementation of the Plan may indeed cause a substantial adverse impact in the preservation of historical resources. Preservation of the historic homes in the neighborhoods surrounding downtown depends on taking into account the negative impacts that certain plans for the adjacent downtown area will have, as well as impacts from further development to the Southeast. Traffic congestion, overflow parking, noise from entertainment venues, frequency of events, issues with security and waste management all have a negative impact on nearby residents, including but not limited to those residing in historic homes. Restoration and maintenance of historic homes is a painstaking process and those who commit themselves to that preservation should be respected and considered. As it is now, many residents in the downtown area leave when events are held downtown. And the City has already received complaints about noise generated by certain downtown businesses.
- I would point out that without the hard work and dedication of the Dixon Carnegie Library Preservation Society, the historic Carnegie Library (highlighted in the Proposed Plan) would have been demolished during the last General Plan cycle with the blessing

C3-7

of city officials and with no meaningful intercession by the Historical Society or the Woman's' Improvement Club.

It is also of concern that the local register of Historic Resources was not included for review in the draft EIR. Inclusion of that list is vital to any efforts to prevent the demolition or relocation of historic buildings and homes. Not being able to review the list, it is unknown whether George's Giant Orange was included. And far more than the buildings downtown; the historic homes in the surrounding neighborhoods, be they mansions or cottages, are critical to the historic character of the town. A listing of those homes should have been included. At the present time, a historic home along Dixon's South First Street is being replaced by a new home. I know of no action by the City to discourage that demolition. Contrary to recommendations in the Proposed Plan, the home is out of scale with those surrounding it; and, there is concern as to whether it will be required to provide much needed alley access parking.

C3-8

TRANSPORTATION: There are many red flags related to the efficacy of reducing Vehicle Miles Traveled in and around Dixon. First and foremost, it has been recognized for many years that employment density (the number of jobs per square mile) is more important than residential density for encouraging transit use (bus and/or rail) as an alternative to driving. Transit ridership by commuters is higher in metropolitan areas that have higher employment density. Years of poor planning in Dixon have also led to issues in reducing VMT. Access to jobs, food and services unavailable in the downtown area and in new residential development in the Southeast necessitate residents traveling across town.

I should also be noted that the Northeast Quadrant and to some degree parcels in the Southwest Development Area are intended as Employment Centers for Dixon. It is my understanding that the proposed Campus Corridor is also intended to provide employment opportunities. Since the Campus Corridor is proposed mixed use, one would hope that it would include workforce housing and thereby reduce transit needs.

Technological advances also need to be considered. The ongoing lockdown and shelter in place circumstances have seemingly incentivized and accelerated a trend to work from home which is predicted to continue after the threat of COVID 19 has passed. Without taking that into consideration, the draft EIR is already outdated in terms of the importance of transit-oriented development to limit Vehicle Miles Traveled.

In terms of a passenger rail service near downtown Dixon, it should also be noted that rail represents a relatively small share of transit commutes. And non-commute trips are

C3-8

even less likely to involve transit. What's more, transit fares cover only a very small amount of operating costs and operating costs have been increasing at times more rapidly than inflation. Rail systems are expensive to build (for example: expanding the length of platform in Dixon) and operate leaving them open to criticism of cost ineffectiveness and waste. And until such time as the costly Parkway Blvd and an undercrossing on West A Street are up and operating, a rail stop in Dixon is not at all feasible even if there was a demand.

I also would point out that the operating costs for the local REDI Ride transit service are continuing to increase and fares do not even begin to cover those costs. Concerns have also been raised as to whether seeking federal funding for REDI Ride has been appropriate considering that the service is at times dedicated to school ridership.

Intercity bus service is accommodated at a location off of Pitt School Road with easy on and off access to the freeway. A park and ride lot services that location. It is unlikely that intercity buses will be routed to the station location in the downtown PDA despite the area's designation as transit-oriented.

And last but not least, plans for the downtown area to serve a community wide market and a larger visitor population will not reduce VMT. As mentioned earlier, non-commute trips typically do not involve transit. Without a doubt, the uses intended for downtown will result in more, not less, car trips originating from throughout the community and from visitors from elsewhere.

I am also attaching a letter I submitted to the Transportation Advisory Commission relative to the South First Street Corridor which addresses a number of transportation related issues. Also of interest, a pedestrian and bicycle plan for Dixon submitted to TAC not long ago did not even connect proposed routes to the West B Street pedestrian undercrossing which is designated as a Safe Route to Schools.

C3-9

PUBLIC SAFETY: There has been a great deal of community concern about the planned location of a second fire station in Dixon. Locating the second station on the same side of the railroad tracks as the existing station is unwise. As the Proposed Plan points out historic buildings (residences should be included) are far more vulnerable to fire and other natural disasters. The downtown commercial core of Dixon, many of the historic homes, and the residences of many older, Hispanic and low income residents are south and east of the RR tracks. The high school, the continuation high school, the soon to be relocated junior high school (all serving the entire community) as well as Anderson

C3-9 | Elementary, a private Christian school and a proposed Catholic school are all located south and east of the tracks as well.

I would also point out that allowing Accessory Dwelling Units crowded into the older residential districts is a fire hazard and that policy should be reevaluated.

C3-10 | NOISE: In regard to noise, I would stress that single family residences are located throughout the multi-family zoned districts near downtown. The occupants of those residences should not be subjected to any greater level of noise than those living in single family zoned districts. The General Plan definition of noise sensitive land uses includes residences and I find no justification to expect residents of some districts to endure greater levels of noise than others.

I would add that the types of uses to be permitted in the downtown area may have a significant impact related to noise (traffic, entertainment, etc.) on the many residents living in very close proximity to the downtown core. In that regard I would question whether some of the proposed land uses are compatible with the residential districts that are adjacent. Impacts on those residents should be a primary concern.

C3-11 | In regard to construction noise, strict enforcement of a noise ordinance is critical. There have been many complaints over the years that enforcement does not occur. It is my understanding that in regard to the Southwest Development under construction currently, the EIR requirements relative to noise are not being carried out.

Issues related to both noise and vibration occurred during the construction of the West B Street undercrossing. Expecting residents to “mitigate” the impacts of that construction by closing their doors and windows and turning up their TV’s and radios was ridiculous and showed the lack of concern that the City is now well known for.

C3-12 | MEASURE B: Misinformation in the draft EIR regarding Measure B should be corrected. I would refer you to the ballot question passed by the voters for a better understanding of the will of the people to require, not just authorize, growth limitations in Dixon.

In closing, I can assure you that my response to the draft EIR would have been far more comprehensive if I had over two years to prepare my remarks (equivalent to the length of time taken to prepare the report). Instead I am held to the statutory 45-day timeframe.

Ginger Emerson, General Plan Advisory Committee Member



Gina Kotos <gina@dyettandbhatia.com>

Fw: List of Historic Structures

George Osner <gosner@cityofdixon.us>

Mon, Aug 24, 2020 at 12:19 PM

To: Andrew Hill <andrew@dyettandbhatia.com>, Gina Kotos <gina@dyettandbhatia.com>, Barbara Brenner <barbara@churchwellwhite.com>

Cc: Nubia Goldstein <nubia@churchwellwhite.com>

Added comment from Ms. Emerson.

George Osner, AICP

From: Ginger Emerson <ginbert@sbcglobal.net>**Sent:** Monday, August 24, 2020 12:17 PM**To:** George Osner <gosner@cityofdixon.us>**Cc:** Brandi Alexander <BAlexander@cityofdixon.us>; Ginger Emerson <ginbert@sbcglobal.net>**Subject:** List of Historic Structures

Dear Mr. Osner:

The 1993 General Plan included a local registry of historic buildings and homes. It included structures that would not have been on a State registry. It is my understanding that a local registry can be included as part of the General Plan (as it was in 1993). At one of the last GPAC meetings I was assured that such a list was being updated and would be included. I would strongly object if the City is relying only on the State registry. Please include this email as a part of my reply to the draft EIR.

Thank you,
Ginger Emerson

Final Environmental Impact Report for the City of Dixon General Plan 2040
Chapter 2: Public Comments and Responses

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B. Responses to Comments

This chapter includes responses to comments on environmental issues raised in the comment letters, as described in Section 2.A.

Responses to written comments received during the public review are summarized in Table 2-2 below. The reference number and text of the comments are presented alongside the response for ease of reference. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response.

Responses focus on comments that raise important environmental issues or pertain to the adequacy of analysis in the Draft EIR or to other aspects pertinent to the potential effects of the Proposed Project on the environment pursuant to CEQA. Comments that address policy issues, opinions or other topics beyond the purview of the Draft EIR or CEQA are noted as such for the public record. Where comments are on the merits of the Proposed Plan rather than on the Draft EIR, these are also noted in the responses. Where appropriate, the information and/or revisions suggested in the comment letters have been incorporated into the Final EIR. Where such revisions are warranted in response to comments on the Draft EIR, deletions are shown in ~~striketrough~~ and additions are shown underlined in the matrix of comments and responses.

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
AI-1	CDFW	8/6/20	<p>Dear Mr. Osner: The California Department of Fish and Wildlife (CDFW) reviewed the draft Environmental Impact Report (EIR) provided for the Dixon General Plan 2040 (Project) located within the City of Dixon, Solano County.</p> <p>CDFW previously submitted comments on the Notice of Preparation for the Project on December 14, 2018, included in the draft EIR in Appendix A, pages 41 to 44. Thank you for reviewing and including our comments. CDFW is a trustee agency pursuant to the California Environmental Quality Act (CEQA) Section 15386 and has authority to comment on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a responsible agency if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), Lake and Streambed Alteration (LSA) Program, and other provisions of the Fish and Game Code that afford protection to the State’s fish and wildlife trust resources.</p> <p>PROJECT DESCRIPTION AND LOCATION Proponent: City of Dixon Objective and Location: The Project is an update to the City of Dixon 1993 General Plan, including previous updates to specific sections of the General Plan from 2005 and 2010, through the year 2040. The Project location covers the entirety of the City of Dixon as well as surrounding unincorporated Solano County which could be incorporated into Dixon within the life of the Project. Specific changes to the General Plan include updates to policies, diagrams, and programs,</p>	<p>The comment is noted. It does not pertain to the merits of the environmental analysis contained in the DEIR; thus, no response is necessary.</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>and identification of maximum thresholds for land use categories and planned buildout within the Project area by the year 2040. The draft EIR notes the total amount of potential development within the Project area in Table 2-2 which includes an approximately 118% increase in residential land use, 933% increase in mixed use and commercial land use, and a 99% decrease in agricultural land use from present conditions; however, the draft EIR “assumes that only a portion of the total potential development will occur by 2040” (page 2-25).</p> <p>ENVIRONMENTAL SETTING</p> <p>Located in the City of Dixon and surrounding areas, the Project area encompasses approximately 5,522 acres. The Project area is approximately 3 miles south of Putah Creek, approximately 11 miles northeast of the City of Vacaville, and approximately 15 miles west of the Sacramento River. Approximately 39% of the Project area is agriculture, which includes orchards, vineyards, and row and field crops. The rest of the Project area is a mix of mostly developed land use types including residential, mixed use, commercial, and industrial. Habitat types include annual grassland, fresh emergent wetland, valley foothill riparian, and open water. Special-status species with the potential to occur in the Project area include, but are not limited to, Swainson’s hawk (<i>Buteo swainsoni</i>), giant garter snake (<i>Thamnophis gigas</i>), burrowing owl (<i>Athene cunicularia</i>), adobe lily (<i>Fritillaria pluriflora</i>), valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>), vernal pool fairy shrimp (<i>Branchinecta lynchi</i>), and white-tailed kite (<i>Elanus leucurus</i>).</p>	

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
AI-2	CDFW	8/6/20	<p>COMMENTS AND RECOMMENDATIONS</p> <p>CDFW offers the following comments and recommendations below to assist City of Dixon in adequately identifying and/or mitigating the Project’s significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.</p> <p>Tiering and Subsequent Project Checklist</p> <p>The draft EIR is identified as a Program EIR that “can be used as the basic, general environmental assessment for an overall program of future projects” (page 1-3). CDFW strongly supports the draft EIR’s clear documentation that future “individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA and/or NEPA requirements” (page 1-3). This ensures a site-specific environmental assessment of future projects, including biological resources that may be significantly impacted. However, the draft EIR still anticipates tiering and describes that “subsequent projects will be reviewed by the City for consistency with the proposed General Plan and this EIR” (page 2-29). CDFW recognizes that, pursuant to CEQA Guidelines section 15152 subdivision (c), where a lead agency is using the tiering process referenced above in connection with an EIR or a large-scale planning approval, the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document. This future environmental document would cover a project of a more limited geographical scale and is appropriate</p>	<p>The comment is noted. The comment does not pertain to the merits of the environmental analysis contained in the DEIR. CEQA Guidelines Section 15183.3 pertains to infill development, which as defined occurs in urban areas where there are few biological resources. The Draft EIR does discuss reasonably foreseeable direct and indirect impacts that may occur with development under the proposed Plan in specific areas of the Planning Area on pages 3.4-25 through 3.4-27 and maps locations where impacts may occur from specific development (see Figures 3.4-1 and 3.4-2). Subsequent projects can use maps, mitigation measures, and appropriate Plan policies to reduce future project-level impacts.</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			as long as the deferred information does not prevent adequate identification of significant effects of the planning approval at hand. Based on CEQA Guidelines section 15183.3 and associated Appendix N Checklist, CDFW recommends creating a procedure or checklist for evaluating subsequent projects based on biological resources. This checklist should be included as an attachment to the draft EIR. Future analysis should include all rare, threatened and endangered species and should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). The draft EIR should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the Project (pursuant to CEQA, § 15355). The checklist should cite the specific portions of the draft EIR, including page and section references, containing the analysis of the subsequent Project activities' significant effects and indicate whether it incorporates all applicable mitigation measures from the draft EIR.	
AI-3	CDFW	8/6/20	<p>Recommended Mitigation Measures</p> <p>The draft EIR does not identify any specific biological resource Mitigation Measures that would reduce or minimize the potentially significant effects of subsequent activities under the Program EIR (pages 3.4-20 to 3.4-31). Rather, it identifies and references “relevant policies and implementing actions” in the General Plan which are intended to address potential impacts to biological resources. As these are only referenced, CDFW is concerned that future projects may not adhere to these standards which could lead to</p>	<p>The Proposed Plan is designed to be self-mitigating. As such, it contains policies NE-I.10 through NE-I.13 that would minimize impacts to sensitive ecosystems and special status species. In particular, NE-I.12 and NE-I.13 act as mitigation and as such these policies are listed in the Mitigation Monitoring and Reporting Program.</p> <p>NE-I.10 Support regional habitat conservation efforts, including implementation of the Solano Countywide Multispecies Habitat Conservation Plan.</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>potentially significant impacts to the environment. The draft EIR should provide broad Mitigation Measures appropriate for a Program EIR that can be implemented and expanded upon by future projects.</p> <p>To reduce impacts to less-than-significant, CDFW recommends that the City of Dixon include the below Mitigation Measures in this draft EIR, which would apply broadly throughout the Project area.</p> <p>Mitigation Measure BIO-1: Biological Studies for New Development</p> <p>Project applicants shall be required to provide a biological assessment for projects on parcels with indicators of sensitive biological features, such as waterways or vegetation. A biological assessment will be conducted by a qualified biologist and will include a data review and habitat assessment prior to project activities to identify whether any special-status plant or animal species' habitat or sensitive natural communities occur on-site. The data reviewed will include the biological resources setting and special-status species lists in the draft EIR (Chapter 3.4), and best available, current data for the area, including a current review of the California Natural Diversity Database. Habitat assessments will be completed at an appropriate time of year for identifying potential habitat and no more than one year prior to Project activity commencement. The purpose of these assessments is to identify appropriate measures to avoid or minimize harm to sensitive biological resources and to incorporate the recommended measures as conditions of approval of the project. Based on the results of the biological assessment, the qualified biologist will identify the</p>	<p>NE-1.11 Ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.</p> <p>NE-1.12 In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined by the City to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.</p> <p>NE-1.13 Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. In new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season or by conducting a pre-construction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.</p> <p>These policies would provide a level of protection to sensitive ecosystems and special status species appropriate for a General Plan. The mitigation measures suggested in the comment would</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>locations of any potential biological resources on-site and will provide site-specific measures to completely avoid those areas. If avoidance is infeasible, Mitigation Measure BIO-2, will be implemented. Detailed assessments may not be necessary in locations where past and existing development have eliminated natural habitat and the potential for the presence of sensitive biological resources.</p> <p>Mitigation Measure BIO-2: Biological Resources Inventory for New Development</p> <p>A detailed inventory of biological resources conducted by an independent, professionally qualified biologist, plant ecologist, arborist, or appropriately qualified specialist shall be required for projects in sensitive and vulnerable habitats, as identified in BIO-1. A biological resources inventory will include seasonally appropriate, protocol-level surveys for all sensitive species or natural communities potentially in the area. If sensitive resources are identified on the project site, recommendations to protect the sensitive resources shall conform with applicable State and federal regulations regarding their protection, including obtaining all relevant regulatory permits (see Chapter 3.4, Regulatory Setting, pages 3.4-16 to 3.4-20) and may include avoidance of the resource, providing setbacks, clustering development onto less sensitive areas, preparing restoration plans, off-site mitigation, and/or other similar measures as determined on a project-specific basis.</p> <p>Mitigation Measure BIO-3: Nesting Bird Protection</p> <p>All discretionary projects shall retain the services of a qualified biologist(s) to conduct a pre-construction</p>	<p>provide a level of environmental remediation more appropriate to a site-level environmental analysis. Adherence to the specified General Plan policies may be considered mitigation to reduce or minimize potentially significant subsequent activities under the Program EIR.</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			nesting bird survey during the nesting season (February 1 through August 31) at most 7 days prior to activities that may remove or disturb trees or vegetation. If nests are observed, the qualified biologist(s) shall identify and the project sponsor shall implement appropriate avoidance measures, such as fenced buffer areas or staged tree removal periods, based on the natural history of the nesting species. The Lead Agency shall consult with CDFW if nesting birds listed pursuant to CESA are discovered on-site.	
AI-4	CDFW	8/6/20	<p>California Endangered Species Act Please be advised that a CESA Permit is warranted if the Project has the potential to result in “take” of plants or animals listed under CESA, either during construction or over the life of the Project. Issuance of a CESA Permit is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation DocuSign Envelope monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain a CESA Permit.</p> <p>CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (CEQA §§ 21001(c), 21083, and CEQA Guidelines §§ 15380, 15064, 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency’s FOC does not eliminate the</p>	<p>The comment is noted. The requirements of the California Endangered Species Act and the California Native Plant Protection Act are detailed on page 3.4-18 of the Draft EIR. Table 3.4-2 (page 3.4-8) and Table 3.4-3 (page 3.4-12) list special-status plant and animal species listed under CESA. As discussed under Impact 3.4-1 (pages 3.4-25 to 3.4-26), future development under the Proposed Plan could have a significant direct or indirect impact on these species if it would result in the removal or degradation of the species or potentially suitable habitat. Development under the Proposed Plan is anticipated to take place primarily within the developed footprint of the Planning Area, limiting the potential for adverse impacts on special-status species and sensitive natural communities. Adherence to the requirements of proposed Plan policies, City of Dixon Municipal Code, and Solano County General Plan policies would ensure that new development would have a less than significant</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			Project proponent's obligation to comply with Fish and Game Code § 2080.	impact on special-status species or critical habitats within Dixon City Limits and its Sphere of Influence.
AI-5	CDFW	8/6/20	Lake and Streambed Alteration Agreement CDFW will require an LSA Agreement, pursuant to Fish and Game Code §§ 1600 et. seq. for Project-related activities within any waters within the proposed Project area that fall under LSA authority. Notification is required for any activity that will substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. Work within irrigation drainages and ditches may also be subject to notification requirements. CDFW, as a responsible agency under CEQA, will consider the CEQA document for the Project. CDFW may not execute the final LSA Agreement until it has complied with CEQA (Public Resources Code § 21000 et seq.) as the responsible agency.	The comment is noted. As shown in Figure 3.4-1: Habitat Types and Figure 3.9-2: Regional Watersheds and Surface Water, there are no lakes or streambeds in the Planning Area. Therefore, a description of the CDFW Lake and Streambed Alteration Agreement does not need to be added to the Regulatory Setting of Chapter 3.4 of the Draft EIR.
AI-6	CDFW	8/6/20	Migratory Birds and Raptors CDFW also has jurisdiction over actions that may result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code Sections protecting birds, their eggs, and nests include 3503 (regarding unlawful take, possession or needless destruction of the nests or eggs of any bird), 3503.5 (regarding the take, possession or destruction of	The comment is noted. The requirements of the Federal Endangered Species Act, Migratory Bird Treaty Act, California Endangered Species Act, California Public Resources Code (Sections 3503, 3503.5, and 3511) are outlined on pages 3.4-16 through 3.4-18 of the Draft EIR. As discussed under Impacts 3.4-1 (pages 3.4-25 to 3.4-26) and 3.4-4 (pages 3.4-28 to 3.4-29), future development

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). Fully protected species may not be taken or possessed at any time (Fish and Game Code Section 3511). Migratory raptors are also protected under the federal Migratory Bird Treaty Act.	under the Proposed Plan could have a significant direct or indirect impact on special-status or migratory species if it would result in the removal or degradation of the species, migratory corridors, or nursing sites. Though the Proposed Plan includes urban land use designations on habitat suitable for a number of special-status species and native wildlife nursery sites, these areas are partially developed under existing conditions. Future development would be subject to the requirements of Federal and State regulations listed above, local policies, and proposed Plan policies that address protection of special-status species, migratory raptors, and riparian habitat. Therefore, impacts to migratory birds and nursing sites would be less than significant.
AI-7	CDFW	8/6/20	<p>FILING FEES CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, § 711.4; Pub. Resources Code, § 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. CONCLUSION CDFW appreciates the opportunity to comment on the draft EIR to assist City of Dixon in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Ms. Amanda Culpepper, Environmental Scientist, at amanda.culpepper@wildlife.ca.gov; or Ms. Karen Weiss,</p>	The comment discusses filing fees required by CDFW. It does not pertain to the merits of the environmental analysis contained in the DEIR; therefore no further response is required.

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Letter	Commenter	Date	Comment	Response
			Senior Environmental Scientist (Supervisory), at karen.weiss@wildlife.ca.gov.	
A2-1	DTSC	8/11/20	The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact Report (EIR) for Dixon General Plan Update. The proposed project includes preserving and enhancing Dixon's small-town character; fostering economic development; ensuring a sustainable rate of growth and efficient delivery of public services; promoting high-quality development; preserving and protecting surrounding agricultural and open space lands; and encouraging careful stewardship of water, energy, and other environmental resources. DTSC recommends that the following issues be evaluated in the EIR Hazards and Hazardous Materials section:	The comment is noted. It does not pertain to the merits of the environmental analysis contained in the DEIR; therefore no further response is required. See responses to comments A2-2 through A2-7 for responses to comments made on the Hazards and Hazardous Materials sections of the DEIR.
A2-2	DTSC	8/11/20	1. The EIR should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.	Table 3.8-1 and Figure 3.8-1 of the DEIR identifies hazardous materials release sites within the Planning Area. Additionally, pages 3.8-2 through 3.8-12 discuss how the impacts of hazardous waste, aerially deposited lead, hazardous materials in building materials, and abandoned gas wells may manifest within the Planning Area. Page 3.8-35 states, "Current land uses, as well as future land uses under the Proposed Plan, involve or could involve the transport, use, storage, generation, and disposal of hazardous materials, including lead and asbestos from building materials, chemicals from commercial uses, or fertilizers and pesticides from agricultural uses. As described in the Physical Setting Section, many businesses in the Planning Area currently use hazardous materials and

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Letter	Commenter	Date	Comment	Response
				<p>generate hazardous wastes, which require regulatory oversight to protect human health and the environment. This includes current and former hazardous materials use sites and agricultural tank sites as well as pesticides used for agriculture." As stated on page 3.8-2, the Solano County CUPA Operational Area Plan for Emergency Response to Hazardous Materials Incidents establishes specific emergency management policies and procedures for coordinating Solano County's integrated response to hazardous materials incidents and pertains to the management of any hazardous materials incident occurring within any incorporated city or unincorporated community within the designated Solano County Operational Area. As described on page 3.8-40, CUPA programs require the reporting and documentation of any hazardous materials incidents in the Planning Area. For future projects, CEQA requires developers to reference the Cortese List and state if the project or any alternatives would be located on a listed site. Pages 3.8-2, 3.8-9, and 3.8-11 identify the local government agencies--the Solano County Department of Resource Management, Environmental Health Division, and Central Valley Regional Water Quality Control Board for the City of Dixon, and the Yolo-Solano Air Quality Management District--that have regulatory oversight over the implementation of hazardous materials and hazardous waste regulations in Solano County, maintain authority over adopting</p>

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				<p>cleanup policies and regulations regarding hazardous sites, and oversee the completion of asbestos surveys for certain renovation and demolition projects, respectively. Additionally, page 3.8-36 describes the roles that the Solano County Agriculture and Resource Management Departments, SWRCB, USDOT, Caltrans, and California Highway Patrol play in regulating hazardous materials use transportation and protecting ground and surface waters from contamination.</p> <p>The analysis contained in the DEIR regarding issues pertaining hazardous materials and wastes is valid and accurate.</p>
A2-3	DTSC	8/11/20	<p>2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil, DTSC recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.</p>	<p>The Proposed Plan is an update to the General Plan, the City's guiding policy document. The Plan does not directly propose redevelopment of any given site. Subsequent development proposals consistent with the Proposed Plan may involve redevelopment of sites that may have ADL-contaminated soil; however, as stated on page 3.8-40 of the DEIR, Proposed General Plan policies would limit any impacts of development from listed hazardous materials sites by requiring remediation of known hazardous material sites before redevelopment and regulating development on sites with known contamination to ensure protection of workers, future occupants, and adjacent residents (Policies NE-5.14 and NE-5.15). Existing regulations and CUPA programs would also require the reporting and documentation of</p>

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				any hazardous materials incidents in the Planning Area such that property owners could be aware of potential hazards. For future projects, the California Environmental Quality Act (CEQA) requires developers to reference the Cortese List and state if the project or any alternatives would be located on a listed site. Therefore, the analysis and discussion of impacts associated with ADL contamination contained in the DEIR is valid and accurate.
A2-4	DTSC	8/11/20	3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 Abandoned Mine Land Mines Preliminary Assessment Handbook (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/11/aml_handbook.pdf).	As stated on page 3.8-12 of the DEIR, "the Planning Area contains 23 gas wells, all of which have been plugged and abandoned. Three are located within the Northeast Quadrant Specific Plan Area and within the Dixon City Limits. Six are located within the City Limits. Eight are located within Dixon's Sphere of Influence. Two are located within City Limits in the wastewater treatment area. The California Department of Conservation would have jurisdiction over any development occurring in proximity to the identified abandoned gas wells. No well work may be performed on any oil or gas well without written approval from the Division in the form of an appropriate permit. This includes, but is not limited to, mitigating leaking fluids or gas from abandoned wells, modifications to well casings, and/or any other re-abandonment work. Title 14, Section 1723.5 of the California Code of Regulations states that all well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised

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				<p>(i.e. casing cut down or casing riser added) to meet this grade regulation, a permit from the Division is required before work can start.)" A table of gas wells within the Planning Area can be found on Table 3.8-2.</p> <p>Page 3.8-37 of the DEIR states that, "implementation of the Proposed Plan could result in future development of land uses in proximity to abandoned gas wells located in the City of Dixon, particularly within the Northeast Quadrant area, and the Sphere of Influence. However, compliance with existing regulations such as Sections 3208 and 3255(a)(3) of the Public Resources Code and Title 14, Section 1723.5 of the California Code of Regulations would preclude impacts associated with the upset or accidental release of hazardous materials from these abandoned wells to the maximum extent practicable" and on that basis concludes that risk associated with development in proximity to former gas wells is less than significant. The abandoned gas wells constitute the extent of mining sites in the Planning Area. Therefore, the analysis and discussion of potential hazards associated with mining waste contained in the DEIR is valid and accurate.</p>
A2-5	DTSC	8/11/20	4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned	As stated on page 3.8-11, federal, State, and local requirements govern the removal of asbestos or suspected asbestos-containing materials, including the demolition of structures where asbestos is present. The Yolo-Solano Air Quality Management District (AQMD) requires asbestos surveys for

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			chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC’s 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).	<p>certain renovation and demolition projects. Federal and State construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present.</p> <p>The top of page 3.8-12 (Hazardous Materials in Building Materials) has been amended to include the following, "Polychlorinated biphenyls (PCBs) are mixtures of 200-plus individual chlorinated compounds. PCBs were used in many applications such as coolants and lubricants in transformers, capacitors, and other electrical equipment. The manufacture of PCBs ended in the U.S. in the late 1970s because they can cause harmful effects to human health and the environment. PCBs can be found in sources such as fluorescent light ballasts and electrical devices with PCB capacitors, hydraulic oils, and building materials. Some items inside residential buildings such as appliances, batteries, electronic, and light bulbs contain mercury, which poses a persistent and toxic human health and environmental threat. Fluorescent lighting tubes and ballasts, computer displays, and several other common items containing hazardous materials are regulated as “universal wastes” by the State of California. Universal waste regulations allow common, low-hazard wastes to be managed under less stringent requirements than other hazardous wastes. Management of other hazardous wastes is governed under the DTSC hazardous waste rules." This amendment is made to amplify and enhance</p>

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				the analysis contained within the DEIR and does not change the findings contained therein.
A2-6	DTSC	8/11/20	5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).	The comment is noted. The comment does not pertain to the merits of the environmental analysis. Subsequent development projects pursuant to the General Plan that would use imported soils would be required to comply with existing State and local regulations to ensure that hazards associated with contamination in imported fill are reduced to the maximum extent practicable.
A2-7	DTSC	8/11/20	6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision) (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf). DTSC appreciates the opportunity to comment on the EIR. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc . Additional information regarding voluntary agreements with DTSC can be found at:	As stated on pages 3.8-35 and 3.8-36 of the DEIR, "Current land uses, as well as future land uses under the Proposed Plan, involve or could involve the transport, use, storage, generation, and disposal of hazardous materials, including lead and asbestos from building materials, chemicals from commercial uses, or fertilizers and pesticides from agricultural uses. As described in the Physical Setting Section, many businesses in the Planning Area currently use hazardous materials and generate hazardous wastes, which require regulatory oversight to protect human health and the environment. This includes current and former hazardous materials use sites and agricultural tank sites as well as pesticides used for agriculture. These uses are regulated by the Solano County Agriculture and Resource Management Departments under State and Federal laws and regulations, including the DTSC which regulates

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			<p>https://dtsc.ca.gov/brownfields/.If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.</p>	<p>the generation, transport, and disposal of hazardous waste and the SWRCB which enforces the Clean Water Act and protects the quality of ground and surface waters...Agricultural transport and use of pesticides, which takes place on most agricultural use-designated land within and adjacent to the Planning Area, is regulated by CCR Title 3, which mitigates risks of hazard through routine use. The Proposed Plan would facilitate efficient transportation, particularly along freeways and rail lines that potentially transport hazardous materials, and also encourages design elements such as landscaping adjacent to State highway corridors that would provide buffers to these sources of hazardous substances, therefore serving as mitigation measures to reduce impacts to less than significant levels (Policy MT-1.1 and Implementing Action E-5.B)." On this basis, the DEIR concluded that although the use and storage of hazardous materials releases cannot feasibly be eliminated, the requirements of existing regulatory programs combined with implementation of Proposed Plan policies referenced above would reduce potential impacts of routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset or accident conditions to a less-than-significant level. The analysis of potential hazards related to agricultural chemicals contained in the DEIR is valid and accurate.</p>
A3-1	Central Valley	8/21/20	Pursuant to the State Clearinghouse's 8 July 2020 request, the Central Valley Regional Water Quality	The comment is noted. As the comment does not pertain to the merits of the environmental analysis

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	Regional Water Quality Control Board		Control Board (Central Valley Water Board) has reviewed the Request for Review for the Draft Environmental Impact Report for the Dixon General Plan 2040 Project, located in Solano County. Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.	contained in the DEIR, no further response is required.
A3-2	Central Valley Regional Water Quality Control Board	8/21/20	Central Valley Water Board staff recommends: • Correcting the name of California Department of Fish and Wildlife on page 3.9-18.	The second sentence of the third paragraph of page 3.9-18 is hereby amended as follows, "Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services (DHS) for drinking water regulations, the California Department of Pesticide Regulation, the California Department of Fish and Wildlife (CDFW) Game (CDFG) , and the Office of Environmental Health and Hazard Assessment." This amendment represents a minor clarification and does not affect the findings of the DEIR.
A3-3	Central Valley Regional Water Quality Control Board	8/21/20	Correcting the reference to the Antidegradation Implementation Policy on page 3.9-19 to State Water Board Resolution 68-16, not 68-18. See additional information listed below.	The first sentence of the second paragraph of page 3.9-19 is hereby amended as follows, "The Basin Plan also contains the Antidegradation Implementation Policy (State Water Board Resolution 68- 16+8)." This amendment represents a minor clarification and does not affect the findings of the DEIR.
A3-4	Central Valley Regional	8/21/20	Updating the Industrial General Permit information on page 3.9-20 to include the information listed below, including updating the reference to the correct Order.	The last first sentence of the last paragraph on age 3.9-20 is hereby amended as follows, " <u>Storm water discharges associated with industrial sites must</u>

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	Water Quality Control Board			comply with the regulations contained in the <u>Industrial Storm Water General Permit Order No. 2014-0057-DWQ</u> . Stormwater runoff from industrial sources and associated pollutants is regulated in California by the State Water Resources Control Board under the statewide General Permit for Stormwater Discharges associated with Industrial Activities (<u>Water Quality Order No. 97-03-DWQ, General Permit No. CAS000001</u>).” This amendment represents a minor clarification and does not affect the findings of the DEIR.
A3-5	Central Valley Regional Water Quality Control Board	8/21/20	Correcting the name of the Construction General Permit on page 3.9-20 to “General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.”	The first sentence of the second paragraph of page 3.9-20 is hereby amended as follows, “Construction activities on one acre or more of land are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ <u>General Permit for Storm Water Discharge Associated with Construction and Land Disturbance Activities</u> (Construction General Permit). To obtain coverage under the Construction General Permit, the discharger must provide via electronic submittal, a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other documents required by Attachment B of the Construction General Permit. Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grubbing or excavation. The

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Letter	Commenter	Date	Comment	Response
				<p>permit also covers linear underground and overhead projects such as pipeline installations." This amendment represents a minor clarification and does not affect the findings of the DEIR.</p>
A3-6	Central Valley Regional Water Quality Control Board	8/21/20	Correcting the language included on page 3.9-21 to, "Under Phase I, ... and large municipalities (serving 250,000 [or more] people)."	<p>The second sentence of page 3.9-21 is hereby amended as follows, "Under Phase I, which was initiated in 1990, the Regional Water Quality Control Boards adopted individual NPDES stormwater permits for medium municipalities (serving between 100,000 and 250,000 people) and large municipalities (serving 250,000 [or more] people)." This amendment represents a minor clarification and does not affect the findings of the DEIR.</p>
A3-7	Central Valley Regional Water Quality Control Board	8/21/20	Correcting the reference to the Low Threat General Order, Low Threat Waiver, and Low Threat Waiver Resolution R5-2018-0085 under the Dewatering Permit heading on page 3.9-21.	<p>Page 3.9-21 has been amended as follows, "Both the State Water Board General Water Quality Order (Low Risk <u>Threat</u> General Order) 2003-0003 and the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk <u>Threat</u> Waiver) R5-2013-0145 cover projects which include construction or groundwater dewatering that would be discharged to land. Discharges covered by the Low Threat Waiver are considered "low risk" discharges that due to waste constituent concentrations, quantity, duration, and/or pre-set control measures pose an insignificant threat to water quality and little risk of nuisance. <u>Resolution R5-2018-0085 adds two types of discharges to the Low Threat Waiver, specifically discharges from System Flushing and Filter Backwash for Water</u></p>

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				<p><u>Treatment Systems, and Discharges from Short-Term or Intermittent Vehicle and Equipment Washing. Resolution R5-2018-0085 sets specific conditions and exclusions on these two types of discharges, as well as all types of discharges allowed by the Low Threat Waiver, to ensure that only designated types of discharge, those that pose the lowest threat to water quality and nuisance will be applicable for coverage under the Low Threat Waiver. Small temporary construction dewatering projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge." This amendment represents a minor clarification and does not affect the findings of the DEIR.</u></p>
A3-8	Central Valley Regional Water Quality Control Board	8/21/20	Correcting the Waste Discharge Requirements General Order for Discharges from Irrigated Lands with the Central Valley Region for Dischargers Not Participating in a Third-Party Group on page 3.9-21 to General Order R5-2013-0100, not R5-2014-0110. Updating this language in any City of Dixon environmental document templates.	Page 3.8-21 has been amended as follows, "Dischargers not participating in a Coalition Group are regulated individually under the General Waste Discharge Requirements for Individual Growers, General Order R5-2014-0100 <u>R5-2013-0100</u> ." This amendment represents a minor clarification and does not affect the findings of the DEIR.
A3-9	Central Valley Regional Water Quality	8/21/20	Regulatory Setting Basin Plan The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin	The comment is noted. The DEIR provides a discussion of the Central Valley Water Quality Control Board's Basin Plan on pages 3.9-18 through 3.9-20. As the comment does not pertain to the merits of the environmental analysis

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	Control Board		<p>Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State’s water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.</p> <p>The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the Water Quality Control Plan for the Sacramento and San Joaquin River Basins, please visit our website:</p>	contained in the DEIR, no further response is required.

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			http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/	
A3-10	Central Valley Regional Water Quality Control Board	8/21/20	<p>Antidegradation Considerations</p> <p>All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf</p> <p>In part it states: Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.</p> <p>This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives. The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.</p>	<p>As stated on page 3.9-35 of the DEIR, "The City complies with the RWQCB Monitoring and Reporting Program. The Proposed Plan would primarily involve construction and operation of residential and commercial uses and would involve few industries likely to substantially increase pollutant loading levels in the sanitary sewer system. Any new industrial uses would have to comply with the Industrial General Permit...Additionally, in compliance with the SWRCB Construction General Permit, a SWPPP would be prepared for any projects resulting from the Proposed Plan, detailing the methods for preventing the pollution of stormwater with sediment, petrochemicals, or other pollutants associated with construction activities or equipment. Further, implementation of Phase II Municipal Stormwater NPDES Permit BMPs ...would provide natural filtration of stormwater, reducing the volume of contaminants entering the City's storm sewer system...Several policies in the Proposed Plan would also ensure that federal, State, and local water quality standards and waste discharge requirements are met. The Proposed Plan would update the City's Storm Water Quality Management Plan as needed to comply with the NPDES General Permit, and require development to meet performance standards and include measures to limit potential water pollution (NE-</p>

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				2.1, NE-2.2, NE-5.B, and E-1.7). Proposed strategies to minimize the pollutant and sediment levels entering the hydrological system through stormwater, agricultural, and other urban runoff include a green infrastructure plan, grease/oil separators in storm drains along roadways with heavy traffic, low-pesticide landscaping practices, stormwater BMPs, and LID measures aimed at minimizing impervious surfaces and increasing urban stormwater runoff treatment (MP-4.8, NE-5.7, NE-5.9, NE-5.10, NE-5.11, NE-5.12, NE-5.13, NE-5.c, NE-5.D, and PSF.2.11). These policies and actions would reinforce and strengthen federal, State, and local requirements." On this basis, the DEIR concludes that impacts from wastewater discharges would be less than significant. The analysis of impacts associated with wastewater discharges contained in the DEIR is valid and accurate.
A3-11	Central Valley Regional Water Quality Control Board	8/21/20	Permitting Requirements Construction Storm Water General Permit Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but	Requirements pertaining to the Construction General Permit are discussed on page 3.9-20 of the DEIR. As stated on page 3.9-35, "in compliance with the SWRCB Construction General Permit, a SWPPP would be prepared for any projects resulting from the Proposed Plan, detailing the methods for preventing the pollution of stormwater with sediment, petrochemicals, or other pollutants associated with construction activities or equipment." Further, the role of the Construction General Permit in preventing stormwater degradation is cited under the impact analysis for impacts 3.9-3 (pages 3.9-37 and 3.9-

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			<p>does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml</p>	<p>38). The discussion of the Construction General Permit and its role in preventing stormwater degradation contained in the DEIR is valid and accurate.</p>
A3-12	Central Valley Regional Water Quality Control Board	8/21/20	<p>Phase I and II Municipal Separate Storm Sewer System (MS4) Permits The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process. For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/ For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources</p>	<p>The DEIR provides a summary of Municipal Stormwater Permits on page 3.9-21. The role of MS4 permits in avoiding or alleviating potential impacts associated with polluted runoff flow is incorporated into the impact analysis of impacts 3.9-1 (page 3.9-35), 3.9-2 (page 3.9-37), 3.9-3 (page 3.9-37), and 3.9-5 (page 3.9-42). The analysis of the significance of MS4 permits in addressing environmental impacts associated with polluted runoff flows contained in the DEIR is valid and accurate.</p>

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			Control Board at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml I Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.	
A3-13	Central Valley Regional Water Quality Control Board	8/21/20	Industrial Storm Water General Permit Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml	The DEIR provides a summary of the Industrial General Permit on page 3.9-20. The role of the Industrial General Permit in addressing storm water discharges associated with industrial sites is cited in the DEIR analysis under impact 3.9-1 (page 3.9-35), which states, "Any new industrial uses would have to comply with the Industrial General Permit." The discussion of the Industrial General Permit and its role in promoting stormwater quality contained in the DEIR is valid and accurate.
A3-14	Central Valley Regional Water Quality Control Board	8/21/20	Clean Water Act Section 404 Permit If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project	The DEIR addresses the purpose of 404 Permits on pages 3.9-15 and 3.9-16, under the discussion of the Clean Water Act as a whole, as well as on page 3.9-17, which states, "Section 404 of the CWA establishes a permit program, administered by U.S. Army Corps of Engineers (USACE), to regulate the discharge of dredge or fill materials into waters of the U.S., including wetlands. Activities in waters of the U.S. that are regulated

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			requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.	under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. CWA Section 404 permits are issued by USACE." The discussion of the Clean Water Section 404 Permit contained in the DEIR is valid and accurate.
A3-15	Central Valley Regional Water Quality Control Board	8/21/20	Clean Water Act Section 401 Permit – Water Quality Certification If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/	The DEIR addresses the purpose of Section 401 of the Clean Water Act on page 3.9-16, which states, "Section 401 of the CWA grants each state the right to ensure that the state's interests are protected in any federally permitted activity occurring in or adjacent to "Waters of the State." If a proposed project requires a USACE CWA Section 404 permit, or involves dredge or fill activities that may result in a discharge to "Waters of the State," the project proponent is required to obtain a CWA Section 401 Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects) from the State Water Resources Control Board, to verify that the project activities will comply with state water quality standards. Section 401 of the CWA gives the State Water Resources Control Board the authority to consider the impacts of the entire project and require mitigation for volume, velocity, and pollutant load of the discharge from new outfalls to surface waters, when issuing certifications." The discussion of the purpose of

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				Section 401 of the Clean Water Act contained in the DEIR is valid and accurate.
A3-16	Central Valley Regional Water Quality Control Board	8/21/20	<p>Waste Discharge Requirements – Discharges to Waters of the State</p> <p>If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/</p> <p>Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf</p>	<p>The DEIR addresses the purpose of Central Valley Water Board Waste Discharge Requirement permits and NPDES permits on page 3.9-19, stating that "If a proposed project would discharge waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project would require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES in Dixon. Additionally, if the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project would require coverage under a NPDES permit." The discussion of the purpose of Waste Discharge Requirements contained in the DEIR is valid and accurate.</p>

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A3-17	Central Valley Regional Water Quality Control Board	8/21/20	<p>Dewatering Permit</p> <p>If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge. For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf</p>	<p>The DEIR addresses the purpose of dewatering permits on page 3.9-21, stating that "Both the State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 and the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145 cover projects which include construction or groundwater dewatering that would be discharged to land. Small temporary construction dewatering projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge." The discussion of the purpose of dewatering permits contained in the DEIR is valid and accurate.</p>
A3-18	Central Valley Regional Water Quality	8/21/20	<p>Regulatory Compliance for Commercially Irrigated Agriculture</p> <p>If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.</p>	<p>The DEIR addresses the purpose of the Irrigated Lands Regulatory Program on page 3.9-21, stating that "If the property considered for development will be used for commercial irrigated agriculture, the discharger will be required to obtain regulatory coverage under the Irrigated Lands</p>

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	Control Board		<p>There are two options to comply:</p> <p>1. Obtain Coverage Under a Coalition Group. Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at: https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.</p> <p>2. Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov. To find information on Agricultural and Irrigated land Fees, visit the State Water Resources Control Board website at https://www.waterboards.ca.gov/resources/fees/water_</p>	<p>Regulatory Program. The first option to comply is to obtain coverage under a local Coalition Group that supports land owners with the implementation of this program by conducting water quality monitoring and reporting to the Central Valley Water Board on behalf of its members. Dischargers not participating in a Coalition Group are regulated individually under the General Waste Discharge Requirements for Individual Growers, General Order R5-2014-0100. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with the General Order." The discussion of the purpose of the Irrigated Lands Regulatory Program contained in the DEIR is valid and accurate.</p>

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			quality/#agwaiver and click the California Code of Regulations (Fee Schedule) linked text.	
A3-19	Central Valley Regional Water Quality Control Board	8/21/20	Limited Threat General NPDES Permit If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for Limited Threat Discharges to Surface Water (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf	The DEIR addresses the purpose of NPDES permits for construction dewatering on page 3.9-21, stating that "Both the State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 and the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145 cover projects which include construction or groundwater dewatering that would be discharged to land. Small temporary construction dewatering projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge." The discussion of the purpose of NPDES permits contained in the DEIR is valid and accurate.
A3-20	Central Valley Regional Water Quality Control Board	8/21/20	NPDES Permit If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application	The DEIR addresses the purpose of NPDES permits for waste discharge on page 3.9-16, stating that "CWA Section 402, enacted as an amendment to the original act in 1972, regulates construction-, industrial-, and municipal-related stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program provides for general permits and individual permits. In California, the State Water Resources Control

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			process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/	Board is authorized by the EPA to oversee the NPDES program through the Regional Water Quality Control Boards via the Porter- Cologne Act, as described below. Stormwater runoff can entrain pollutants from a variety of sources. Many types of human activity, including new construction projects, industrial activity, agriculture, and urbanization, can result in discharge of pollutants to surface waters. The NPDES program contains several sub-programs including: the construction, industrial, and municipal stormwater runoff programs, as discussed under "State Regulations," below. These programs could apply to projects and activities in the City of Dixon." The discussion of the purpose of NPDES permits contained in the DEIR is valid and accurate.
A3-21	Central Valley Regional Water Quality Control Board	8/21/20	If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov .	The comment is noted. As the comment does not pertain to the merits of the environmental analysis contained in the DEIR, no further response is required.
A4-1	Caltrans	8/24/20	Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Dixon General Plan Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation	The comment is noted. As the comment does not pertain to the merits of the environmental analysis contained in the DEIR, no further response is required.

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			<p>system. The following comments are based on our review of the July 2020 Draft Environmental Impact Report (DEIR).</p> <p>Project Understanding</p> <p>The proposed plan is intended to replace and respond to changes and emerging trends since the preparation of the currently adopted General Plan (1993). The proposed plan establishes long-range planning framework and policies and address/ plan for the city growth projected in the following decades. The General Plan update was initiated to comprehensively examine the existing conditions in the city and to create a future vision for the City. While the Proposed Plan does not specify or anticipate when buildout of the city will occur, a horizon of year 2040 is assumed for planning purposes. The City of Dixon is located on the east side of Interstate (I)-80; as well State Route (SR)-113 bisects the City north and south.</p>	
A4-2	Caltrans	8/24/20	<p>Transportation Demand Management</p> <p>Please provide a complete Transportation Impact Study to support the discussion of ten intersections studied, mentioned in Transportation Impacts 3.13-1. In section 3.13-22, Mitigation Measures proposes signalization of intersections along SR-113/ First Street. Modifications to any intersections along SR-113 should be coordinated with Caltrans at an early stage to fulfill the requirements of the Intersection Control Evaluation (ICE) policy requirements.</p>	<p>Caltran's jurisdiction over intersections of State Highways is discussed on page 3.13-16 of the DEIR.</p> <p>Results of the observational study performed at the ten intersections used to conduct level of service calculations are provided in Table 3.13-6. Further technical analysis supporting the intersection LOS findings is included in Appendix E to the DEIR available here: https://www.ci.dixon.ca.us/DocumentCenter/View/16258/Dixon-EIR_digital</p> <p>While page 3.13-23 of the DEIR does discuss signalization of the intersections of First Street & B</p>

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				Street and First Street & Cherry Street, page 3.13-23 of the DEIR ultimately concludes that signalization of these intersections is not recommended.
A4-3	Caltrans	8/24/20	Multimodal Planning The project’s primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. Our previous comments stand regarding reducing Level of Traffic Stress (LTS) to further bicycle and pedestrian planning projects.	The DEIR discusses potential impacts to bicycle and pedestrian circulation on pages 3.13-23 through 3.13-27. The DEIR concludes that from a policy perspective, implementation of the Proposed Project would enable the City to improve bicycling programs and infrastructure throughout the City, providing connections to the existing and planned regional bicycle network, resulting in a less than significant impact. Implementation of the Proposed Plan would also enable the City to improve pedestrian programs and infrastructure throughout the City, providing connections to existing and planned pedestrian facilities, resulting in a less than significant impact. The SR 113 Route Redesignation Project is discussed on pages 3.13-16 and 3.13-17 and is one the planned projects that was taken into account when proposing transportation policies and transportation safety improvements, reflective of where VMT increases are projected.
A4-4	Caltrans	8/24/20	Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears, laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.	The comment is noted. As the comment does not pertain to the merits of the environmental analysis contained in the DEIR, no further response is required.

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A5-1	Dixon Resource Conservation District	8/24/20	<p>The Dixon Resource Conservation District (DRCD) appreciates the opportunity to comment on the Draft EIR General Plan Update. In addition we want to acknowledge the City’s continued commitment to cooperatively working on regional drainage solutions with DRCD and others through the Dixon Regional Watershed Joint Powers Authority (DRWJPA). Several references within the EIR reiterate the City’s intent to address potential impacts to downstream facilities and property owners. The regional drainage facilities that have already been built to mitigate urban drainage impacts on downstream landowners are serving our community, within and beyond the City limits, on multiple levels.</p> <p>The City’s commitments in EIR Section 3.9 “Hydrology and Water Quality” include several important protections for water quality and groundwater supplies, avoiding alterations to drainage patterns that would result in flooding, and avoiding runoff from development that would exceed the capacity of existing drainage systems. The General Plan preference for “low impact development strategies that minimize storm water runoff and control potential pollution will further reduce potential negative impacts on local drainage.</p>	The comment is noted. As the comment does not pertain to the merits of the environmental analysis contained in the DEIR, no further response is required.
A5-2	Dixon Resource Conservation District	8/24/20	<p>Dixon RCD requests clarification and updates on three items in the General Plan & EIR:</p> <p>I. General Plan Update 6-10 “For storm water that does require conveyance and treatment, service is provided by several agencies”. Dixon RCD would like to clarify that drainage agencies are not providing treatment of storm water and “can” provide</p>	The comment is noted. As the comment does not pertain to the merits of environmental analysis contained in the DEIR, no further response is required.

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			conveyance if agreements are reached and there is capacity for any increased flows. It is important to note that the DRCD Tremont 3 drainage system (downstream of the City's Northeast Quadrant) was not designed to accommodate runoff from areas northwest of the railroad and any connections to the system needs to address this.	
A5-3	Dixon Resource Conservation District	8/24/20	2. General Plan Section 6-10 also states that "facility improvements and expansions are funded through development and the City's Capital Improvement Program" and "Policies in this General Plan ensure that new development contributes to storm water facilities". DRCD would like to highlight that the financial obligations for drainage mitigation are appropriately placed on development interests.	The comment is noted. As the comment does not pertain to the quality of environmental analysis contained in the DEIR, no further response is required.
A5-4	Dixon Resource Conservation District	8/24/20	3. EIR 3.9-8 and 3.9.9 Northeast Quadrant (NEQ) drainage project references need to be updated to reflect that the Eastside Drain is no longer a viable project and new projects and drainage limits are in development.	Pages 3.9-8 and 3.9-9 have been revised to reflect that the Eastside Drain is no longer a viable project, as follows, "• Northeast Quadrant (NEQ) Detention Pond – In the DRWJPA, this detention pond was sized to allow for the development of the City's NEQ (583 acres) by constructing 478 acre feet of detention storage. The release from this pond would be 140 cfs, and when there is no downstream flooding, the release could be increased to 214 cfs. The release from this pond would flow into the Tremont 3 channel, and consequently the Tremont 3 channel capacity would also need to be increased by 214 cfs to account for the flow. The channel expansion is the Eastside Drain Project (below). The NEQ Detention Pond has not been constructed yet.

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				<p>However, the location, size, configuration and discharge rate from this detention pond are currently being re-evaluated to help minimize downstream environmental impacts associated with the Eastside Drainage Project. It has been assumed that this pond will be funded and constructed by development in and near the NEQ. However, this pond is a large regional facility, and it may be difficult for a single developer to successfully implement the NEQ Detention Pond.</p> <p>Eastside Drain Project—This project serves the Tremont 3 watershed and allows for development of the City's NEQ. This channel enlargement project was subdivided into three segments, including the Eastside Drain Connection, the Three Mile Extension, and the Dixon Main Drain V Drain. The Dixon Main Drain V Drain has been designed, and acquisition of an easement for the channel expansion is underway. None of the Eastside Drain Project components have been constructed yet. Like the NEQ Detention Pond, the Eastside Drainage Project is currently being re-evaluated to minimize associated environmental impacts. The City collects storm drainage development impact fees which will be used to design and construct the East Side Drainage Project. "</p> <p>Further, the text of the Draft EIR starting with the last paragraph on page 3.9-42 and continuing through until the end of the first full paragraph on page 3.9-43 is hereby amended as follows:</p>

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<i>Letter</i>	<i>Commenter</i>	<i>Date</i>	<i>Comment</i>	<i>Response</i>
				<p>The improvements needed to mitigate the drainage impacts from the development in these watersheds from both the Proposed Plan and the County's Agricultural Industrial Services Area are currently being evaluated in a drainage study by the Dixon Regional Watershed Joint Power Authority. <u>Improvements needed to jointly mitigate the impacts from development in the NEQ and the County's Agricultural Industrial Services Area are currently being evaluated in a study being sponsored by the Solano County Water Agency. The proposed drainage improvements could include:</u></p> <ul style="list-style-type: none"> • A linear detention basin along the north and/or south sides of Interstate 80. • A trunk storm drain from the south linear detention basin to the regional detention basin • A regional detention basin between Pedrick Road and the railroad (set about 800 feet back from Pedrick Road. • A trunk storm drain system serving the Northeast Quadrant. • Connection of two existing retention basins to the trunk storm drain system.

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				<ul style="list-style-type: none"> • A flow <u>basin release</u> at the sub structure at the regional detention basin that releases flow to the railroad ditch that approximately matches the agricultural runoff <u>from north of I-80 or meets Dixon Resource Conservation District's downstream channel design flow rate of 11 cfs/square mile into the northern I-80 detention basin and diverts the rest of the flow to the regional basin.</u> • An option improvement that may be included is a small pump station that would allow the sub-regional detention basin to be deeper than the culvert under the railroad, thereby reducing the area of the sub-regional basin improving the performance of and providing increased flood protection for the Tremont 3 watershed downstream of the railroad. • <u>Preliminary concepts from the SCWA study include downstream channel and culvert improvements, flood-managed aquifer recharge, and a diversion of flood water from the Tremont 3 drain to Putah Creek.</u>
				<p>Thus, for Watersheds D, G, and H, these on-going studies will identify the needed drainage</p>

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				<p>improvements to eliminate impacts from the Proposed Plan <u>on a sub-regional basis in the long-term. The solution ultimately identified could involve improvements constructed in areas outside of the jurisdiction of the City of Dixon and, as such, would involve the mutual agreement multiple agencies with jurisdiction, as well as property owners. Once defined, the subregional solution would require environmental review under CEQA.</u></p> <p><u>Until such time as a sub-regional strategy is identified and in place, however, proposed projects can construct retention basins on individual parcels as they develop or apply other site-specific strategies as required to comply with local regulations described more fully below. The City's engineering standards define the sizing criteria for retention basins, and essentially require the retention basin to hold all the runoff for an entire year based on the wettest year out of a hundred years (like sizing for the 100-year design storm but for a duration of a full year). The retention basins are emptied by evaporation and percolation into the ground. The percolation rates can vary significantly by individual sites, which controls the overall sizing of the retention basin. Retention basins were also used in the City's Watershed E (located just south of the NEQ), and the retention basins have operated successfully since they were constructed in the early 1990s. Once the long-term sub-regional</u></p>

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				<u>strategy is approved, designed, funded and constructed, property owners could: 1) remove the retention ponds and connect to the detention facility or 2) elect to continue operating the retention ponds. The City is implementing a Northeast Quadrant Finance District Infrastructure Phasing and Reimbursement Schedule and has a development impact fee that will generate the funds needed to construct the required drainage improvements. Consequently, either through a long-term sub-regional strategy or through site-specific improvements, there will be no drainage impacts from the Proposed Plan in this watershed.</u>
A5-5	Dixon Resource Conservation District	8/24/20	Please feel free to contact me with any questions. Sincerely, Kelly Huff, District Manager Dixon Resource Conservation District	The comment is noted.
A6-1	Silveyville Cemetery District	8/24/20	I am general counsel for the Silveyville Cemetery District ("District"), which is an independent special district pursuant to California Health and Safety Code Section 9000 et. Seq. The District asked me to submit the following comment and request regarding the Draft EIR for the General Plan 2020 update.	The comment is noted. As the comment does not pertain to the merits of the environmental analysis contained in the DEIR, no further response is required.
A6-2	Silveyville Cemetery District	8/24/20	The District should not be listed in the EIR (page 3.10-4) within the designation of "Parks, Recreation, and Open Space Uses," but instead within the designation of "Public and Quasi-Public Uses." Currently the Draft EIR lists the Silveyville Cemetery District as a park. I will	The first two paragraphs of page 3.10-4 are hereby revised as follows, "Public and Quasi-Public Uses Public and quasi-public land uses in the Planning Area include government-owned facilities, schools, and churches, <u>and Silveyville Cemetery.</u> Public uses

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			highlight the fact that the County's zoning maps and General Plan (page 6-3) correctly identifies the District as "PF" for public facilities.	and utilities are located primarily to the east of South Porter Road, in the western part of the Planning Area. Schools and churches are distributed throughout the Planning Area. Existing public and quasi-public, religious/institutional, and educational uses occupy approximately 541 acres (10 percent) of the total land area within the Planning Area. Parks, Recreation, and Open Space Uses Public facilities and parks can be found in many of the residential neighborhoods across the city, with some of the largest parks including Northwest Park, Hail Memorial Park, <u>and</u> Westside Park, and the Silveyville Cemetery . Park and recreational uses occupy approximately 138 acres (3 percent) of the total land area within the Planning Area. " These amendments are minor clarifications and do not affect the validity or findings of the DEIR. Further, Proposed Plan map LCC-4 designates the Silveyville Cemetery as Public Facilities.
A6-3	Silveyville Cemetery District	8/24/20	In August of 2016 I had written to the City Planning Department concerning comments in the Planning Commission and General Plan Advisory Committee meetings of June and and July 2016 in which the District was referred to as open space. I had advised the City that the District objects to be referred to or designated as anything other than a public cemetery or government entity. Kristen Maze, the Community Development Director at the time, responded on August 25, 2016 in part that: "...the City has no intentions of re-zoning this site from Public Service to	The comment is noted. See response to comment A6-2.

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			Open Space/Park or re-designating the area from Government to Park." Please incorporate into the final EIR the change designating the District under of "Public and Quasi-Public Uses." Thank you.	
A7-1	LAFCO	8/25/20	Thank you for the opportunity to comment on the City of Dixon's (City) Draft Environmental Impact Report (EIR) for the Dixon General Plan (Project). Pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines (Article 7 15096(d)), the Local Agency Formation Commission of Solano County (LAFCO) is a responsible agency for review and comment on environmental documents which it would later be asked to approve such as city growth outside existing city boundary contemplated by the General Plan (GP). As noted in LAFCO's Notice of Preparation (NOP) comment, the GP and EIR will have to consider LAFCO's Sphere of Influence (SOI) and annexation requirements. Those needs and concerns are set forth in the following 16 comments (added emphasis to highlighted areas):	The comment is noted. LAFCO's responsibilities are acknowledged in the DEIR on page 3.2-13. The Proposed Plan seeks to concentrate new development within the existing City limits and does not specifically propose any SOI amendments or annexations.
A7-2	LAFCO	8/25/20	1) The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH) Government Code Sections 56000 et.seq. governs LAFCO decision-making. CKH establishes that one of LAFCO's primary missions is to prevent premature conversion of prime agricultural land. CKH has its own definition of "Prime Agricultural Land" per §56064; however, the GP DEIR on page 98 defines Prime Farmland using the California Department of Conservation's Farmland Mapping and	Public Resources Code Section 21060.1 defines "agricultural land", for the purposes of assessing CEQA environmental impacts, as the FMMP Important Farmland Series map categories, where applicable. The DEIR classifies prime farmland according to the FMMP's classification system on pages 3.2-4 through 3.2-6. Prime Agricultural Land is defined according to LAFCO's classification system on page 3.2-6 of the

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			Monitoring Program (FMMP). For the GP Update to be useful for LAFCO decision-making, the EIR must provide information about prime agricultural lands within the proposed SOI that are consistent with the CKH definition.	DEIR. This definition is consistent with that provided under §56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. A total of 679 acres of land in the Planning Area meets LAFCO Criteria A and B for Prime Agricultural Land. The DEIR analyzes impacts to prime farmland (as defined by the FMMP) on pages 3.2-20 and 3.2-21 and concludes that effects would be significant and unavoidable on the basis that implementation of the Proposed Plan may result in the loss of 25 acres of prime farmland within the SOI. As this analysis complies with Public Resources Code Section 21060.1, the analysis contained within the DEIR remains valid.
A7-3	LAFCO	8/25/20	a. Chapter 3.2: Agricultural Resources page 111 of the DEIR states: "Agricultural mitigation for areas that are annexed into the City or added to the City's Sphere of Influence can be achieved by either acquiring and dedicating agricultural land and development rights to create an agricultural conservation easement to permanently protect agricultural land at a ratio of 1:1 for every acre of agricultural land that is converted to nonagricultural uses, or payment of an in-lieu fee which is established to cover the actual cost of purchasing agricultural conservation easements on a 1:1 ratio, with priority given to prime agricultural land." Please clarify if the City has an existing policy or if the City intends to adopt the 1:1 or permanent in-lieu fee. Please note, this section of the DEIR also references LAFCO's "Agricultural Preservation Policy;" however, Solano	The first paragraph of page 3.2-17 of the DEIR is hereby revised as follows, "Due to the strong public interest in preservation of the agricultural lands surrounding the city, and to preserve open space and prime agricultural lands, the City has established an agricultural mitigation program (Municipal Code, Chapters 17.16A and 4.09). As part of the program, applicants that seek to annex agricultural land into City limits or expand the City's existing Sphere of Influence to include agricultural lands must first create a viable and enforceable plan for agricultural preservation that meets the Solano County Local Agency Formation Commission's Agricultural Preservation Policy. As per Dixon's Municipal Code, Chapters 17.16A and 4.09, agricultural mitigation for areas that are annexed into the City or added to the City's

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			LAFCO does not have an agricultural preservation policy.	Sphere of Influence can be achieved by either acquiring and dedicating agricultural land and development rights to create an agricultural conservation easement to permanently protect agricultural land at a ratio of 1:1 for every acre of agricultural land that is converted to nonagricultural uses, or payment of an in-lieu fee which is established to cover the actual cost of purchasing agricultural conservation easements on a 1:1 ratio, with priority given to prime agricultural land." This amendment is made for clarification purposes and does not affect the validity of the analysis contained within the DEIR.
A7-4	LAFCO	8/25/20	2) CKH §56377 imposes a duty on LAFCO to discourage annexations that involve conversion of Prime Agricultural Land where there is adequate land for development within the existing city boundaries. For LAFCO to make the findings necessary to support annexation of Prime Agricultural Land to the City, LAFCO must have the following information: a. A detailed vacant land inventory within the City boundaries and within the proposed SOI that provides information on the zoning and probable development potential of each vacant parcel per GC §56425 (e)(1). b. A professional absorption analysis based on historical growth patterns in the City which determines how quickly the vacant land within the City is likely to be developed and how soon additional land will need to be added to the City to meet growth needs per LAFCO Standard No. 8.	The comment is noted. Several goals and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. Further, while the Proposed Plan does not specifically propose any SOI amendments or annexations, the City acknowledges that in the event that SOI amendments or annexations are to be considered by the City Council in the future, that LAFCO would require specific information in support of any such proposal.

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A7-5	LAFCO	8/25/20	3) The City should include a map exhibit that shows the City's existing SOI and the proposed SOI.	Please see response to comment A7-4. The Proposed Plan does not specifically propose any SOI amendments or annexations. Additionally, policies LCC-1.3 and LCC-3.6 of the Proposed Plan seek to focus new development within the existing City limit. Figure 2.2 on page 2-4 of the DEIR illustrates the existing and proposed SOI.
A7-6	LAFCO	8/25/20	4) The City should propose their SOI using the current definition for SOI: Section 56076 defines SOI as a "plan for the probable physical boundaries and service area of a local agency, as determined by the Commission." The GP and DEIR in various chapters state the SOI is defined as "the ultimate physical boundary and service area of the city ... " which is incorrect.	The final paragraph of page 2-2 of the DEIR is hereby revised as follows, "The Sphere of Influence (SOI) is defined as the <u>probable</u> ultimate physical boundary and service area of the city, and it encompasses both incorporated and unincorporated territory that is envisioned to be the city's ultimate service area." This is a minor clarifying amendment that does not affect the validity of the analysis contained in the DEIR.
A7-7	LAFCO	8/25/20	5) The City's Goal LCC-1.9 states" ... require a conditional service agreement to be executed agreeing to annex when deemed appropriate by the City." The City should clarify that services by contracts outside city limits must be approved by LAFCO pursuant to §56133.	The fourth paragraph of page 3.2-13 is hereby revised as follows: "The Solano County LAFCO has adopted standards and procedures for the evaluation of annexation proposals. Standards 8 and 9 of the LAFCO Standards and Procedures Manual control urban growth and protect open space and prime agricultural land through approval (or denial) of the annexation applications protect agricultural and open space lands as part of their main missions and strategic goals. <u>Services by contracts outside of city limits must be approved by LAFCO pursuant to §56133.</u> " This amendment represents a minor clarification and does not affect the merits of the analysis contained in the DEIR.

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Letter	Commenter	Date	Comment	Response
A7-8	LAFCO	8/25/20	6) The City should provide analysis and discussion with respect to the conversion of open space lands pursuant to GC §56377, "open space" as defined by GC §56064 and §65560. City should provide an analysis of the availability of developable land located within the City limits and the proposed SOI that does not meet prime agricultural land or land devoted to open space uses as defined by LAFCO standards.	<p>The Proposed Plan does not specifically propose any SOI amendments or annexations. The DEIR addresses impacts to open space land that contains habitat for biological resources in Chapter 3.4 on pages 3.4-25 through 3.4-29 and concludes that impacts to habitat for special status species, riparian habitat, sensitive natural communities, and wetlands would be less than significant.</p> <p>The DEIR addresses impacts to agricultural land in Chapter 3.2. Pages 3.2-20 through 3.2-22 discuss criterion 3.2-1: "Implementation of the Proposed Plan would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance." The DEIR concludes that permanent loss of 98 acres of land classified as Prime Farmland under the FMMP would occur under the Proposed Plan. This impact would be significant prior to mitigation and proposed Mitigation Measure MM-AG-1 to mitigate impacts. However, implementation of the Proposed Plan would result in the redesignation of 98 acres of Prime Farmland from an agricultural land use designation to a non-agricultural land use within City limits and Spheres of Influence. Conversion of agricultural land to urban use is not directly mitigable, aside from preventing development altogether, as agricultural land is a finite and irreplaceable resource. The Proposed Plan reflects a policy determination to allow a certain amount of growth to occur in the Planning Area, which necessitates conversion of farmland to urban uses. Beyond limiting the amount of total growth permitted, there are no feasible mitigation</p>

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				<p>measures for agricultural land conversion that would also fulfill the objectives of and implement the Proposed Plan as proposed. The impact would remain significant and unavoidable.</p> <p>Pages 3.2-22 through 3.2-23 discuss criterion 3.2-2: "Implementation of the Proposed Plan would not conflict with existing zoning for agricultural use or a Williamson Act contract." The DEIR notes that under the City's current General Plan, there are two parcels within City limits zoned for agricultural use in the northern part of the Planning Area, and one in the south of the City near Pitt School Road. The Proposed Plan would apply non-agricultural land use designations in these areas, including Regional Commercial and Low Density Residential, that would be inconsistent with the provisions of the zoning district. However, following adoption of the Proposed Plan and in accordance with State law, the City of Dixon's Municipal Code would be updated to match the Proposed Plan's land use designations. Therefore, there would not be a conflict between the City's zoning for agricultural use and the Proposed Plan, and the Proposed Plan would result in no impact.</p> <p>For lands outside of the City limit, the Proposed Plan makes land use designations for land currently within the unincorporated area of the county that do not conflict with the agricultural zoning districts in Solano County. The areas under Dixon's Sphere of Influence are regulated under the Solano County General Plan, which includes policies that</p>

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				<p>provide for continued agricultural uses within unincorporated MSAs until or if properties are annexed by cities for development. Land use designations applied to areas in the SOI signal the City's future intent, but do not conflict with existing zoning, as zoning would be revised at the time of annexation to be in compliance with the City of Dixon's General Plan. Therefore, the Proposed Plan's accordance with these existing zoning designations under the Dixon and Solano County General Plans result in no impacts for lands within the Sphere of Influence. Two portions of parcels in Dixon's Sphere of Influence are under active Williamson Act contract, both located to the north of I-5 along Pitt School Road. Under the Proposed Plan, they would both be designated Regional Commercial. Because the parcels under Williamson Act contract were already designated as a non-agricultural use by the 1993 General Plan, and the Proposed Plan makes no additional changes to parcels under Williamson Act contract, the impact is considered less than significant. Pages 3.2-24 through 3.2-25 address criterion 3.2-3: "Implementation of the Proposed Plan would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use." The DEIR concludes that the Proposed Plan also aims to reduce development pressures on areas outside of the City boundary and SOI by promoting compact development patterns. The Proposed Plan requires limiting "leap frog</p>

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<i>Letter</i>	<i>Commenter</i>	<i>Date</i>	<i>Comment</i>	<i>Response</i>
				<p>development,” development that is separated from existing urban uses by parcels of vacant land, a pattern that can lead to rapid, sprawling fragmentation of agricultural lands. Paired with the policy to promote compact development patterns, these requirements will limit development pressures on surrounding agricultural lands, increasing the long-term viability of agricultural uses in those areas (LCC-1.3). Other policies that will help to mitigate possible development pressures include the requirement to maintain greenbelts of open space or farmland and continue to use the Agricultural Land Mitigation Fund to collect development impact fees to fund greenbelt expansion (NE-1.1, NE-1.2, NE-1.3, and NE-1.A); protect and improve scenic vistas that include view of surrounding agricultural lands (LCC-2.8); and require new development near agricultural land provides appropriate setbacks (LCC-2.8). The Proposed Plan requires that prior to annexing any land or expanding the SOI, the City continue to require agricultural mitigation consistent with the Solano County LAFCO’s Standards and Procedures when agricultural lands would be converted to nonagricultural purposes (NE-1.4). Other policies mitigate impacts by encouraging and promoting continued agricultural use in vacant areas designated for future development (E.1.9); support the local agricultural community (LCC-1.1); adopt a Right to Farm ordinance to minimize agricultural conflicts with adjacent urban uses, including to allow the continued use of accepted</p>

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				<p>farming practices and protect against complaints regarding noise, dust, and odors (NE-1.A); and maintain designated urban-agricultural buffers (LCC-1.2). The Proposed Plan also requires coordination with Solano County to ensure development standards in unincorporated portions are consistent with those set forth in the Dixon General Plan (LCC-1.B).</p> <p>These proposed policies, in combination with LAFCo policies, the City’s Agricultural Mitigation Program, and MM-AG-1, would conserve farmland at a 1:1 ratio, securing significant additional tracts of land for the existing agricultural greenbelts and protecting land outside the SOI from future conversion. Therefore, the impact is considered less than significant as determined in the DEIR.</p>
A7-9	LAFCO	8/25/20	7) The City should provide analysis and discussion on the present and probable need for public facilities and services within City limits and proposed the SOI per §56425 (e) (1).	<p>The Proposed Plan does not specifically propose any SOI amendments or annexations. An analysis and discussion on the present and probable need for public facilities and services within City limits and SOI can be found in Chapter 3.12. Pages 3.12-24 through 3.12-28 address criterion 3.12-1: "Implementation of the Proposed Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other</p>

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<i>Letter</i>	<i>Commenter</i>	<i>Date</i>	<i>Comment</i>	<i>Response</i>
				<p>performance objectives for fire protection, police protection, schools, parks, or other public facilities." For fire and emergency services, the DEIR notes that policies and implementing actions in the Proposed Plan would meet any increased demand for fire and emergency services by increasing Firefighter staffing levels and expanding Reserve units, as well as maintaining mutual and supplemental aid agreements (Policy PSF.1-4 and Implementing Action PSF.1-A). Additionally, other policies and implementing actions included in the Proposed Plan also ensure the adequacy of service by monitoring service areas, encouraging development patterns that facilitate efficient delivery of service, and improving emergency access by removing significant barriers and enforcing design standards, all of which would help minimize increases in service needs (Policies LCC.1-3, LCC.1-8, LCC.1-9, PSF.1-2, PSF.1-3, and PSF.1-9). Furthermore, individual development projects would be subject to Fire Department review and approval and would be required to pay the City's standard public safety impact fees (Policies PSF.1-5 and PSF.1-6). These proactive measures help mitigate fire risk and lessen service demand and are further augmented by other policies that incentivize the retrofit of historic buildings to include fire sprinklers and modern fire-stopping construction techniques, establish a volunteer-based Community Emergency Response Team, and educate the community through various outreach programs about fire safety and disaster</p>

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				<p>preparedness (Implementing Actions NE.4-C, PSF.1-B, and PSF.1-D). Therefore, overall, the Proposed Plan maintains acceptable service ratios, response times, and other performative objectives related to fire protection and ensures that impacts resulting from implementation of the Plan would be less than significant.</p> <p>For police services, the Proposed Plan would support objectives and function of the Dixon Police Department by encouraging regular updates of the City’s Municipal Services Review and requiring fiscal impact analyses as well as other financing tools to fund and maintain facility improvements that help to provide services adequate for development and growth (Policy PSF.1-5 and Implementing Actions LCC.1-C, LCC.1-E, and LCC.1-F). Service needs could also be alleviated by policies that emphasize a high level of public safety and effective service delivery enabled by safe transportation that could potentially reduce traffic-related police activities and also allow for more efficient emergency access (Policies LCC.1-3, PSF.1-1, MT.1-7, MT.2-6, and MT.2-10). Additionally, the Plan may minimize increasing service need by fostering public awareness and involvement through neighborhood watch programs, community groups, and youth engagement initiatives (Policies NE.4-6, LCC.5-8, and PSF.1-8 and Implementing Actions NE.4-C, PSF.1-C, and PSF.5-B). Other policies explore the use of design standards to enhance public safety</p>

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				<p>and reduce calls for service (Policy PSF.1-7 and Implementing Action MT.2-B). The Department would also continue to receive aid from other police departments such as those from adjacent municipalities in event of emergencies to meet additional need (Policy PSF.1-4). Adoption of the Proposed Plan would thus not require provision of new or physically altered facilities in order to maintain acceptable police service ratios and response times, making overall impact less than significant.</p> <p>For school facilities, adequacy of Dixon schools is also assured through polices and implementing actions that monitor the progress and competitiveness of education in Dixon, ensuring that any economic development or transportation changes allowed by the Proposed Plan do not detract from school functions and, in some cases, work to provide better accessibility and safety for students (Policies PSF.3-4, MT.2-6, MT.3-1, and MT.6-4 and Implementing Actions E.2-B, MT.2-E, and MT.2-F). Developer payment of standard school impact fees would also cover a fair share of any need for new or altered school facilities, and as provided by California Government Code Section 65996, the payment of such fees is deemed to fully mitigate the impacts of new development on school services. As such, the effect of the General Plan Update on school services would be considered a less-than-significant impact.</p> <p>With regard to libraries, policies in the Proposed Plan ensure adequacy of the facility by encouraging</p>

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				<p>expansion of resources including technology and digital engagement tools in addition to the provision of wireless internet connection (Implementing Actions PSF.5-I and PSF.7-B). The financial impact of such changes is mitigated through Solano County Public Facilities Fees, and as these additions do not necessitate physical alteration of the facility, they do not generate environmental impacts. Consequently, the Library remains sufficient to serve the needs of the growing City and any changes to the facility due to the Proposed Plan would be considered less than significant impact.</p> <p>With regards to park and recreational facilities, implementation of the General Plan Update would result in an overall parkland ratio of 5.0 acres per 1,000 residents. Policies and implementing actions in the General Plan Update could also support park and recreational needs of the community. For example, development occurring after adoption of the Proposed Plan would be encouraged to include greenery and acquire easements or development rights for open space, street trees, and landscaping adjacent to public right-of-way and would also be required to contribute to acquisition or development of adequate parks and recreational facilities through dedication of parkland or pay in-lieu fees (Policies LCC.5-6 and PSF.4-3). These requirements, in addition to other sources of funding as proposed in Implementing Actions PSF.4-B and PSF.4-C, could provide alternatives that help alleviate need for additional parkland</p>

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				<p>while simultaneously making it more financially feasible. Similarly, improved pedestrian, bicycle, and transit connections, programs such as “Play Streets” that take advantage of flexible use of spaces, conversion of vacant sites into gardens and landscaping, and encouraged development patterns that create complete residential neighborhoods with services and amenities within walking or biking distance to foster social interaction all could provide recreational outlets for the City that do not require dedicated parkland or facilities (Policies LCC.5-1 and MT.3-1 and Implementing Actions NE.1-C, LCC.5-B, and PSF.4-F). As such, increase in park and recreational needs associated with the Proposed Plan would be met and thus do not constitute construction of new facilities or physical alteration of existing ones, making environmental impacts less than significant. Page 3.12-29 address impact 3.12-2: "Implementation of the Proposed Plan would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated." The DEIR concludes that numerous Proposed Plan policies and actions would mitigate potential impacts to parks. Policy PSF.10-2 would provide mitigation of impact through actions such as tree-planting and neighborhood cleanup days. Furthermore, identification of viable venues for such programs and co-location or sharing of public or private facilities through Joint Use Agreements could</p>

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				<p>better allocate use of facilities to prevent substantial physical deterioration (Policy PSF.3-1, PSF.3-2, and PSF.3-3 and Implementing Action PSF.10-B). Policy PSF.6-3 would also centrally locate facilities so that each space would have an effective service area and reflect the needs of the community, as informed through community engagement to identify and prioritize needs, ultimately ensuring services and facilities remain adequate and responsive to actual use (Policy PSF.4-6). Other ways the Proposed Plan would prevent deterioration include fostering organizations such as “Friends of the Park” or residential volunteer groups to contribute to the maintenance and improvement of facilities and delivery of recreational services, as well as by emphasizing thoughtful design and construction of parks, public spaces, and recreational facilities for flexible use, adaptability over time, and ease of maintenance (Policy PSF.4-4 and PSF.7-4 and Implementing Action PSF.4-D). As such, effects would be less than significant.</p> <p>Page 3.12-30 addresses criterion 3.12-3: "Implementation of the Proposed Plan would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment." The DEIR concludes that policies proposing changes to existing parks and recreational facilities include superficial or insignificant additions such as the installation of recycling and trash receptacles, provision of</p>

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				wireless internet access, or the conversion of an existing recreational facility into a marquee recreational facility and do not result in a significant environmental impact (Implementing Actions NE.3-A, PSF.3-B, and PSF.4-I). Likewise, potential additions of public amenities such as benches, trees, kiosks, restrooms, and public art installations as outlined in Policy LCC.6-3 do not constitute construction or expansion of recreational facilities which may have an adverse physical effect on the environment, and overall, are less-than-significant impacts. Therefore, the DEIR presents a valid and accurate discussion on the present and probable need for public facilities and services within City limits and proposed the SOI per §56425 (e)(1).
A7-10	LAFCO	8/25/20	<p>8) The City should provide analysis and discussion on the present capacity of public facilities and adequacy of public services the City provides within City limits and the proposed SOI per §56425 (e)(3). These services include but are not limited to: sewer, fire, police, water, parks and recreation, storm water, animal control, public waste, etc. The analysis should consider the growth projected in the GP and explain how the City intends to fund and expand services to serve the growth.</p> <p>a. For example, Action PSF-1.A states, "Increase fire fighter staffing levels consistent with National Protection Association (NFPA) guidance and expand the reserve firefighter program." Please provide an analysis of the current levels and for the projected</p>	<p>The Proposed Plan does not specifically propose any SOI amendments or annexations. An analysis and discussion on the present and probable need for public facilities and services within City limits and SOI can be found in Chapter 3.12 (see response to comment A7-9).</p> <p>An analysis and discussion on the present and probable need for utilities and service systems within City limits and SOI can be found in Chapter 3.14.</p> <p>Pages 3.14-23 through 3.14-26 address criterion 3.14-1: "Implementation of the Proposed Plan would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage,</p>

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			growth in the GP and explain how the City intends to fund services to serve the growth.	electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects." For water services, the DEIR notes that the City operates a total of five groundwater wells, which have a total capacity of about 12.2 MGD or 13,700 acre-feet per year (AFY). For planning purposes, the City assumes a firm water supply calculated as the total supply available with the largest well out of service. The City's existing firm water supply is 6.0 MGD or 6,800 AFY. The WSMP recommends four additional wells be constructed to meet the buildout demand projections. The total buildout supply capacity with the recommended new wells is projected to be 23,400 AFY with the firm supply capacity (assuming the largest well out of service) to be 17.3 MGD or 19,400 AFY. Cal Water's wells have the capacity to pump 7.34 MGD; therefore, no new wells beyond the current existing and planned wells will be required for the Proposed Plan. Additionally, goals and policies in the Proposed Plan aim to conserve water by curbing demand and ensure coordinated planning for the provision of public facilities including water infrastructure (NE2.5, NE2.6, NE2.7, NE2.C, NE2.D, PSF 2.2, and PSF 2.10). Such policies would help to reduce the demand on existing treatment infrastructure and allow for meaningful consideration of potential impacts of any future decisions regarding the provision of new infrastructure. Therefore, through compliance with State and local regulations, and implementation of

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				<p>the Proposed Plan policies, impacts would be less than significant.</p> <p>For wastewater treatment, the DEIR notes that in 2016, the City completed an upgrade to its Wastewater Treatment Facility (WWTF). The upgrade implemented an activated sludge treatment process that required much less land than the original aerated pond process and resulted in compliance with the CVRWQCB effluent discharge limits. Phase I of the WWTF upgrade increased the Average Annual Flow (AAF) capacity of the WWTF to 1.9 million gallons per day (MGD) and was constructed on 4 acres in a 14-acre site at the north edge of the original WWTF, which covered 430 acres. The Phase I upgrade/expansion was designed so that the WWTF could be further expanded to an AAF capacity of 2.5 MGD. The City still owns the 430 acres of the original WWTF site. Treated effluent that is generated at the WWTF is disposed of through land application with no discharge to any of the open channels or creeks near the WWTF. Within the City's 14-acre site, there is space to further expand the WWTF beyond 2.5 MGD without reducing the area used for land application. Additionally, the City collects wastewater rates and impact fees to fund the operation, maintenance, and expansion of the collection system and WWTF, ensuring the financial capacity to make any necessary improvements in full compliance with any applicable regulations. Implementation of policies</p>

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				<p>in the Proposed Plan will also ensure that there are minimal impacts to the City’s ability to treat wastewater, including by requiring proper sizing and coordination of new lines and adequate capacity to serve new development (E.1.4, PSF.2.6, PSF.2.10, and PSF.2.E). Policy PSF.2.6 requires the City to provide wastewater collection and treatment services, ensuring that adequate capacity is available to serve existing and future needs in the community and that effluent can be treated and disposed in accordance with Central Valley Regional Water Quality Control Board (CVRWQCB) standards. Because the WWTF can be expanded to accommodate treatment and disposal of the projected buildout flows and because of the Proposed Plan policies, this impact is considered less than significant regarding wastewater treatment capacity.</p> <p>With regard to stormwater facilities, the DEIR notes that the City of Dixon has sufficient planned or existing stormwater drainage capacity at accommodate growth projected under the Proposed Plan (Impact 3.9-4, pages 3.9-38 through 3.9-41); therefore, impacts will be less than significant.</p> <p>With regard to electric power and natural gas, the DEIR notes that the Proposed Plan does not envision the relocation of the Dixon Substation, and it is expected to have sufficient capacity to serve new development. Any construction or relocation of electrical lines, poles, or natural gas lines would be minor construction work and</p>

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				<p>would be required to be performed in accordance with applicable CPUC environmental standards. Therefore, the impacts of the Proposed Plan on relocation or construction of electric or gas facilities as less than significant.</p> <p>With regards to telecommunication facilities, the DEIR notes that existing and planned facilities would be adequate to serve the projected buildout population, and existing regulations and policies in the Proposed Plan would ensure that any necessary work on these utilities would not cause significant environmental impacts; therefore, impacts resulting from the Proposed Project would be less than significant.</p> <p>Pages 3.14-26 through 3.14-28 discuss criterion 3.14-2: "Implementation of the Proposed Plan would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years." The DEIR concludes that, because the Proposed Plan will be served by groundwater supplies and new groundwater well facilities can be constructed to increase water supply production, and because the City is an active participant in the Solano Subbasin Groundwater Sustainability Agency (SSGSA) to sustainably manage the groundwater basin, this impact is considered less than significant.</p> <p>Page 3.14-29 discusses criterion 3.14-3: "Implementation of the Proposed Plan would not result in a determination by the wastewater treatment provider that serves or may serve the</p>

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				<p>project that it does not have adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments." Further, policies and actions in the Proposed Plan ensure that there would be adequate wastewater treatment capacity to accommodate new development. Policy PSF.2.E requires the City to increase its trunk sewer and pump station capacities in order to accommodate future growth within the City's service area. Policy PSF.2.F requires the City to prepare a Sewer System Master Plan and computer model of the sanitary sewer system to estimate the sizing and costs of needed improvements; to identify and mitigate sources of infiltration and inflow; and to determine how best to accommodate existing needs and future growth. And the Proposed Plan requires new utility infrastructure to be correctly sized to accommodate new development (E.1.4). Therefore, due to planned and existing capacity, because the City is preparing a wastewater collection system master plan to accommodate the projected buildout flows, and because of the Proposed Plan policies, this impact is less than significant.</p> <p>Pages 3.14-30 and 3.14-31 of the DEIR address criterion 3.14-4: "Implementation of the Proposed Plan would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals." The DEIR notes that solid waste collected</p>

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				<p>in the Planning Area is transported to the Hay Road Landfill located eight miles south of the city, operated by Recology. The landfill has a permitted capacity of 2,400 tons per day, with an estimated total permitted capacity of 34,697,000 cubic yards. The total estimated capacity used, as of April 2013, was 6,559,000 cubic yards (18.9% of total permitted capacity). In 2018, Recology released a Notice of Preparation stating an intent to expand the Hay Road Landfill by 8,800,000 cubic yards and extend the estimated life of the landfill by approximately nine years. Extrapolated to the planning horizon, the projected approximately 48 percent projected increase in population and approximately 52 percent projected increase in jobs over the planning horizon would result in about 7,300 extra tons of waste per year, or, combined with the City's average yearly disposal from 2008-2017, an average of about 60 tons per day. This total amounts to only 2.5% of the landfill's daily permitted capacity. The Proposed Plan would therefore not result in solid waste generation that exceeds capacity at the Clover Flat Landfill. Further, the Proposed Plan contains numerous policies aimed at reduction and diversion from landfills of solid waste, including by providing recycling receptacles throughout Dixon, requiring development of a construction waste diversion ordinance, increasing public education around waste reduction and diversion, and facilitating citywide goods donation and garage sale events (NE 3.1, NE 3.2, NE 3.3, NE 3.4, NE 3.A,</p>

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				<p>NE 3.B, NE 3.C, NE 3.D, NE 3.E). Given Hay Road Landfill’s significant remaining and planned capacity, Proposed Plan policies, and existing waste reduction regulations, the collection, transfer, recycling, and disposal needs of the projected population increase under the Proposed Plan would not result in adverse impacts on landfill facilities. Therefore, impacts would be less than significant.</p> <p>Page 3.14-31 address criterion 3.14-5: "Implementation of the Proposed Plan would comply with federal, State, and local management and reduction statutes and regulations related to solid waste." The DEIR notes that waste collection services are provided by Recology, which includes solid waste, recycling, green waste, e-waste, and hazardous waste. The Proposed Plan includes multiple policies aimed at achieving solid waste reduction targets established in AB 939, AB 341, and SB 1383, including exploring citywide composting options, providing recycling containers throughout the city, requiring development of a construction waste diversion ordinance, facilitating citywide goods donation and garage sale events, and educating Dixon residents and businesses about recycling, composting, and waste reduction programs (NE-3.1, NE-3.2, NE-3.3, NE-3.4, NE-3.A, NE-3.B, NE-3.C, NE-3.D, NE-3.E).</p> <p>Development of future land uses, as projected in the Proposed Plan, would be required to comply with these State, and local statutes and regulations related to solid waste. Furthermore, the policies</p>

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				<p>provided in the proposed General Plan regarding solid waste disposal and associated public facilities would further ensure compliance with applicable regulations. Therefore, impacts would be less than significant.</p> <p>See response to comment A7-9 for an explanation of impacts to public facilities, including police, fire, schools, and parks and recreational facilities. Therefore, the analysis contained in the DEIR is valid and accurate.</p> <p>Discussion of funding mechanisms is not required under CEQA. However, page 6-3 of the Proposed Plan discusses the role of Community Finance Districts (CFDs) in providing upfront financing for infrastructure improvements to service new development areas.</p>
A7-11	LAFCO	8/25/20	9) LAFCO is required under §56668 (g) to consider with any annexation proposal, its impact and consistency with the Regional Transportation Plan. The GP Update and EIR should address regional transportation impacts of projected growth, including the impact on Interstate Highway 80 and 113.	<p>The DEIR discusses consistency with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), Plan Bay Area, on page 3.6-37 and concludes that with implementation of the Proposed Plan's policies related to sustainability and multi-modal transportation objectives, the Proposed Plan would complement the goals and policies of the RTP/SCS. However, buildout of the Proposed Plan would not be consistent with the overarching goals of Plan Bay Area to reduce mobile GHG emissions (page 3.6-38). Additionally, while the Proposed Plan would reduce the vehicle miles traveled (VMT) per service population by almost 12 percent over existing conditions, it does not achieve 15 percent reduction required to</p>

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				<p>avoid a potentially significant impact and would have a cumulatively considerable impact to regional VMT (pages 3.13-29, 5-2).</p> <p>The Proposed Plan does not specifically propose any SOI amendments or annexations. Several goals and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. See responses to comments A7-4 and A7-5.</p>
A7-12	LAFCO	8/25/20	10) Given the City's dependence on groundwater for its public water system, the EIR should address how the City intends to meet its obligations under the Sustainable Groundwater Management Act (SGMA) to achieve sustainability in groundwater consumption by the deadlines established in the Act, while continuing to grow.	<p>Groundwater availability is addressed in Chapter 3.9 of the DEIR. As discussed on pages 3.9-36 and 3.9-37, while projected growth within the Planning Area will increase demand for groundwater, policies contained within the Proposed Plan (NE-1.1, NE-1.2, NE-1.3, NE-1.4, NE-1.5, NE-1.8, NE-1.A, NE-2.2, NE-2.4, NE-2.5, NE-2.6, NE-2.7, NE-2.C, NE-2.D, PSF-2.3, PSF-2.1 I, and PSF-2.B) would protect groundwater quality and availability, thus allowing Dixon to meet its obligations under the Sustainable Groundwater Management Act. The analysis of impacts associated with groundwater contained in the DEIR is valid and accurate. No further response is required.</p>
A7-13	LAFCO	8/25/20	11) The City should provide analysis and discussion with respect to the existence of any social or economic communities of interest and any disadvantaged unincorporated communities (DUC) as defined by GC §56033.5 within the City's proposed SOI.	<p>According to the City of Dixon 2014 Municipal Service Review, “no disadvantaged unincorporated communities meeting the California definition exist within the City of Dixon or in areas immediately surrounding the City.” The Proposed Plan does</p>

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				not specifically propose any SOI amendments or annexations that would result in the inclusion of DUCs in the Planning Area. Several goals and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. See responses to comments A7-4, A7-5, and A7-11.
A7-14	LAFCO	8/25/20	12) LAFCO is required under §56668 (m) to consider with any annexation proposal: "The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with §65580) of Chapter 3 of Division 1 of Title 7." To assist LAFCO in complying with this requirement, the GP and EIR should address the GP's impact on regional housing needs.	The Proposed Plan does not specifically propose any SOI amendments or annexations. Several goals and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. See responses to comments A7-4, A7-5, A7-11, and A7-13. The DEIR discusses the Proposed Plan on regional housing needs on page 3.10-17 under criterion 3.10-3: "Implementation of the Proposed Plan would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere." The DEIR determines that the Proposed Plan focuses infill development opportunities in vacant and underutilized areas in Dixon, while preserving existing neighborhoods. The majority of the proposed land use changes are within non-residential neighborhoods or change areas; no existing housing is projected to be removed or replaced due to implementation of the Proposed Plan. Further, the General Plan would be developed in accordance with the 2015-2023

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A7-15	LAFCO	8/25/20	13) The City should identify their proposed "Near and Long Term Sphere" areas. Solano LAFCO defines Near	<p>Housing Element, which requires Dixon to protect and conserve existing housing stock. Preparation of Dixon's 6th Cycle Housing Element is slated to begin in 2021 and will further address the Proposed Plan's impact on regional housing needs. Therefore, this impact is considered less than significant. Further, pages 5-2 and 5-3 discuss the Proposed Plan's potential impact on increases in regional housing demand. Table 5.1-2 on page 5-3 shows projections for single and multi-family housing units at 2040.</p> <p>Page 5-5 of the DEIR notes that, given Dixon's relatively small population size compared to Solano County overall, it is unlikely that growth within the City will cause substantial pressure for growth elsewhere in the County (indirect growth). Growth under the Proposed Plan would primarily serve the local community and would accommodate existing and projected demand. Growth under the proposed General Plan is concentrated in six focus areas, including commercial and employment centers, transit-oriented development, neighborhood centers, and mixed-use neighborhoods. Growth in these focus areas would increase available housing, jobs, retail and entertainment opportunities, and access to transit options.</p> <p>The analysis contained within the DEIR is valid and accurate.</p> <p>The Proposed Plan does not specifically propose any SOI amendments or annexations. Several goals</p>

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			Term Sphere as areas the City anticipates to annex in the next five years. Long Term Sphere is defined as consisting of unincorporated territory that is more likely to be annexed within 5-20 years.	and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. See responses to comments A7-4, A7-5, A7-11, A7-13, and A7-14.
A7-16	LAFCO	8/25/20	14) LAFCO's Sphere of Influence Policy discourages inclusion of land in an agency's Long Term SOI if a need for services provided by that agency within a 5-20 year period cannot be demonstrated. To demonstrate that a proposed SOI amendment is timely, the City should indicate the expected absorption and development rates for lands within the proposed SOI.	The Proposed Plan does not specifically propose any SOI amendments or annexations. Several goals and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. See responses to comments A7-4, A7-5, A7-11, A7-13, A7-14, and A7-15.
A7-17	LAFCO	8/25/20	15) The City should provide analysis and discussion with respect to the City's current and proposed job-housing balance ratio. The City should cite their source for the data used in calculating its projection.	An analysis of the Proposed Plan's impact on jobs/housing ratio is not required under CEQA. However, for informational purposes, a discussion of the current and projected jobs/housing ratio is provided on page 5-4. As noted in the DEIR, the City of Dixon's jobs-to-housing ratio would decline under implementation of the Proposed Plan. As of 2018, the City's jobs-to-housing ratio was 0.76. At full development of the Proposed Plan, this ratio would decline to 0.67.
A7-18	LAFCO	8/25/20	16) The City should provide analysis and discussion on their proposed land-use consistency with the Solano County Airport Land Use Commission's Policies in relation to Travis Air Force Base (TAFB) and the TAFB Sustainability Study.	As discussed on pages 3.8-15 and 3.8-41, The City of Dixon does not have an airport and no public-use airports or private airstrips are present within the Planning Area. The nearest regional public use airport is the Nut Tree Airport, located approximately seven miles southwest of the Planning Area. Two other airports are located in

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				<p>Solano County: the Travis Air Force Base (AFB) is located approximately 11 miles southwest of the Planning Area, and the Rio Vista Municipal Airport is located approximately 17 miles southeast of the Planning Area. The entirety of the Planning Area falls within Zone E of the Travis Air Force Base Land Use Compatibility Plan (LUCP) and is therefore subject to development restrictions on buildings or structures over 200 feet above ground level. The ALUCP does not establish maximum densities/intensities or any prohibited uses. The Proposed Plan does not promote or permit any development that would be inconsistent with the land use compatibility criteria for Zone E of the Travis Air Force Base LUCP. Major land use actions by the City will be referred to ALUC for review.</p>
A7-19	LAFCO	8/25/20	<p>We appreciate the opportunity to comment on the subject environmental document. We hope you consider our comments to address LAFCO's SOI and annexation needs so that the EIR is useful in streamlining future annexation projects. Please contact LAFCO staff should you have any questions.</p>	<p>The Proposed Plan does not specifically propose any SOI amendments or annexations. Several goals and policies in the Proposed Plan seek to focus new development within the existing City limit. These goals and policies include, but are not limited to, LCC-1.3 and LCC-3.6. See responses to comments A7-4, A7-5, A7-11, A7-13, A7-14, A7-15, and A7-16.</p>
BI-1	Skyler Sanders	8/11/20	<p>STHEM is currently under contract to purchase the property located at the SWC of the intersection at West A Street and Gateway Drive, immediately adjacent to I-80 access ramps in the area and highly visible to eastbound traffic along I-80. Consistent with the existing Southwest Dixon Specific Plan, we plan to</p>	<p>The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.</p>

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			<p>develop a multi-phase commercial retail center that includes (amongst other uses) restaurants, a convenience market with fuel service, carwash, lodging (hotel/motel), supermarket, and possible urgent care or other outpatient medical use. The center will not only service the homes currently being constructed within the Southwest Dixon Specific Plan area, but also Highway 80 travelers as they advance into Dixon. Moreover, these “essential businesses” located at the center will generate significant sales tax revenue for the City of Dixon and jobs for its residents.</p> <p>While the proposed uses are currently permitted under the Highway Commercial and Community Commercial zoning applicable to the property, we noticed that the proposed General Plan 2040 and the associate DRAFT EIR seek to rezone these areas as Corridor Mixed Use, which would potentially limit some of our proposed uses in favor of a residential focus. Although we will be submitting an application to the City for the center imminently, given the proximity of the property to the I-80, the significant number of homes already being constructed under the Southwest Dixon Specific Plan, and to be consistent with our planned development and the current zoning applicable to the project, we believe that the property should retain its existing zoning or be zoned Regional Commercial.</p> <p>We are available to answer any questions that you or other City representatives may have and thank you for this undertaking.</p>	
B2-1	William Abbott	8/21/20	<p>Mr. Osner: This letter is submitted on behalf of Dixon 133, LLC</p>	The comment is noted. The comment does not pertain to the quality of the environmental analysis

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			<p>(“AKT”) and Scannell Properties with respect to the General Plan Update (“GPU”). Dixon 133, LLC is the long time owner of a large property within the Northeast Quadrant and has been actively involved in the Northeast Quadrant Specific Plan since the late 1990’s. It has actively marketed its property during the past two decades, and has succeeded in bringing several retail establishment facilities to Dixon, most notably the Walmart in 2003. Scannell Properties is a successful national builder/developer of significant warehouse, distribution and logistics facilities. (https://www.scannellproperties.com/) Most recently, Scannell Properties acquired 34 acres from AKT in Dixon and is constructing a 502,000 square foot support and distribution facility operation for HAIER, a major international appliance supplier. Scannell Properties is currently in negotiations with AKT to acquire an additional 83 acres of land in Dixon to develop additional logistics/warehouse facilities. However, the City’s draft general plan update would preclude the development of a major facility due to the proposed reduction in industrial land uses and expansion of regional retail. The purpose of this letter is to request that the City designate all of the property shown on Attachment A for industrial uses with a PUD overlay (Light Industrial, LI) as part of the general plan update. This land use designation would be consistent with the existing Northeast Quadrant Specific Plan, and its’ underlying environmental documents. This strategy would further preserve substantial retail and regional retail opportunities while promoting additional higher paying local employment</p>	<p>contained in the DEIR, and no further response is required.</p>

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			opportunities. The reasoning for this request is as follows.	
B2-2	William Abbott	8/21/20	<p>The Text of the Draft General Plan Update Supports a More Balanced Approach to the Relative Allocation of Industrial Land Uses and Commercial Land Uses</p> <p>The text of the draft general plan provides support for a more balanced mix of industrial and retail uses. First, the draft GPU recognizes the need for local employment opportunities and acknowledges that local employment generates greater local sales by reducing sales tax leakage.²</p>	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B2-3	William Abbott	8/21/20	<p>Second, while the GPU designates significant areas for regional retail, the plan itself recognizes the extent of existing competition, leading to a potential oversupply. (“Given the presence of major regional retailers in surrounding communities, opportunities for additional regional retail in Dixon are limited;...” Draft GPU p. 4-15.) The draft GPU contains no information regarding the actual or projected demand for retail, much less regional retail. A cursory review of internet sources reflects that starting in 2017, the retail industry recognized that retail was “overbuilt”. The rise of online retailing and recent significant retail bankruptcy filings and retail retreat is ready affirmation of those earlier predictions. As reflected by Ryan DeAngelis, a local CBRE broker with extensive experience in commercial and industrial demand along the I-80 corridor, the potential supply for commercial land uses will far exceed any reasonably crafted demand projections. See Attachment B (CBRE letter addressing</p>	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.

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			retail & industrial demand). Logically, the oversupply of commercial land uses is likely to result in idle land translating into reduced employment opportunities and lower property tax revenues.	
B2-4	William Abbott	8/21/20	Third, Figure E-1 (draft GPU p. 4-3) reflects that most local existing employment is in retail, but relatively little in transportation and warehousing uses. What the plan doesn't reflect is that according to the Bureau of Labor Statistics, warehouse and industrial uses on average pay more than retail. ³ Logistics uses coupled with onsite servicing and value added activities generates even high wages.	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B2-5	William Abbott	8/21/20	Fourth, the text of the draft GPU already recognizes how the Northeast Quadrant can accommodate and encourage industrial and logistics uses. (Draft GPU p. 4-5.) The text suggests that parcels of 10 acres or larger are appropriate. While the statement is true, the text does not reflect the reality that users are demanding significantly larger floor plates and parcels (as evidence by the HAEIR project at 502,000 square feet and 41 acres.) Reducing the amount of industrial land in the Northeast Quadrant will limit opportunities for these beneficial uses and will foreclose the City's ability to attract regional and national users who need the larger development sites.	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B2-6	William Abbott	8/21/20	The City's Draft General Plan Update Can Accommodate Both Retail and Industrial Users. A quick review of the draft GPU land use map shows that the City has designated significant land for commercial and regional commercial uses. This joint	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.

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			request by AKT and Scannell Properties seeks to have the City balance both opportunities by designating the area reflected on Attachment A for industrial uses. This would be consistent with the long time planning for the Northeast Quadrant and is consistent with the text of the draft GPU which recognizes the need for local employment opportunities and the suitability of the Northeast Quadrant for those types of users. Even with this request, the draft GPU retains significant acreage for retail and regional commercial uses with equal if not superior freeway access and visibility. As noted above, the draft GPU text already contains sufficient policy support and flexibility to accommodate this request. Implementation of this request requires minor modification of the GPU's land use map and related summary tables.	
B2-7	William Abbott	8/21/20	See Attachment A	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B2-8	William Abbott	8/21/20	See Attachment B	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B3-1	Chad E Roberts	8/24/20	Dixon I33, LLC ("AKT") appreciates the opportunity to comment on the City of Dixon's ("City") Public Review Draft General Plan 2040 ("draft General Plan"). AKT has been involved in the Northeast Quadrant Specific Plan ("NEQSP") since the late 1990s and currently owns approximately 83 acres of land as	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.

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			<p>depicted on the attachment to this letter. Over the past several decades, AKT’s significant investments have helped realize the NEQSP’s goal of “provid[ing] a substantial employment base for the Dixon Area” (see NEQSP, p. 2-9). In 2003, these investments resulted in the development and construction of the Walmart Supercenter located at 235 E Dorset Drive and the creation of jobs and tax revenues for the City. More recently, AKT sold approximately 34 acres to a successful national builder/developer of significant warehouse, distribution, and logistics facilities, Scannell Properties (“Scannell”), on which Scannell is presently constructing a 502,000 square foot support and distribution facility operation for HAIER, a major international appliance supplier. AKT is currently in negotiations to sell the 83 acres noted above (hereinafter, the “Property”) to Scannell to develop additional logistics/warehouse facilities.</p>	
B3-2	Chad E Roberts	8/24/20	<p>To AKT’s surprise, the draft General Plan land use plan would re-designate approximately 37 acres of the Property currently zoned as service commercial, light industrial, professional office, and planned unit development (CS-ML-PAO-PUD) to Regional Commercial, which the draft General Plan describes as follows: “The Regional Commercial (RC) designation provides for a range of commercial uses that cater to traffic passing through Dixon on I-80 as well as to local residents. Permitted uses include motels; fast food and other restaurants; gas stations; and largeformat chain retail establishments, including supermarkets and super-drugstores. This designation applies to land immediately</p>	<p>The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.</p>

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			<p>adjacent to I-80 access ramps in areas that are easily accessible by car and highly visible from the roadway. Maximum permitted FAR in the HC designation is 80%.” Based on the foregoing description, such re-designation would preclude the development of a major facility on the Property like the Haier facility currently under development.</p> <p>The proposed re-designation of the Property to Regional Commercial would likely lead to undeveloped land and missed employment opportunities and tax revenues for the City. Commercial land uses are in oversupply and overbuilt in the region, and the draft General Plan does not include any information regarding actual or projected demand for retail. Additionally, while the Property has some freeway frontage, the planned roadway system does not provide the general ease of access that regional commercial uses in this location would require. Moreover, given the Priority Production Area designation within a portion of the NEQSP, the proposed redesignation would likely conflict with draft Policy M-6.I and lead to land use and transportation conflicts, particularly between industrial and passenger vehicles.</p> <p>In contrast to the state of the commercial market, and in part as a result thereof, the demand for light industrial land uses is on the rise. Such demand is evidenced not only by AKT’s recent transaction with Scannell resulting in the development of the Haier facility and AKT’s current negotiations with Scannell regarding the Property, it is also supported by the aforementioned Priority Production Area designation within a portion of the NEQSP. As provided on the</p>	

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			<p>Association of Bay Area Governments’ website dedicated to this pilot program, the Priority Production Area designation “aims to retain industrial land in key locations to support networks of production, advanced manufacturing, distribution and repair services. These firms and their supply chains are critical to the regional economy and expand the number of middle wage jobs available, many of which do not require a four-year degree, thereby improving pathways to opportunity.” These are precisely the types of firms AKT is seeking to attract and the types of jobs that would result if successful. Unfortunately, the proposed re-designation of a portion of the Property to Regional Commercial would prevent such uses in those locations.</p> <p>Rather than re-designating the Property to eliminate the potential for such uses, AKT respectfully requests the City revise the proposed land use designation for the Property, retain the current CS-ML-PAO-PUD zoning, and apply the same CS-ML-PAO-PUD to the entire Property. Such changes would create consistency across the Property, thereby providing flexibility to market the Property to the broadest range of users, including commercial and industrial users. This flexibility would also allow for the development of another major facility like the one Scannell is currently developing. While we do not anticipate commercial demand will materialize for the reasons set forth above, retaining the existing zoning and applying it to the entire Property would allow commercial uses while not prohibiting the light industrial uses for which demand currently exists. The requested changes would also</p>	

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			<p>support Policy E-3.3 by leveraging Dixon’s location and connection to the regional road network to attract new businesses and advance Policy LCC 1.4 by expanding employment opportunities and ensuring an adequate supply of industrial-zoned land within the City. We request the opportunity to meet with the City to discuss the concerns outlined in this letter. Additionally, please advise if the City prepared a market study to support the proposed redesignation included in the draft General Plan.</p>	
B3-3	Chad E Roberts	8/24/20	See attachment	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B4-1	Greenbelt Alliance	8/24/20	<p>Dear Mr. George Osner, We appreciate the opportunity to engage with the City of Dixon to provide comments and recommendations on the General Plan Update. As Dixon plans for the next 20 years of development, we know that climate adaptation and smart-growth development should be primary drivers for planning decisions. It is essential to include land-use strategies and associated policies that plan for more drought, extreme heat, and the increased demand for agricultural crops. This is required to reduce the safety risks to residents, protect valuable agriculture, and improve the water quality for farmers, residents, businesses, and local ecosystems. We appreciate that the City of Dixon has removed the “areas of concern” since the previous General Plan draft and are no longer looking to expand the Sphere of Influence (SOI). We continue to oppose additional</p>	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.

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			annexation of land, and encourage the City of Dixon to adopt measures to establish an Urban Growth Boundary (UGB) into local policy. UGBs have been adopted by 38 cities in the Bay Area, and they are an excellent and cost-effective way to protect the greenbelt around their cities and encourage the growth, vitality, and economic development of existing city centers and downtown areas.	
B4-2	Greenbelt Alliance	8/24/20	Conversion of Prime Agricultural lands. Based on the zoning changes of the General Plan Update, the City of Dixon will be building into what is currently considered Prime Agricultural land. We oppose this decision due to the non-renewable properties inherently associated with agricultural land. This is land that cannot be brought back once developed, slowly damaging the culture and heritage that Dixon residents enjoy and consider to be part of their identity. The proposed zoning map of Dixon completely lacks agricultural land within city limits and the SOI. The proposed plan contradicts the cultural heritage of Dixon itself. We disagree that Impact 3.2-1 of the draft EIR is “Significant and Unavoidable,” as avoidable alternatives to this action could be to reduce the amount of converted agricultural land that is lost within the SOI. At the very least, there should be some level of agriculture zoning within the city’s SOI to align with the culture and heritage of Dixon. To further reduce this impact, the use of in-lieu fees in exchange for the development of agricultural land should go above and beyond the requirements set by the city’s Agricultural Mitigation Program. We recommend the alternative and exclusive	As discussed on pages 3.2-20 and 3.2-21, while the Proposed Plan would allow for development on Prime Agricultural Land within City limits and in the SOI, the vast majority of this agricultural land has already been designated for urban use in the current City of Dixon General Plan. The Southwest Dixon Specific Plan EIR and Northeast Quadrant Specific Plan EIR both include mitigation that would require development projects to provide conservation of agricultural land within the Dixon Planning Area or within a ten-mile radius of the City at a 1:1 ratio, or pay the appropriate fee to participate in the City’s master agricultural conversion program (Municipal Code, Chapters 17.16A and 4.09). The mitigation proposed by the commenter would be inconsistent with the adopted Specific Plans’ EIR mitigation measures. Additionally, Proposed Plan policies provide a framework for ensuring that Dixon remains a community ringed by open space and agricultural land. Policies NE 1.2 and NE 1.3 specifically address conservation easements as recommended in the comment:

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			<p>requirement that developers purchase nearby conservation easements. The purchase of agricultural or conservation easements should be the only method for development on Prime Agricultural land, to protect existing agriculture within the City of Dixon and its SOI.</p>	<p>NE-1.2 Support regional efforts to place additional land under permanent conservation easements and continue to use the Agricultural Land Mitigation Fund to collect development impact fees for the purpose of funding greenbelt expansion.</p> <p>NE-1.3 Encourage open space preservation through easements, open space designation, or dedication of lands for the purpose of connecting conservation areas, protecting biodiversity, accommodating wildlife movement, and sustaining ecosystems.</p> <p>Given that the Proposed Plan would result in the permanent loss of 98 acres of Important Farmland, Mitigation Measure MM-AG-1 is recommended and states that "Any developer seeking to develop parcels designated as agricultural by the 1993 General Plan that contain FMMP-designated Prime farmland must acquire off-site Prime farmland or a conservation easement on such land within the Planning Area or within a ten-mile radius of the City, or each developer will participate in the City's Agricultural Mitigation Program."</p> <p>Despite conservation easement requirements associated with the existing Specific Plans, local programs, and Proposed Plan policies and mitigation, the DEIR concludes that this impact is significant and unavoidable because "conversion of agricultural land to urban use is not directly mitigable, aside from preventing development altogether, as agricultural land is a finite and irreplaceable resource. The Proposed Plan reflects a policy determination to allow a certain amount</p>

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				<p>of growth to occur in the Planning Area, which necessitates conversion of farmland to urban uses. Beyond limiting the amount of total growth permitted, there are no feasible mitigation measures for agricultural land conversion that would also fulfill the objectives of and implement the Proposed Plan as proposed."</p> <p>Additionally, the City notes that the DEIR includes a discussion of an alternative that would avoid the conversion of agricultural land within the City limit not already converted to urban uses through prior planning initiatives – the No Project Alternative; however, it was determined that the Proposed Project would be environmentally superior and would better achieve the project objectives, as described on pages 4-1 through 4-28 of the DEIR.</p>
B4-3	Greenbelt Alliance	8/24/20	<p>Proliferated use of low-density residential zoning According to the proposed plan, Low-Density Residential or Regional Commercial zoning will replace all agricultural land within the SOI. Low-Density Residential zoning is the fastest way to increase sprawl and ruin the agrarian heritage that Dixon residents admire so much. Low-Density Residential developments are centered around private automobiles, asphalt, and pavement. This will only increase local temperatures created by the urban heat island effect and can lead to further agricultural deterioration by increasing local temperatures in and around the area of bordering agricultural farms. This could result in decreased crop productivity and cause a sprawl to encroach with both suburbanization, heat, and less productive land.</p>	<p>As discussed in Chapter 3, the City considered several alternatives to the Proposed Project which were ultimately deemed unfeasible. As discussed on page 4-3, The Compact Growth Alternative would not include the Campus Mixed Use designation applied in the NEQ under the Proposed Plan and would not allow residential development in the NEQ. Instead, the allowable residential density range in the Corridor Mixed Use designation and in the Downtown Mixed Use designation would be increased to encourage residential development closer to the center of the city. Further existing agricultural uses located in the NEQ containing Prime Farmland would not be converted to urban uses under this alternative and</p>

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			<p>Additionally, farms that are close to residential areas will cause pesticide-drift, noise, and odors that will not be tolerable to residents. Additional impermeable pavement from suburban developments will decrease water infiltration into the soil and increase the demand for water necessary to irrigate crops. As climate change increases drought conditions, irrigation water that farmers need will only get more expensive in the future. Greenbelt Alliance recommends that Dixon:</p> <ul style="list-style-type: none"> •Restrict low-density residential developments from being constructed within the SOI to the furthest extent possible. And analyze other solutions for housing such as infill development, medium-density housing, and accessory dwelling units. •Go beyond the minimum requirements of the Solano County General Plan’s urban-agricultural buffer. A 300 to 500-foot buffer is insufficient to prevent suburban encroachment, urban heat island effect, pesticide drift, and noise pollution from agricultural equipment. •Implement Green Stormwater Infrastructure (GSI) into building and planning codes to minimize flood risk, reduce urban runoff, decrease the urban heat island effect, and increase groundwater recharge. GSI should be required for all major projects within the public right-of-way and all roadways and pavement within private development. GSI could include rain gardens, bioretention basins, tree and planter boxes, bioswales, and stormwater curb extensions. We recommend using the GreenPlan-IT green infrastructure tool to determine which type of green infrastructure is feasible in your community. 	<p>would instead retain the Agriculture designation as under the current general plan. While this alternative would avoid significant impacts related to the conversion of Prime Farmland, it would not substantially reduce daily VMT per service population as compared to the Proposed Plan and would in fact result in a higher daily VMT per service population than the Proposed Plan. Further, this alternative would locate more sensitive receptors nearby the I-80 freeway, which could exacerbate impacts to health with respect to air quality and noise levels. Given that VMT would be similar to the Proposed Plan, implementation of the Compact Growth Alternative would likely also result in significant and unavoidable impacts regarding the continued nonattainment status of the region for criteria air pollutants and the generation of GHG emissions in excess of State reduction goals.</p> <p>The Transit Oriented Alternative would not include the Campus Mixed Use designation applied in the NEQ under the Proposed Plan and not allow residential development in the NEQ. Instead, the allowable residential density range in the Corridor Mixed Use designation would be increased around the Dixon Park and Ride lot and along SR-113. Further, existing agricultural uses located in the NEQ containing Prime Farmland would not be converted to urban uses under this alternative and would instead retain the Agriculture designation as under the current general plan. While this alternative would avoid</p>

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Letter	Commenter	Date	Comment	Response
				<p>significant impacts related to the conversion of Prime Farmland, it would not substantially reduce daily VMT per service population as compared to the Proposed Plan and would in fact result in a slightly higher daily VMT per service population than the Proposed Plan. Further, this alternative would locate more sensitive receptors nearby the I-80 freeway, which could exacerbate impacts to health with respect to air quality and noise levels. Given that VMT would be similar to the Proposed Plan, implementation of the Transit Oriented Alternative would likely also result in significant and unavoidable impacts regarding the continued nonattainment status of the region for criteria air pollutants and the generation of GHG emissions in excess of State reduction goals.</p> <p>In addition to the minimum requirements of the Solano County General Plan's urban-agricultural buffer, the Proposed Plan includes several policies that would reduce impacts of development to surrounding agricultural uses. Policy LCC-1.3 LCC-1.3 promotes a compact development pattern and limit "leap frog" development in order to support efficient delivery of public services and infrastructure, conserve agricultural and open space lands, reduce vehicle trips, and improve air quality. Action NE-1.A requires the City to adopt a Right to Farm ordinance that protects the rights of agricultural operations in areas adjacent to the City to continue operations and seeks to minimize conflicts with adjacent urban uses in Dixon. The Proposed Plan contains policy MT-1.9, which</p>

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				requires new residential development projects to implement best practices for stormwater management and green infrastructure, and MT-4.8, which requires new or redesigned parking lots to provide green infrastructure. Additionally, policy NE-5.C encourages the City to develop a green infrastructure plan.
B4-4	Greenbelt Alliance	8/24/20	Greenhouse Gas Emissions According to the American Farmland Trust, farmland that is converted to other uses emit greenhouse gases at a level 58-70 times greater than if it had remained for farming uses (see American Farmland Trust, “Farms Under Threat: The State of The States” p.19). As climate change becomes an increasing concern for agriculture in the future, the simplest and most cost-effective climate policy for Dixon would be to preserve as much agricultural land as possible. This is especially important as energy generation and tailpipe emissions are outside of the authority of the City of Dixon. What Dixon has the power to do is implement land-use policies to prevent greenhouse gas emissions and the resulting impacts on climate change. With much of the employment in Dixon being from the agricultural industry, the city is especially susceptible to the impacts of climate change. Climate change increases droughts, heat, and crop transpiration. This will reduce crop yields, agricultural productivity, and the city’s primary industry. As such, there should be a priority to take bold action to reduce greenhouse gas emissions. We encourage the prioritization of creating Dixon’s Climate Action Plan, which will provide city leadership and public	The comment is noted. As discussed on page 3.6-36, Mitigation Measure GHG-I would require the adoption of a Dixon Climate Action Plan that lays out a series of goals, policies, and actions to reduce GHG emissions to a level that is consistent with State GHG reduction goals. Policies within the Climate Action Plan must set specific targets for GHG reductions where possible (i.e. source a specific percentage of the City’s power through renewable sources, install a specific length of bicycle lanes, or install greywater systems in a specific percentage of homes in Dixon). The City of Dixon shall adopt and begin to implement a Climate Action Plan within a goal of 18 months, but no later than 36 months, of adopting the Proposed Plan update to address the GHG reduction goals of Executive Order B-30-15, Senate Bill 32, and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. Additionally, Mitigation Measure AG-1, discussed on page 3.2-21, requires the provision of off-site conservation easements or participation in the City’s Agricultural Mitigation

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			engagement to create goals to promote innovative strategies that meet and exceed state and county requirements.	Program, to protect from further loss of agricultural land.
B4-5	Greenbelt Alliance	8/24/20	We urge the City of Dixon to reconsider the adverse effects of converting non-renewable agricultural land. These are intersectional effects that will damage the City of Dixon environmentally, culturally, and economically. Dixon must remain resilient in these times when climate change is an issue that must be dealt with immediately. We hope that the City of Dixon will make the right choice for its residents today and in the future, and continue to provide a lifestyle and home that everyone can enjoy. Thank you in advance for your consideration of our concern.	The comment is noted. See the response to comment B4-3 for additional context regarding the alternatives considered alongside the Proposed Plan and ultimately not selected.
B5-1	Solano County Orderly Growth Committee	8/24/20	Dear Mr. Osner: The Solano County Orderly Growth Committee (OG) thanks the City of Dixon for the opportunity to comment on the Dixon General Plan (GP) Update and Draft Environmental Impact Report (DEIR). We realize this has been a long, extensive process with many hours of public meetings, staff, and consultant work. We thank all those who worked hard to bring the GP forward.	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.
B5-2	Solano County Orderly Growth Committee	8/24/20	However, we find this General Plan update to have missed the mark in a couple of key areas. Your GP process includes this language: • Comprehensive. The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan must also address the full range of issues that affect the city’s	The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required.

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			<p>physical development. We will first discuss land use and then the two areas where we believe the GP widely misses the mark. We were pleased to see that the “Areas of Concern” have been removed from the GP; they concerned us.</p>	
B5-3	Solano County Orderly Growth Committee	8/24/20	<p>OG has worked to protect farmlands and open spaces in Solano County since 1984 with the first passage of Proposition A. Prop A is now in its third renewal as Measure T, which was passed overwhelmingly in 2008. Measure T continue the philosophy of protecting County lands from significant development by requiring a vote of the people to amend the General Plan for conversion of farmland or open space to development. Measure T also continues the longstanding Solano County policy of city centered growth, removing contention between cities and Solano County for whom should manage development.</p> <p>We were pleased to see the discussion of Measure T, and its history in Chapter 3.3 Historical Growth Pattern. To enhance this development pattern we support Action NE-I.A, Adopt a Right to Farm ordinance that protects the rights of agricultural operations in areas adjacent to the City to continue operations and seeks to minimize conflicts with adjacent urban uses in Dixon.</p> <p>The DEIR does not analyze the impact of creating this buffer from agricultural operations within the City limit line to maximize agricultural production. This needs to be corrected. We further believe the City of Dixon could strengthen its commitment to agricultural resources.</p>	<p>The City notes that CEQA requires an analysis of the potential impacts of the proposed project -- in this case, implementation of the 2040 Dixon General Plan -- on the environment. Measure T is a regulatory action put in place by Solano County rather than as part of the Proposed Plan. As such, an analysis of the environmental impacts associated with Measure T implementation is not required in the Dixon General Plan EIR. However, an analysis of the cumulative impacts that could result from implementing the Proposed Plan in combination with other reasonably foreseeable projects, including Measure T, is included in Chapter 5 of the DEIR. Additionally, the City notes that buffering of new urban uses within the City limit from adjacent agricultural uses outside the City is provided through the provisions of the applicable zoning, including setbacks requirements and also multiple General Plan policies that promote buffering and harmony between urban and agricultural uses (see LCC-1.2, LCC-1.B, LCC-2.2, NE-5.4).</p>

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B5-4	Solano County Orderly Growth Committee	8/24/20	Why does the DEIR not discuss the possibility of putting the General Plan on the ballot for voter approval, including protection of the Dixon City Limit from change without a vote of the people? The cities of Benicia, Fairfield, and Vacaville have such voter approved lines, consistent with Solano County GP voter protections. We would appreciate seeing this option analyzed and offered as part of the General Plan approval process.	The comment is noted. A discussion of putting the General Plan on the ballot for voter approval does not pertain to the environmental analysis contained in the DEIR, and no further response is required.
B5-5	Solano County Orderly Growth Committee	8/24/20	Mitigation Measure MM-AG-1 acknowledges the loss of FMMP designated prime farmland. We find the proposed mitigation inadequate. The DEIR should consider the following: 1. Require that mitigation lands be preserved at a ratio of 2 acres protected for every lost to development. The City of Davis has a 2-1 requirement and Solano County has a 1.5-1 requirement, so this is not an unrealistic request. As the old saying goes, they are not making any more of this land, some of the most productive in the world. 2. Require that the acquired or preserved lands be within the Planning Area, not up to 10 miles away. The GP is quite eloquent at times about the importance of agricultural land and natural resources adjacent to the City, why put protected lands at such a great distance? 3. Please analyze if adopting a voter approved City Limit Line would make the above mitigation measures more feasible.	As discussed on page 3.2-17, under the City's Agricultural Mitigation Program, agricultural mitigation for areas that are annexed into the City or added to the City's Sphere of Influence can be achieved by either acquiring and dedicating agricultural land and development rights to create an agricultural conservation easement to permanently protect agricultural land at a ratio of 1:1 for every acre of agricultural land that is converted to nonagricultural uses, or payment of an in-lieu fee which is established to cover the actual cost of purchasing agricultural conservation easements on a 1:1 ratio, with priority given to prime agricultural land. As stated on page 3.2-22, "Conversion of agricultural land to urban use is not directly mitigable, aside from preventing development altogether, as agricultural land is a finite and irreplaceable resource. The Proposed Plan reflects a policy determination to allow a certain amount of growth to occur in the Planning Area, which necessitates conversion of farmland to urban uses. Beyond limiting the amount of total

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				growth permitted, there are no feasible mitigation measures for agricultural land conversion that would also fulfill the objectives of and implement the Proposed Plan as proposed." The Proposed Plan does not propose a voter approved City Limit Line nor do the Alternatives to the Proposed Plan; therefore analysis of such is not relevant to the environmental analysis contained in the DEIR.
B5-6	Solano County Orderly Growth Committee	8/24/20	Two major problems confront California: Greenhouse Gas Emissions and Housing; availability and affordability. We find that Dixon's GP and DEIR are inadequate on the issue of GHG emissions. MM-GHG-I is inadequate in dealing with Greenhouse Gas emissions and compliance with SB32 and implementing regulations. Given what the region has recently experienced from extreme multi-day heat to blistering wildfires with horrid air quality, is this not an extraordinarily important problem, requiring action?	Please see responses to comments B5-7 through B5-15.
B5-7	Solano County Orderly Growth Committee	8/24/20	I. Why does the DEIR not require an action plan, a Dixon Climate Action Plan? Is planning to adopt a plan adequate mitigation under CEQA?	As discussed on page 3.6-36, Mitigation Measure GHG-I would require the adoption of a Dixon Climate Action Plan that lays out a series of goals, policies, and actions to reduce GHG emissions to a level that is consistent with State GHG reduction goals. Policies within the Climate Action Plan must set specific targets for GHG reductions where possible (for instance, source a specific percentage of the City's power through renewable sources, install a specific length of bicycle lanes, or install greywater systems in a specific percentage of homes in Dixon). The City of Dixon shall adopt

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				and begin to implement a Climate Action Plan within a goal of 18 months, but no later than 36 months, of adopting the Proposed Plan update to address the GHG reduction goals of Executive Order B-30-15, Senate Bill 32, and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. Requiring the adoption of a Climate Action Plan promotes CEQA’s goal of environmental protection and is not a deferral of mitigation.
B5-8	Solano County Orderly Growth Committee	8/24/20	2. Why does the DEIR limit mitigation to monitoring and reporting?	The comment misunderstands the purpose of Mitigation Measure MM-GHG-1. See response to comment B5-8. After completing a Climate Action Plan, the City shall monitor progress toward its GHG emissions reduction goals and prepare reports every five years detailing that progress to ensure that the goals are met.
B5-9	Solano County Orderly Growth Committee	8/24/20	3. Why does the DEIR not consider developing measurable, meaningful emission reduction targets?	As discussed on pages 3.6-22 to 3.6-24, the City of Dixon, Yolo-Solano Air Quality Management District, and Solano County have not developed emission reduction targets. The DEIR uses a percentage emission reduction target based on Statewide reduction goals established in the 2008 and 2017 CARB Scoping Plans, SB 32, and EO S-3-05. The DEIR uses the City’s 2005 emissions inventory to provide a baseline that existing (2018) and projected (2040) emissions can be evaluated against. As discussed on page 3.6-36, the Climate Action Plan shall include quantifiable GHG emissions reduction targets for 2030 and 2050, and an interim target for the General Plan buildout

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				year 2040, that are consistent with the statewide GHG reduction targets and SB 375 Regional Plan Climate Targets.
B5-10	Solano County Orderly Growth Committee	8/24/20	4. The City of Dixon and its consultants have had several years to work on the GP and develop a Climate Action Plan to reduce GHG emissions. Given the City of Dixon's inaction to this date on developing a Climate Action Plan what credence can be given to a mitigation measure that is only a plan to plan?	As discussed in the Notice of Preparation published November 13, 2018, the scope of the project is limited to the General Plan Update and DEIR and does not include preparation of a Climate Action Plan. As discussed on page 3.6-36, Mitigation Measure GHG-I would require the City of Dixon to adopt and begin to implement a Climate Action Plan within a goal of 18 months, but no later than 36 months, of adopting the Proposed Plan update to address the GHG reduction goals of Executive Order B-30-15, Senate Bill 32, and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over.
B5-11	Solano County Orderly Growth Committee	8/24/20	5. Many jurisdictions in Solano County have agreed to partner with Marin Community Energy to increase the amount of clean energy available to their residents. Why is the DEIR silent on any such analysis of alternative suppliers? Why does the DEIR fail to analyze potential policies for reductions in municipal energy use? And, should not the DEIR analyze the potential impact of local energy production on GHG reduction?	Under existing conditions, Pacific Gas & Electric is the sole energy provider to the Planning Area. According to Marin Clean Energy, only the City of Benicia and unincorporated Solano County have agreed to partner with Marin Community Energy (MCE). MCE also opened a new community inclusion period through June 30, 2019, for additional Solano cities, including Dixon, that may consider joining to receive service in 2021. However, Dixon has not yet elected to partner with MCE. Therefore, the DEIR should not assume in its analysis that Dixon will partner with MCE or other alternative suppliers of clean energy. Page 3.6-42 of the DEIR states, "The Proposed

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				Plan contains multiple policies that would promote energy conservation throughout the community, in new development, and in City facilities and operation (policies NE-2.1, NE-2.2, NE-2.3, NE-2.A, NE-2.B). Policy NE-2.1 and implementing action NE-2.B would promote the installation of renewable energy production systems throughout the community. Policies NE-2.1 and NE-2.3 and implementing actions NE-2.A and NE-2.B are aimed at connecting businesses and residents with programs that would reduce the cost of energy efficient upgrades. When implemented, these actions would further decrease energy consumption from natural gas, electricity, and gasoline and diesel fuels."
B5-12	Solano County Orderly Growth Committee	8/24/20	6. Why does the DEIR not analyze potential for GHG reductions from implementing green building standards?	The City of Dixon has adopted the 2019 California Building Code and the 2019 California Green Building Code as Chapter 16.03 and Chapter 16.17, respectively, of its Municipal Code. The Proposed Plan includes multiple policies that would support the updated CBC Energy Efficiency Standards. Proposed Plan policies NE-2.1 and NE-2.2 encourage energy conservation in new and existing development and in City facilities and operations. Additionally, through proposed policy NE-2.3 and implementing actions NE-2.A and NE-2.B, the City of Dixon would connect residents, businesses, and developers to programs that would reduce the cost of energy efficient upgrades and installation of renewable energy systems. The existence of these programs and policies and their

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				impact on city-wide greenhouse gas emissions were considered under Impact 3.6-4.
B5-13	Solano County Orderly Growth Committee	8/24/20	7. The DEIR fails to analyze the potential for reduced GHG emissions from any alternative housing mix. Why was this classic way for communities to reduce their GHGs not analyzed?	<p>The Proposed Plan includes three Mixed Use designations, all of which support an “alternative housing mix” and intend to enhance live/work proximity, thus reducing VMT and GHGs. Therefore, the DEIR does analyze the potential to reduce GHG emissions from an alternative housing mix.</p> <p>As discussed on pages 4-2 and 4-3, three alternatives to the Proposed Plan were considered: a Transit Oriented Development Alternative; a Compact Growth Alternative; and a Balanced Jobs-Housing Ratio Alternative. These alternatives were developed with a view to avoiding the conversion of Prime Farmland and substantially reducing daily VMT per service population. However, VMT analysis conducted on these alternatives determined that none of them would avoid or substantially reduce 2040 per service population VMT as compared to the Proposed Plan and would likely also result in significant and unavoidable impacts regarding the continued nonattainment status of the region for criteria air pollutants and the generation of GHG emissions in excess of State reduction goals. Therefore, all of these alternatives were found to be infeasible and were not further analyzed.</p>
B5-14	Solano County Orderly	8/24/20	8. The DEIR acknowledges that the City of Dixon has not adopted a Climate Action Plan, as required by State law. Why then does not the DEIR require the	See response to comment B5-10. State law does not explicitly require that cities adopt a Climate Action Plan. Mitigation Measure GHG-I would

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	Growth Committee		completion and adoption of such a plan before the approval of the General Plan?	require the adoption of a Dixon Climate Action Plan within a goal of 18 months, but no later than 36 months, of adopting the Proposed Plan update to address the GHG reduction goals of Executive Order B-30-15, Senate Bill 32, and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over.
B5-15	Solano County Orderly Growth Committee	8/24/20	9. Why does the DEIR not mention California Air Resources Boards guidance for local communities for adopting CAPs, https://coolcalifornia.arb.ca.gov/local-government	The comment is noted. As discussed on page 3.6-36, Mitigation Measure GHG-I would require the adoption of a Dixon Climate Action Plan that lays out a series of goals, policies, and actions to reduce GHG emissions to a level that is consistent with State GHG reduction goals. Policies within the Climate Action Plan must set specific targets for GHG reductions where possible (i.e. source a specific percentage of the City’s power through renewable sources, install a specific length of bicycle lanes, or install greywater systems in a specific percentage of homes in Dixon). The City of Dixon shall adopt and begin to implement a Climate Action Plan within a goal of 18 months, but no later than 36 months, of adopting the Proposed Plan update to address the GHG reduction goals of Executive Order B-30-15, Senate Bill 32, and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The Climate Action Plan, when prepared, may utilize the California Air Resources Board guidance for local communities for adopting CAPs. However, the purpose of MM-GHG-I is to require the adoption of a CAP rather

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				than outline the resources that should be utilize in its preparation. The DEIR discusses the purpose of the CARB 2008 and 2017 Climate Change Scoping Plan on pages 3.6-11 to 3.6-13.
B5-16	Solano County Orderly Growth Committee	8/24/20	Finally, besides punting on GHG the GP is silent on housing. We realize the Housing Element often lives a parallel life alongside the GP. But when drafting a new GP the issues of where and what kind of housing cannot be ignored. We doubt that this can be a comprehensive list of issues, but it is a start.	The comment is noted. As the comment does not pertain to the quality of environmental analysis contained in the DEIR, no further response is required.
B5-17	Solano County Orderly Growth Committee	8/24/20	1. Why did the DEIR not consider changing the mix of single-family traditional subdivisions versus more dense housing possibilities?	The Proposed Plan includes three Mixed Use designations, all of which support an “alternative housing mix.” As discussed on pages 4-2 and 4-3, three alternatives to the Proposed Plan were considered: a Transit Oriented Development Alternative; a Compact Growth Alternative; and a Balanced Jobs-Housing Ratio Alternative. These alternatives were developed with a view to avoiding the conversion of Prime Farmland and substantially reducing daily VMT per service population. However, VMT analysis conducted on these alternatives determined that none of them would avoid or substantially reduce 2040 per service population VMT as compared to the Proposed Plan. Therefore, all of these alternatives were found to be infeasible and were not further analyzed.
B5-18	Solano County Orderly	8/24/20	2. Why didn’t the DEIR consider the possibility of more dense central housing for the impact on VMT?	The Proposed Plan supports increased housing density in the central part of Dixon. Therefore, the

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	Growth Committee			<p>VMT analysis contained in the DEIR does consider the impact of denser centralized housing.</p> <p>As discussed on pages 4-2 and 4-3, three alternatives to the Proposed Plan were considered: a Transit Oriented Development Alternative; a Compact Growth Alternative; and a Balanced Jobs-Housing Ratio Alternative.</p> <p>These alternatives were developed with a view to avoiding the conversion of Prime Farmland and substantially reducing daily VMT per service population. However, VMT analysis conducted on these alternatives determined that none of them would avoid or substantially reduce 2040 per service population VMT as compared to the Proposed Plan. Therefore, all of these alternatives were found to be infeasible and were not further analyzed.</p>
B5-19	Solano County Orderly Growth Committee	8/24/20	3. Why didn't the DEIR analyze if the effect on farmland development would be lessened if more multi-unit housing were built more centrally?	<p>As discussed on pages 4-2 and 4-3, both the Transit Oriented Development and Compact Growth Alternatives reduced development on agricultural land by increasing residential density in other parts of the city. However, these alternatives were judged to be unfeasible due to their potential to increase daily VMT per service population and to locate more sensitive receptors nearby the I-80 freeway, which could exacerbate impacts to health with respect to air quality and noise levels. Implementation of either of these alternatives would likely also result in significant and unavoidable impacts regarding the continued nonattainment status of the region for criteria air</p>

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				pollutants and the generation of GHG emissions in excess of State reduction goals.
B5-20	Solano County Orderly Growth Committee	8/24/20	4. The DEIR recognizes LOS problems at multiple intersections with GP buildout. Was an alternative LOS analysis done looking at alternative housing development patterns, more housing centrally located with more transit?	As discussed on pages 4-2 through 4-4, three alternatives featuring differences in housing patterns--once of which specifically designed to facilitate transit use--were considered but ultimately deemed unfeasible. As can be seen on Table 4-1, at 2040 VMT per service population is projected to be 30.4 under the Proposed Plan, 30.5 under the Transit-Oriented Development Alternative, and 32.0 under the Compact Growth Alternative. As VMT per service population is projected to be higher under the alternatives than the Proposed Plan, it can be inferred that LOS would be best under the Proposed Plan.
B5-21	Solano County Orderly Growth Committee	8/24/20	Dixon sits on the edge of the Bay Area and the Sacramento region. This presents challenges and opportunities. Given the current timing of the Dixon General Plan update process we were surprised that the DEIR did not include some of the more contemporary regional planning tools now available. For example, why is the DEIR silent on Plan Bay Area 2050 policies? These offer a rich toolset to deal with issues like housing, transportation and GHGs. https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPStrategies_071320_0.pdf	The purpose of Plan Bay Area is discussed on pages 3.6-17 and 3.6-18 of the DEIR. Plan Bay Area 2040 was adopted in 2017. Plan Bay Area 2050 is currently in the development stage and is scheduled to be adopted in Summer 2021. The Plan Bay Area 2050 process kicked off with the Horizon initiative, ending fall 2019, which established five guiding principles: affordable, connected, diverse, healthy, and vibrant. The comment provides a link to a call to action to help draft the Blueprint for Plan Bay Area 2050 and outlines key objectives. The Proposed Plan policies and Guiding Principles align very closely with the Guiding Principles and Blueprint objectives, which are not officially adopted Plan Bay Area 2050 policies. As stated on page 3.6-34 of the DEIR, the

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				GHG analysis incorporates the reduction potential of these Plan policies. Additionally, the document at the link provided was published July 13, 2020. The joint MTC/ABAG Planning Committee hearing on the key findings of the Plan Bay Area 2050 Draft Blueprint was on July 10, 2020. The public review period for the DEIR began July 8, 2020, therefore, the Plan Bay Area 2050 Draft Blueprint objectives were not available for inclusion in the DEIR. However, Proposed Plan policies and Guiding Principles align with Plan Bay Area 2050 proposed objectives though Plan Bay Area 2050 has not been fully drafted or adopted.
B5-22	Solano County Orderly Growth Committee	8/24/20	We may have additional comments on the GP and Draft Environmental Impact Report when the City of Dixon holds its required public hearings for adoption and approval. We hope the City will take a hard look at how Dixon can reduce Green House Gas Emissions, more fully protect its surrounding farmlands, and direct housing development in ways that meet the needs of a much more diverse population.	The comment is noted. As the comment does not pertain to the quality of environmental analysis contained in the DEIR, no further response is required.
CI-1	Yoli Hickman	8/4/20	Dear Ladies and Gentlemen, I understand that the City of Dixon is making changes and looking to adopt a new General Plan and accompanying EIR. It is for this reason that I am formally submitting a "public comment" to the attention of the Community Development Department for consideration. I am also submitting a question that I would appreciate a response to. I want to thank you in advance for your time and assistance.	The comment is noted. As the comment does not pertain to the quality of environmental analysis contained in the DEIR, no further response is required.

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Letter	Commenter	Date	Comment	Response
CI-2	Yoli Hickman	8/4/20	<p>QUESTION:</p> <p>My family has owned a 3 acre highway commercial zoned property in Dixon for the past 49 years (since 1971) located at 2635 West A Street, off Highway 80. Our property is currently on the sale market and in escrow. The property is under the name of Lozano Family Living Trust, whereby I am the Trustee. We hope to close escrow at the end of September. Family members and myself, along with our two ReMax Listing Agents have had numerous discussions with the City of Dixon regarding various Buyers that have shown interest in developing a gas station on our property. In each of those discussions we have been informed by the City of Dixon that there is language in the General Plan that discourages, and can restrict, no more than 2 gas stations at the same intersection. We have taken a visual survey of how many intersections in Dixon have 2 or more gas stations in one intersection, there are a total of 4. We have lost several potential Buyers that were discouraged from buying our property because of this communication from the City of Dixon. We do not believe that the current Buyer in escrow has plans to place a gas station on our property after being discouraged to do so, and has adjusted his plans accordingly. Here is my question: Can someone please direct me to the exact page and paragraph of the General Plan where this language exists. We have reviewed both the General Plan and the Specific Plan and we do not find this language in either document. Directing us to the exact location of this language would be very helpful. If our current escrow does not</p>	<p>The comment is noted. The comment does not pertain to the quality of the environmental analysis contained in the DEIR, and no further response is required. The Proposed Plan policies do not contain any specific limitations on the locations or proximity of gas stations.</p>

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			close as scheduled, the above information becomes even more important for future potential Buyers.	
CI-3	Yoli Hickman	8/4/20	<p>REQUESTING A CHANGE IN LANGUAGE TO THE GENERAL PLAN:</p> <p>Our property is located in one of the main entrances to the City of Dixon. We love our community. We have lived in Dixon since 1965. My parents purchased this property 6 years after our arrival. Over the past 55 years the Lozano Family have remained respected members of the community. The City of Dixon and my family have a mutual interest in finding the right Buyer that would service our beloved community. The property is a historic landmark in CA, being the last of the fresh orange juice stands along the 80 Corridor. My family and I plan to donate “The Giant Orange” to the Dixon May Fair Committee “Friends Of The Fair” so that “The Giant Orange” forever keeps its place in history at it’s home in Dixon. A tribute to my parent’s legacy.</p> <p>Our property has not been developed in decades and there has been no active business operating on our property for many years It is frankly an eye sore as it stands today. It is time we sell our property. There is a new home development underway in Dixon that has been approved under the Specific Plan with approximately 1,400 homes in it’s future. It would make sense to add another gas station on the same street to serve these homes.</p> <p>We have not sold our property in the past several years, but it is not through lack of trying. The City of Dixon has declined several Buyers efforts for plan</p>	<p>The comment is noted. As the comment does not pertain to the quality of environmental analysis contained in the DEIR, no further response is required. As noted in the response to comment C1-2, the Proposed Plan policies do not contain any specific limitations on the locations or proximity of gas stations.</p> <p>As stated on pages 3-8 and 3-11 of the Proposed Plan, the Corridor Mixed Use (CMU) land use designation is intended to foster a mix of retail, commercial, and residential uses. Large format retail, shopping centers, offices, and hotels to serve Dixon and the wider region, supported by new infill housing, are envisioned as a vibrant land use mix to fill in vacant gaps in the corridor and provide an identity as people enter Dixon. On larger sites, more than one use is required. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.</p>

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<i>Letter</i>	<i>Commenter</i>	<i>Date</i>	<i>Comment</i>	<i>Response</i>
			<p>development ideas, thus we have lost numerous strong offers. In order to sell our property in the future we must work together. There is no guarantee that the current Buyer will close escrow (who wished to place a gas station on our property but adjusted his plan), therefore my family must continue to advocate for future change to the General Plan so we can sell our property. We are a highway commercial zoned property thus making our property perfect for certain commercial venues and will always attract certain Buyers. Specifically those wanting to place a gas station on our property. Over the years even when we have not had our property on the market for sale, many people have approached us. We have had no Buyers approach us wanting to place Restaurants, Hotels, Grocery Stores, or even Retail Stores on our property for the past 49 years since we have owned it, yet it is been placed on all Commercial Multiple Sales Listing possible. Accordingly, it is time to face reality and if the City of Dixon does not agree to consider a gas station on our property, our property will continue being an eye sore at the main entrance of Dixon, and not sell. It is for this reason that we hereby request the City of Dixon to remove any reference in the General Plan, Specific Plan/s and/or Land use related documents restricting the number of gas stations at an intersection. Such language (if it exists) should be removed, especially as it relates to properties that are in the immediate vicinity of Highway 80 since the natural use of properties near/adjacent to the freeway are travel related that need to include the use of gas station development. Such restrictions severely limit the uses</p>	

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Letter	Commenter	Date	Comment	Response
			<p>on these parcels and their eventual marketability. Can you also provide to us with a list of land uses that will be allowed by right with additional permits, and those list of land uses disallowed in the Corridor Mixed Use zone area. Again, on behalf of my family, I thank each of you in advance for your support and consideration.</p>	
C2-1	Randy Davis	8/23/20	<p>Randy Davis August 23, 2020 Comments Regarding the Draft EIR for the General Plan Update Table 3.12-5 Existing and Planned Parks (Page 3.12-9): There are inconsistencies in the information presented with the existing adopted Parks Master Plan with no explanation regarding the significant changes that were made and how the changes came about. Community parks have neighborhood park amenities that serve residents in the same manner as stand-alone neighborhood parks. The acreage of the community parks utilized for neighborhood park amenities is determined and then included in the neighborhood parks acreage and not included as community park acreage. The adopted Parks Master Plan breaks down park acreage in this manner. It has been determined that Hall Park has 3 acres of neighborhood park land and Northwest Park has 4 acres of neighborhood Park land. It has also been estimated that the planned Southwest Community Park will have 4.6 acres of amenities considered to be neighborhood park land. Based on the adopted Parks Master Plan, Dixon has</p>	<p>The City notes that, as stated on page 2-9 of the DEIR, a total of 32.6 acres of new parks will be provided in the Southwest Dixon Specific Plan Area pursuant to a development agreement dated May 28, 2019. This total, which includes 11.2 acres of neighborhood parkland and a minimum 20-acre community park, exceeds that envisioned in the 2005 Southwest Dixon Specific Plan and the 2015 Parks Master Plan and represents the most current planned acreage for the area. To clarify, Table 3.12-5 in the DEIR is hereby revised to match Table PSF-1 in the Draft General Plan as shown in Chapter 3 of this document. Additionally, the final paragraph of page 3.12-8 is hereby amended as follows: “The City of Dixon adopted the Parks and Recreation Master Plan in 2015 and is scheduled to begin the five year update in 2019.” This change to Table 3.12-5 does not affect the finding of the DEIR that impacts related to the provision of parks resulting from implementation of the Proposed Plan would be less than significant.</p> <p>Additionally, the commenter raises a policy issue with respect to how the Draft General Plan</p>

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Letter	Commenter	Date	Comment	Response
			<p>20.5 acres of neighborhood park acreage and a total of 7.6 acres planned for the Southwest development. In terms of Community Parks once the neighborhood park acreage is removed, Hall Park has 54.8 acres and Northwest Park has a total of 18.5 acres for a total of 73.3 acres. Southwest Community Park will have a total of 15.4 acres.</p> <p>These numbers are quite different than the information shown on Table 3.12-5 of the Draft Environmental Impact Report. There is a real need for the park acreage numbers shown in the Draft Environmental Impact Report and the Draft General Plan Update to be reevaluated to ensure consistency and accuracy. In addition, it is important to only consider acreage that meets the definition and requirements of a neighborhood park and community park to be considered in meeting municipal park standards. Trails, paths and landscaped buffers have not been included in the park acreage requirements. If the City starts considering these types of areas and amenities as park land, future developers can take advantage of this approach and apply these types of areas toward their park acreage requirements.</p>	<p>defines parkland for the purpose of determining the Citywide ratio. This issue does not pertain to the merits of the environmental analysis but will be discussed in the staff report for public hearings on the Draft 2040 General Plan.</p>
C2-2	Randy Davis	8/23/20	<p>Related to the discrepancies in community park and neighborhood park acreage is that Figure PSF-2 Parks, Open Spaces and Recreational Facilities in the Draft General Plan Update is incorrect. Because of the neighborhood park amenities included in the Community Parks, the half mile/ten minute walk radius circle should also be placed around Hall Park, Northwest Park and the planned Southwest</p>	<p>The commenter raises a policy issue that is addressed in a separate memo regarding potential changes to the Draft General Plan resulting from public comment. This issue does not pertain to the merits of the environmental analysis but will be discussed in the staff report for public hearings on the Draft 2040 General Plan. Please see also response to Comment C2-1.</p>

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			Community Park. It is silly to think that someone living across the street from these parks are not considered to be within a short walking distance to neighborhood park facilities.	
C2-3	Randy Davis	8/23/20	Compliance with Municipal Park Standards (Page 3.12-10): The standard of 5.0 acres of community and neighborhood park land per 1,000 residents is a mandate. The proposed General Plan Update, as recommended in the adopted Parks Master Plan, will change the 1.2 acres of neighborhood park land and 3.8 acres of community parkland from a mandate to a recommended target. This in no way changes the mandate of 5.0 acres of community and neighborhood park land per 1,000 residents. Mentioning the “12 acre Westside Park” in terms of compliance with Municipal Park Standard is misleading and not really related to compliance with municipal park standards. The existing General Park states that Westside Park is a one acre portion of the school site. The current situation is that Westside Park is essentially an empty lot with dead grass and no park amenities. The 12 acres must refer to the school playgrounds and fields of the Montessori and C.A. Jacobs schools. This area would not be open to the public during school hours due to safety concerns. The trend in Dixon has been for school yards to be closed to the public at all times.	The commenter raises a policy issue that is addressed in a separate memo regarding potential changes to the Draft General Plan resulting from public comment. This issue does not pertain to the merits of the environmental analysis but will be discussed in the staff report for public hearings on the Draft 2040 General Plan. Please see also response to Comment C2-1.
C2-4	Randy Davis	8/23/20	In addition, I am curious as to why the proposed General Plan Update does not appear to have an extensive glossary like the existing General Plan. How else can we all be on the same page regarding the terminology that is used in the document?	The commenter raises a General Plan organizational item that is addressed in a separate memo regarding potential changes to the Draft General Plan resulting from public comment. This issue does not pertain to the merits of the

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				environmental analysis but will be discussed in the staff report for public hearings on the Draft 2040 General Plan.
C3-1	Ginger Emerson	8/24/20	<p>Dear Mr. Osner: We are living in unprecedented times.</p> <ul style="list-style-type: none"> • Quoting from a news article of August 20, 2020, “Besides having the most COVID19 cases nationwide, California’s crises this week include dozens of major wildfires and surprise power outages as residents endure a blistering heat wave.” • Another news article dated August 19, 2020 points out that “America’s parents are going through a year of tough choices and it isn’t getting any easier. With the school year starting, many have to choose between their jobs and staying home to take care of their kids. ... One in five working age adults is unemployed because COVID 19 upended their child care arrangements.” • A research article published on July 10, 2020 found that “The results shed light on both the financial fragility of many small businesses, and the significant impact COVID 19 had on these businesses in the weeks after the COVID 19 disruptions began. The results also provide evidence on businesses’ expectations about the longer-term impact of COVID 19...” • In yet another news article, a Southern California resident is quoted in an e-mail to the council and city officials in regard to restrictions on physically participating in local government meetings that “it’s mind bogglingly disrespectful of public opinion and demonstrates disregard for the public.” 	<p>The comment is noted. The City notes that the statutory requirements regarding public participation in the CEQA process have been met for the Proposed Plan. These include releasing a Notice of Preparation of an EIR for the Proposed Plan on November 13, 2018; conducting a Scoping Meeting before the Planning Commission on December 13, 2018; and holding a 45-day comment period on the DEIR that took place between July 8, 2020 and August 24, 2020. Under Section 15087 of the CEQA guidelines, public hearings are not a required component of the Draft EIR public review process.</p> <p>Acknowledging the effects of the COVID-19 pandemic, Executive Order N-54-20, signed April 22, 2020, certain requirements for filing, noticing, and posting of CEQA documents with county clerk offices were suspended for 60 days. This Executive Order was in effect between April 23 and June 21, 2020. The comment period of the DEIR did not coincide with this window.</p>

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			<p>Yet, after years and of years of delay on a General Plan update, City of Dixon officials seem to believe that now is the right time to expect public comment on the nearly 600-page draft Environmental Impact Report. Contrary to information claiming that the kick-off for the preparation of the plan was in 2014, a summary report presented to the City Council a number of years ago states: “On December 11, 2007, the City Council awarded a consultant services contract to Pacific Municipal Consultants (PMC) to prepare an update to the City’s General Plan. Completion of the General Plan Update was anticipated to take two years.” The names of a number of those who were appointed to the General Plan Committee at that time, appear on the proposed plan as presented today.</p>	
			<p>SO WHY NOW...</p> <ul style="list-style-type: none"> • Long before we were facing the catastrophic times that we are living through now, a former Community Development Director publicly acknowledged that little real effort had been made to engage the public. • And, for months, the City clamed to have lost written public comment presented at General Plan meetings. Likewise, during GPAC meetings, staff did not acknowledge receipt of a letter from an attorney representing a special district. When questioned, staff once again claimed there was no record of the attorney’s letter. And, the report makes clear that comments in the letter were ignored. • On the City’s website, the public can only review GPAC meetings held in 2017 and 2018. If documentation even exists of previous GPAC meetings, 	

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			<p>there are no records available on the City’s site.</p> <ul style="list-style-type: none"> • The General Plan Committee has not even met for the last two years and did not review the Plan as it is proposed today or the draft EIR. <p>AND NOW THE CITY IS PROCEEDING WITH THE GENERAL PLAN PROCESS WHEN MOST MEMBERS OF THE PUBLIC ARE UNDERSTANDABLELY DISTRACTED; AND OTHERS INCLUDING MANY OLDER, MANY HISPANIC, AND MANY LOW INCOME RESIDENTS ARE EITHER UNABLE OR UNCOMFORTABLE WITH PARTICIPATING IN MEETINGS HELD ON ZOOM (See recent petition submitted to the Transportation Advisory Commission). I would also point out that both the Planning Commission and the City Council have postponed consideration of both the Noise Ordinance and provisions of the Zoning Ordinance until physical meetings can be held. At a recent meeting of the Planning Commission, there was even outcry from those who were able and willing to participate on ZOOM that consideration of matters of importance to the people of Dixon should be held off until the public could physically attend and comment. Yet, with the submission of the draft EIR, the clock has started ticking for the Proposed Plan to move forward to the Planning Commission and the City Council</p> <p>In these times and in these circumstances, how can City Officials expect the public to review and provide written comment on a massive draft EIR with information that will affect the lives of Dixon residents for the next 20 years? While the local government is not known for transparency, in this case the answer to</p>	

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			<p>“why now” is very obvious. CLEARLY, there is no real interest in ensuring that the Proposed General Plan is the peoples’ plan.</p> <p>Rather than expose the fallacies in the report with painstaking page by page commentary, I am focusing on a number of issues that I know are of major concern to many people.</p>	
C3-2	Ginger Emerson	8/24/20	<p>RESIDENTIAL DENSITY: One only has to look to the La Esperanza housing development with homes on small lots and the RM zoned neighborhoods near downtown with multiple family housing, to see the fallacy that increased density gets people out of their cars and using alternative modes of transportation. Take a count of the cars overflowing the limited parking provided for such development. The result is a very negative impact on neighborhoods with on-street parking to the point that visibility is dangerously restricted with cars parked too near the corners. Consider the safety impact of overcrowded on-street parking for not only drivers, but pedestrians and cyclists. Review meetings of the Planning Commission, the Transportation Advisory Commission, and the City Council for evidence of the publics’ concern about the parking and traffic congestion in neighborhoods with homes on small lots, such as La Esperanza. Review years of documentation of the concerns of residents in the RM zoned districts near downtown related to issues and concerns about density for a better understanding from those who actually live in denser neighborhoods.</p> <p>See further density related comments under Transportation.</p>	<p>Issues pertaining to traffic and safety are discussed in Chapter 3.13. Specifically, pages 3.13-31 and 3.13-32 discuss impacts related to criterion 3.13-3: "Implementation of the Proposed Plan would not substantially increase hazards due to a geometric design feature or incompatible uses." The DEIR notes that the Proposed Plan has been developed with an emphasis on Complete Streets, which by their nature, would improve compatibility between different transportation modes as well as between the transportation system and adjacent land uses. Proposed policies that promote bicycle and pedestrian safety as well as the development of safe routes to school, and that require mitigation of traffic-related impacts would help to identify and address potential safety concerns. Therefore, with adherence to policies included in the Proposed Plan, impacts increasing hazards due to a design feature or incompatible uses would be less than significant. Additionally, the DEIR notes that the Proposed Plan contains a number of policies for promoted multi-mobility and transportation safety. These policies include, but are not limited to, LGC.5.3, LGC.5.C, MT.1.2, MT.1.9, MT.4.2, and</p>

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				MT.5.6. The DEIR therefore contains a valid and accurate analysis of the effects that increased density may have on transportation safety.
C3-3	Ginger Emerson	8/24/20	<p>DOWNTOWN: Plans for Downtown Dixon have long been, and still are, full of contradictions. “The Proposed Plan envisions further revitalization downtown with the addition of a mix of new residential, retail, office, entertainment, cultural, civic and personal service uses that contribute to the area’s vitality and its charming Main Street feel.” According to the Proposed Plan permitted uses would include: restaurants, apparel stores, specialty shops, theaters, bookstores, travel agencies, hotels/motels (totally absurd) and other similar uses serving a community wide market and larger visitor population. Such uses do not serve the needs of many of the residents in the area, particularly those living in low-income developments such as the Valley Glen Apartments, the Second Street Apartments, the Moonlight Apartments, the Veterans’ housing and the Section 8 housing in rental units scattered throughout the RM neighborhoods downtown. Furthermore, higher density and mixed-use zoning downtown will in all likelihood add additional lower income housing downtown to meet rising Regional Housing Needs Assessment numbers. The aforementioned uses do not meet the needs of the people who are living in the type of housing that has been, and in all likelihood will continue to be, concentrated in or near the downtown neighborhoods. If the City is truly interested in reducing VMT, why would the low and moderate income residents near</p>	<p>While the comment does refer to Figure 3.10-1: Preferred Plan Land Use, contained in the DEIR, this figure contains the same contents as Figure LCC-4: Land Use Designations, contained in the Proposed Plan and it is the Proposed Plan, not the DEIR, that assigns land use designations. Chapter 3.10 analyzed environment effects of the Proposed Plan pertaining to population, land use, and housing. Page 3.10-15 addresses criterion 3.10-1: "Implementation of the Proposed Plan would not physically divide an established community." The DEIR notes that there are no proposed new roads, highways, rail lines, walls, or fences that would result from implementation of the Proposed Plan. Rather, by improving connectivity within and between existing neighborhoods, the Proposed Plan provides more linkages within the City and the region. Changes to land use designations under the Proposed Plan, as shown in Figure 3.10-2, would reflect existing land uses and would not result in the division of any established community. Furthermore, proposed improvements to the bicycle, sidewalk, and road networks will make it easier for residents to travel throughout the community (MT-1.1, MT-1.3, MT-1.5, and MT-1.6). LCC-6.5 discourages perimeter fences and walls in new developments. Therefore, the impact is less than significant.</p>

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			<p>downtown need to look elsewhere for the food and services they require? In order that the types of businesses planned for downtown thrive, many homeowners in certain areas downtown have legitimate concerns about gentrification and displacement. The downtown residential neighborhoods have long served as an opportunity for many residents of modest income, and often Hispanic, to rehabilitate existing housing thereby becoming first time homebuyers. In the case of the Hispanic population, certain neighborhoods near downtown do not just provide housing opportunities but also serve to maintain cultural ties. The social fabric with its profound sense of community identity should not be overlooked. Again, plans for downtown with the intention of attracting visitors for the sake of revitalization overlook the needs and interests of many living in the neighborhoods nearby. On a different note, I would call your attention to Figure 3.10-1: Proposed Land Use Change Areas. Obviously, the Proposed Plan is already outdated before its adoption. Changing the land use on South Second Street and East Mayes to commercial is inconsistent with the brand new, single family homes that have recently been constructed there and the historic home on South First Street that has been recently rehabilitated and converted back to a single family residence. This is but one example of outdated proposals in the plan which are certainly the result of GPAC not meeting for the last two years and not</p>	<p>Pages 3.10-16 through 3.10-17 address criterion 3.10-2: "Implementation of the Proposed Plan would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect." The DEIR concludes that the Proposed Plan does not conflict with any other agencies' applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the preparation of amendments to other City policies and regulations where required will be consistent with the Proposed Plan, conflicts with existing local and regional plans and the Zoning Ordinance are expected to have a less than significant impact. Page 3.10-17 addresses criterion 3.10-3: "Implementation of the Proposed Plan would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. " The DEIR concludes that the majority of developed land in the Planning Area is comprised of residential uses, which are not anticipated to undergo significant land use changes under the Proposed Plan. The Proposed Plan focuses infill development opportunities in vacant and underutilized areas in Dixon, while preserving existing neighborhoods. As shown in in Figure 3.10-2, the majority of the proposed land use changes are within non-residential neighborhoods or change areas; no existing housing is projected to be removed or</p>

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			reviewing the Proposed Plan as now presented in the draft EIR.	replaced due to implementation of the Proposed Plan. Further, the General Plan would be developed in accordance with the 2015-2023 Housing Element, which requires Dixon to protect and conserve existing housing stock. Therefore, this impact is considered less than significant. The analyses on land use and housing impacts contained in Chapter 3.10 are valid and accurate. The remainder of the comment pertains to the contents of the Proposed Plan, as opposed to the merits of the environmental analysis contained in the DEIR. As such, not further response is required.
C3-4	Ginger Emerson	8/24/20	DOWNTOWN DIXON PRIORITY DEVELOPMENT AREA: As stated in the draft EIR, “A downtown PDA Plan was prepared in 2017 but was never formally adopted by the City of Dixon.” I would add that despite repeated requests by certain members of GPAC, the PDA plan was never presented to them or to the public. Yet it appears as part of the Proposed Plan. It is unclear whether it will require its own EIR as did the Southwest Specific Plan and the Northeast Quadrant Plan. Under the circumstances, while it is referenced in the draft EIR, there is no basis to comment on it since the City did not see fit to include the plan for consideration by GPAC or the public. In 2011 when downtown was nominated as a location for the PDA, there was considerable community opposition. And at least two petitions were presented to GPAC objecting to the designation. As mentioned, in other comments, transit-oriented development is the focus of a PDA.	The comment does not address the merits of the environmental analysis in the DEIR. The City notes that, as stated on page 2-10 of the DEIR, MTC removed the Downtown PDA designation in January 2020. As such, there is no need for a PDA Plan or associated environmental review.

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			The efficacy of such development in downtown Dixon is not only questionable, but highly controversial (with many members of the community opposed while City Officials promote it).	
C3-5	Ginger Emerson	8/24/20	MIXED USE: Mixed use areas with efforts to reduce parking near commercial enterprises can result in spillover to nearby residential streets. Downtown mixed use is of particular concern considering the close proximity of the surrounding residential neighborhoods.	The City notes that analysis of parking availability is not required under CEQA. However, the Proposed Plan contains a number of policies intended to preserve access to parking. These policies include, but are not limited to, LGC3.B and MT.4.5.
C3-6	Ginger Emerson	8/24/20	OPEN SPACE: Quoting from the draft EIR: "Public facilities and parks can be found in many of the residential neighborhoods across the city with some of the largest parks including Northwest Park, Hall Memorial Park, Westside Park and Silveyville Cemetery." Referring to the Silveyville Cemetery as a park drew the ire of not only the public but the cemetery district. While the land is owned by the cemetery district, plots there are deeded for a specific purpose: to be used by the owner of the plot to legally bury human remains and to memorialize the departed with a headstone. The Silveyville Cemetery is not a PARK, it is a final resting place which must be respected. It should not be considered a park for the Proposed General Plan purpose of meeting requirements for open space.	The first two paragraphs of page 3.10-4 are hereby revised as follows, "Public and Quasi-Public Uses Public and quasi-public land uses in the Planning Area include government-owned facilities, schools, and churches, <u>and Silveyville Cemetery</u> . Public uses and utilities are located primarily to the east of South Porter Road, in the western part of the Planning Area. Schools and churches are distributed throughout the Planning Area. Existing public and quasi-public, religious/institutional, and educational uses occupy approximately 541 acres (10 percent) of the total land area within the Planning Area. Parks, Recreation, and Open Space Uses Public facilities and parks can be found in many of the residential neighborhoods across the city, with some of the largest parks including Northwest Park, Hail Memorial Park, <u>and</u> Westside Park, and the Silveyville Cemetery . Park and recreational uses occupy approximately 138 acres (3 percent) of the total land area within the Planning Area. "

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
				<p>These amendments are minor clarifications and do not affect the validity or findings of the DEIR. Further, Proposed Plan map LCC-4 designates the Silveyville Cemetery as Public Facilities. Further, Table 3.12-5 on page 3.12-9 confirms that the Cemetery is not considered parkland nor counted towards the General Plan's parkland and open space requirements.</p> <p>Please see response to comment A6-2.</p>
C3-7	Ginger Emerson	8/24/20	<p>HISTORIC PRESERVATION: Implementation of the Plan may indeed cause a substantial adverse impact in the preservation of historical resources. Preservation of the historic homes in the neighborhoods surrounding downtown depends on taking into account the negative impacts that certain plans for the adjacent downtown area will have, as well as impacts from further development to the Southeast. Traffic congestion, overflow parking, noise from entertainment venues, frequency of events, issues with security and waste management all have a negative impact on nearby residents, including but not limited to those residing in historic homes. Restoration and maintenance of historic homes is a painstaking process and those who commit themselves to that preservation should be respected and considered. As it is now, many residents in the downtown area leave when events are held downtown. And the City has already received complaints about noise generated by certain downtown businesses. I would point out that without the hard work and dedication of the Dixon Carnegie Library Preservation Society, the historic Carnegie Library (highlighted in the</p>	<p>As noted on page 3-5-14 of the DEIR, the analysis of potential cultural resources impacts is based upon a comprehensive records search conducted at the Northwest Information Center, which maintains the most extensive cultural resources information base available for Northwest California including historic sites, buildings, structures, objects, districts, and landscapes listed on the National, California, and local registers. A list of known cultural and historic resources in Dixon is included in Appendix C of the DEIR.</p> <p>Further, as discussed on page 3.5-15, implementation of the Proposed Plan would not directly result in the destruction of or damage to historical resources; however, future development and redevelopment permitted under the Proposed Plan could result in changes that affect historic resources. Changes could include demolition, alterations, and accidents caused by construction. The impact of such activities would be considered significant if they were to cause a substantial</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>Proposed Plan) would have been demolished during the last General Plan cycle with the blessing of city officials and with no meaningful intercession by the Historical Society or the Woman’s’ Improvement Club. It is also of concern that the local register of Historic Resources was not included for review in the draft EIR. Inclusion of that list is vital to any efforts to prevent the demolition or relocation of historic buildings and homes. Not being able to review the list, it is unknown whether George’s Giant Orange was included. And far more than the buildings downtown; the historic homes in the surrounding neighborhoods, be they mansions or cottages, are critical to the historic character of the town. A listing of those homes should have been included. At the present time, a historic home along Dixon’s South First Street is being replaced by a new home. I know of no action by the City to discourage that demolition. Contrary to recommendations in the Proposed Plan, the home is out of scale with those surrounding it; and, there is concern as to whether it will be required to provide much needed alley access parking.</p>	<p>adverse change to the historical resources as defined by CEQA Guidelines Section 15064.5. However, at the time development or redevelopment projects are proposed, the project-level CEQA document would need to identify potential impacts on known or potential historic sites and structures. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties. The Proposed Plan includes policies and actions that would minimize or avoid impacts on historical resources by requiring the preservation and maintenance of such resources (policies E-6.1 and LCC-3.1), including incentives for adaptive reuse and façade preservation (Action LCC-3.C). LCC-3.B calls for the development of a historic preservation plan, guidelines and supporting ordinances, which would further protect historic resources. Action LCC-3.A protects historic resources by ensuring records of existing resources are accurate and easily accessible. Therefore, the impact of implementation of the Proposed Plan on historical resources would be less than significant. The analysis of impacts associated with historic resources contained in the DEIR is valid and accurate.</p>
C3-8	Ginger Emerson	8/24/20	<p>TRANSPORTATION: There are many red flags related to the efficacy of reducing Vehicle Miles Traveled in and around Dixon. First and foremost, it has been</p>	<p>The DEIR includes an analysis of consistency with CEQA Guidelines section 15064.3, subdivision (b) related to vehicle miles travelled on pages 3.12-20</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>recognized for many years that employment density (the number of jobs per square mile) is more important than residential density for encouraging transit use (bus and/or rail) as an alternative to driving. Transit ridership by commuters is higher in metropolitan areas that have higher employment density. Years of poor planning in Dixon have also led to issues in reducing VMT. Access to jobs, food and services unavailable in the downtown area and in new residential development in the Southeast necessitate residents traveling across town. I should also be noted that the Northeast Quadrant and to some degree parcels in the Southwest Development Area are intended as Employment Centers for Dixon. It is my understanding that the proposed Campus Corridor is also intended to provide employment opportunities. Since the Campus Corridor is proposed mixed use, one would hope that it would include workforce housing and thereby reduce transit needs.</p> <p>Technological advances also need to be considered. The ongoing lockdown and shelter in place circumstances have seemingly incentivized and accelerated a trend to work from home which is predicted to continue after the threat of COVID 19 has passed. Without taking that into consideration, the draft EIR is already outdated in terms of the importance of transit-oriented development to limit Vehicle Miles Traveled.</p> <p>In terms of a passenger rail service near downtown Dixon, it should also be noted that rail represents a relatively small share of transit commutes. And non-commute trips are even less likely to involve transit.</p>	<p>through 3.12-32. The analysis is consistent with guidance provided by the Governor's Office of Planning and Research (OPR) in the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), which provides recommendations for conducting VMT analysis and thresholds of significance. The DEIR concludes that, given the large contribution that travel into and out of Dixon makes to the expected VMT, effective mitigation would likely involve provision of robust intercity transit service. However, while provision of passenger rail service is a key policy objective of the Proposed Plan, its implementation is not reasonably foreseeable at this time and therefore this impact will remain significant and unavoidable. Further, several alternatives that could potentially reduce or avoid the significant VMT impacts of the Proposed Plan were considered but ultimately found infeasible, as discussed in Chapter 3 of the DEIR. It would be speculative to determine whether the COVID-19 pandemic will permanently reduce VMT by reducing the number of commute trips made by Dixon residents and employees; however, the City notes that if such a trend were to hold true, the severity of the VMT impact disclosed in the DEIR would be reduced, not increased. As such, the DEIR presents a conservative analysis of impacts and the analysis it contains is valid and accurate.</p> <p>The remainder of this comment pertains to policy issues in the General Plan, not to the merits of the</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>What’s more, transit fares cover only a very small amount of operating costs and operating costs have been increasing at times more rapidly than inflation. Rail systems are expensive to build (for example: expanding the length of platform in Dixon) and operate leaving them open to criticism of cost ineffectiveness and waste. And until such time as the costly Parkway Blvd and an undercrossing on West A Street are up and operating, a rail stop in Dixon is not at all feasible even if there was a demand.</p> <p>I also would point out that the operating costs for the local REDI Ride transit service are continuing to increase and fares do not even begin to cover those costs. Concerns have also been raised as to whether seeking federal funding for REDI Ride has been appropriate considering that the service is at times dedicated to school ridership.</p> <p>Intercity bus service is accommodated at a location off of Pitt School Road with easy on and off access to the freeway. A park and ride lot services that location. It is unlikely that intercity buses will be routed to the station location in the downtown PDA despite the area’s designation as transit-oriented.</p> <p>And last but not least, plans for the downtown area to serve a community wide market and a larger visitor population will not reduce VMT. As mentioned earlier, non- commute trips typically do not involve transit. Without a doubt, the uses intended for downtown will result in more, not less, car trips originating from throughout the community and from visitors from elsewhere.</p> <p>I am also attaching a letter I submitted to the</p>	<p>environmental analysis in the DEIR. As such no further response is required.</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			Transportation Advisory Commission relative to the South First Street Corridor which addresses a number of transportation related issues. Also of interest, a pedestrian and bicycle plan for Dixon submitted to TAC not long ago did not even connect proposed routes to the West B Street pedestrian undercrossing which is designated as a Safe Route to Schools.	
C3-9	Ginger Emerson	8/24/20	<p>PUBLIC SAFETY: There has been a great deal of community concern about the planned location of a second fire station in Dixon. Locating the second station on the same side of the railroad tracks as the existing station is unwise. As the Proposed Plan points out historic buildings (residences should be included) are far more vulnerable to fire and other natural disasters. The downtown commercial core of Dixon, many of the historic homes, and the residences of many older, Hispanic and low income residents are south and east of the RR tracks. The high school, the continuation high school, the soon to be relocated junior high school (all serving the entire community) as well as Anderson Elementary, a private Christian school and a proposed Catholic school are all located south and east of the tracks as well.</p> <p>I would also point out that allowing Accessory Dwelling Units crowded into the older residential districts is a fire hazard and that policy should be reevaluated.</p>	As noted on pages 3.12-25 through 3.12-26 of the DEIR, a new fire station to be located in southwest Dixon has been identified as needed as the area grows. With implementation of mitigation measures included in the Southwest Dixon Specific Plan EIR and policies in the Proposed Plan, the DEIR determined that associated impacts would be less than significant. The existing Fire Station at 205 Ford Way is located less than 1-mile from Downtown Dixon and can adequately serve that area of the city.
C3-10	Ginger Emerson	8/24/20	<p>NOISE: In regard to noise, I would stress that single family residences are located throughout the multi-family zoned districts near downtown. The occupants of those residences should not be subjected to any greater level of noise than those living in single family</p>	An analysis of noise exposure and land use compatibility is included on pages 3.11-20 through 3.11-27 of the DEIR. As noted, the City of Dixon defines acceptable levels of noise exposure on a spectrum consisting of Normally Acceptable,

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
			<p>zoned districts. The General Plan definition of noise sensitive land uses includes residences and I find no justification to expect residents of some districts to endure greater levels of noise than others. I would add that the types of uses to be permitted in the downtown area may have a significant impact related to noise (traffic, entertainment, etc.) on the many residents living in very close proximity to the downtown core. In that regard I would question whether some of the proposed land uses are compatible with the residential districts that are adjacent. Impacts on those residents should be a primary concern.</p>	<p>Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable. For residential land uses consisting of Low Density Single Family, Duplex, and Mobile Homes, a Normally Acceptable level of Community Noise Exposure is less than 60 Ldn or CNEL, dBA. A Conditionally Acceptable level of noise exposure falls between 55 and 70 Ldn or CNEL, dBA. For Residential - Multiple Family land uses, the City of Dixon defines Normally Acceptable noise levels as those below 65 Ldn or CNEL, dBA and Conditionally Acceptable noise levels as those between 60 and 70 Ldn or CNEL, dBA. Thus, the General Plan permits higher levels of noise in multifamily areas.</p> <p>As discussed on page 3.11-25, new development associated with the proposed General Plan update could expose existing and new sensitive receptors to stationary noise sources, including entertainment venues. However, new development under the proposed General Plan update would be subject to the City’s municipal code and to the General Plan policies aimed at reducing noise levels from adjacent properties. Compliance with the City municipal code and General Plan update policies would reduce noise to a less than significant level. The analysis of impacts associated with noise compatibility contained in the DEIR is valid and accurate.</p> <p>Implementation of the Proposed Plan would increase traffic noise along existing and future roadways. However, as described on page 3.11-22,</p>

Table 2-2: Responses to Comments Received on the Draft EIR

Letter	Commenter	Date	Comment	Response
				<p>traffic noise modeling demonstrates that traffic noise along analyzed roadway segments would not be significantly different when existing noise levels are compared to future roadway noise levels under the Proposed Plan. Figure 3.11-2 (page 3.11-24) demonstrates that future noise contours would expand following implementation of the Proposed Plan, and the majority of land in the planning area would be exposed to noise levels between 55 and 70 dBA Ldn. The Proposed Plan would expand the areas of the 55 to 60, 60 to 65, 65 to 70, and 70 to 75 dB noise contours. Land uses directly adjacent to major roadways in the planning area would be exposed to noise in excess of 80 dBA Ldn, but the Proposed Plan would not increase noise levels in any part of the planning area to 80 dBA Ldn. The areas of the 75 to 80 and 80 dB and above noise contours would not significantly change and impacts would be less than significant. The analysis of impacts associated with traffic noise contained in the DEIR is valid and accurate.</p>
C3-11	Ginger Emerson	8/24/20	In regard to construction noise, strict enforcement of a noise ordinance is critical. There have been many complaints over the years that enforcement does not occur. It is my understanding that in regard to the Southwest Development under construction currently, the EIR requirements relative to noise are not being carried out. Issues related to both noise and vibration occurred during the construction of the West B Street undercrossing. Expecting residents to “mitigate” the	Construction noise impacts are discussed on pages 3.11-22 through 3.11-23 of the DEIR and construction vibration impacts are discussed on 3.11-27 through 3.11-28 of the DEIR. It was determined that compliance with existing regulations would ensure that impacts associated with construction noise and vibration would be less than significant. As such, the DEIR does not include mitigation measures to address

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Letter	Commenter	Date	Comment	Response
			impacts of that construction by closing their doors and windows and turning up their TV's and radios was ridiculous and showed the lack of concern that the City is now well known for.	construction noise or vibration and none are required.
C3-12	Ginger Emerson	8/24/20	MEASURE B: Misinformation in the draft EIR regarding Measure B should be corrected. I would refer you to the ballot question passed by the voters for a better understanding of the will of the people to require, not just authorize, growth limitations in Dixon. In closing, I can assure you that my response to the draft EIR would have been far more comprehensive if I had over two years to prepare my remarks (equivalent to the length of time taken to prepare the report). Instead I am held to the statutory 45-day timeframe. Ginger Emerson, General Plan Advisory Committee Member	The assertion that the DEIR contains misinformation with regard to Measure B is incorrect. As stated in Chapter 18.48.010 of the Dixon Municipal Code, "On April 8, 1986, the resident voters of the City of Dixon approved an initiative ordinance which authorized but did not require the City Council to limit annual residential growth in the City [...] A copy of said initiative ordinance is on file in the office of the City Clerk and is commonly known as and referred to as "Measure B." Except as otherwise provided in this chapter, it is the intent of the City Council to implement the three percent (3%) growth limitation in Measure B."
C4-1	Ginger Emerson	8/24/20	Dear Mr. Osner: The 1993 General Plan included a local registry of historic buildings and homes. It included structures that would not have been on a State registry. It is my understanding that a local registry can be included as part of the General Plan (as it was in 1993). At one of the last GPAC meetings I was assured that such a list was being updated and would be included. I would strongly object if the City is relying only on the State registry. Please include this email as a part of my reply to the draft EIR. Thank you, Ginger Emerson	A list of historic sites, including local historic sites, is included in Appendix C of the DEIR. See response to comment C3-7.

3 Revisions to the Draft EIR

This chapter lists revisions to the Draft EIR by chapter and page, in the same order as the revisions would appear in the Draft EIR. New text is indicated with an underline and deleted text is indicated with ~~strikethrough~~.

Section 2: Project Description

The third paragraph of page 2-13 is hereby amended as follows:

The Sphere of Influence (SOI) is defined as the probable long-term ~~ultimate~~ physical boundary and service area of the city, and it encompasses both incorporated and unincorporated territory that is envisioned to be the city's ultimate service area.

Section 3.2: Agricultural Resources

The third paragraph of page 3.2-13 is hereby amended as follows:

The Solano County Local Agency Formation Commission (LAFCo) is an independent County agency established by State law. LAFCO has approval authority regarding changes in organization to cities, including annexations, detachments, new formations, and incorporations. LAFCO approval is necessary for changes to Dixon's ~~St. Helena's~~ city limits or Sphere of Influence.

The fourth paragraph of page 3.2-13 is hereby amended as follows:

The Solano County LAFCO has adopted standards and procedures for the evaluation of annexation proposals. Standards 8 and 9 of the LAFCO Standards and Procedures Manual control urban growth and protect open space and prime agricultural land through approval (or denial) of the annexation applications protect agricultural and open space lands as part of their main missions and strategic goals. Services by contracts outside of city limits must be approved by LAFCO pursuant to §56133.

The first paragraph of page 3.2-17 of the DEIR is hereby amended as follows:

Due to the strong public interest in preservation of the agricultural lands surrounding the city, and to preserve open space and prime agricultural lands, the City has established an agricultural mitigation program (Municipal Code, Chapters 17.16A and 4.09). ~~As part of the program, applicants that seek to annex agricultural land into City limits or expand the City's existing Sphere of Influence to include agricultural lands must first create a viable and enforceable plan for~~

~~agricultural preservation that meets the Solano County Local Agency Formation Commission's Agricultural Preservation Policy. As per Dixon's Municipal Code, Chapters 17.16A and 4.09, agricultural mitigation for areas that are annexed into the City or added to the City's Sphere of Influence can be achieved by either acquiring and dedicating agricultural land and development rights to create an agricultural conservation easement to permanently protect agricultural land at a ratio of 1:1 for every acre of agricultural land that is converted to nonagricultural uses, or payment of an in-lieu fee which is established to cover the actual cost of purchasing agricultural conservation easements on a 1:1 ratio, with priority given to prime agricultural land.~~

Section 3.9: Hydrology and Water Quality

The third and fourth bullet on page 3.9-8 are hereby amended as follows:

- ~~Northeast Quadrant (NEQ) Detention Pond – In the DRWJPA, this detention pond was sized to allow for the development of the City's NEQ (583 acres) by constructing 478 acre feet of detention storage. The release from this pond would be 140 cfs, and when there is no downstream flooding, the release could be increased to 214 cfs. The release from this pond would flow into the Tremont 3 channel, and consequently the Tremont 3 channel capacity would also need to be increased by 214 cfs to account for the flow. The channel expansion is the Eastside Drain Project (below). The NEQ Detention Pond has not been constructed yet. However, the location, size, configuration and discharge rate from this detention pond are currently being re-evaluated to help minimize downstream environmental impacts associated with the Eastside Drainage Project. It has been assumed that this pond will be funded and constructed by development in and near the NEQ. However, this pond is a large regional facility, and it may be difficult for a single developer to successfully implement the NEQ Detention Pond.~~
- ~~Eastside Drain Project—This project serves the Tremont 3 watershed and allows for development of the City's NEQ. This channel enlargement project was subdivided into three segments, including the Eastside Drain Connection, the Three Mile Extension, and the Dixon Main Drain V Drain. The Dixon Main Drain V Drain has been designed, and acquisition of an easement for the channel expansion is underway. None of the Eastside Drain Project components have been constructed yet. Like the NEQ Detention Pond, the Eastside Drainage Project is currently being re-evaluated to minimize associated environmental impacts. The City collects storm drainage development impact fees which will be used to design and construct the East Side Drainage Project.~~

The second sentence of the third paragraph of page 3.9-18 is hereby amended as follows:

Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services (DHS) for drinking water regulations, the California Department of Pesticide Regulation, the California Department of Fish and Wildlife (CDFW) ~~Game (CDFG)~~, and the Office of Environmental Health and Hazard Assessment.

The first sentence of the second paragraph of page 3.9-19 is hereby amended as follows:

The Basin Plan also contains the Antidegradation Implementation Policy (State Water Board Resolution 68-~~1618~~).

The first sentence of the second paragraph of page 3.9-20 is hereby amended as follows:

Construction activities on one acre or more of land are subject to the permitting requirements of the NPDES ~~General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ~~ General Permit for Storm Water Discharge Associated with Construction and Land Disturbance Activities (Construction General Permit). To obtain coverage under the Construction General Permit, the discharger must provide via electronic submittal, a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other documents required by Attachment B of the Construction General Permit. Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grubbing or excavation. The permit also covers linear underground and overhead projects such as pipeline installations.

The last first sentence of the last paragraph on age 3.9-20 is hereby amended as follows:

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. Stormwater runoff from industrial sources and associated pollutants is regulated in California by the State Water Resources Control Board under the statewide General Permit for Stormwater Discharges associated with Industrial Activities (Water Quality Order No. 97-03-DWQ, General Permit No. CAS000001).

The second sentence of page 3.9-21 is hereby amended as follows:

Under Phase I, which was initiated in 1990, the Regional Water Quality Control Boards adopted individual NPDES stormwater permits for medium municipalities (serving between 100,000 and 250,000 people) and large municipalities (serving 250,000 [or more] people).

The third paragraph of page 3.9-21 has been amended as follows:

Both the State Water Board General Water Quality Order (Low ~~Risk Threat~~ General Order) 2003-0003 and the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low ~~Risk Threat~~ Waiver) R5-2013-0145 cover projects which include construction or groundwater dewatering that would be discharged to land. Discharges covered by the Low Threat Waiver are considered "low risk" discharges that due to waste constituent concentrations, quantity, duration, and/or pre-set control measures pose an insignificant threat to water quality and little risk of nuisance. Resolution R5-2018-0085 adds two types of discharges to the Low Threat Waiver, specifically discharges from System Flushing and Filter Backwash for Water Treatment Systems, and Discharges from Short-Term or Intermittent Vehicle and Equipment Washing. Resolution R5-2018-0085 sets specific conditions and exclusions on these two types of discharges, as well as all types of discharges allowed by the Low Threat Waiver, to ensure that only designated types of discharge, those that pose the lowest threat to water quality and nuisance will be applicable for coverage under the Low Threat Waiver. Small temporary construction dewatering projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order

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or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

The third sentence of fourth paragraph of page 3.9-21 has been amended as follows:

Dischargers not participating in a Coalition Group are regulated individually under the General Waste Discharge Requirements for Individual Growers, General Order ~~R5-2014-0100~~ R5-2013-0100.

The text of the Draft EIR starting with the last paragraph on page 3.9-42 and continuing through until the end of the first full paragraph on page 3.9-43 is hereby amended as follows:

The improvements needed to mitigate the drainage impacts from the development in these watersheds from both the Proposed Plan and the County's Agricultural Industrial Services Area are currently being evaluated in a drainage study by the Dixon Regional Watershed Joint Power Authority. Improvements needed to jointly mitigate the impacts from development in the NEQ and the County's Agricultural Industrial Services Area are currently being evaluated in a study being sponsored by the Solano County Water Agency. The proposed drainage improvements could include:

- A linear detention basin along the north and/or south sides of Interstate 80.
- A trunk storm drain from the south linear detention basin to the regional detention basin
- A regional detention basin between Pedrick Road and the railroad (set about 800 feet back from Pedrick Road.
- A trunk storm drain system serving the Northeast Quadrant.
- Connection of two existing retention basins to the trunk storm drain system.
- A flow basin release at the sub ~~structure at the~~ regional detention basin that releases flow to the railroad ditch that approximately matches the agricultural runoff from north of I-80 or meets Dixon Resource Conservation District's downstream channel design flow rate of 11 cfs/square mile into the northern I-80 detention basin and diverts the rest of the flow to the regional basin.
- ~~An option improvement that may be included is a small pump station that would allow the sub-regional detention basin to be deeper than the culvert under the railroad, thereby reducing the area of the sub-regional basin improving the performance of and providing increased flood protection for the Tremont 3 watershed downstream of the railroad.~~
- Preliminary concepts from the SCWA study include downstream channel and culvert improvements, flood-managed aquifer recharge, and a diversion of flood water from the Tremont 3 drain to Putah Creek.

Thus, for Watersheds D, G, and H, these on-going studies will identify the needed drainage improvements to eliminate impacts from the Proposed Plan on a sub-regional basis in the long-term. The solution ultimately identified could involve improvements constructed in areas outside of the jurisdiction of the City of Dixon and, as such, would involve the mutual agreement multiple

agencies with jurisdiction, as well as property owners. Once defined, the subregional solution would require environmental review under CEQA.

Until such time as a sub-regional strategy is identified and in place, however, proposed projects can construct retention basins on individual parcels as they develop or apply other site-specific strategies as required to comply with local regulations described more fully below. The City's engineering standards define the sizing criteria for retention basins, and essentially require the retention basin to hold all the runoff for an entire year based on the wettest year out of a hundred years (like sizing for the 100-year design storm but for a duration of a full year). The retention basins are emptied by evaporation and percolation into the ground. The percolation rates can vary significantly by individual sites, which controls the overall sizing of the retention basin. Retention basins were also used in the City's Watershed E (located just south of the NEQ), and the retention basins have operated successfully since they were constructed in the early 1990s. Once the long-term sub-regional strategy is approved, designed, funded and constructed, property owners could: 1) remove the retention ponds and connect to the detention facility or 2) elect to continue operating the retention ponds. The City is implementing a Northeast Quadrant Finance District Infrastructure Phasing and Reimbursement Schedule and has a development impact fee that will generate the funds needed to construct the required drainage improvements. Consequently, either through a long-term sub-regional strategy or through site-specific improvements, there will be no drainage impacts from the Proposed Plan in this watershed.

Section 3.10: Land Use, Population, and Housing

The first two paragraphs of page 3.10-4 are hereby amended as follows:

Public and Quasi-Public Uses Public and quasi-public land uses in the Planning Area include government-owned facilities, schools, ~~and~~ churches, and Silveyville Cemetery. Public uses and utilities are located primarily to the east of South Porter Road, in the western part of the Planning Area. Schools and churches are distributed throughout the Planning Area. Existing public and quasi-public, religious/institutional, and educational uses occupy approximately 541 acres (10 percent) of the total land area within the Planning Area.

Parks, Recreation, and Open Space Uses

Public facilities and parks can be found in many of the residential neighborhoods across the city, with some of the largest parks including Northwest Park, Hail Memorial Park, and Westside Park, ~~and the Silveyville Cemetery~~. Park and recreational uses occupy approximately 138 acres (3 percent) of the total land area within the Planning Area.

Section 3.11: Noise

The bottom of page 3.11-14 to include the following paragraph:

Travis Air Force Base Land Use Compatibility Plan (LUCP)

The Travis Air Force Base LUCP is designed to ensure that future land uses in the surrounding area will remain compatible with aircraft activity at the base. The LUCP applies to the entirety of Solano County, and thus, the City of Dixon. The Proposed Plan will thus be subject to statutory referral to the Airport Land Use Commission for a consistency determination. The City of Dixon falls within Zone E of the 2016 Plan and is therefore subject to development restrictions on buildings or structures over 200 feet above ground level.

Page 3.11-27 has been amended as follows:

The Planning Area is located within the jurisdiction of the Travis Air Force Base ALUC Plan. The Proposed Plan will thus be subject to statutory referral to the Airport Land Use Commission for a consistency determination. The City of Dixon falls within Zone E of the 2016 Plan and is therefore subject to development restrictions on buildings or structures over 200 feet above ground level. However, there is no limit on the type of land uses, densities, or intensities that may occur in this zone.

The City of Dixon Wastewater Treatment Facility, located at 6915 Pedrick Road, falls within Compatibility Zone C of the 2016 Plan. Compatibility Zone C encompasses locations exposed to potential noise in excess of approximately 60 dB CNEL together with additional areas occasionally affected by concentrated numbers of low-altitude aircraft overflights. Within Zone C, potentially noise-sensitive uses such as libraries and daycares are prohibited. The Wastewater Treatment Facility would not be affected by this policy. Additionally, airport land use compatibility (ALUC) review is required for projects more than 100 feet above ground level and all new or expanded commercial-scale solar facilities must conduct and glint and glare study for ALUC review. For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a hazard assessment for projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the hazard assessment, all reasonably feasible mitigation measures must be incorporated into the planned land use. For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a hazard assessment. Any future development occurring at the site of the Wastewater Treatment Facility will be required to undergo a noise and land use compatibility assessment at the site level, as per CEQA guidelines.

Therefore, the proposed General Plan update would not expose people residing or working in the project area to excessive noise levels related to the operation of a private airstrip or public airport. No impact would occur.

The Planning Area is not located within an airport land use plan or within two miles of a public use airport or private airstrip. The closest airports to the Planning Area are the Sacramento International Airport and the Rio Vista Municipal Airport, both located about 26 miles from the Planning Area. The Sacramento International Airport Land Use Compatibility Plan and Rio Vista Municipal Airport Land Use Compatibility Plan set forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long range aircraft activities at the airport, and that the public's exposure to airport safety hazards and noise impacts are minimized. The Proposed Project Area is not located within the Airport Influence Area of either airport, including not in proximity to airport noise contours. Therefore, the proposed General Plan update would not expose people residing or working in the project area

to excessive noise levels related to the operation of a private airstrip or public airport. No impact would occur.

Section 3.12: Public Facilities and Recreation

The third complete paragraph on page 3.12-8 is hereby amended as follows:

The City of Dixon maintains five public parks, representing approximately 96.3 acres of parkland in the Planning Area, summarized in Table 3.12-5, including neighborhood and community parks. Neighborhood parks are intended to provide open space and basic recreational facilities for residents in the vicinity of the park, while community parks provide space for organized sports and major facilities for the broader community, including swimming pools, ball fields, and community centers. There are about ~~201~~3.5 acres of neighborhood parks, ~~738~~0.3 acres of community parks, and 2.4 acres of other parks in the Planning Area.

The final paragraph of page 3.12-8 is hereby amended as follows:

The City of Dixon adopted the Parks and Recreation Master Plan in 2015 ~~and is scheduled to begin the five-year update in 2019.~~ A development agreement for residential construction pursuant to the Southwest Dixon Specific Plan calls for the construction of 32.6 acres of new parks to meet future demand in the area – 11.2 acres of neighborhood parkland and a minimum 20-acre community park. Additionally, the Parks Master Plan identifies the need for 9.3 acres of additional parkland to satisfy future community demand. Development of these facilities would provide new recreational open space to satisfy future demand, but with a projected population of 28,450 in 2040, an additional 4.85 acres of parkland will be required to meet the established standard. Based on the current 2015 Plan and assuming that there will not be changes to planned projects, there are two planned additions that will help the City expand its park service: Southwest Community Park will include areas and facilities designed to meet the surrounding neighborhood’s recreation needs through major community-wide amenities, such as a swimming pool, as the principle features of this park; Southwest Neighborhood Park is planned as a neighborhood park to service the existing neighborhoods in the south-central area of the city that are currently underserved, with a walkshed of more than one-half mile from any park facility.

Table 3.12-5 on page 3.12-9 through 3.12-10 is hereby amended as follows:

Table 3.12-5: Existing and Planned Parks

Park Name	Acres	Amenities
Existing Facilities		
Neighborhood Parks		
Patwin Park	4.93	Children’s play area, group picnic area, fitness apparatus, basketball half course
Conejo Park	3.61	Children’s play area, gazebo, picnic areas

Table 3.12-5: Existing and Planned Parks

Park Name	Acres	Amenities
Veterans Park	5.00	Children's play area, group picnic area, basketball court
Community Parks	80.33	
Hall Memorial Park	57.80	Picnic areas, two children's play areas, baseball and football fields, tennis courts, skate park, aquatic center, community center, open turf and play areas and walking paths
Northwest Park	22.53	Picnic areas, a basketball court, soccer fields, two children's play areas, walking paths, and barbecue pits
Other Parks	2.40	
Women's Improvement Club Park	0.65	Benches
Linear Path ¹	1.75	Turfed open space, benches
Subtotal	96.27	
Current acres of park per 1,000 residents (2018)²	4.80	
Planned Facilities		
Neighborhood Parks	11.2 7.60	
Southwest <u>Phase 1</u> Neighborhood Park	4.8 3.00	
Southwest <u>Phase 2</u> Neighborhood Park	<u>3.6</u>	
Southwest <u>Phase 3</u> Neighborhood Park	<u>2.8</u>	
Southwest <u>Community Park (portion)</u>	<u>4.60</u>	
Community Parks	30 24.70	
Southwest Community Park (portion)	21 15.4	Swimming pool, community center, multi-purpose fields, tennis courts
New Park(s) required by 2015 Dixon Parks Master Plan (location(s) unspecified)	9.30	TBD
Subtotal	41.9 32.30	
Total existing and planned parks	138.17	
Existing and planned acres of park per 1,000 residents (2040)³	4.85 5.0	
Additional Parkland Needed		
	<u>4.08</u>	TBD
Neighborhood and community parks	13.68	
Total	142.25	
Projected acres of park per 1,000 residents (2040)³	5.0	

Notes:

1. Acreage does not include the 3.5 acre pathway.
2. Assumes a 2018 population of 20,100 people.
3. Assumes a 2040 population of 28,450 people.

Table 3.12-5: Existing and Planned Parks

Park Name	Acres	Amenities
<i>Source: City of Dixon Parks Master Plan Update, October 2015; Dyett & Bhatia, 2019.</i>		

The fourth sentence of the second page of 3.12-10 is hereby amended as follows:

The Proposed Plan identifies an additional need for 4.08 ~~13.86~~ acres of new parkland as well as potential sites in the vicinity of planned residential development.

The final paragraph on page 3.12-27 is hereby amended as follows:

The Proposed Plan identifies a need for 4.08 ~~13.86~~ acres of new parkland as well as potential sites in the vicinity of planned residential development. The Southwest Dixon Specific Plan calls for the construction of 32.6 acres ~~23 acres~~ of new parks to meet future demand in the area - 11.2 acres of neighborhood parkland and a minimum 20-acre community park, a 3-acre neighborhood park and a 20-acre combined community and neighborhood park. Additionally, the Parks Master Plan identifies the need for 9.3 acres of additional parkland to satisfy future community demand.

Section 5: CEQA Required Conclusions

The first sentence of page 5-5 is hereby amended as follows:

As shown in Tables 5.1-1 and 5.1-2, the Proposed Plan would support a degree of anticipated growth in the City of Dixon ~~Diamond Bar~~ and this direct growth is analyzed throughout this EIR.

