NORTHEAST QUADRANT SPECIFIC PLAN

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AMENDED October 28, 2008

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AMENDED January 7, 2025

(RESOLUTION NO. 25-006)

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(RESOLUTION NO. 25-033)

PREPARED FOR:

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TABLE OF CONTENTS

CONTENTS

LIST OF FIGURES

LIST OF TABLES

SECTION ONE - BACKGROUND AND PLAN ORGANIZATION

1.1 PURPOSE

The Dixon Northeast Quadrant Specific Plan (NQSP) establishes a land use and circulation plan, policies and guidelines for the ultimate development of 643 acres in the northeast portion of the City of Dixon. The specific plan defines the land use and development concepts to be applied in the plan area and is intended to implement the objectives and policies of the City of Dixon General Plan. The specific plan is a policy document that establishes general criteria for development to be implemented through a Planned Development (PD) or equivalent regulatory mechanism.

As part of the 1993 Dixon General Plan Update, the City had designated the 643-acre area for development by amending the land use from agriculture to Employment Center (E) and Highway Commercial (HC) use and determined it was appropriate to develop. specific planning standards to direct the future development and annexation of this area with the NQSP adopted in 1995.

As part of the 2040 Dixon General Plan Update recently completed, the 643-acre property included within the NQSP has been amended from Employment Center (E) and Highway Commercial (HC) to Regional Commercial (RC), Industrial (I), and Campus Mixed Use (CAMU). The addition of the Regional Commercial and Campus Mixed Use land use designations serves to enable the City to encourage and guide innovative and synergetic mixed-use develop within the plan area. Specifically, the Campus Mixed Use provides the opportunity to include varied residential development within a mixed-use environment and in close to proximity shopping options in the adjacent Regional Commercial and employment producing Industrial land uses.

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

Subsequent to its adoption, the NQSP was amended in February 2003 relative to the signage regulations for the 140-acre parcel at the corner of N. First Street and Dorset Drive (File No. SPA 02-01).

1.2 CONSISTENCY WITH THE GENERAL PLAN

The land use pattern outlined in the General Plan is designed to accommodate additional population and employment growth within the Dixon Planning area through the year 2040 and beyond. Although the magnitude of future population growth cannot be predicted with certainty, the General Plan has been developed on the assumption that the population of Dixon will continue to grow at a rate similar to that experienced since the passage of Measure "B" in 1986.

The General Plan contains specific policies to ensure that Dixon maintains its "small town character" while accommodating growth and building a strong economic base. This includes:

> *The City shall actively pursue a balanced community comprising industrial, commercial and residential development*.

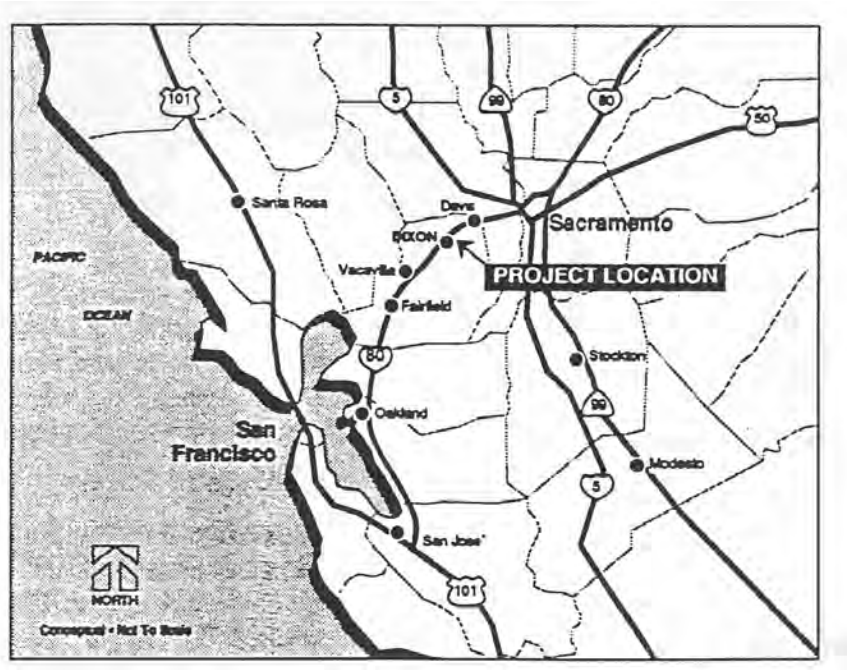
To achieve this goal, the General Plan has designated specific areas for future industrial, office, commercial and mixed-use development, including the Northeast Quadrant Specific Plan area. This area contains the following two land use designations:

> Regional Commercial (RC) – The Regional Commercial 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; fast food and other restaurants; gas stations; and large-format 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 and highly visible from the roadway. Maximum permitted FAR in the RC designation is 80%.
>
> Industrial (I) – The Industrial designation provides for large and small scale industrial, manufacturing, heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, truck yards and terminals, warehousing, distribution and storage uses without a tax revenue generating component, 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. Maximum permitted FAR in the I designation is 60%.
>
> Campus Mixed Use (CAMU) – This 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, e-commerce, research & development, retail, hotel, service and residential uses. 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. Mixed-use can be in either horizontal or vertical configuration. 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.

1.3 LOCATION

The Dixon Northeast Quadrant Specific Plan is generally defined by North First Street to the west, Pedrick Road to the east, the I-80 corridor to the north and Vaughn Road to the south (Figures 1-1 and 1-2).

Figure 1-1: Regional Location Map



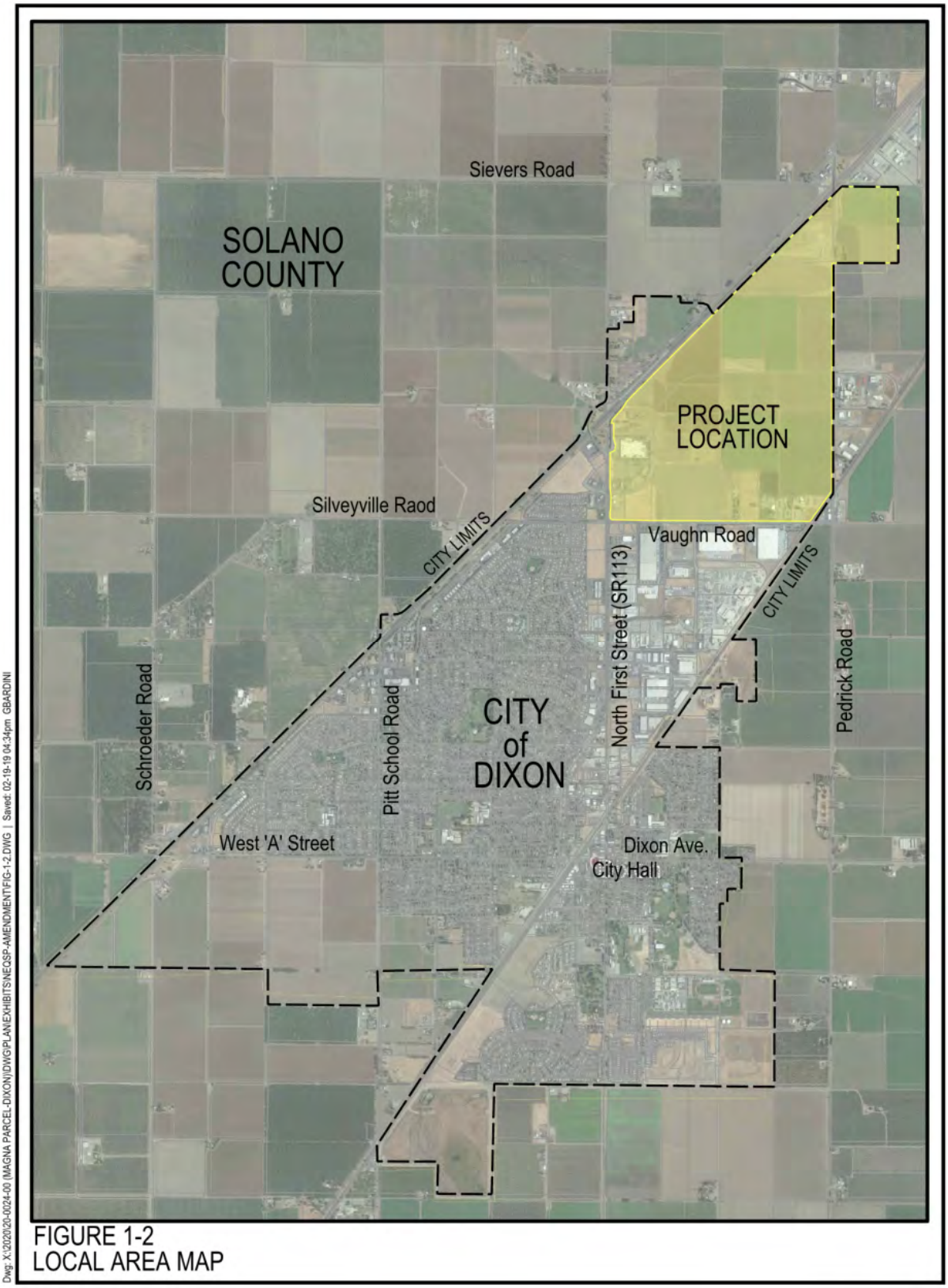


Figure 1-2: Local Area Map (Updated 2009)

1.4 SPECIFIC PLAN APPLICATION

The Dixon Northeast Quadrant Specific Plan policies add detail to the City of Dixon General Plan policies or establish policies applicable only to the plan area. All general plan policies which apply within the specific plan area are incorporated by reference. The specific plan map provides greater detail of uses within the plan area but is consistent with the general plan.

All subsequent subdivision and development, public works projects and zoning regulations within the plan area must be consistent with the specific plan. Both the specific plan and general plan are adopted by resolution of the Dixon City Council. Amendment of one plan may not require amendment of the other to maintain consistency.

1.5 SPECIFIC PLAN ORGANIZATION

The specific plan is organized in elements and sections that generally correspond to the elements in the Dixon General Plan:

SECTION ONE: BACKGROUND AND PLAN ORGANIZATION

This section provides an overview of the structure and content of the specific plan, and a summary of the factors that influence the character and purpose of the plan.

SECTION TWO: LAND USE ELEMENT

The Land Use Element describes the basic concept and organization of the land uses proposed in the plan area.

SECTION THREE: FORM AND DESIGN ELEMENT

The Form and Design Element contains the policies which will guide specific development within the plan area and thus will establish the distinctive features that will be associated with the plan area.

SECTION FOUR: CIRCULATION ELEMENT

The Circulation Element summarizes the circulation facilities including roadways, pedestrian and bicycle systems, public transit and future transportation system management measures.

SECTION FIVE: RESOURCE MANAGEMENT ELEMENT

The Resource Management Element describes the nature of the plan area and the manner in which resources are incorporated into the proposed urban pattern.

SECTION SIX: PUBLIC FACILITIES AND SERVICES ELEMENT

The Public Facilities and Services Element summarizes the basic infrastructure, utilities, and other facilities and services required for the plan area.

SECTION SEVEN: INDUSTRIAL CENTER SECTION

The Industrial Center Section briefly defines the overall vision for the parcels with the IG/General Industrial zoning designation. It further outlines the uses allowed and performance standards for various development elements to ensure consistency while also allowing flexibility throughout the plan area as the parcels are under multiple ownership.

SECTION EIGHT: THE CAMPUS PLAN

The Campus Plan provides for the development and zoning regulations for The Campus Plan. The Campus Plan applies to the Parcels with the CAMX/Campus Mixed Use zoning designation.

SECTION NINE: IMPLEMENTATION SECTION

The Implementation Section briefly outlines public and private land use regulations, proposed methods of maintaining certain public and private areas, infrastructure sequencing, and a description of public facility and infrastructure financing mechanisms.

1.6 LEGAL AUTHORITY

The City of Dixon adopts this specific plan by a procedure consistent with the provisions of Article 8, Sections 65450-65457 of Title 7 Planning and Land Use Law, California Government Code. Subsequent projects including subdivisions, public works projects and zoning regulations must be consistent with the specific plan.

1.7 RELATED DOCUMENTS

The specific plan is implemented by the City of Dixon by a number of measures including the supporting documents listed below. These documents are to be used in conjunction with the specific plan to ensure full implementation of City of Dixon General Plan goals and policies.

DEVELOPMENT AGREEMENT

The property owners, subject to the provisions of the specific plan, will execute project development agreements with the City of Dixon. The project development agreements set forth needed infrastructure improvements, the timing and method for financing improvements and other specific performance obligations of the property owners and the City of Dixon as it relates to the development of the plan area.

ENVIRONMENTAL IMPACT REPORT

The Northeast Quadrant Specific Plan Environmental Impact Report (EIR) was certified prior to adoption of the specific plan. The EIR examines the environmental impacts of the proposed plan and focuses on changes in the environment that would result from implementation of the plan. A second EIR, the Dixon Downs Horse Racetrack and Entertainment Center Project (DDHR & EC), was subsequently prepared to examine Specific Plan amendments and other land use entitlements associated with the DDHR & EC Project. While that project was not adopted the EIR fully analyzed the text and policy amendments to reflect the new version of the NQSP. Additional environmental reviews include an EIR addendum for TEC Equipment and an Initial Study for Scannell Properties. Additional environmental analysis may need to be prepared if subsequent changes to the plan are proposed, or other circumstances change, which create impacts not considered int the existing environmental analyses.

1.8 FACTORS THAT INFLUENCE LAND USE

The pattern of land use for the specific plan is influenced by conditions within and surrounding the plan area. These establish the character and potentials of the plan area and consequently demand unique responses in terms of land use and circulation concepts. Key conditions which are significant in determining the shape and character of the plan include:

- accessibility by streets, highways and rail
- prominent visibility from major roadways
- existing and adjacent land uses
- surrounding noise environment
- topography and storm drainage

Figure 1-3 is a constraints and opportunity diagram showing how the key conditions affect the development of the area. A detailed discussion of these issues is included as follows. This discussion reflects the conditions and associated influences as they existed at the time of Specific Plan approval (1995), updated to reflect subsequent significant changes.

1.8.1 ACCESSIBILITY

The NQSP is uniquely situated adjacent to two freeway interchanges that provide regional access by way of a primarily internalized NQSP roadway network that moves non-local vehicular trips in and out of the Specific Plan area with relatively little impact on local-serving roadways to the south of the NQSP. This circulation feature of the NQSP was one of the primary factors influencing the plan area conversion to urban uses.

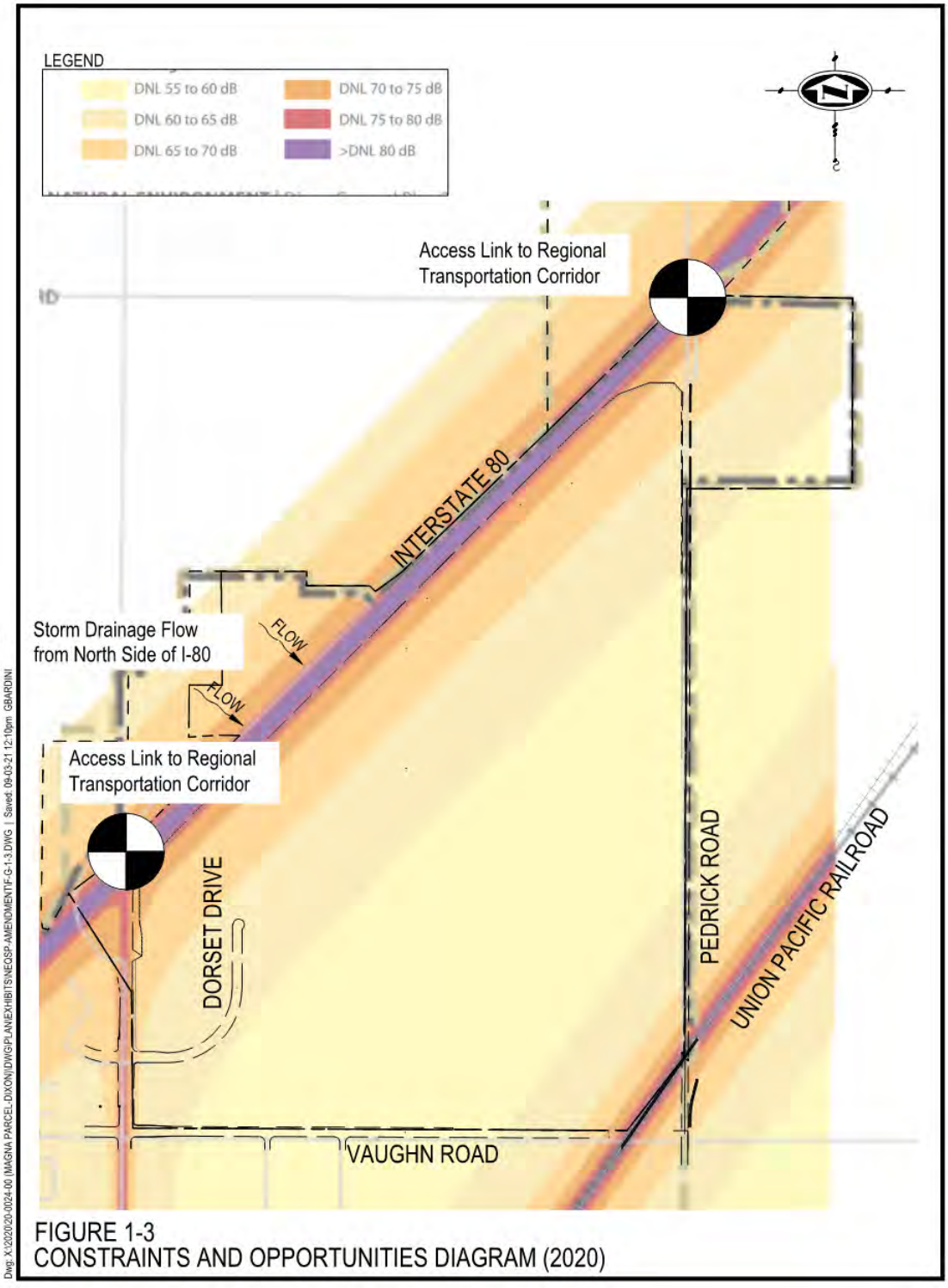
The plan area fronts on the southeast side of Interstate 80. The western boundary is defined by North First Street/State Highway 113, the southern boundary by Vaughn Road and, other than a 60-acre parcel adjoining the east side of Pedrick Road near the I-80 interchange, the eastern boundary is defined by Pedrick Road. Both North First Street and Pedrick Road link with I-80 to provide two interchanges at the northern corners of the project. I-80 traverses the project area on a southwest/northeast alignment in contrast to the north/south and east/west alignments of the other roads defining the project area. This juxtaposition of alignments creates a skewed interchange configuration and a triangular interface where the freeway alignment intercepts the north/south road layout.

The Union Pacific Railroad (UPRR), formerly the Southern Pacific Railroad, right-of-way diagonally crosses the southeast corner of the plan area near the intersection of Pedrick and Vaughn Roads. A passenger station stop is planned in downtown Dixon. Given the anticipated campus mixed use, commercial, and industrial uses within the plan area a shuttle link from the NQSP to the downtown passenger station is envisioned.

1.8.2 PROMINENT VISIBILITY

The plan area is highly visible along I-80, Pedrick Road and North First Street, because of the flat topography and lack of major stands of trees. Consequently, the plan area may attract businesses which are seeking "showcase" locations for business or services. Such businesses typically include highway commercial, consumer goods retail, services, and a variety of manufacturing or office uses that may benefit from name recognition by placing a signature building or complex along the highway.

Figure 1-3: Constraints and Opportunities Diagram (2020)



1.8.3 EXISTING AND ADJACENT LAND USES

Land uses surrounding the specific plan area at the time of NQSP approval are shown on Figure 1-4, Aerial Photograph, and Figure 1-5, Existing Uses Map.

In its undeveloped state, the site consisted of topography that is essentially flat, with vertical variations of approximately twenty-five feet between the lowest and highest portions within the 643-acre site. There are several visually distinctive man-made boundaries of the site including Interstate 80 to the north, Vaughn Road to the south, Pedrick Road and agricultural land to the east, and North First Street to the west.

Historically, the site has been intensively cultivated to grow field and orchard crops. At the time of Specific Plan approval, approximately 580 acres of the site was used for field and row crops, and the remainder of the project site contained a livestock auction facility, Christmas tree farm (vacant), a trucking and maintenance operation, industrial fabrication/storage facility, a farm and eleven residential structures. The project site provides a substantial area of visual open space because of the predominantly agricultural uses and is valuable as visual open space because of its location adjacent to I-80. Since adoption of the NQSP, a Wal-Mart center has been constructed on a Regional Commercial site along North First Street.

Surrounding undeveloped areas are visually similar to the project site, characterized by relatively flat topography and either used for agricultural production or vacant. Urban development is located adjacent to the site's west, south and east boundaries. I-80 traverses the northern portion of the project site and further north there are several farms, a building supply facility, and a produce stand. South of Vaughn Road are several distribution centers and other large industrial buildings. East of Pedrick Road lie several storage tanks, a trucking facility, the Dixon Canning facility, a farm, and agricultural uses. West of the project site and North First Street lie the Farm Credit Bureau commercial developments, and Cattlemen's Restaurant. Existing developments within the NQSP consist of Walmart, TEC Equipment, Grocery Outlet, Haier Distribution Center, and some commercial retail development with tenants consisting of Panda Express, Starbucks, and Verizon. All development on and adjacent to the project site is fairly visible from all portions of the subject site and from roadways in the vicinity, including I-80, North First Street, Vaughn Road, and Pedrick Road.

The NQSP is located within the Dixon city limits. The project site is also partially located within the North First Street Assessment District (NFSAD).

The eastern boundary of the site adjoins county lands zoned for agricultural use. The southern boundaries adjoin lands which are Industrial (I) and the western boundaries adjoin lands which are Corridor Mixed Use (CMU).

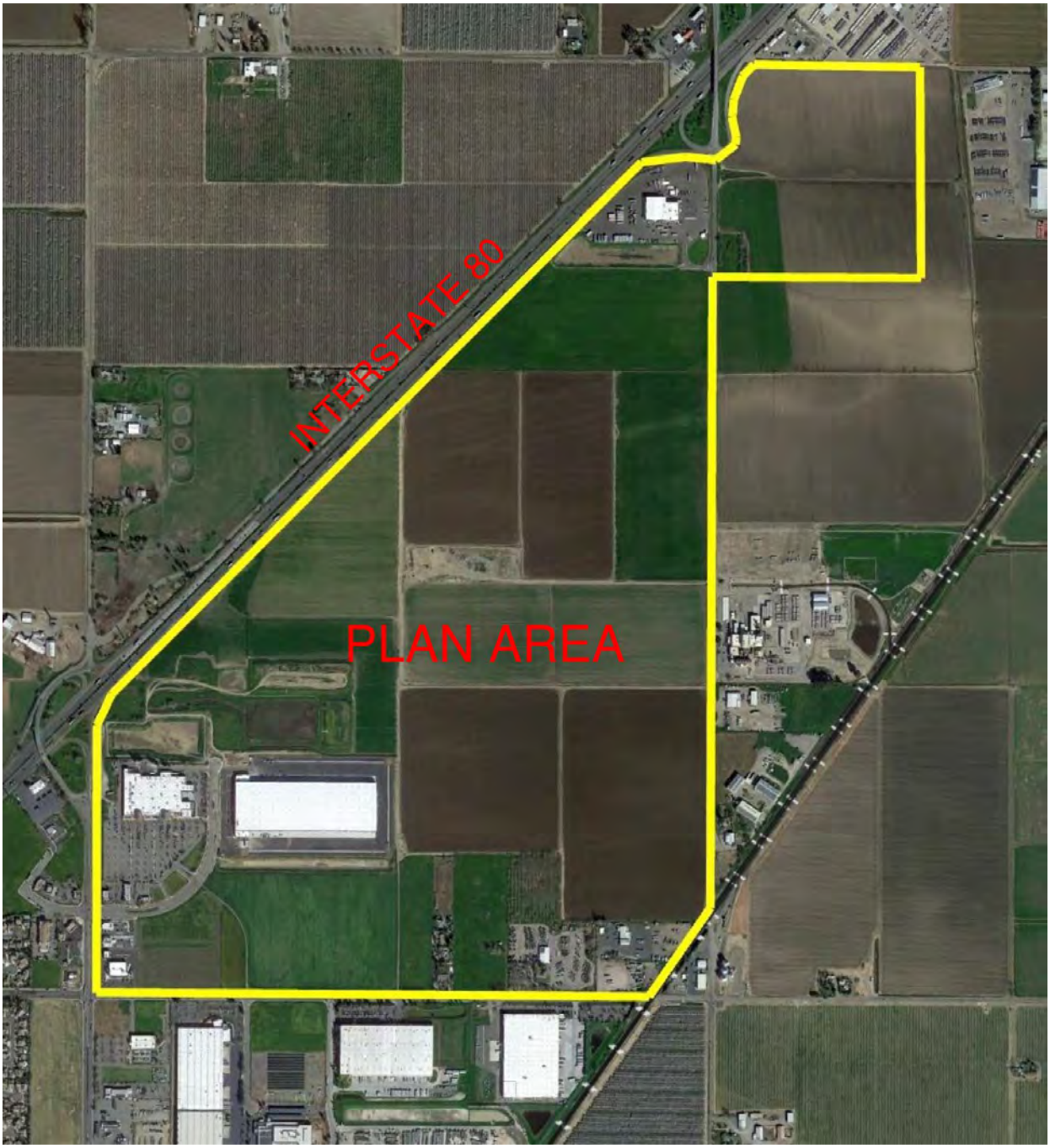


Figure 1-4: Aerial Photograph

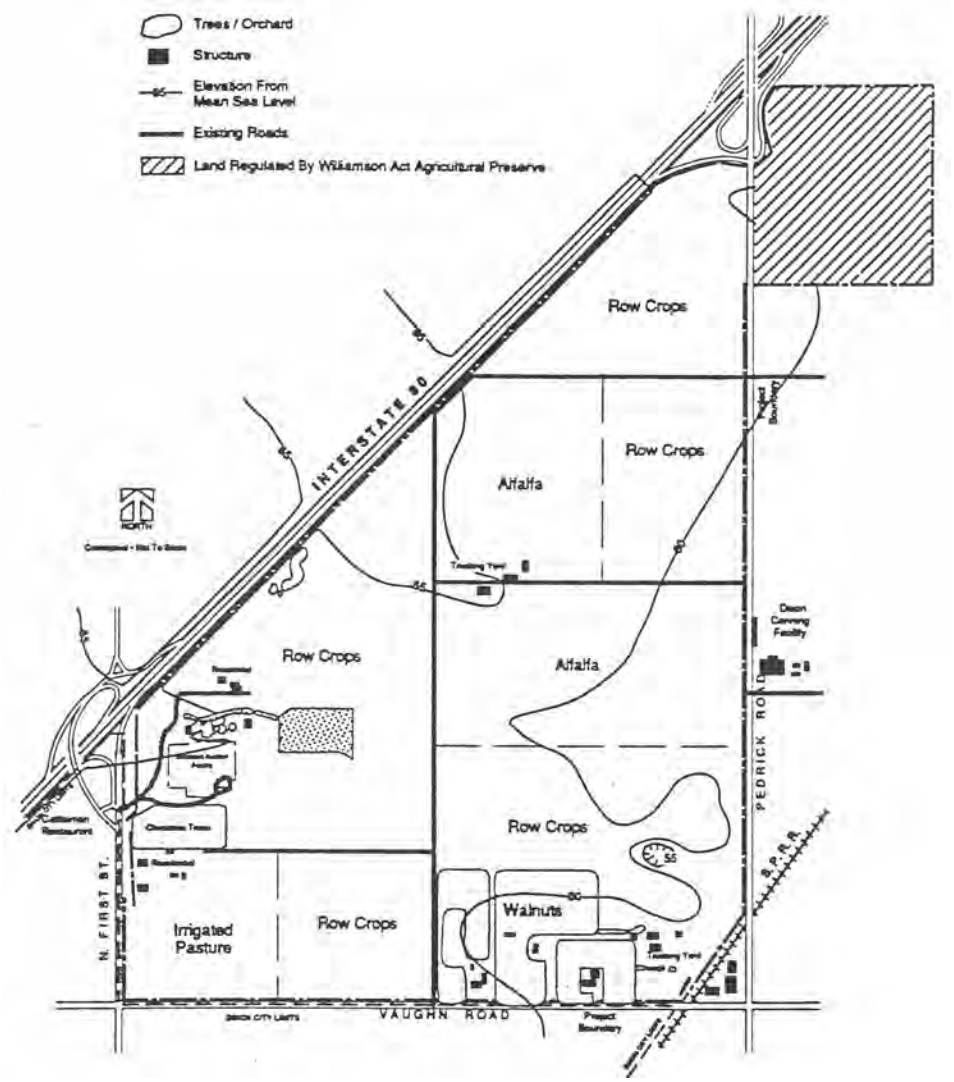


Figure 1-5: Existing Uses Map (1995)

1.8.4 SURROUNDING NOISE ENVIRONMENT

Three noise-generating sources are in the immediate site vicinity: 1) Interstate 80 to the northwest; 2) the UPRR tracks to the southeast, and 3) Highway 113 (North First Street) to the west as shown in Figure 1-5 Existing and Projected Noise Contours. Although existing high levels of noise are a potential constraint for most types of land uses, the proposed NQSP land uses are generally less noise sensitive. In accordance with the City of Dixon General Plan 2040, noise levels of 60 DNL (day/night average noise level in decibels) and lower are normally acceptable for residential uses. Levels between 60 to 70 DNL are conditionally acceptable, levels between 75-80 DNL are typically unacceptable, and noise levels greater than 80 DNL are unacceptable for residential uses.

Other uses, such as business parks and industrial uses may be conditionally acceptable within noise environments up to 80 DNL. However, levels greater than 80 DNL are considered either normally unacceptable, or without exception, unacceptable for the specific plan proposed land uses.

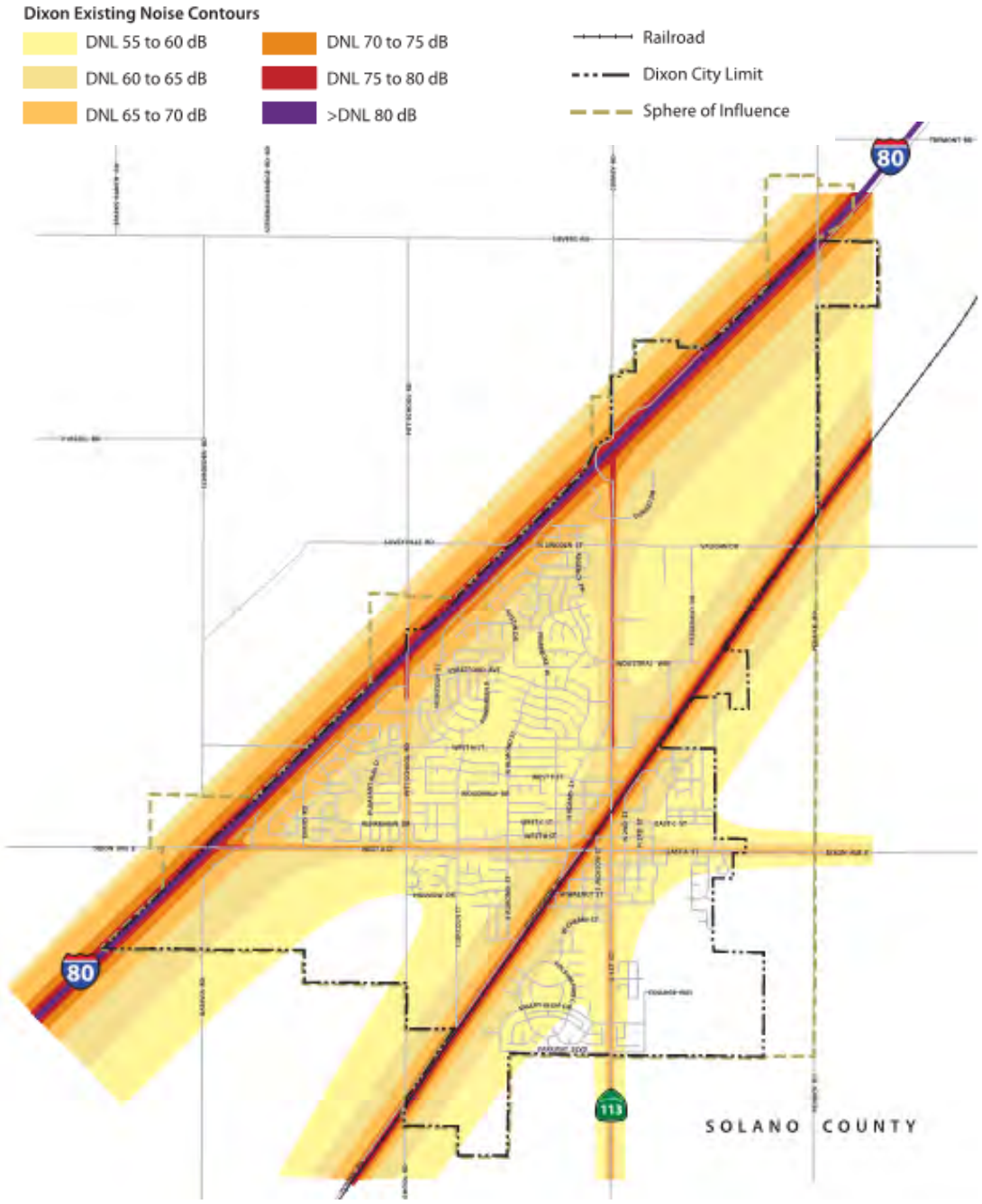


Figure 1-6: Existing and Projected Noise Contours (2020)

According to noise projection studies (forecast to the year 2040), approximately 80% of the project site lies in an area with noise levels measuring greater than 60 DNL. The remaining twenty percent (20%) of the site is within the 60 DNL contour, which is well within an acceptable noise level for the proposed land uses. Highest noise levels are located immediately adjacent to noise sources of I-80, Highway 113 and the Union Pacific Railroad. In general, the noise projections place a majority of the project site in a noise environment measuring 65 DNL or greater.

Since noise sources are permanent and expected to at least maintain or increase intensity over time, the noise environment is a significant factor for all types of development proposed for this site. Although noise factors could be mitigated to accommodate residential uses throughout most of the plan area, the proposed non-residential uses are not constrained and are a more appropriate land use in this area.

1.8.5 TOPOGRAPHY AND STORM DRAINAGE

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

Conversion of agricultural lands to urban uses will diminish the existing water-absorbing capacity of the site area. Existing downstream capacity is limited and storm water will have to be handled through improved storm drainage systems on and off-site. The drainage system may incorporate dispersed on-site detention basins and/or off-site improvements to the regional drainage facilities.

SECTION 2 - LAND USE ELEMENT

The specific plan provides a mix of land uses in conformance with the City of Dixon General Plan, which include Regional Commercial, Industrial, and Capus Mixed Uses. The Campus Mixed Use is intended to foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to regional transportation networks. The Campus Mixed Use promotes clusters of related light industrial, manufacturing, office, research & development, retail, serviced, and residential uses providing significant opportunity for the inclusion of residential uses proximate to employment opportunities within the plan area. The primary land uses incorporate and are defined by landscape frontage treatments, agricultural buffers, wetland mitigation areas, pedestrian ways and storm detention and drainage areas.

The plan area is a prominent gateway to the City and will be designed to establish an image of quality and coordinated planning. The character and image of the plan is expressed in the type and character of land use, landscaping and building design.

2.1 LAND USE GOALS

1. Provide the City of Dixon with a major employment center.
2. Provide shopping and services for City residents, employees in the plan area and travelers on I-80.
3. Establish a gateway statement for the City of Dixon.
4. Provide for efficient vehicular circulation and facilitate and encourage pedestrian and alternative transportation choices.
5. Provide for the potential shuttle linkage with future rail transportation serving the Dixon area.
6. Provide a clear, understandable physical form with clearly defined and enhanced edges.
7. Provide housing opportunities for residents proximate to jobs and regional transportation systems.
8. Provide industrial opportunities for employment.

2.2 LAND USE CONCEPT

The land use concept is to provide a mix of compatible land uses interwoven with an open space system that incorporates pedestrian ways, recreation, drainage areas, public art, and landscape amenities. The proposed land use patterns are distributed to correlate the land use function with the opportunities for access and visibility, and compatibility with neighboring uses (see Figure 2-1).

The land uses that require high visibility and/or access are located along the freeway and arterial streets. This includes the regional commercial uses, which are oriented to attract freeway users. The westerly portion of the site is form Campus Mixed Use adjacent to Pedrick Road and visible from the freeway Light industrial uses are clustered in the southern portion of the plan area along Vaughn Road, across from other existing and planned business/industrial uses, to allow for efficient access for trucks, as well as in the northeasterly portion of the plan area along Pedrick Road and adjacent to Interstate 80.

FIGURE 2-1: LAND USE AND CIRCULATION RELATIONSHIP CONCEPT DIAGRAM [FIGURE UPDATED 2024]

Regional Commercial uses are located along the southwest periphery of the NQSP, adjacent to Vaughn Road and North First Street, where they will be readily accessible to Dixon residents. The neighborhood commercial use is envisioned within the Campus Mixed Use plan area and is intended to form a "village center" for the workers in the surrounding industrial and residential. The commercial center in intended to provide restaurants, personal services, banking and other conveniences. The actual boundary configuration of this commercial village center will be determined based in part upon the final design of the Campus Mixed Use area.

The vehicular circulation system is supplemented by a pedestrian network with sidewalks in the landscape corridors abutting the specific plan roadways and integrated with the various land uses. The pedestrian system provides a distinct feature that ties together the entire plan area.

The land uses are distributed on the site as illustrated in Figure 2-2, the Land Use Map. The associated zoning districts for the land use plan are illustrated on Figure 2-3, the Zoning Map.

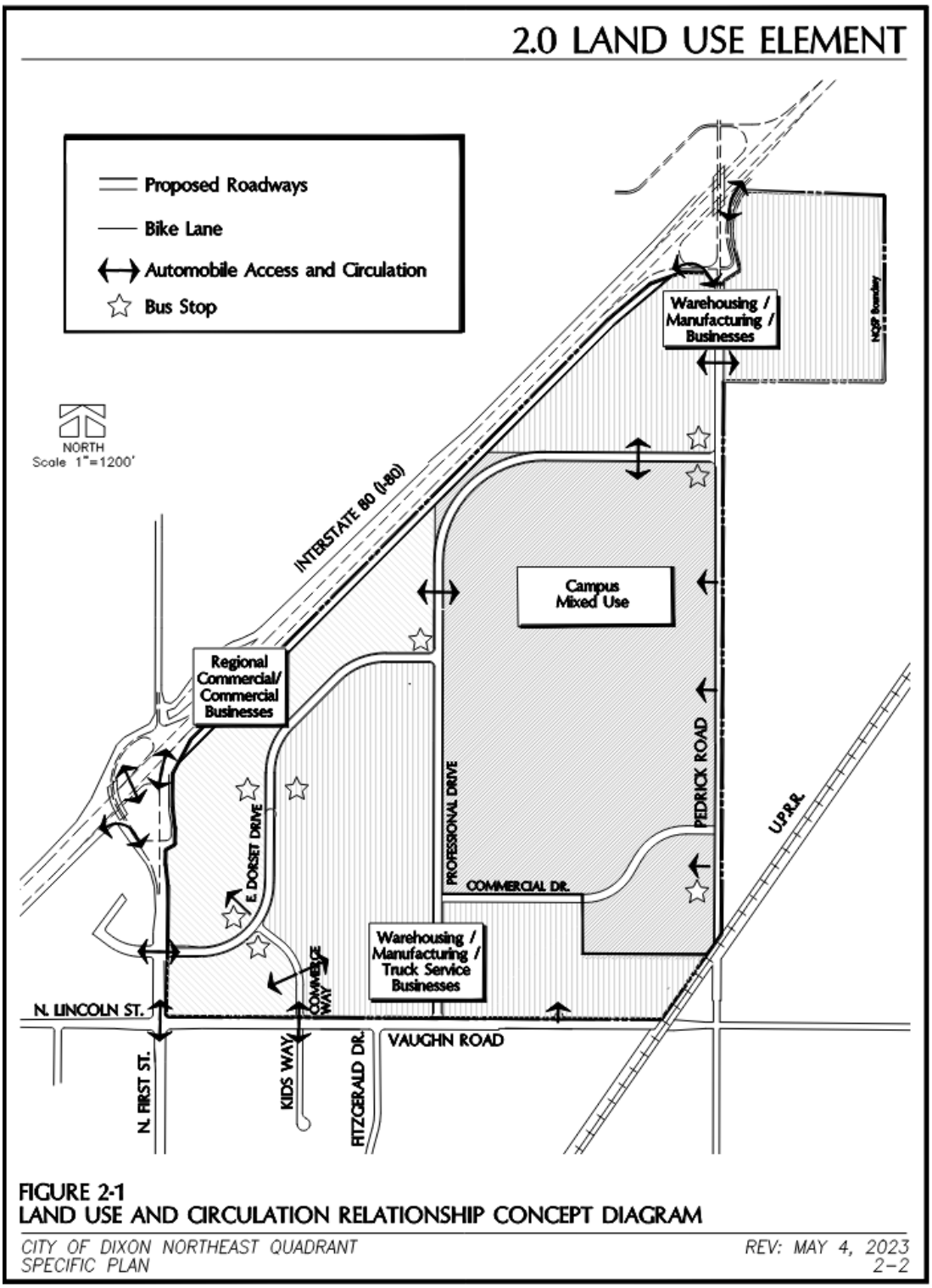


FIGURE 2-1: LAND USE AND CIRCULATIOON RELATIONSHIP CONCEPT [FIGURE UPDATED 2024]

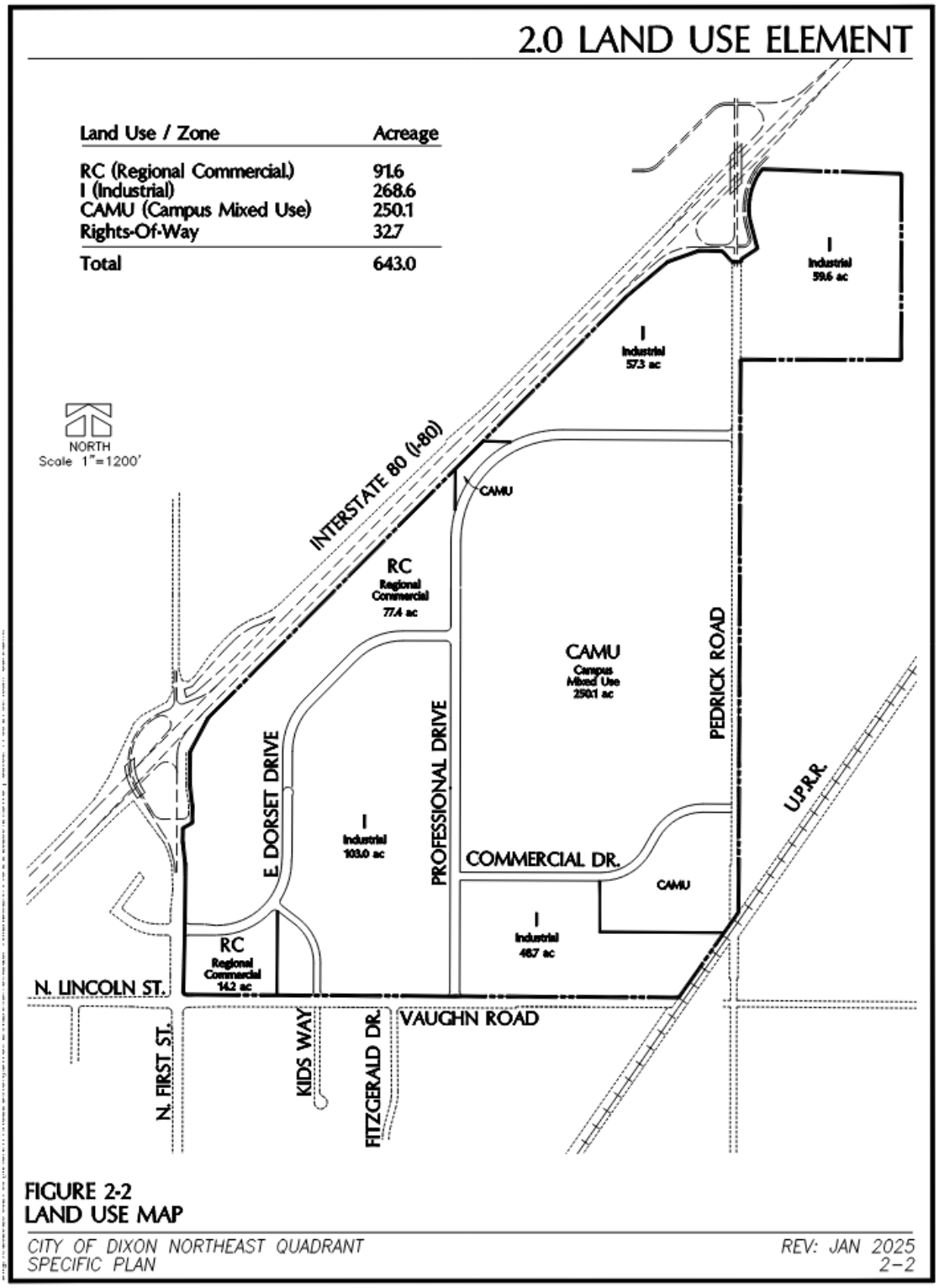


FIGURE 2-2: LAND USE MAP [FIGURE UPDATED 2024]

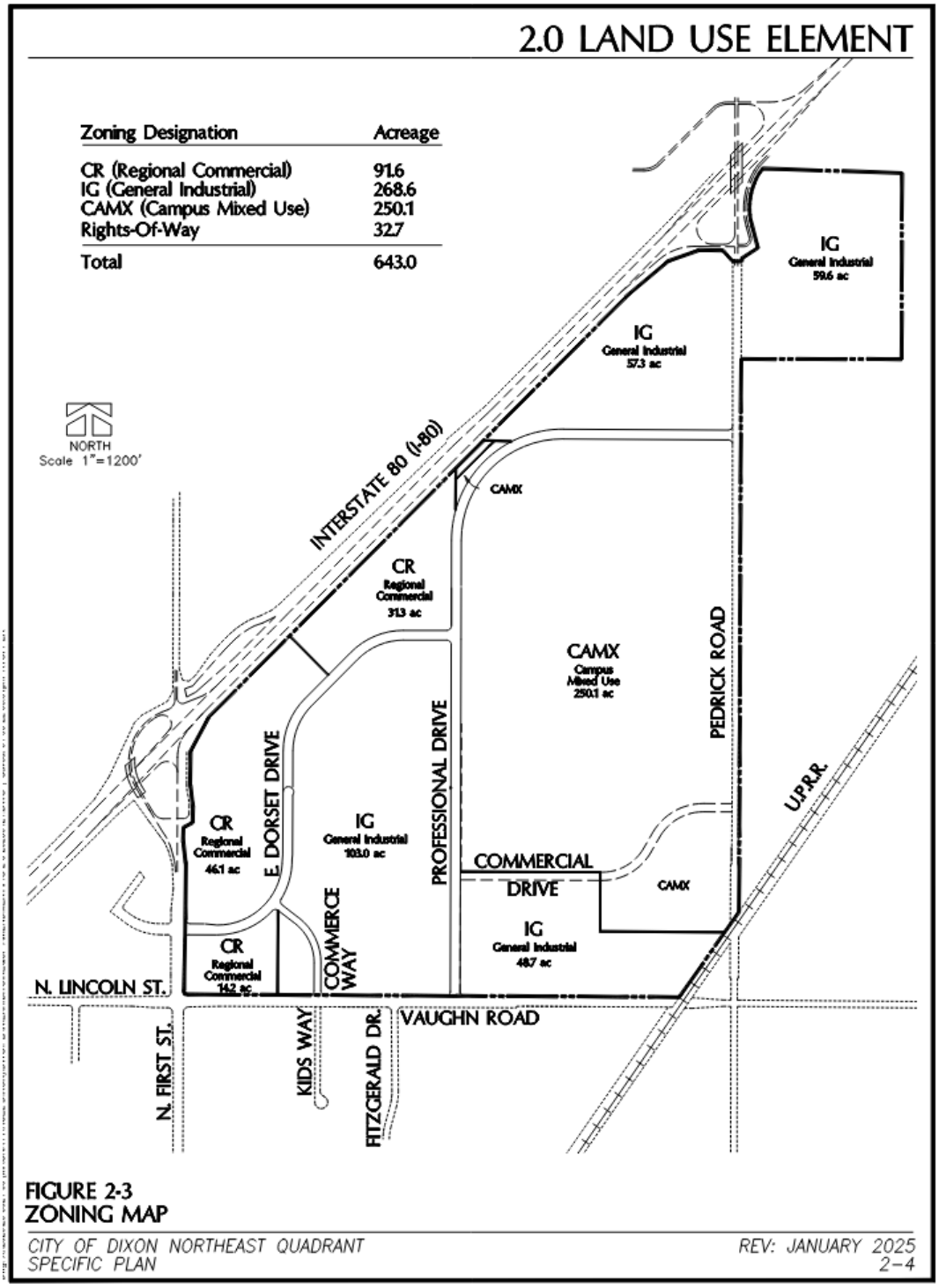


FIGURE 2-3: ZONING MAP [FIGURE UPDATED 2024]

2.3 LAND USE SUMMARY

The plan area encompasses a total of 643 acres allocated to commercial, business-professional, industrial, campus mixed use, and ancillary uses. The acreage allocated to each future zoning designation is summarized in Table 2-1.

TABLE 2-1: DIXON NORTHEAST QUADRANT SPECIFIC PLAN LAND USE SUMMARY

LAND USE CATEGORIES	ACRES
RC – Regional Commercial	91.6
CAMU – Campus Mixed Use	250.1
I – Industrial	268.6
Major Roads, Drainage Easements and Open Space	32.7
Total	**643.0**

2.4 LAND USE CLASSIFICATIONS

The following is a summary of uses allowed within the primary land use designations defined within the plan area. These basic land use districts will use the Development Agreement (DA), or equivalent regulatory mechanism, to allow for greater discretion in the permitted uses, development standards and design of individual projects. Inclusion of similar and compatible uses within the basic land use districts as determined by the Community Development Director may be allowed through the PD, or equivalent mechanism.

REGIONAL COMMERCIAL (RC) – The Regional Commercial 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; fast food and other restaurants; gas stations; and large-format 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 and highly visible from the roadway. Maximum permitted FAR in the RC designation is 80%.

INDUSTRIAL (I) - The Industrial land use designation provides for large and small scale industrial, manufacturing, heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, truck yards and terminals, warehousing, distribution and storage uses without a tax revenue generating component (subject to provisions for warehousing, storage, freight/trucking terminals and

distribution facilities as established by Dixon Zoning Ordinance), wholesale uses, construction supplies, building material facilities, offices, contractor's yards and the like would provide space for these critical uses to grow within Dixon.

A total of 269 acres of the NQSP have been designated for industrial use. The industrial land use proposed for the project site has been located to provide easy access for truck and employee traffic while maintaining continuity with the existing industrial land uses to the south.

CAMPUS MIXED USE (CAMU) - This 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, e-commerce, research & development, retail, hotel, service and residential uses. 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. Mixed use can be in either horizontal or vertical configuration. 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.

A current Illustrative Land Use Plan of the CAMU area is included at the end of this section as Figure 2-5.

OPEN SPACE - Open space is an integral part of the project that helps to define and complement the other land uses. The open space will include drainage areas, recreation facilities, pedestrian corridors, setbacks from major roads, aesthetic amenities, and enhancement of natural features. In some instances an open space corridor may serve several purposes simultaneously. For example, open space corridors may include some combination of the following uses: pedestrian walkways, multi-modal paths, an informal jogging path, a pathway for open drainage swales that are landscaped as a visual amenity, and/or a site for water quality features that treats urban runoff before being discharged to a natural water course or public drainage systems.

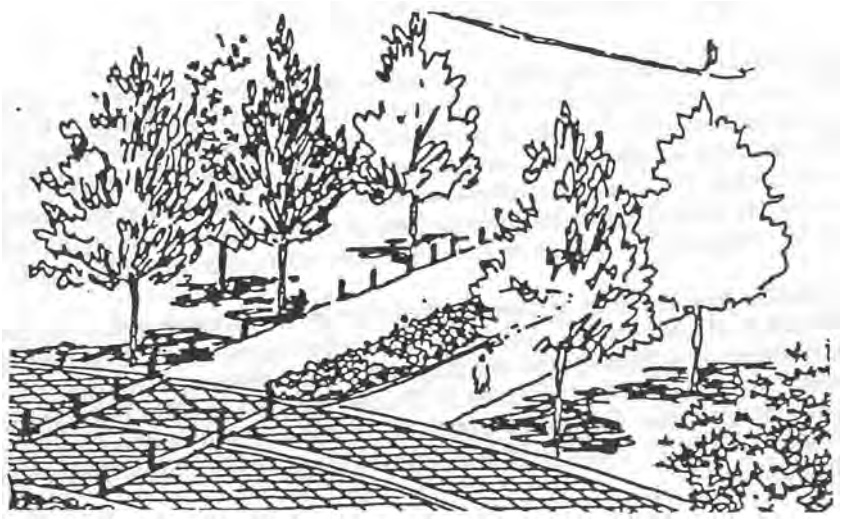


FIGURE 2-4: OPEN SPACE CORRIDOR/SETBACK

It is intended that the open space areas be incorporated in the individual site development plans where applicable throughout the specific plan area. This would make the most effective use of open space on the site and would provide linkages for pedestrians to travel freely to

the mixed-use, commercial and service sites. Public open space must be a separate parcel or an easement granted to a public agency to be maintained by a lighting and landscape district or a Services Community Facilities District. Privately owned open space should be maintained with funding by the property owner or a property owners association.

2.5 INTENSITY OF DEVELOPMENT AND EMPLOYMENT POTENTIAL

The proposed land use is intended to provide a substantial employment base for the Dixon area. It is estimated that all uses would provide over 6,500 jobs in a variety of industries. Table 2-2 summarizes the employment potential by land use based on an assumption that the uses will employ between 3 and 25 employees per acre. These are averages that may be exceeded in some instances.

Most plan area land uses will have a floor area ratio (FAR) of between 0.3 to 0.6 to allow for two-story buildings covering thirty percent (30%) of the site. Land uses may be combined, at the discretion of the City, through a PD or equivalent mechanism, which will affect land use floor area ratios.

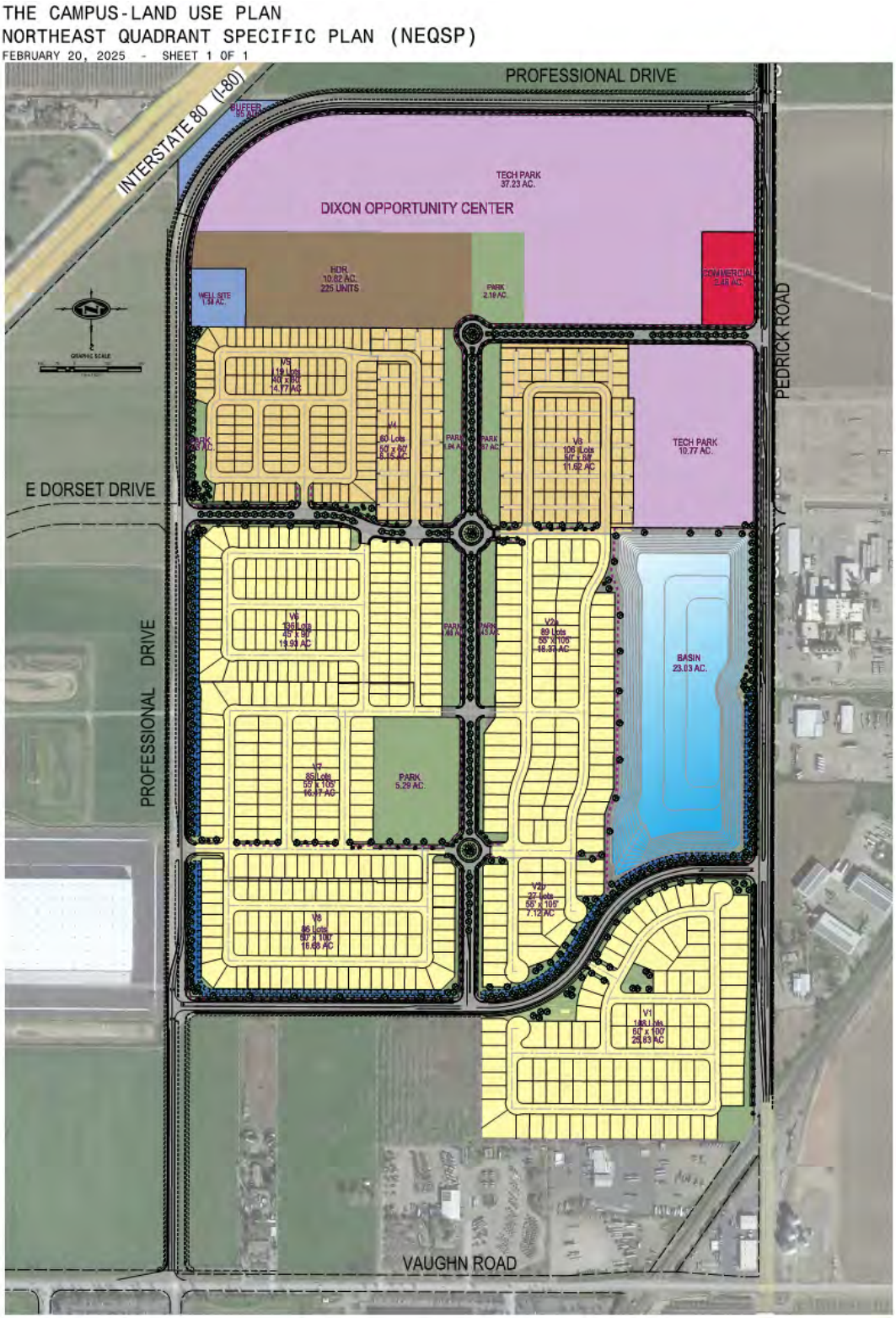
TABLE 2-2: DIXON NORTHEAST QUADRANT SPECIFIC PLAN EMPLOYMENT PROJECTION

LAND USE	NET ACRES*	EMPLOYEES PER ACRE	PROJECTED NUMBER OF EMPLOYEES
REGIONAL COMMERCIAL	91.6	25	2,290
INDUSTRIAL	268.6	13	3,492
CAMPUS MIXED-USE	250.1	18-44**	800 TO 3,250
TOTAL	**610.3**		**6,582–9,032**

*Net Acres equals .75 times gross acreage

** Employees for non-residential land uses in CAMU District

FIGURE 2-5: ILLUSTRATIVE LAND USE PLAN (CAMU AREA)



SECTION 3 - COMMUNITY FORM AND DESIGN ELEMENT

3.1 PURPOSE AND OBJECTIVES

The Form and Design Element establishes standards and guidelines to serve as an aid to project developers, design professionals, city staff, Planning Commission and City Council in the design and review of individual developments within the plan area. The intent is to establish standards and general guidelines which will ensure consistent quality while supporting design flexibility for all development projects which require design review by the City. The provisions as defined within the NQSP shall govern development within the plan area. Should any conflict between the City's zoning ordinance and this plan exist, the NQSP shall control. Development projects in the specific plan area shall be reviewed under the Design Review procedure specified in the Dixon Zoning Ordinance, or equivalent mechanism as provided for by a Development Agreement (DA). The guidelines and standards established in this specific plan are intended to guide the subsequent review. Through the Design Review process, or equivalent mechanism, the design policies presented herein will be further detailed and may be refined or modified if determined by the City to support the overall form and design objectives and the intent to ensure consistent quality and compatibility.

Design policies presented in this section relate directly to the land use concepts presented in the Land Use Element (Section 2). Emphasis in Section 2 is on the overall relationship of land uses and plan organization. Emphasis in the Form and Design Element is on specific characteristics of individual land uses. This section overlaps with plan policies relating to circulation described in the Circulation Element (Section 4). .

This section is intended to help establish a sense of identity for the plan area by defining character and quality of the individual elements within the plan. The principal purpose is to create a consistent level of quality for various land use categories within the plan area while enabling compatibility with the Dixon community.

The Form and Design objectives of the specific plan are to:

1. Provide for a blending of the built environment with landscaped open space to enhance work and living environments and enrich the overall image of the plan area.

2. Apply state-of-the-art energy conservation methods and systems responsive to local climatic conditions to building and landscape design, building siting and orientation.

3. Enable superior quality development that integrates architectural style, landscaping, public art, signage, lighting, circulation, and street furniture to produce an environment that is aesthetically pleasing in form, scale, texture, color and variety.

4. Ensure safety and convenience for all plan area users and residents.

3.2 GENERAL DESIGN GUIDELINES

The General Design Guidelines of the specific plan focus on the themes and design features that will be used throughout the plan area. Guidelines are included which detail the treatment of common elements or issues found in a number of different land use types. A focus of the design guidelines is on the interface between the outside world and the project i.e., vehicles passing the site and the overall visual impression of the development, and individuals that will work and live on site and use the pedestrian access throughout the plan area. These design features may include:

- project site design
- pedestrian circulation
- architecture
- landscaping
- public art
- screening/fencing
- lighting
- signage
- street furniture

3.2.1 PROJECT SITE DESIGN

The following design guidelines are applicable to all land uses within the plan area:

1. Each increment of a phased project shall be designed to be complete in its function, circulation, drainage, infrastructure, landscaping, and visual aspects.

2. Projects adjacent to open space areas and corridors should incorporate such corridors into project design.

3. Buildings should incorporate, to the extent feasible, adjacent open space as a visual amenity. A minimum twenty foot (20') building setback shall be provided from the edge of the open space areas. Such setback shall be landscaped and may include berms and swales to create a boundary and control drainage. In general, fencing between uses is discouraged within the plan area, except where appropriate such as between commercial / industrial and residential uses. When necessary, such fencing should be open type to allow for continuous view to the open space area, except where screening is desired. Building design shall consider views from the adjacent open space areas. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be the same as those utilized on the main frontages of the buildings.

4. Buildings shall be sited with regard to the physical features of each project parcel and adjacent parcels.

Such features shall be considered as primary design determinants.

5. Projects located adjoining or within noise impact areas that exceed 70 dBA for non-residential uses and 65 dBA for residential uses should incorporate noise mitigation measures. These may include, but are not limited to, orientation and massing of facilities and sound reducing materials and structures such as double glazed windows, masonry walls and berms.

6. Site design and architecture shall consider solar access, wind protection, shade, and seasonal considerations, to enhance the quality of outdoor space.

7. Public art shall be considered at prominent locations along pedestrian paths, adjacent to buildings, and at key observation points.

8. Bicycle racks, lockers, and showers for employees are generally encouraged to be placed within projects to promote walking and cycling to work. Bicycle parking should be provided in highly visible and convenient locations. Within the PD review process or equivalent mechanism, the parking required for a development project may be reduced in-lieu of such facilities.

9. The concept of shared parking should be encouraged and parking should be located to the rear or side of buildings where practical.

The following design guidelines are applicable specifically to commercial land uses within the plan area:

10. Building site design should consider alternatives to the standard "L" shape or strip building configuration. In order to strengthen the streetscape, pad sites or a portion of the main building should be located at the street frontage.

11. Large single-user freestanding retail commercial buildings which are not integrated in an overall pedestrian oriented site design, are generally discouraged, and should not be the dominant form of commercial use on any parcel. Architectural design measures should be incorporated to visually reduce the bulk and large frontages often associated with such uses.

12. Each commercial area shall be accessible from at least one major collector or arterial street, with sufficient design capacity to accommodate traffic generated by the businesses as well as other local traffic.

13. Commercial areas shall be accessible by public transportation, and from pedestrian sidewalks and bicycle routes. Consideration shall be given at the design review stage to on-site transit stops, including but not limited to bus stops.

14. Commercial uses shall have a comprehensive parking plan designed to maximize shared parking facilities, establish efficient circulation, promote the visual quality of the site, and accommodate pedestrian circulation. Angled parking with one-way circulation is to be utilized whenever feasible.

15. Commercial buildings shall be set back a sufficient distance and be designed to minimize visual impacts on adjacent uses to the extent practicable. The setback will vary depending upon building height and bulk, and type of use.

3.2.2 PEDESTRIAN CIRCULATION

The provision of convenient pedestrian access and circulation throughout the plan area is a principal goal in the organization of this plan. In order to achieve a comprehensive and convenient pedestrian/bicycle system, continuity and integration is required between plan wide pedestrian ways and the individual facility accommodations for pedestrian users. The following guidelines address the specific requirements for achieving this continuity.

1. Land uses shall be easily accessible by public transportation, pedestrian, and bicycle routes.

2. All land uses shall be designed to facilitate pedestrian cross-connections to adjacent uses and access to the area-wide pedestrian path system.

3. Pedestrian walkways in landscape corridors, as shown in Figure 3-1, Landscape Corridors, shall provide access from sidewalks into projects separate from major vehicular driveways and circulation. Connections between private and public pathways shall be the responsibility of the project developer.

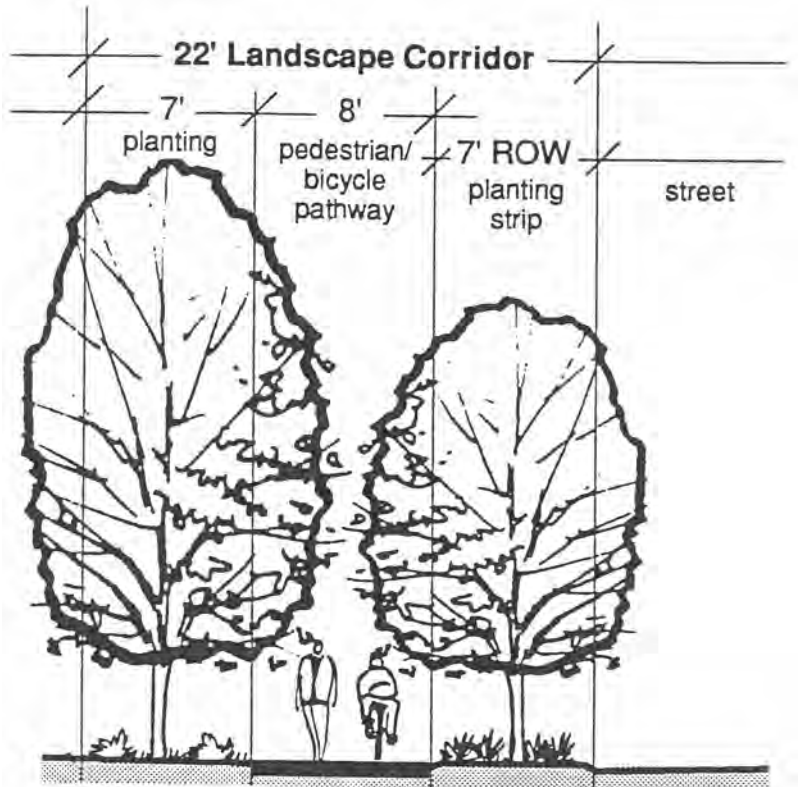


FIGURE 3-1: LANDSCAPE CORRIDOR

4. To ensure pedestrian access within the plan area, clear connections should be provided between

facilities and public pathways. Pedestrian pathway access should occur at the perimeter of a project. Such access should typically occur at a maximum interval of 300 linear feet unless security, access control or other restrictions/considerations exist as defined by the project PD or equivalent mechanism. The location of pedestrian access should coincide with transit stop locations to facilitate the use of public transit as shown in Figure 3-2, Pedestrian Pathway Through Parking Lot. Pedestrian connections between public pathways and buildings will be the responsibility of the project developer.

5. To ensure pedestrian safety, public pathways shall be well lit and located in areas of view from adjacent buildings and public spaces. Locations where pedestrian paths cross roadways shall be specially accented with paving materials to specifically denote a pedestrian crossing and to alert passing vehicular traffic. All pedestrian crossings shall be appropriately lit.

6. The main pedestrian paths should be constructed of concrete. However, smaller paths, multi-modal paths, and jogging trails may utilize other materials, such as asphalt or crushed granite, providing there is a mechanism to ensure trail maintenance and upkeep.

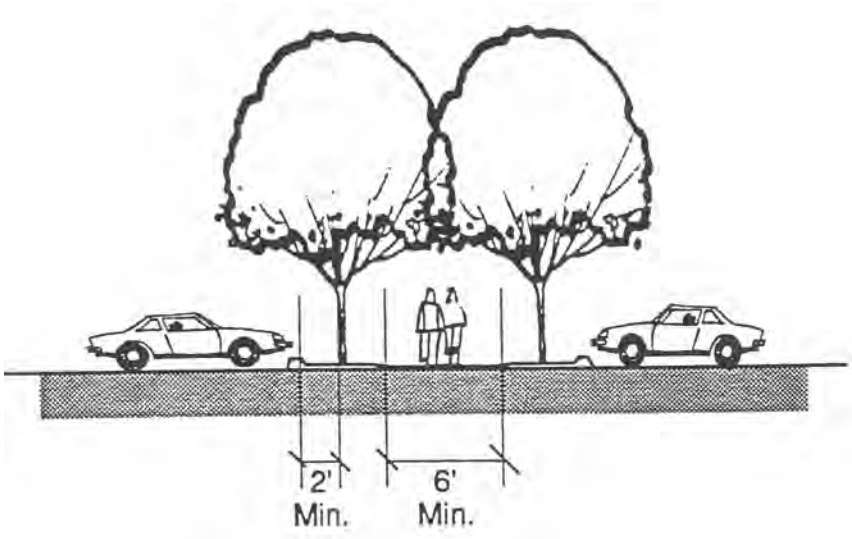


FIGURE 3-2: PEDESTRIAN PATHWAY THROUGH PARKING LOT

3.2.3 GENERAL ARCHITECTURAL GUIDELINES (BUILDING FORM AND STYLE)

It is not within the scope of this specific plan to define the range of architectural styles permissible in the plan area. Design standards that would specify standardized materials and forms over the entire plan area would be unnecessarily restrictive. However, it is desirable to ensure consistency in the architectural treatment within individual projects or complexes and to create visual continuity between separate projects. The PD review process or equivalent mechanism, will address the specific design of a development project. To ensure overall compatibility, the following architectural design guidelines are suggested:

1. Primary building and project entries should be well-defined by accent treatments including, but not limited to, special textures, forms, materials, colors, and landscaping in order to provide a sense of entry and facilitate orientation for users and residents.

2. All exterior architectural materials and systems should be selected to withstand local climate related conditions including peak intensities and duration of precipitation, maximum diurnal and seasonal temperature extremes and predictable UV exposures.

   The following design guidelines are applicable specifically to non-residential land uses within the plan area:

3. Untextured, untreated concrete slab tilt-up buildings lacking detail and architectural style and form are discouraged.

4. All ancillary structures such as walls, detached storage structures and debris enclosures should be treated as an integral part of the building design and should not appear as unrelated to the primary structure. All accessory structures should be compatible in material, color and texture with the primary structure.

5. Buildings visible from North First Street and Interstate 80 (I-80) should be distinctive in form, lighting, and detailing to establish a strong identity for these regional routes and primary entries into the City.

6. For all uses other than highway commercial, trademark buildings typical of chain or franchise businesses are generally discouraged.

7. Where the rear or side of a structure is visible from a public thoroughfare or public space such as with properties adjoining I-80, such elevations should be treated with materials, detailing and color compatible with the primary frontage.

3.2.4 LAND SCULPTURE

The plan area will be highly visible from passing vehicles on I-80 and will function as a principal entry or gateway to the City via North First Street, Vaughn Road and Pedrick Road. There will, therefore, need to be special treatments of these corridors. A linear landscape buffer may be implemented along Interstate 80 that would also provide drainage conveyance from properties north of I-80 and as part of a regional drainage project and the MS4 Phase II permit for stormwater mitigation. Landscaping can also be used to create noise abatement berms, screen parking and hide unaesthetic features while still providing visibility to commercial developments along the corridor.

INTERSTATE 80 CORRIDOR

The I-80 frontage of the plan will be the most visible aspect of the project. The existing unobstructed views of agricultural land will be changed to a view of Regional Commercial, Industrial and Campus Mixed Use.

To soften the visual image of the project, an irregular setback pattern may be established from I-80, providing sufficient setback to accommodate land sculpture and landscaping that will visually integrate development into the natural setting. (Figure 3-3 provides a conceptual schematic). The site design, setback and landscape treatment of individual development projects will be addressed in the PD design review process, or equivalent mechanism.

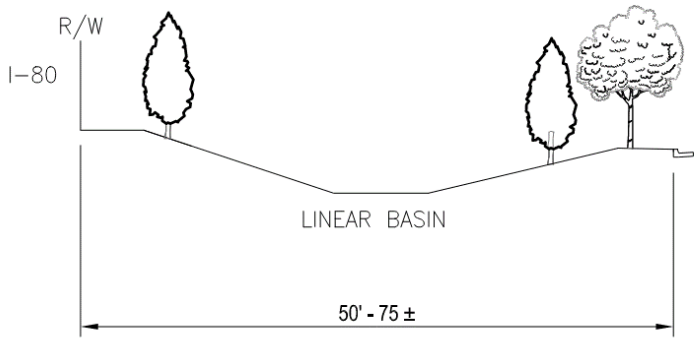


FIGURE 3-3: CONCEPTUAL SCHEMATIC OF LANDSCAPE / DRAINAGE ALONG I-80

The following design element features are therefore recommended; as may be modified by project PD or equivalent mechanism:

- Where incorporated, landscaping should be provided with intermittent vantages into the plan area from adjoining roadways.
- Landscaping adjacent to I-80 may be used to mitigate stormwater and storage of runoff.

NORTH FIRST STREET

North First Street parallels the west side of the plan area. This road is one of the main accesses to Dixon and therefore serves as a gateway to the community. To achieve a gateway characteristic, the following land sculpture design guidelines are recommended, as may be modified by project PD or equivalent mechanism.

- A setback line of 25 feet will be established along the plan's frontage of North First Street.
- A coordinated land sculpture or alternative landscape plan should be considered for the plan's North First Street frontage. The land sculpture plan should consider the use of earth mounding, berms, retaining walls and revetments to create visual diversity, screen structures and parking

areas, create noise attenuation, and provide visual interest to travelers in passing vehicles.

- Where incorporated, land sculpture should be integrated with landscaping to define a gateway entry node at the plan area's intersection of East Dorset Drive and North First Street.

VAUGHN ROAD

Vaughn Road parallels the south side of the plan area and will be very visible from passing vehicles. The following land sculpture design guidelines are recommended, as may be modified by project PD or equivalent mechanism:

- A setback line of 25 feet will be established along the plan's frontage of Vaughn Road.
- A coordinated land sculpture or alternative landscape plan should be considered for the plan's Vaughn Road frontage. The land sculpture plan should consider the use of earth mounding, berms, retaining walls and revetments to create visual diversity, screen structures and parking areas, create noise attenuation, and provide visual interest to travelers in passing vehicles.
- Where incorporated, land sculpture should be integrated with landscaping to define an entry node at the plan area's intersection of Professional Drive and Vaughn Road.

PEDRICK ROAD

Pedrick Road parallels the east side of the plan area. This road is one of the main access roads to Dixon. The following land sculpture design guidelines are recommended to help develop this road, as may be modified by project PD or equivalent mechanism:

- A setback line of 25 feet will be established along the plan frontage of Pedrick Road.
- A coordinated land sculpture or alternative landscape plan should be considered for the plan's Pedrick Road frontage. The land sculpture plan should consider the use of earth-mounds, berms, retaining walls and revetments to create visual diversity, screen structures and parking areas, create noise attenuation and provide visual interest to travelers in passing vehicles.
- Where incorporated, land sculpture should be integrated with landscaping to define a gateway entry node at the plan's intersections of Pedrick Road and Professional Drive**.**

3.2.5 STREETSCAPE LANDSCAPE GUIDELINES

As the plan area will function as a principal entry or gateway to the City of Dixon, the special landscape enhancement along the frontage area of I-80, North First Street and Pedrick Road serves the dual purpose of complementing the adjoining land uses while accentuating the gateway environment to the City Scenic Roadway Landscape Treatment. Special landscape provisions are required-for areas along the I-80, North First Street and Pedrick Road rights-of-way.

The intended landscape treatment of these frontage areas will enable intermittent vantages into the plan area from the adjoining thoroughfares while visually screening structures and integrating development into the setting. Through the massing of clustered groupings of trees, frequent view "windows" into the plan area will be allowed over a foreground and middle ground of low growing shrubs. Irregular setbacks will provide *"pocket"* planting areas for the planting clusters. Linked to the landscaped frontage area are additional view corridors which are oriented perpendicular to the frontage area.

Landscaping will provide edge definition and accent and visual buffering along the designated scenic corridors and will help reinforce a common identity and image for the Dixon Northeast Quadrant Specific Plan area. To ensure aesthetic and functional land use buffering and edge definition, the following landscape design guidelines are suggested:

1. Street trees shall typically be located at 30 feet on center along major thoroughfares to provide shade and foliage, soften the hard streetscape, and help define the public space and pedestrian scale. Tree spacing may vary dependent upon the characteristics of the selected street tree. Alternative spacing may be approved by the City through the project PD, or equivalent mechanism, if determined to be consistent with the above intent.

2. Landscaping may include landsculpting or alternative features as a method of adding visual interest and providing sufficient soil for mature plant growth. The intent is to avoid an unbroken visual plane along the roadway corridors. Such berms may not interfere with traffic visibility or drainage to natural features.

3. Accent planting shall be used at project entries. The maintenance of ground covers and shrubs within the planter strips shall be the responsibility of the adjacent property owners. Some planting areas may be maintained by the City through the establishment of a lighting and landscape district.

4. Parking lot design should require fifty percent (50%) shading within a period of 15 years, or an equivalent as approved by the City through the project PD, or equivalent mechanism.

5. Landscaping materials shall be selected with consideration for water requirements over the lifetime of the plants. The use of materials with low water requirements, particularly plants that are considered drought tolerant, and the use of efficient irrigation systems is strongly recommended and may be required.

6. Standards for landscape installations should comply with the Energy and Water Conservation Regulations specified in of the City Zoning Ordinance, as well as any and all applicable water efficient landscape ordinances.

3.2.6 LANDSCAPING ADJACENT TO NATURAL OPEN SPACE/DRAINAGE AREAS

The natural landscape is relatively sparse and the natural drainage areas, which may remain as a network of permanent open space provides an excellent opportunity to blend the natural landscape with the urban landscape.

The objective of the open space landscape guidelines is to ensure the environmental integrity of the natural habitat, provide the continuity of view corridors through the plan area, and provide a subtle transition between natural and created environments. The following general policies apply to landscaping adjacent to natural open space areas:

1. Formal landscaping adjacent to the natural open space areas will require erosion and water quality control techniques to avoid polluted run-off into the open space drainage corridor areas. Of particular concern is run-off carrying herbicides, pesticides, fertilizers, and eroded soils. Such control measures need to be integrated with the overall landscape design for the proposed project.

2. Where feasible, the formal landscaping of adjacent land uses should provide a visual transition to the informal landscape character of the open space area. Landscaping adjacent to open space shall be typified by low shrubs and groundcover, with the exception of trees compatible with the street trees used in the adjacent streets or adjacent private landscaping.

3. Landscape materials within planting areas adjacent to the natural drainage corridor areas shall be non-invasive species compatible with the natural habitat of the preserve areas.

4. Earth berms and/or swales may be used to separate and delineate the natural open space from the formal urban landscaping in order to maintain the security and privacy of the adjacent land use. Visual and pedestrian connections between the use and the open space should be maintained where feasible.

5. The project owners' associations, if any, and City shall take whatever steps are necessary to prohibit the disposal of lawn clippings, rubbish, or any other foreign material in open space areas. A landscape and lighting district or Services Community Facilities District ill be established to maintain public open space areas. Private open space will be maintained by the property owner or a business owners association.

3.2.7 PUBLIC ART

Public art adds visual interest, focal points and character to the urban landscape. As part of the plan's pedestrian system and scenic corridors, public art will be provided. In general, public art will be included at gateways entry nodes and within pedestrian paths to define community character, to provide visual interest, and to visually lead the observer from one point to another. The character of the public art to be incorporated in a particular project may be further defined through the project PD or equivalent mechanism. The following guidelines address the specific recommendations for public art.

1. Public art should be considered at prominent visual locations such as at gateway entry nodes, along pedestrian paths, adjacent to buildings and at key focal points.

2. Public art should consider incorporating themes that reflect community character.

3. Public art should be located in areas where it will be enjoyed by the greatest number of people.

3.2.8 SCREENING AND FENCING GUIDELINES

Walls and fencing within the plan area are intended to screen facilities, and to provide sound barriers, privacy, and security. To a significantly lesser extent they may be utilized to buffer land use boundaries. Policies relating to the interface between uses are addressed in the appropriate use specific guideline discussions. In general, the walls are to be kept to a minimum to avoid blocking views or creating a sense of fragmentation among the land uses in the plan area. The following guidelines shall apply:

1. No outside, unscreened storage is permitted. Loading, service, equipment, and trash enclosure areas shall be fully screened by a combination of fencing, masonry walls, grade separation, and/or dense landscaping.

2. Mechanical equipment, satellite dishes, antennas, and other similar structures shall be ground-mounted when feasible. If not ground-mounted, such equipment shall be screened from the view of streets, adjacent properties, and areas open to the general public through the use of parapet walls, roof wells, or other means incorporated as an integral part of building design.

3. All screening and fencing should be consistent with the City of Dixon Zoning Ordinance.

4. Masonry wall design should be compatible with materials used on buildings.

3.2.9 LIGHTING GUIDELINES

Exterior lighting within the plan area is intended to provide for safety and security, as well as to enhance building design and landscaping. It is intended that the intense commercial areas will be brightly lit in a manner that complements the architecture and level of activity anticipated. The following lighting guidelines are designed to encourage creative use of lighting while avoiding nuisances and minimizing energy demands.

1. Project lighting shall be designed to minimize glare for project occupants or neighboring properties.

2. The design of exterior lighting shall, in all cases, consider the long-term energy demand of the lighting program.

3. Light fixtures used on major arterial streets, collector streets, in parking areas, and along public sidewalks shall be selected to improve energy efficiency and reduce glare impacts. Lighting of pedestrian pathways on development projects shall be reviewed in the PD design review process, or equivalent mechanism.

4. The style and design of lighting fixtures shall be compatible with building design and consistent within individual projects.

3.2.10 SIGNAGE

Signage within individual projects should be consistent throughout the plan area. To ensure that exterior signs for each facility contribute to the overall integrity of the plan area, the following guidelines are suggested. Specific details relating to signage shall be addressed in the project PD, or equivalent mechanism.

GENERAL STANDARDS

1. A Planned Sign Permit Program is required as a part of the Design Review submittals. The program should contain sufficiently detailed renderings to show sizes and placements of proposed signs, proposed materials and color sample boards, and preliminary details of sign construction.

2. Building signs shall not exceed the building height or extend above the building parapet or eaves. Free-standing signs shall not exceed six (6) feet in height, unless otherwise approved by the City through the project PD, or equivalent mechanism.

3. Signs shall be restricted to tenant identification only, either wall-mounted or free-standing, unless otherwise approved by the City through the project PD, or equivalent mechanism.

4. No signs or any other contrivances shall be devised or constructed so as to rotate, gyrate, blink, move or appear to move in any fashion unless otherwise approved by the City through the project PD, or equivalent mechanism. Inset letters, back lit letters or other similarly permanent letters on solid materials are preferred. Neon lighting is typically discouraged for signage.

5. Administrative sign permits will be issued up to the maximum amount of signage authorized by the Planning Commission.

3.2.11 STREET FURNITURE

All street furniture including trash receptacles, benches, bus shelters, signage and lighting shall utilize a standard or complementary design theme.

SECTION 4 - CIRCULATION ELEMENT

The specific plan circulation system provides a range of transportation modes for the safe and efficient movement of people and materials. Circulation includes public transit, public streets, pedestrian paths, bikeways, and potential future public transit connections to commuter rail service. Most notably, the plan incorporates a system of bicycle and pedestrian paths which provides direct access to supporting land uses in order to facilitate a reduction of vehicular traffic.

All of the major streets in the plan area will include pedestrian pathways set back from the curb on both sides of the street. This pathway system is directly linked to the various land uses and transit stops in accordance with policies in this section and in the Land Use Element (Section 2). The plan area is surrounded by an established road network including Interstate 80, North First Street, Pedrick Road and Vaughn Road which will provide direct and convenient access to the plan area as shown in Figure 4-1, Plan Area Circulation.

4.1 CIRCULATION OBJECTIVES

The circulation system is designed to achieve the following objectives:

- Provide safe and efficient vehicular, pedestrian and bicycle circulation systems.
- Enhance the aesthetic environment for public circulation.
- Meet the City's General Plan Level of Service (LOS) policies for roadway linkages and intersections at arterial and collector streets.
- Reduce impacts on regional air quality.
- Facilitate alternative transportation modes.
- Ensure access to future public transit services such as rail transit.
- Accommodate regional traffic and special events while minimizing adverse impacts to local traffic.
- Provide alternative routes for through truck traffic to avoid conflicts with the downtown area.

4.2 EXISTING STREET SYSTEM

North First Street begins at I-80 and continues south into the City of Dixon. At the time of Specific Plan approval, this road, which serves as State Route 113, carried approximately 7,500 daily vehicle trips north of Vaughn Road and 8,800 daily trips north of Stratford Avenue. Pedrick Road is also a north-south road which provides access to the eastern portion of the City. This street begins as County Road 98 north of Woodland, in Yolo County, and runs south becoming Pedrick Road at the Solano County line. The road then crosses I-80, passing by the specific plan area, and continues south ending at Main Prairie Road south of Dixon. At the time of Specific Plan approval, the traffic on Pedrick Road ranged from 1,500 to 2,000 daily trips near the plan area. Vaughn Road is an east-west road which begins just west of North First Street and ends at Runge Road to the east. At the time of Specific Plan approval, it carried approximately 650 daily trips. All plan area roadways operated at LOS “C” or better when the Specific Plan was approved.

North First Street/I-80 is a "skewed" interchange with a "fly-over" ramp from westbound I-80 to southbound North First Street. The Pedrick Road/I-80 interchange is a diamond interchange with four-way stop controlled intersections at the ramp termini. These interchanges are impacted by city-wide traffic since both North First Street and Pedrick Road serve as major city arteries.

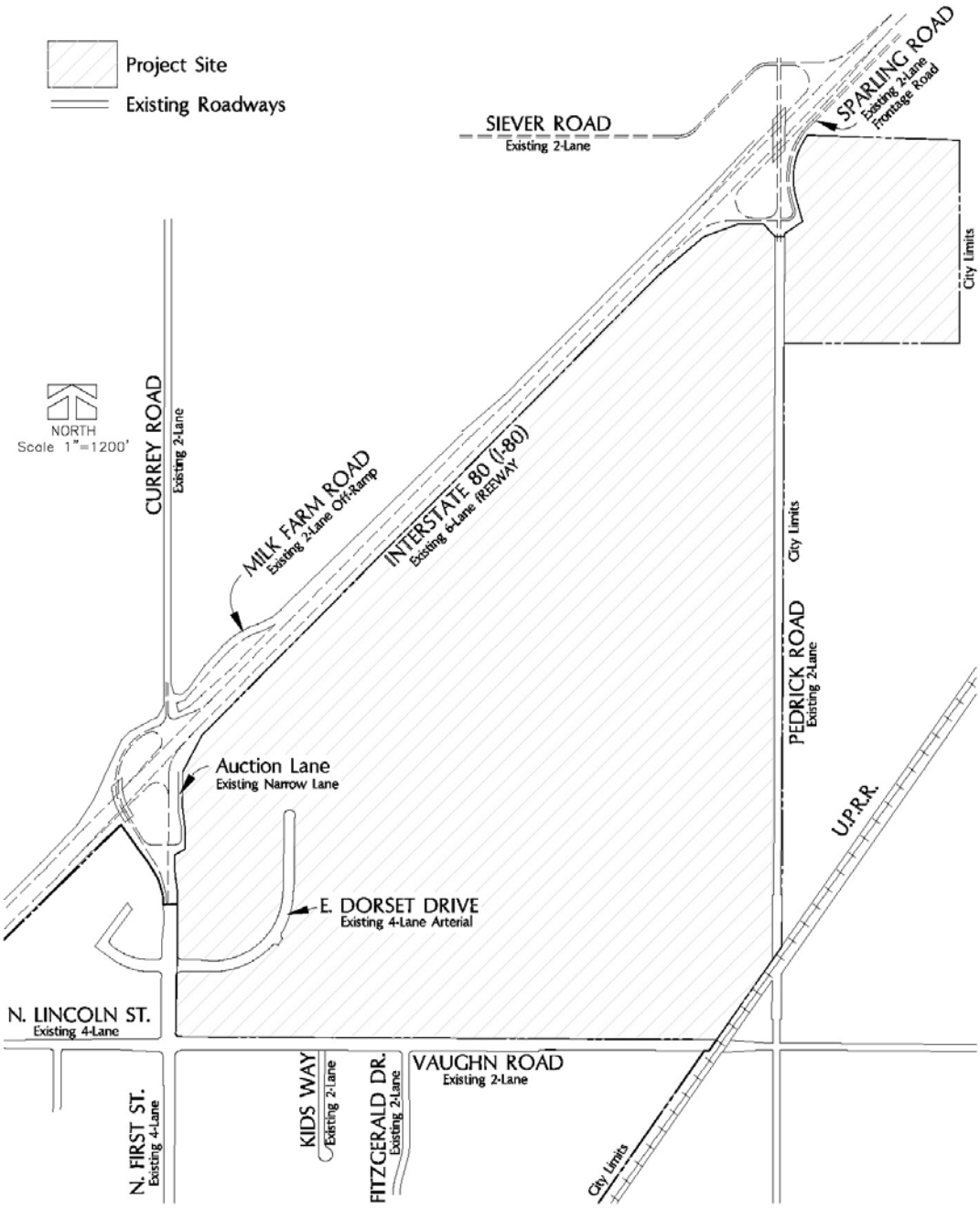


FIGURE 4-1: PLAN AREA CIRCULATION [FIGURE UPDATED]

4.3 PLANNED STREETS

Street size and function in the specific plan is scaled to accommodate anticipated intensity of vehicular use associated with proposed land uses. The configuration of streets is assigned to enable convenient internal routes. Plan area circulation is comprised of arterial and collector streets. In general, the pattern of local streets is designed and organized to facilitate easy access within the plan area. Plan area circulation is illustrated in Figure 4-2, Circulation Master Plan.

The ROW for all streets shown on the Circulation Master Plan within the project area will be established pursuant to this specific plan. The actual construction of the roads will be determined for specific development applications in the PD review process, or equivalent mechanism.

4.3.1 ARTERIAL STREETS

The primary function of the major arterial streets is to move traffic to, from and through the plan area to the adjoining major arterials and the freeway. Travelers from the I-80 corridor and employees from nearby residential areas will travel by or through the plan area to the employment centers in the North Dixon and NQSP areas. It is also anticipated that shoppers and others coming from the I-80 corridor and local community will travel on arterial streets to the plan area shopping centers.

Arterial streets within the specific plan area are designed to City standards that incorporate four travel lanes with standing curb and gutter and on-street bike lanes and landscaped median as illustrated in Figure 4-3, Typical Arterial. On-street parking will be prohibited. Arterial streets in the plan area will include landscape corridor easements on each side of the roadway with an eight-foot wide pedestrian walkway separated from the street by a landscape planter strip. The landscape corridor on arterial roadways is measured from the back of ultimate curb.

North First Street, Pedrick Road, and Vaughn Road are perimeter streets designated as arterials. North First Street is a major four-lane arterial connecting Dixon with I-80. It includes four travel lanes. Pedrick Road will be a limited access roadway with minimal cross traffic and turning movements. Vaughn Road will serve as an east-west arterial linking the Dixon Northeast Quadrant Specific Plan area with residential areas to the west. Four lane arterial streets within the plan area are identified as: Professional Drive and East Dorset Drive. (see Figure 4-5)

4.3.2 MAJOR COLLECTOR STREETS

Major collectors are designed to link arterials to local streets and serve as primary circulation within the plan. Commercial collector streets in the plan area are designed to City standards to include two lanes of auto traffic, on-street parking, bike lanes and curb and gutter as illustrated in Figure 4-4, Typical Commercial Collector. Outside the right-of-way within a designated landscape easement is a pedestrian pathway separated from the curb by a minimum eight-foot planter strip. Landscape corridor widths along collectors are measured from the back of curb. Although initially striped for two lanes, the collector street may be restriped to accommodate four lanes.

Collector streets that may be proposed to serve any residential components within the Campus Mixed Use area may utilize the City's Major or Minor Collector street standard or a modified version thereof as defined within the PD design review process, or equivalent mechanism.

4.3.3 LOCAL STREETS (RESIDENTIAL)

Local residential serving streets that may be proposed to serve any residential components within the Campus Mixed Use may utilize the City's Local Street standard, with or without separated walk, or a modified version thereof as defined within the PD design review process, or equivalent mechanism.

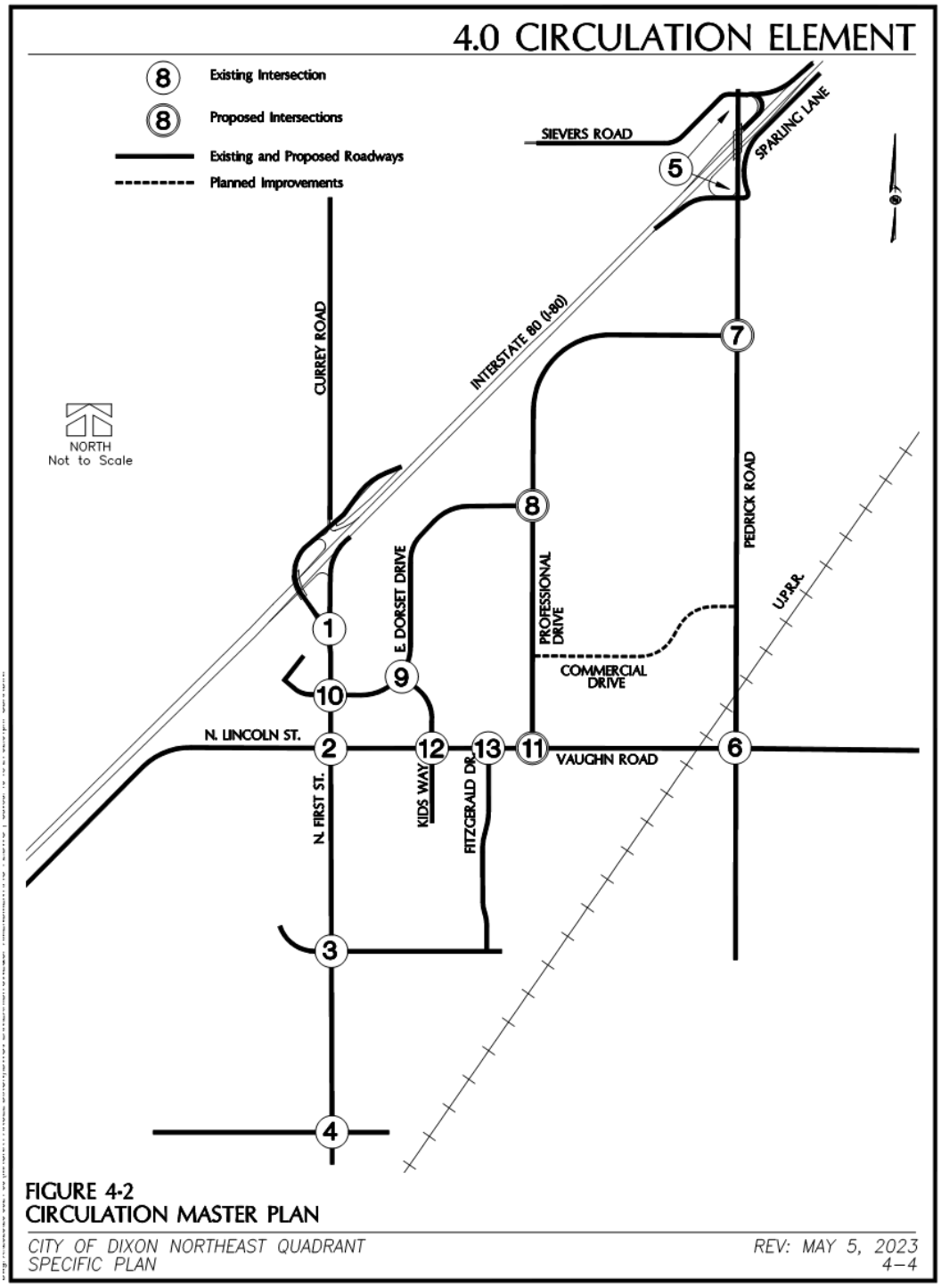


FIGURE 4-2: CIRCULATION MASTER PLAN [FIGURE UPDATED 2024]

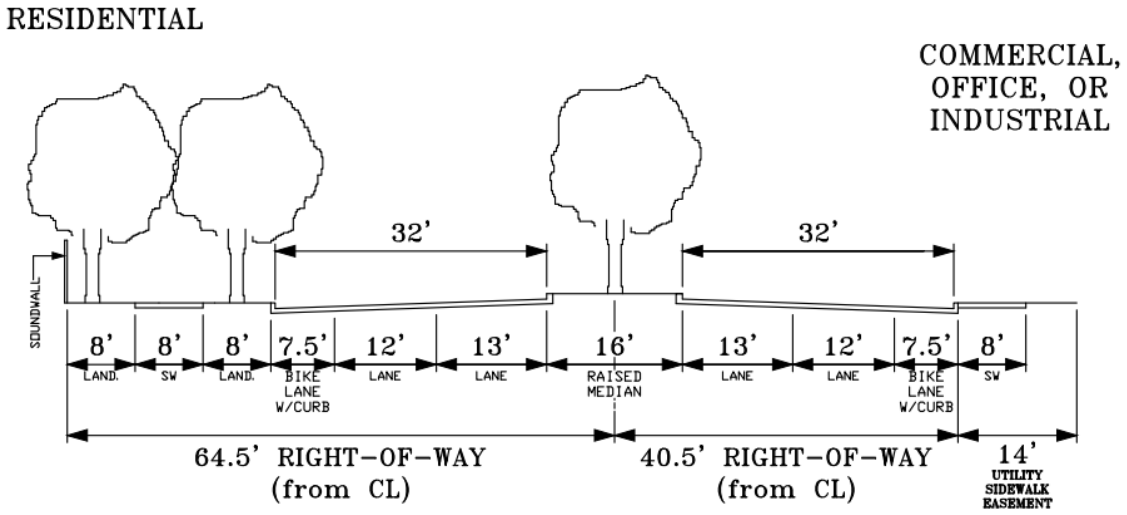


FIGURE 4-3: TYPICAL ARTERIAL (FIGURE UPDATED)

Note: Street sections to be designed in accordance with City's Engineering Design Standards

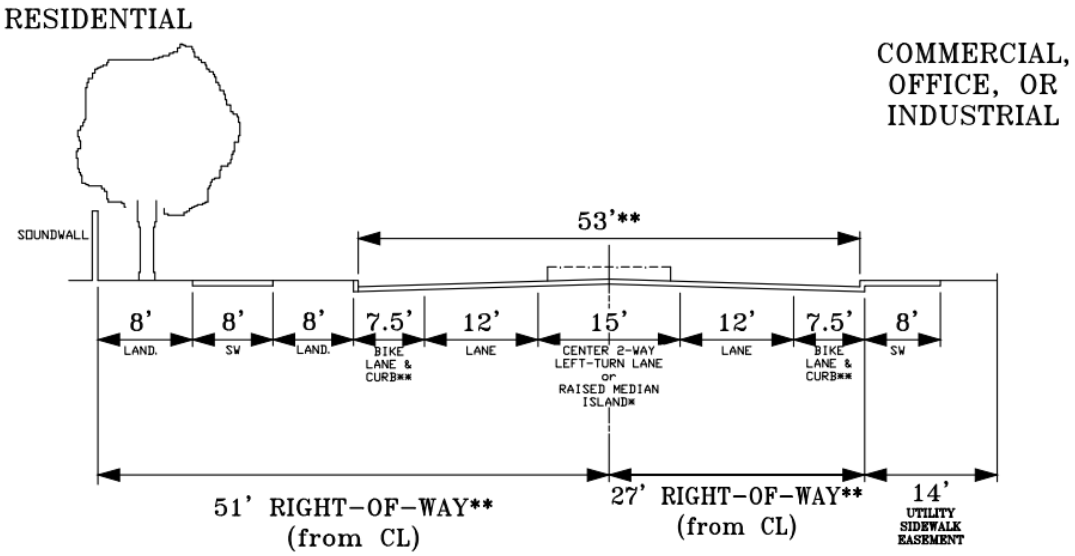


FIGURE 4-4: TYPICAL COMMERCIAL COLLECTOR (FIGURE UPDATED)

Note: Street sections to be designed in accordance with City's Engineering Design Standards

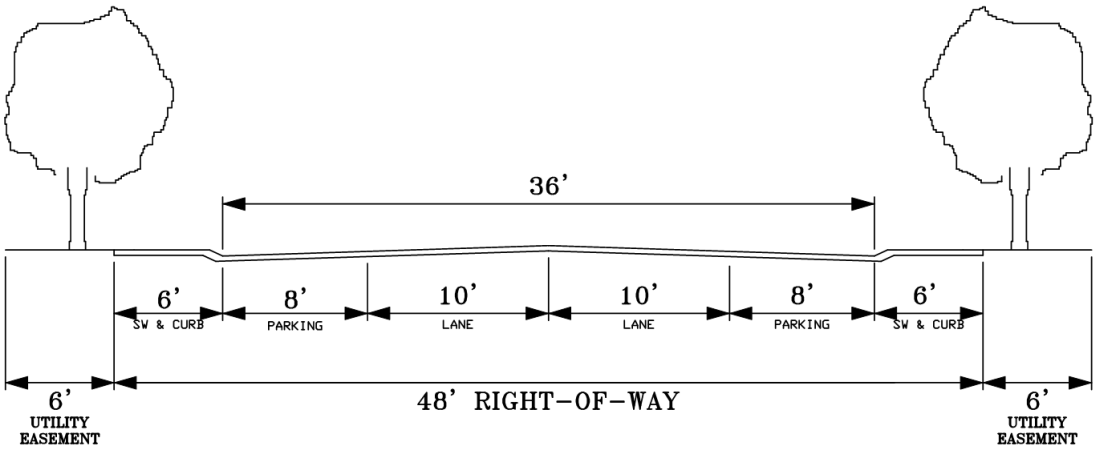


FIGURE 4-5: TYPICAL LOCAL (RESIDENTIAL)

Note: Street section consistent with City's Engineering Design Standards

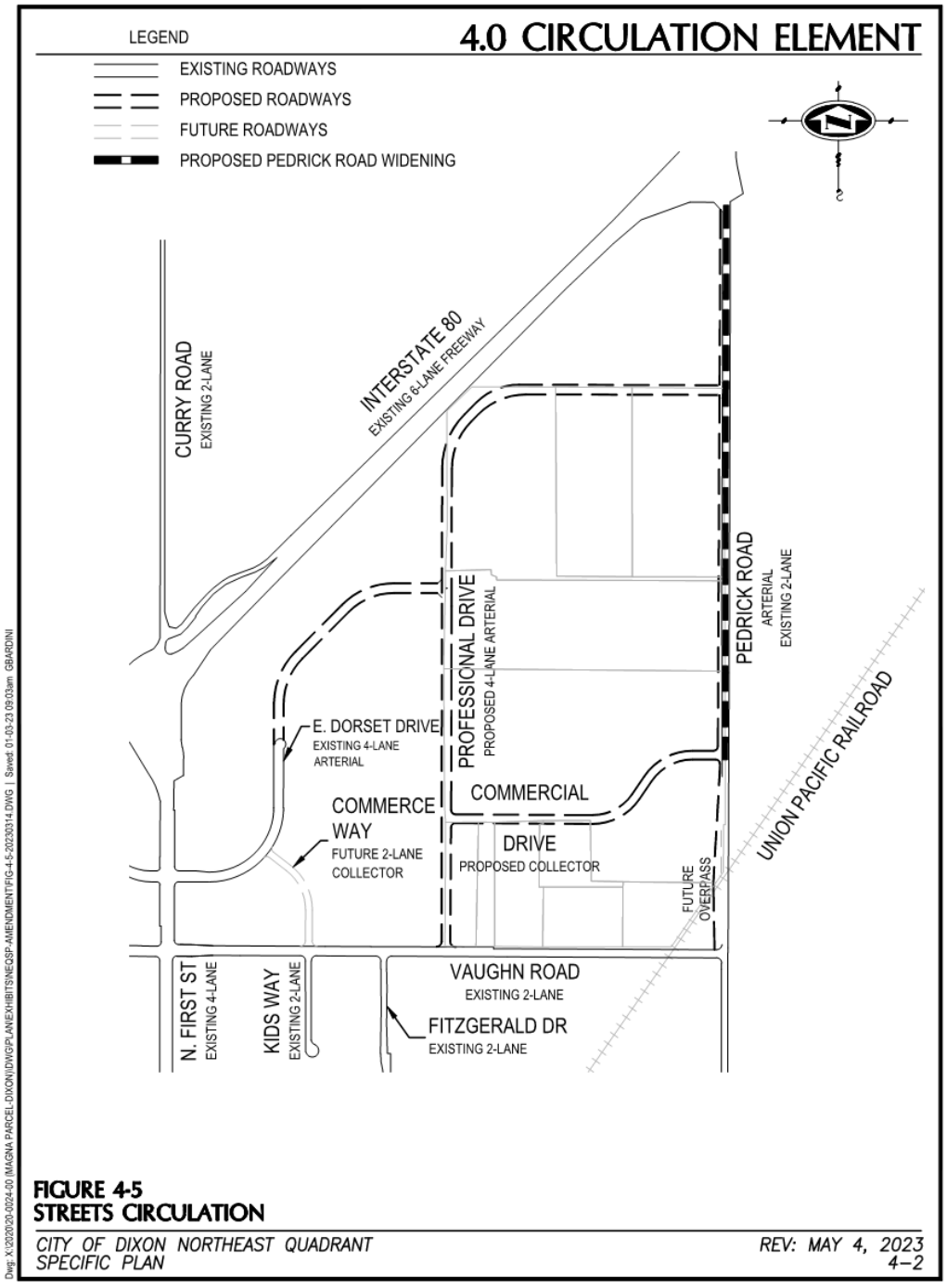


FIGURE 4-6: FOUR LANE ARTERIAL STREETS TRAFFIC CIRCULATION [FIGURE UPDATED 2024]

4.4 LEVEL OF SERVICE

One goal of the plan area circulation network is to meet the City's General Plan level of service (LOS) standards. This goal can be achieved by a combination of the following measures:

- land use planning proportioned and distributed to reduce vehicular trips;
- signalization controls and appropriate design of intersections to optimize flow of traffic; and
- use of Transportation System Management (TSM) programs, including support of alternative transportation modes.

Per requirements of SB743, Vehicle Miles Traveled (VMT) will be the metric utilized for the traffic analysis for CEQA purposes.

4.5 BIKEWAYS/PEDESTRIAN PATHWAYS

Bicycling and walking are alternatives to driving that people will use regularly for short trips if the distance is sufficiently short and relatively safe. The strategic placement of land uses will reduce the travel distance between employment centers, services and shopping. Convenient access will be facilitated by providing an extensive network of walking and cycling paths.

The plan features pathway systems that serve cyclists and pedestrians. Sidewalks will be provided on all streets within the project area to serve pedestrian traffic. Bikeways will be provided on plan area arterial and collector streets. Bike paths along the arterial and collector streets consist of slightly undulating, eight-foot wide paved paths, separated from the streets within the landscape corridors. Pathways are designed to accommodate both pedestrians and cyclists. Since the bikeways are intended to provide a safe and convenient route for commuting cyclists at a reasonable speed, the alignment of the routes will not meander too greatly to impede the safe and convenient movement of cycle traffic.

Within commercial areas, pedestrian corridors will extend from buildings through parking areas to connect with plan arterials or other major roads and bus stops. The pedestrian corridors will be landscaped walkways of sufficient width to allow groups of people to walk and to sit. Pathway landscaping will provide a shade canopy and will buffer pedestrians from adjacent parking. The corridor will include rest islands at the center medians, special lighting and paving and markings to facilitate pedestrian direction.

4.6 PUBLIC TRANSPORTATION

4.6.1 BUS SERVICE

The City of Dixon is served by regional routes connection to Vallejo and Sacramento and the Dixon Redi-Ride, which provides demand-responsive, curb-to-curb transit service. The Redi-Ride system will be expanded to the plan area as demand for these services occurs.

4.6.2 RAIL SERVICE

The Union Pacific Railroad (UPRR) crosses the southeast corner of the plan area. A transit station along the UPRR line is planned in downtown Dixon. A station for that purpose was completed in 2006. If the station becomes a transit stop a transit/shuttle may be operated to link the NQSP area with this rail service.

4.7 PARK AND RIDE & RIDESHARING

Park and ride lots will be located within the plan area to provide convenient places for commuter car pooling. Park and ride facilities are intended for commuters in the Dixon area who may utilize the plan area as a parking or meeting point to commute outside of the plan area. The park and ride lots will typically include approximately 25 to 50 spaces and be incorporated in the parking for commercial, business-professional or light industrial uses. Where park and ride lots are within a business parking area, they should be located so as not to interfere with business operations. The park and ride spaces may be included as part of the normal parking requirement for the planned business or commercial use if peak use of the park and ride does not coincide with peak use of the business or commercial use and if approved by the City. Park and ride spaces will be clearly marked through pavement markings and directional signage. Spaces are reserved exclusively for park and ride on Monday through Friday from 6:30 a.m. to 6:30 p.m.

4.8 TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Traffic impacts on Dixon streets may be reduced through Transportation Systems Management (TSM) measures which encourage employees to rideshare and to use non-peak hours for travel. Congestion Management Programs will reduce commute trips. The following TSM measures will promote a reduction in vehicle commuting within plan area employment centers:

- Distribution of information on alternative modes of travel (buses, bicycles, etc.) to employees within the specific plan.
- Carpool and vanpool matching services to assist employees with similar origins, destination, and schedules in finding other employees with whom to share a ride.
- Showers and lockers at employment locations to encourage pedestrian and bicycle commuting.
- Ridesharing facilities to promote alternatives to the use of automobiles for commuting to work. Ridesharing facilities consist of preferential parking or specialized facilities for vanpools, carpools or commuter buses.
- Designation of an on-site employment TSM coordinator to assist in disseminating information and monitoring the status of any transportation management activities.
- Parking requirements may be reduced where other TSM measures are offered as a further inducement to reduce automobile use.

4.9 CIRCULATION POLICIES

The following policies may be refined and further defined as approved by the city through the PD, or equivalent mechanism, for specific projects.

4.9.1 STREET SYSTEM AND LAYOUT

1. Right-of-way locations for landscape corridors and pathways for all arterial and collector roadways are as indicated on Typical Arterial and Typical Collector Street sections as shown in Figures 4-3, 4-4, and 4-5.
2. Landscape corridors should be granted as landscape easements over private property. All landscape corridors are to be landscaped consistent with the provisions of the Form and Design Section (Section 3).
3. Driveways along primary plan arterials should be limited and restricted to points approved by the City. Parking on all arterial streets should be prohibited by posting.
4. Intersections of collector streets with arterial streets should be kept to a minimum. Collector streets should not intersect with a major arterial street closer than 300 feet from another collector/arterial intersection.

4.9.2 LEVEL OF SERVICE

1. Level of service at plan area roadways and intersections shall maintain the Level of Service (LOS) standards contained in the City of Dixon General Plan.

4.9.3 BIKEWAYS/PEDESTRIAN PATHWAYS

1. Bicycle and pedestrian circulation systems should be designed to minimize conflicts with the vehicular circulation system. Separation of the cyclist/pedestrian from the automobile should be provided to the extent feasible.

2. Bike paths doubling as pedestrian walks should be a minimum of eight feet wide and should be constructed of concrete or asphalt. Bikeways should not vary from a straight line by more than eight feet in 100 feet of length. Landscaping and berming where feasible should be used to separate pedestrian/bicycle paths from streets. All pedestrian sidewalks must be handicap accessible with curb cuts at all intersections.

3. All lighted intersections along arterial roadways should incorporate enhanced pedestrian crossing points. The crossings may include paving treatment, increased distance between the crosswalk and vehicle limit line, and where applicable, widened median rest areas.

4.9.4 PUBLIC TRANSPORTATION

1. Alternatives to the automobile as the primary means of transportation shall be encouraged. Public transportation services, such as those provided by Dixon Redi-Ride, shall be accommodated in the arterial and collector street system. Consider expanding Dixon Redi-Ride to the plan area as demand for these services increases.

2. Bus turnouts and shelters should be located consistent with City improvement standards. Turnouts should be provided at the time of roadway installation. Shelters and benches should be provided by adjacent projects at the time of construction unless otherwise required by the City.

3. The plan area shall participate in efforts to promote future shuttle linkage with the downtown rail transit station.

4.9.5 PARK AND RIDE & RIDESHARING

1. In all cases, park and ride spaces are to be clearly marked through pavement markings and directional signage. Spaces should be reserved exclusively for park and ride on Monday through Friday, from 6:30 a.m. to 6:30 p.m.

2. A portion of the park and ride spaces may be included in the normal parking required for a planned business or commercial use if the peak use of the park and ride does not coincide with peak use of the business and commercial use and if approved by the City.

3. Plan area employers shall provide ridesharing facilities to encourage alternatives to automobile commuting including vanpool and carpool parking.

4.9.6 TRANSPORTATION SYSTEM MANAGEMENT

1. Employers should be encouraged to participate in the Transportation System Management Program. Projects within the plan area will need to achieve future trip reduction levels.

2. Bike racks, storage facilities, lockers, and showers serving employee shall be provided by all plan area land uses.

3. Applications for all PDs should include a transportation plan, or other mechanism, detailing trip reduction measures to implement TSM.

4.9.7 PEDESTRIAN SAFETY

1. To ensure pedestrian safety, public pathways shall be well lit and located in areas of view from adjacent buildings and public spaces. Locations where pedestrian paths cross roadways shall be denoted with special accent material to specifically denote a pedestrian crossing and to alert passing vehicular traffic. All pedestrian crossings shall be appropriately lit.

2. The main pedestrian paths should be constructed of concrete. However, smaller paths and jogging trails may utilize other materials such as asphalt or decomposed granite, providing there is a mechanism to ensure trail maintenance and upkeep.

SECTION FIVE - RESOURCE MANAGEMENT ELEMENT

Urban development will irreversibly modify the existing environment of the specific plan area. However, with appropriate planning and design the plan area may provide an attractive setting which complements both the proposed urban uses and the adjoining rural land uses. The resources addressed in this plan include:

- Wetlands
- Sensitive Species
- Trees and Orchards
- Soil Protection and Grading
- Water Quality
- Energy Conservation
- Air Quality
- Historical and Cultural Resources

The specific plan will mitigate, to the extent possible, impacts associated with development in the plan area. The central focus of the resource management effort is to facilitate the transition from rural to urban uses by minimizing physical and visual degradation of the site. Resource management related principles and policies are embedded in other sections of this specific plan and incorporated in the land use pattern.

The following sections describe each of the resource categories, the concept for their use and protection, and policies for implementation. The resource management information and policies contained herein may be refined and further defined as approved by the City through a project PD, or equivalent mechanism, and associated environmental review.

5.1 WETLANDS

At the time of NQSP approval, the plan area was generally devoid of any natural seasonal wetlands. The essentially flat topography had been modified by decades of agricultural activity. Furthermore, freeway construction and early flood control measures had significantly eliminated the historical drainage features in the area.

Wetlands, as defined by the U.S. Army Corps of Engineers, are "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions". Seasonally wet swales within drainage floodplains are classified as wetlands because they are poorly drained and remain saturated during wet winter months.

At the time of NQSP approval, the wetland identified in the plan area was geographically restricted to a relatively small compact area. Where practicable, the wetland area was avoided through land use planning or appropriate permits should be obtained for removal of such features in accordance with Federal and state requirements. If the degradation or total destruction of the seasonal wetland area will be unavoidable as a result of the project, it may be required that the impacted wetland be mitigated at a 1:1 ratio, or other ratio determined by the U.S. Army Corps of Engineers, so that no net loss of wetland habitat occurs. Determination of the need to avoid or mitigate for the degradation or filling of this wetland will be required by the U.S. Army Corps of Engineers prior to construction within the area of the seasonal wetland.

5.2 SENSITIVE SPECIES

The plan area has been utilized for agriculture and related activity for many decades and consequently, the natural wildlife habitat is severely disturbed. Although no sensitive wildlife species had been observed on-site at the time of NQSP approval, the suitability of the habitat to support Swainson's Hawk and the California Tiger Salamander indicate the need for precautionary investigation prior to development of the site.

5.2.1 SWAINSON'S HAWK

Putah creek, approximately four miles north of the plan area, supports a large population of Swainson's Hawks (Buteo swainsonii). At the time of original NQSP approval the area included a number of nest sites along Putah Creek and within a ten-mile radius of the plan area.

The proposed specific plan could convert 460 acres of potential foraging area of the Swainson's Hawk and other resident raptors. Because the project site is located within a 10-mile radius of the Swainson's hawk nest sites, the California Department of Fish and Wildlife (CDFW) may consider construction within the project area a significant impact to Swainson's hawk foraging habitat. The DFG considers foraging habitat "necessary to maintain the reproduction effort" and its destruction may be classified as a "take" under the California Endangered Species Act (CESA). Project proponents may be required to participate in a County-Wide Habitat Conservation Plan when adopted.

5.2.2 CALIFORNIA TIGER SALAMANDER

California Tiger salamander is a Category 2 candidate for federal listing as a threatened or endangered species. Tiger salamanders are found in grassland habitats within one to two miles of water. They use ground burrows during their summer dormancy period but require a water source for breeding. At the time of NQSP approval, no indication of salamander habitation had been observed in the plan area.

5.3 TREES AND ORCHARDS

Existing trees within the plan area at the time of NQSP approval included remnant farm site trees, wind row trees along I-80 and orchards located along the southern boundary of the plan area adjacent to Vaughn Road. Both walnut and almond groves occurred within the plan area. Existing trees do not include any unusual or sensitive species, however, the trees assume an important aesthetic value and significant role in

defining the character of the plan area. Consequently, existing trees are a desirable feature that provide a valuable asset for the plan area in the future.

5.4 SOIL PROTECTION AND GRADING

Soils within the plan area generally consist of nearly level, well-drained soils deposited in alluvial fans. Soils found within the plan area fall within Class I and Class II capability units and are considered prime agricultural soils. The Yolo-Brentwood soil association, found within the plan area, is most suited for development since it possesses the lowest potential for shrinkage and swelling. The remaining soil associations have relatively higher potentials for shrink/well, corrosivity and surface run-off. Plan area soils are shown in Figure 5-1.

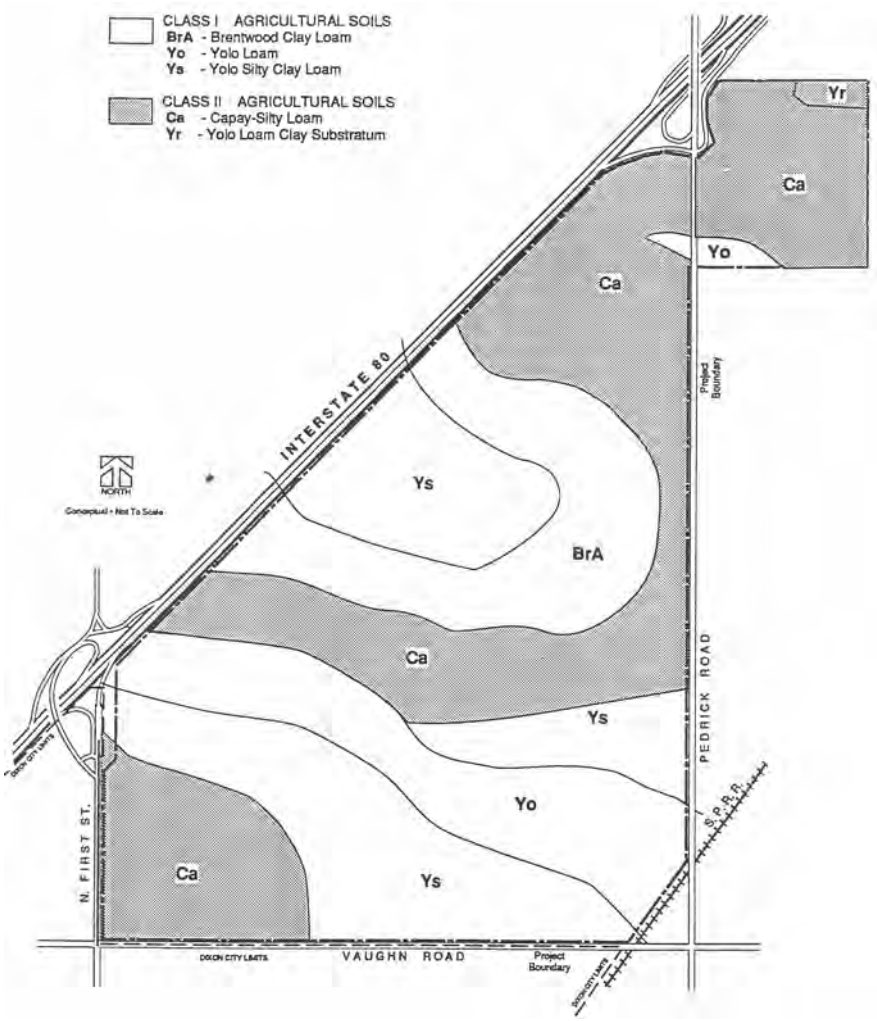


FIGURE 5-1: SOILS

5.5 WATER QUALITY

Development within the plan area will increase impervious surfaces thereby increasing the rate and volume of stormwater run-off. Short term detention ponds are proposed to contain excess run-off during peak storm and saturation periods to alleviate downstream portions of the regional storm drain system. Ultimately, storm drainage is conveyed from the plan area to downstream destinations of Haas and Cache Sloughs by an integrated storm drainage system.

The intent of the NQSP is that project flows will be detained on-site in basins incorporated in the landscape and parking areas surrounding each building or will be otherwise addressed through a storm water management program as specified in the project PD or equivalent mechanism. Given the relatively low site coverage typical of the proposed land uses, the potential to accomplish on-site detention is considered feasible. Specific design of the detention basins cannot be provided in the absence of definitive building locations.

When a specific development project is submitted to the City, the project will be required to submit a detailed drainage improvement plan. Projects will be required to provide funding for a master drainage plan. The environmental effects of the drainage improvements will be evaluated at a later time.

5.6 ENERGY CONSERVATION

Energy will be required in the plan area for transportation, lighting, communications, and for water heating and environmental control. Conservation of energy can be achieved primarily through reduction of automobile use and by modifying the man-made environment to reduce heating and cooling requirements. Reduction in auto use is addressed in the Circulation Element and Land Use Element.

Reduction of energy required for cooling is achieved by providing shade in parking areas, around buildings and along-streets. Reduction of energy required for space heating is achieved by proper siting of buildings to enhance solar heating and by building designs which utilize insulation, dual panel glazing, weather stripping and other techniques designed to minimize heat loss. Development within the specific plan shall give consideration to life cycle energy requirements in the design of individual building groups.

Electrical efficiency measures should be provided to ensure that the plan area is developed at an efficiency fifteen percent (15%) greater than the federal appliance efficiency standards and the State of California Title 24 Energy Conservation Measures. In addition, the Form and Design Element includes landscape provisions to reduce solar gain in summer and allow solar gain in winter.

5.7 AIR QUALITY

Air quality in the Sacramento Valley is recognized as a significant environmental concern which influences quality of life for all residents. Individual vehicle trips have been singled out as a major factor in the deterioration of air quality in the region. The location of new employment areas, spatial layout of communities, and innovative transportation solutions can contribute to maintaining air quality standards.

Provisions for air quality mitigation have been incorporated into plan development. A mix of retail goods and commercial services are encouraged within the intensive employment generating uses for the convenience of employees and to limit the length and number of daily trips required. In addition, the plan provides for alternative transportation modes, including public transit, pedestrian corridors and bikeways. Other mitigation measures include Transportation Systems Management (TSM) provisions which, when implemented, reduce automobile related emissions.

Construction-related air pollution impacts in the plan area will result from dust generated by equipment and vehicles. Construction-source dust results from both construction activity and wind erosion of exposed soils. Clearing and general earthwork activities are the primary causes of construction-related dust emissions with traffic and earth disturbance also contributing to dust emissions.

The specific plan encourages ridesharing and park and ride parking. Ridesharing parking will encourage employees to carpool and use alternative transportation including vanpools and buses to commute, thereby reducing vehicle trips. Park and ride lots within the plan provide location for employees to meet to carpool to locations outside of the plan area, particularly along the I-80 corridor.

Greenhouse Gas (GHG) will also be analyzed as required by CEQA.

5.8 HISTORICAL AND CULTURAL RESOURCES

At the time of NQSP approval, there were no identified prehistoric or historic archaeological sites within the plan area listed with the California Archaeological Records Inventory or visible during field survey investigation (Northwest Information Center, Sonoma State University June, 1993). Two prehistoric habitation sites were identified in the general project vicinity and in environmental settings similar to that of the plan area which indicates that there is a moderate possibility of prehistoric cultural resources occurring on site.

Several structures were shown within the project site boundaries in Dixon historical records, therefore, it is anticipated that archaeological deposits and/or structural remains reflecting settlement and early commercial activities could exist within the project area.

5.9 RESOURCE MANAGEMENT POLICIES

The following policies may be refined and further defined as approved by the City through the PD, or equivalent mechanism, and associated environmental review for specific projects.

5.9.1 WETLANDS

1. Any wetlands determined to be subject to state or federal regulation will be subject to review by the appropriate responsible federal and state agencies. Requirements of any permit issued by state and federal agencies will be fully implemented.

2. Any enhancement/compensation program required pursuant to state or federal permits will be the responsibility of the property owner(s). Where excavation is utilized to create or enhance wetlands, excavated soils should be reshaped to form gentle contours and then planted with appropriate native species.

3. If the removal or total destruction of the wetland area is unavoidable as a result of the project, after examination of all feasible avoidance alternatives, it may be required that the impacted wetland be mitigated at a 1:1 ratio so that no net loss of wetland habitat occurs. On-site mitigation is preferable, although off-site mitigation may be allowed. The Community Development Director in consultation with the California Department of Fish & Wildlife (CDFW) shall define a set of conditions applicable to wetland mitigation for approval on any affected development within the plan area.

4. Implementation of both a short-term and long-term monitoring program to ensure the success of the required appropriate permits and EIR mitigation measures is required. The property owner(s) will be responsible for required monitoring.

5. If publicly accessible, wetland areas should be limited to passive recreation activities compatible with the primary purpose of wetland habitat restoration. In general access should be controlled or restricted.

6. Prior to construction (including roadway construction, grading, and the movement of material or machinery and equipment) approval of improvement plans, or the issuance of any permits for adjacent property a chain link fence, or acceptable alternative, shall be installed along the wetland area. The fencing should not be removed until the completion of construction activity. Written release from the Community Development Department must be received prior to the removal of any fencing.

7. Proposed detention/retention facilities located within or adjacent to wetland preserve areas should be in compliance with appropriate permit requirements.

5.9.2 SENSITIVE SPECIES

1. Proponents of development applications within the specific plan area shall consult with CDWF regarding the take of an endangered species or its habitat pursuant to the California Endangered Species Act (CESA) and CDFW codes.

2. A breeding survey should be conducted between April and July, prior to construction, to determine if the species nest on-site, if further impacts are a possibility, and to develop appropriate mitigation strategies.

3. The Dixon Community Development Director in consultation with CDFW shall define a set of conditions for approval on any development within the plan area consistent with the County Habitat Conservation Plan, if such a plan is in effect at that time. Such conditions shall be applied by the Planning Commission and City Council, in the City review and entitlement process. Such conditions shall be enforced by the Community Development Department and the Engineering Department, during the review and approval of any land use or improvement plans pursuant to the land use entitlement.

5.9.3 TREES AND ORCHARDS

1. Development plans shall identify the location, species, size and general condition of all existing trees on site, except trees within an orchard. Existing trees should be incorporated in the development plan where feasible.

2. Signs, ropes, cables, or other similar appendages should not be attached to trees designated for preservation unless specifically required by a certified arborist.

3. No tree identified for preservation in approved plans may be removed or significantly altered without approval by the Dixon Community Development Department.

4. Tree preservation and site development policies set forth herein should be incorporated into Covenants, Conditions and Restrictions (CC&Rs) for all projects within the plan area to ensure that subsequent property owners are aware of their obligation to protect any trees designated for preservation.

5. All development projects should be designed so as to avoid:

    - compaction of the tree root zone,

    - discharge of concentrated run-off to the root zone of trees,

    - placement of parking or walkways across the root zone, and

    - heat damage or scorching of trees from highly reflective building materials or paving.

5.9.4 SOIL PROTECTION AND GRADING

1. All development plans submitted for City review and approval shall provide an erosion and sediment control plan in compliance with the City's grading control ordinance. Required measures will include, seeding of graded areas and watering during grading activities to reduce wind erosion.

2. If created, slopes should be rounded at top and bottom. Steep slopes (greater than 3:1) and large retaining walls (higher than five feet) should be avoided.

3. Soil exposed during grading which will be left exposed and will not be under active construction during the rainy season (assumed to occur between October 15 and April 15) should be promptly replanted with native compatible, drought-resistant vegetation.

4. Prior to the development of any individual project area, a master conceptual grading plan should be submitted which identifies the overall grading concept for the project area.

5. Drainage problems resulting from poor soil permeability should be reduced through development of gravel subdrains and the creation of swales and channels to convey runoff.

5.9.5 WATER QUALITY

1. Paved parking areas should be designed to provide the minimum amount of paving area necessary to meet required parking standards. Permeable paving materials may be considered where feasible.

2. Best Management Practices (BMP) such as sediment traps, evaporation basins, flow reduction devices, and other methods to treat pollutants draining from parking areas and streets shall be installed in the storm drain system for individual projects within the plan area in accordance with City standards.

3. Plan proposed detention ponds shall incorporate similar BMP devices and methods in accordance with City standards.

4. Design of storm detention facilities should be consistent with the City's retention/detention system design standards. In general, allowable storage capacity shall be determined by the city engineer. Low growing ground cover is recommended around the periphery of the pond. Other aesthetic enhancements may be allowed with approval from the city engineer.

5.9.6 ENERGY CONSERVATION

1. As a method of reducing solar gain, which may increase interior air conditioning requirements, trees should be planted and maintained in all parking areas to ensure that, within 15 years of planting, at least fifty percent (50%) of parking areas are shaded at mid-day during the summer season.

2. Deciduous trees, which aid summer cooling and allow solar gain for winter heating, should be appropriately sited throughout the plan area.

3. All habitable structures should be designed and oriented to maximize the potential for energy conservation wherever feasible. Such measures should include, but are not limited to, utilization of both passive and active solar systems.

4. Individual projects should be required to incorporate in design cost-effective energy conservation and peak usage reduction measures consistent with local codes and PG&E standards for energy efficiency.

5.9.7 AIR QUALITY

1. Commercial and business uses may be required to implement rideshare measures as means of reducing plan attributed traffic.

2. Park and ride lots shall be located near I-80 as described in the Circulation Element.

3. Park and ride lots and ridesharing parking areas will be located to encourage the use of alternative transportation.

4. A local area shuttle system will be considered as an ancillary service to connect with the passenger rail station proposed in downtown Dixon.

5.9.8 HISTORICAL AND CULTURAL RESOURCES

1. In the event any previously unidentified historic surface or subsurface archaeological features or deposits are uncovered during construction, work in that immediate vicinity should cease immediately and a qualified archaeologist should be contacted immediately for determination of resource significance. In addition, the State Office of Historic Preservation should be notified.

SECTION SIX - PUBLIC FACILITIES AND SERVICES ELEMENT

The Dixon Northeast Quadrant Specific Plan includes a variety of public services and facilities to support and serve the needs of specific plan employees and others. Services include: water, sewer, drainage, solid waste disposal, fire protection, police protection, schools, parks and recreation, and utilities. Table 6-1 summarizes service provided in the specific plan area.

TABLE 6-1 - SERVICE PROVIDERS

Water	City of Dixon
Sewer	City of Dixon
Drainage	City of Dixon/Regional Drainage JPA
Solid Waste Disposal	Dixon Sanitary Service
Fire Protection	City of Dixon
Police Protection	City of Dixon
Schools	Dixon Unified School District
Parks and Recreation	City of Dixon
Electric Service	Pacific Gas & Electric Company
Natural Gas	Pacific Gas & Electric Company
Telephone	ATT
Cable	Wave Communications

The plan area street system is described separately in the Circulation Element (Section 4). A brief discussion of possible methods for financing and phasing of improvements and facilities is contained in the Implementation Section (Section 7).

6.1 WATER

The NQSP is within the service area of the City of Dixon. The City currently has three water storage tanks with the combined capacity of 3.6 million gallons. Present expansion plans also include the construction of three high capacity wells. Upon completion, overall projection capacity of the system is expected to be 13,400 gallons per minute (gpm) or 19.3 million gallons per day (mgd) which will be reached at projected buildout date of 2007-08.

Based on the proposed mix of land uses, average water demand associated with the plan area's development is estimated to be around 1,370 gpm. The total water demand at General Plan buildout will be around (4,535 gpm). Ultimate development of the specific plan area may account for approximately thirty percent of total City-wide demand.

Domestic water will be distributed throughout the plan through a new pipe system. The conceptual design of the water distribution system is shown in Figure 6-1.

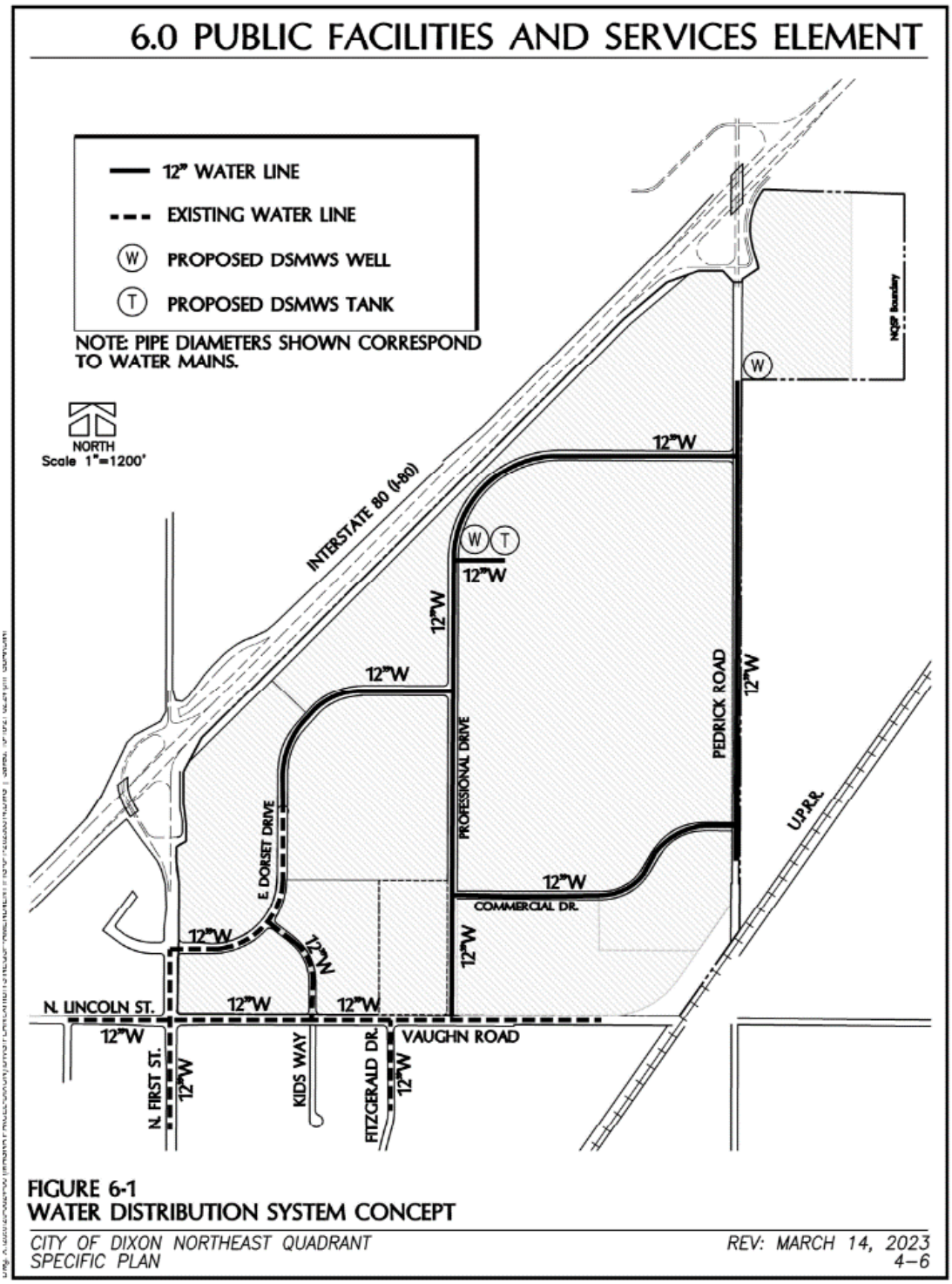


FIGURE 6-1: WATER DISTRIBUTION SYSTEM CONCEPT [FIGURE UPDATED 2024]

6.2 SEWER

The City of Dixon will provide wastewater collection and treatment for the plan area at the wastewater treatment plant located approximately three miles south of the City. The City will provide system capacity to serve the anticipated increase in sewer requirements resulting from new development. The capacity of the existing system is approximately 1.6 million gallons per day (mgd). The average dry weather wastewater flow is currently approximately 1.4 mgd. The average wet weather flow is approximately 1.6 mgd.

Planned improvements to the City's wastewater system will be accomplished in phases to increase treatment capacity to 2.5 mgd.

Although increased flow from the NEQSP may exceed the current capacity of the treatment plant, planned plant expansion would accommodate flows from development in the plan as well as other planned growth in the city and adjoining areas. The plan area is part of the North First Street Assessment District which facilitated extension of sewer service to the area.

Wastewater will be collected throughout the plan area in a collection system as shown in Figure 6-2.

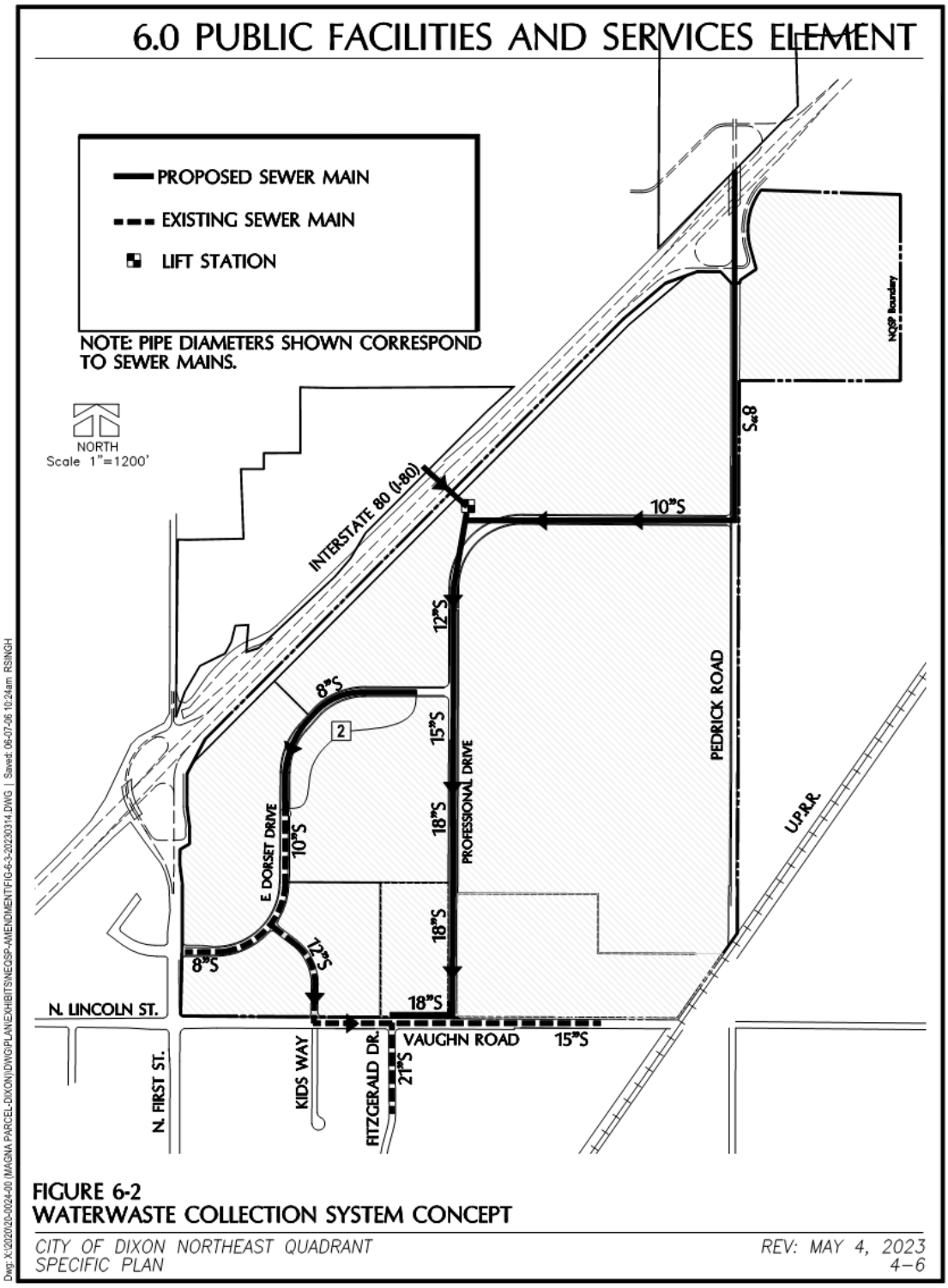


FIGURE 6-3: WASTEWATER COLLECTION SYSTEM CONCEPT [FIGURE UPDATED 2024]

6.3 DRAINAGE

Stormwater in Dixon is discharged through a system of channels and ditches constructed to alleviate flooding on farm lands. The downstream system is primarily maintained and operated by the Dixon Resource Conservation District (DRCD) and Reclamation District (RD) 2068. Existing storm drainage infrastructure is inadequate to handle current peak flow conditions resulting in increased flooding in downstream areas. Presently there is a maximum flow of 77.5 cubic feet per second (cfs) from the City to the DRCD system. Additionally, because of generally flat topography and lack of a well defined drainage network on-site ponding is a frequent condition during the storm season.

The City of Dixon in cooperation with Downstream Districts, is implementing city-wide and regional improvements to the storm drainage detention and conveyance system. All infrastructure requirements and associated costs, both on-site and off-site will be shared by development.

The Regional Drainage Joint Powers Authority and City of Dixon plans include construction of detention basins and a new channel paralleling Pedrick Road to empty into Haas Slough.

The City is integrating all new projects with the city-wide drainage system. Lands within the North First Street Assessment district are in part factored into the city-wide Drainage System. Lands within the plan area have been included in the Eastside Drain Plan. The Dixon Northeast Quadrant Specific Plan proposes that the principal stormwater system will consist of a series of detention basins linked to the new Eastside Drain. Other alternative stormwater control measures may be considered in the PD, or equivalent mechanism, review process for development projects. On-site detention ponds will be incorporated as amenity features in individual land uses. A typical landscape pond is illustrated in Figure 6-4, Detention Pond Section. Figure 6-5 illustrates the conceptual drainage plan for the northeast quadrant. The actual design, configuration, dimensions, sizing and location of the drainage features will be addressed on a project-specific basis through the PD process.

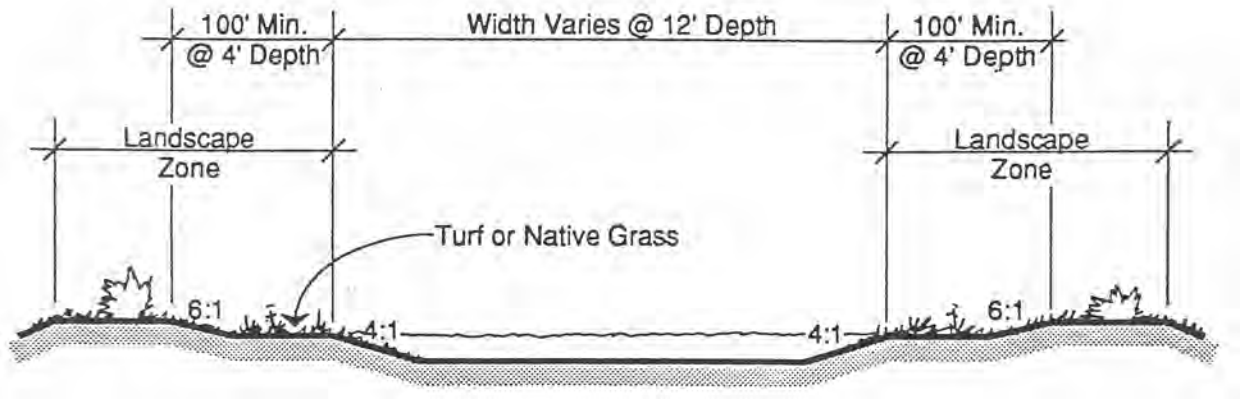


FIGURE 6-3: DETENTION POND SECTION

The actual amount of containment area required for the detention ponds will be determined in the design of individual development projects.

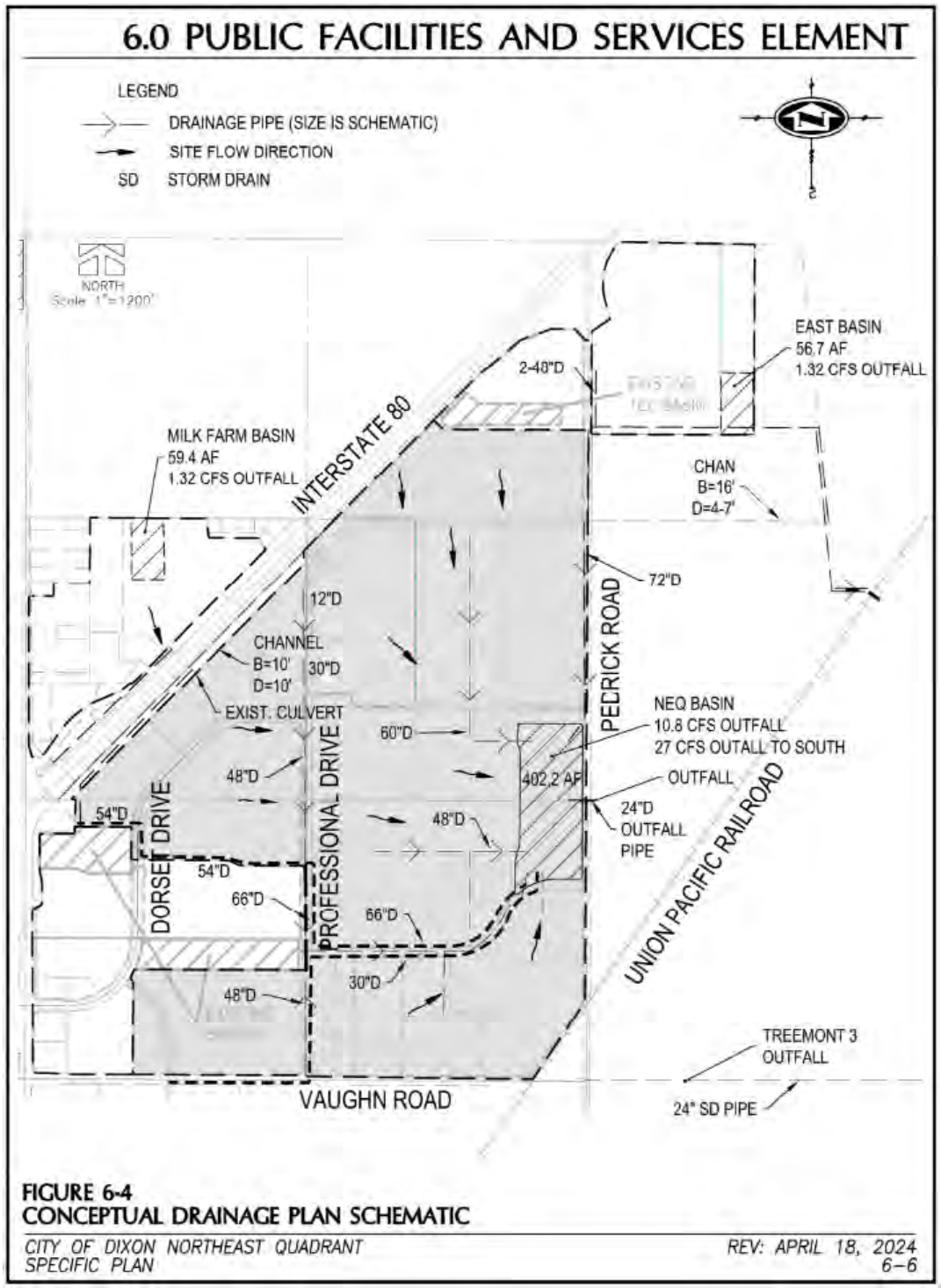


FIGURE 6-4: CONCEPTUAL DRAINAGE PLAN SCHEMATIC [FIGURE UPDATED 2024]

6.4 SOLID WASTE

Current refuse collection and disposal services for the City of Dixon are provided by the Dixon Sanitary Service. The landfill site is located nine miles south of Dixon on Hay Road, off State Highway 113. The landfill site is estimated to have sufficient capacity for 65 years, through year 2070. The landfill operator owns an additional 160 acres of land adjacent to the existing site which will be developed when service demands require greater capacity. Dixon Sanitary currently provides recycle and green waste services to its Dixon customers.

Some plan area employers may require hazardous waste refuse collection services. The nearest Class I disposal sites are located within a 2.5-hour round trip haul distance.

6.5 FIRE PROTECTION

Fire protection and suppression services are provided by the City of Dixon Fire Department. The department responds to fires, hazardous spills and other emergencies within the Dixon area. It also provides contract services to the Dixon Fire Protection District.

Through its contract with the Dixon Fire Protection District, the Fire Department serves a 300-square-mile rural area extending from Winters to Rio Vista in Solano County. The department operates one station, utilizing a variety of equipment staffed by paid, full-time and volunteer firefighters. The main station is located on Ford Way in central Dixon. Fire service is provided to the plan area by the Ford Way station with approximately a four minute response time. The Department provides ALS level medical service. A planned fire station located in Southwest Dixon will provide additional service

6.6 POLICE PROTECTION

The Dixon Police Department provides police protection services to the City from a central facility on West A Street. It is anticipated that the creation of additional beats would be required to adequately service the plan area. This would include the addition of new officers and vehicles to cover the plan area on a 24-hour basis. The need for new on-site facilities or expansion of existing facilities is not anticipated since the existing central facility has been designed to accommodate future development needs.

6.7 SCHOOLS

The plan area is within the Dixon Unified School District. Proposed land uses within the specific plan area include commercial, industrial, and mixed-use. Commercial, industrial, and other users within the plan area will be required to pay applicable school development fees. Residential uses developed within the Campus Mixed Use area will be quired to pay applicable school development fees.

6.8 PARKS AND RECREATION

The City of Dixon provides recreation and park services to the City of Dixon and to the plan area. Proposed land uses within the specific plan area include commercial, industrial, and mixed-use. While the commercial and industrial uses do not require dedication of parkland, the inclusion of the residential use within the Campus Mixed Use area will require the provision of park land for future residents. Additionally, because of the anticipated concentration of on-site employees the specific plan has made provisions for features intended to provide recreational benefit to future users. Plan area recreational facilities include:

- Pedestrian/bikeway easements along major roads;
- Detention ponds developed as aesthetic open space with pedestrian and jogging paths incorporated into the design.
- Recreation commercial land uses specifically oriented to employee recreational needs; and
- Exterior pedestrian spaces developed as a part of facility designs.

6.9 GAS AND ELECTRICITY

Natural gas and electricity will be supplied to the specific plan area by the Pacific Gas and Electric Company (PG&E). No accessible gas distribution facilities are currently available. A electric transmission line is located along North First Street.

6.10 TELEPHONE

Telephone service will be provided to the plan area. An existing telephone line runs from Vaughn Road to the north side of Interstate 80 along North First Street. Development within this existing telephone line easement is prohibited. New telephone facilities will be necessary to service the plan area.

6.11 PUBLIC FACILITIES AND SERVICES POLICIES

The following policies may be refined and further defined as approved by the City through the PD, or equivalent mechanism, for specific projects.

6.11.1 GENERAL POLICIES

1. Dedication requirements for all public facilities and easements including detention ponds, drainage

channels, and other public facilities and utilities should be set forth in the PD, or equivalent mechanism.

2. All public uses should be designed and landscaped in a manner that complements adjacent non-public uses and should incorporate landscaping, setbacks and siting standards similar to those required in adjacent land uses.

3. All public facilities which are open to the general public should provide pedestrian access to adjacent uses and to the plan area pedestrian system, where feasible.

4. Project proponents shall contribute their fair share to on- and off-site improvements required to develop the specific plan.

6.11.2 WATER

1. Efficient plumbing fixtures, irrigation systems, drought-tolerant landscape materials, and other methods should be utilized to reduce overall water consumption. Requirements for landscaping materials with low irrigation requirements are described in the Form and Design Element (Section 3).

6.11.3 SEWER

1. Strict implementation of all conditions and requirements of the City of Dixon Policies and Ordinances, as applicable to wastewater collection and disposal, will be enforced.

6.11.4 DRAINAGE

1. Urban run-off shall be directed to the proposed city-wide drainage conveyances and shall meet standards for peak run-off period flows. However, each application for a PD, or equivalent mechanism pursuant to this Specific Plan will be required to demonstrate the on-site capacity to assure that the post-project runoff is no greater than the pre-project condition unless a comprehensive storm drainage system is available to serve the proposed project. Available means that the system is at least conditionally approved by the City, and has an approved funding mechanism in which the proposed project is a participant or is made a participant as a condition of approval of the PD or another equivalent mechanism.

2. The Dixon Engineering Department shall review all drainage facilities prior to improvement and approval of individual project plans.

3. Overall stormwater volumes generated from the plan area will be mitigated through plan area participation in a regional drainage project, funded in part by methods as determined by the City.

6.11.5 SOLID WASTE

1. Recycling collection is permitted in all plan area uses in accordance with the City Zoning Ordinance.

Property owners within the plan area may participate in any recycling program adopted on a city-wide basis by the City of Dixon.

2. Waste generated by plan area facilities should be suitable for Class III disposal. Generated wastes other than the Class III category must be approved by appropriate city agencies or representatives.

3. The following measures to reduce the amount of solid wastes attributable to plan development should be considered:

   - Establishment of commercial recycling programs
   - Provisions for an on-site recycling center
   - Development of a transfer station within the specific plan area

4. All allowed light industrial uses and accessory activities shall be conducted wholly within a completely enclosed building with the exception of off-street parking spaces, off-street loading facilities, open storage areas, and employee recreational facilities. Activities shall minimize noise, fumes, smoke, dust, or other environmental pollutants.

5. Incidental open storage of materials, goods, parts and equipment, including company owned or operated trucks and other motor vehicles, is permitted provided that all such activities shall be screened by a solid fence or masonry wall no less than six feet in height and by landscaping and earth berms. No stored materials, goods, parts or equipment should be visible from any adjacent public streets or highways, wetland preserve areas, or adjacent residential properties.

6. No noise may be generated that exceeds 60 dba at the edge of the light industrial parcels. Outside phone and paging systems are prohibited.

7. The use of toxic or hazardous materials requiring the filing of a business plan for emergency response pursuant to Section 25503.5 of the California Health and Safety Code or materials identified in Section 5194, Title 8 of the California Code of Regulations, shall be critically analyzed by the City when considering any use and shall be subject to the approval of a conditional use permit.

6.11.6 FIRE PROTECTION

1. All development projects in the plan area should be reviewed by the City of Dixon Fire Department for the inclusion of fire prevention measures and access requirements. Coordination with the fire department early in the project design stage is encouraged.

2. Each PD, or equivalent mechanism, including an industrial use shall prepare detailed calculations to determine fire protection water needs as based on specific facility design requirements.

6.11.7 POLICE PROTECTION

1. Police department review of all development proposals will be required in the project review process. Coordination with the police department early in the project design stage is encouraged.

2. Private security features such as alarm systems, security lighting and quality door and window hardware are encouraged.

6.11.8 UTILITIES

1. Easements through all proposed land uses shall be provided for existing and proposed electrical transmission lines and natural gas lines and other utilities as needed to accommodate utility capabilities. Utility easements to serve specific parcels will be designated at the time of project review to provide services as required.

2. All electrical, telephone, and cable communication utility services should be placed underground.

3. Public utilities, such as transformers, terminal boxes, meters, fire risers, backflow preventers and other similar facilities, should be screened and oriented away from public view to the extent feasible.

SECTION SEVEN - INDUSTRIAL CENTER ELEMENT

7.1 INTRODUCTION AND PURPOSE

Chapter 7 of the Northeast Quadrant Specific Plan (NEQSP) defines the overall vision for parcels with the IG/General Industrial zoning designation. Industrial development characteristically requires 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.

The Northeast Quadrant is envisioned to grow as an important new mixed use employment area and gateway to Dixon. The General Industrial land use designation provides for large and small scale industrial, manufacturing, heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, truck yards and terminals, warehousing, distribution and storage uses without a tax revenue generating component (subject to provisions for warehousing, storage, freight/trucking terminals and distribution facilities as established by Dixon Zoning Ordinance), wholesale uses, construction supplies, building material facilities, offices, contractor's yards and the like would provide space for these critical uses to grow within Dixon. The facilities for these potential uses would be developed on approximately 37.6 acres over multiple phases. It is anticipated that these high demand industrial uses will generate additional employment opportunities for the city and surrounding region.

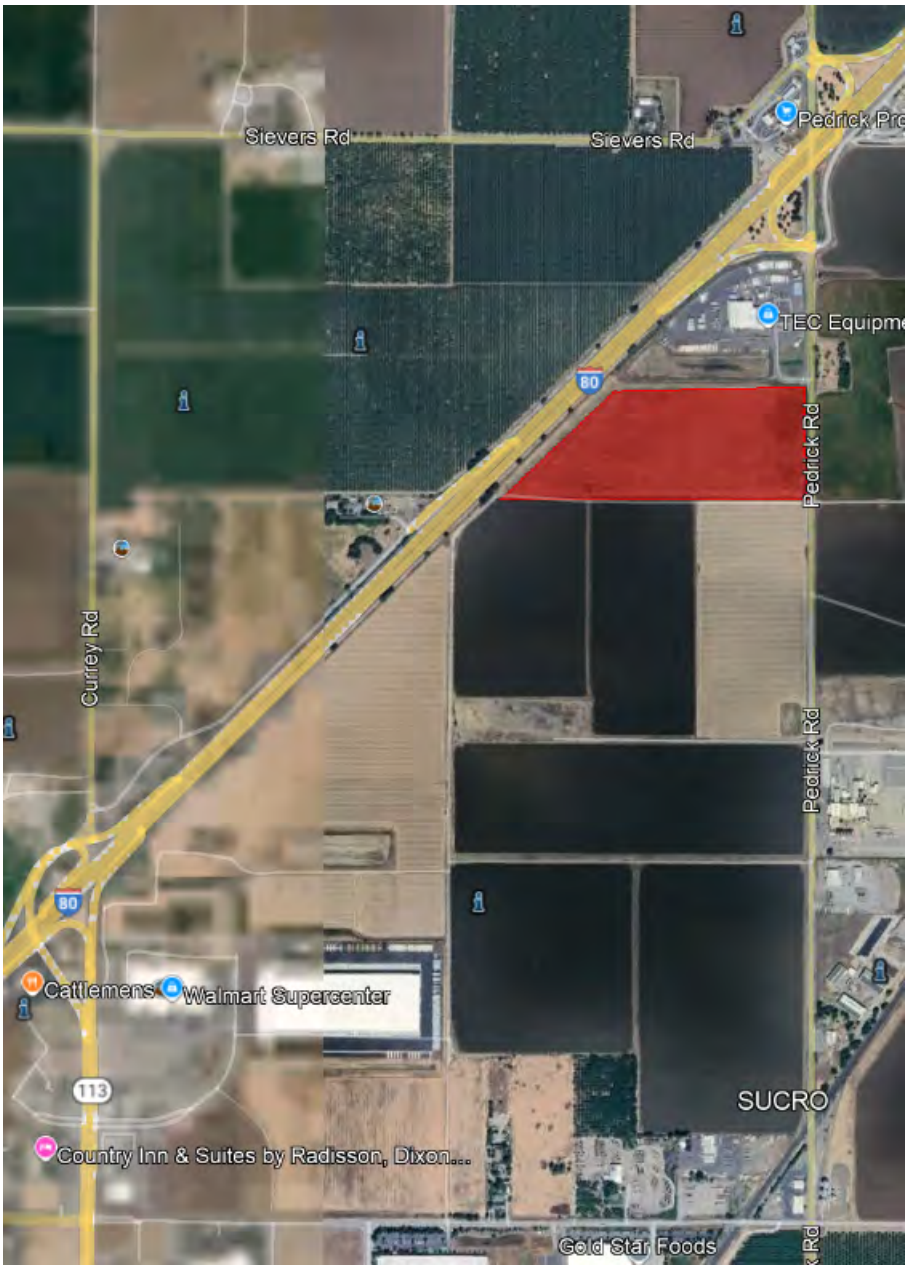
This chapter outlines the General Industrial uses allowed, conditionally allowed, and development and performance standards for building heights, setbacks, parking requirements, signage, and FAR. It also includes design guidelines and imagery to ensure consistency while also allowing for flexibility throughout the project.

The General Industrial development site is in the northern-most portion of the Northeast Quadrant Specific Plan adjacent to I-80 and the Pedrick Road interchange, see Figure 7-1. As described above, the General Industrial development spans 37.6-acres and will allow for a variety of large and small scale industrial, warehouse, and distribution uses. Approximately 740,000 square feet of industrial building could be developed utilizing a zoning floor area ratio of 45% as proposed in the development standards.

7.2 LOCATION AND PROJECT DESCRIPTION

The General Industrial development is uniquely located adjacent to the I-80 services corridor and two freeway interchanges. The Highway 113/Dixon Curry Road interchange is located to the south and the Pedrick Road interchange to the north. These interchanges provide access to the site in both the east and west bound 1-80 directions. The corridor is one of the main circulation networks providing the movement of goods and services between the Bay Area and the Sacramento region. Industrial development will be designed to complement the Campus Plan district as described in Chapter 7 by providing additional uses and a broader range of employment opportunities in logistics, technology, and specialized manufacturing uses.

FIGURE 7-1: SITE LOCATION PLAN



The General Industrial zoning designation identifies the following project goals:

- ✓ Entitle and construct new General Industrial commerce centers consisting of varied building sizes to accommodate technology, specialized manufacturing, and logistics uses that require ground-level shipping and receiving truck facilities.
- ✓ Efficiently manufacture, ship, receive, store, and distribute local and regional merchandise to

conserve resources and reduce emissions.

- ✓ Locate logistics, technology, and specialized manufacturing uses in proximity to and with access to a regional roadway network.
- ✓ Generate new employment opportunities and construction jobs within the City of Dixon, thus improving the local jobs/housing balance.
- ✓ Ensure that the industrial area along the I-80 corridor, Pedrick Road, Professional Drive, Dorset Drive, and Vaughn Road is developed in a visually pleasing manner.
- ✓ Increase the City's tax base

7.3 OVERALL DESIGN CONCEPT

Individual applications will be submitted for each proposed building within the Northeast Quadrant Specific Plan area. The generalized concept envisions a variety of large- and small- scale industrial buildings and uses, with smaller buildings along the perimeter and adjacent to the public streets, and larger buildings at mid and interior portions of the site. Office functions and employee parking will generally be located parallel and adjacent to Dorset Drive, Vaughn Road, Pedrick Road, and Professional Drive, and near the employee entrances to each building. Extended building corners may be incorporated to screen truck loading docks and doors, with landscaping islands at truck court entrances that provide additional screening. Fencing and sliding gates may be used in the truck and trailer courts to provide additional security for each building.

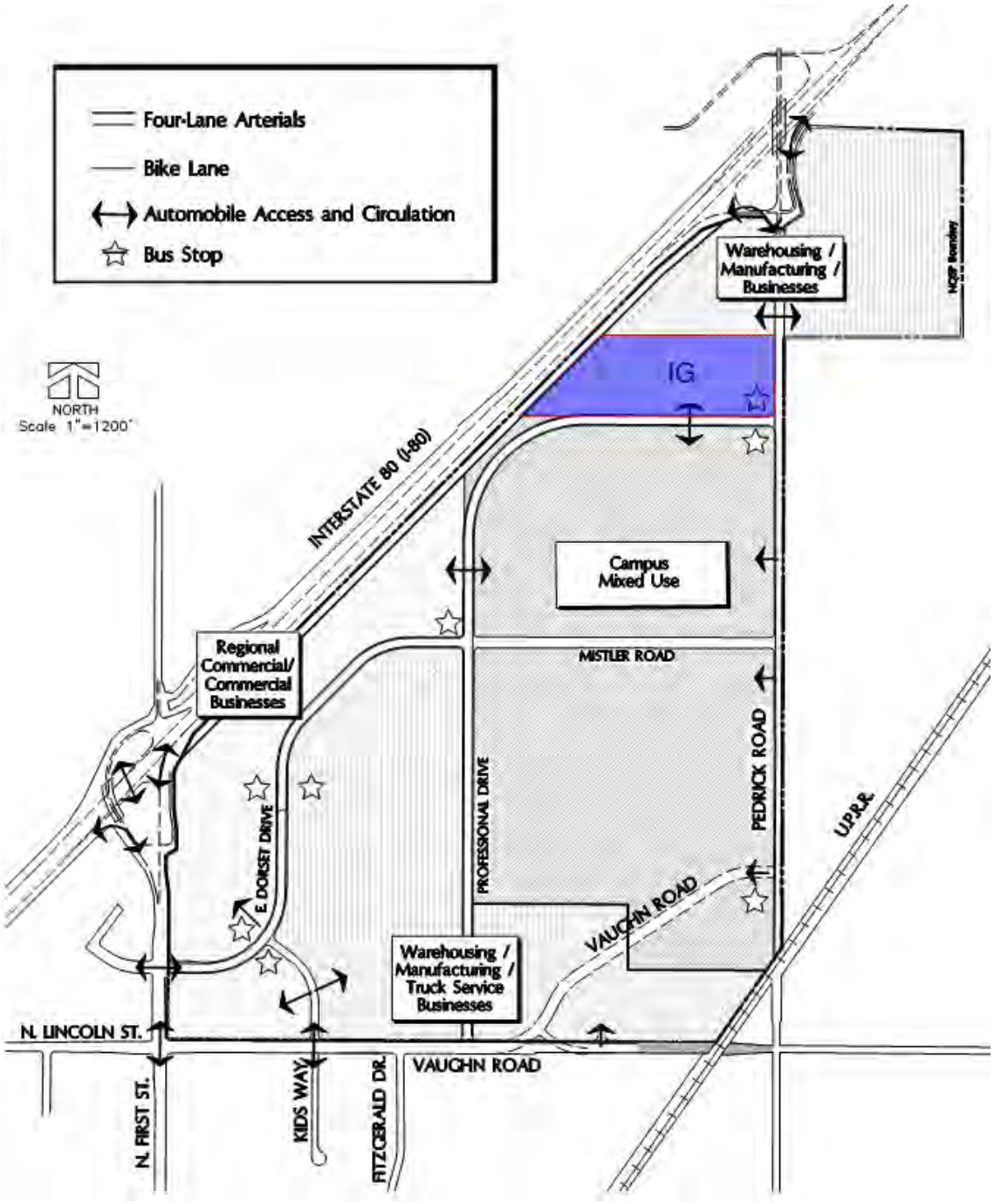
7.4 ROAD/PEDESTRIAN CIRCULATION

7.4.1 ROAD CIRCULATION

As mentioned above, two freeway interchanges from I-80 provide access to the industrial Parcels: the Highway 113/Dixon Curry Road interchange to the south and the Pedrick Road interchange to the north. Dorset Road and Pedrick Road will provide the main points of access to the site from the freeway. It is anticipated that multiple points of access will occur from Dorset Drive, Vaughn Road, Professional Drive, and Pedrick Road, see Figure 7-2. As part of each individual application for development, private internal circulation will extend from the public street network to provide internal vehicle and truck circulation, and adequate fire access.

FIGURE 7-2: ROAD CIRCULATION

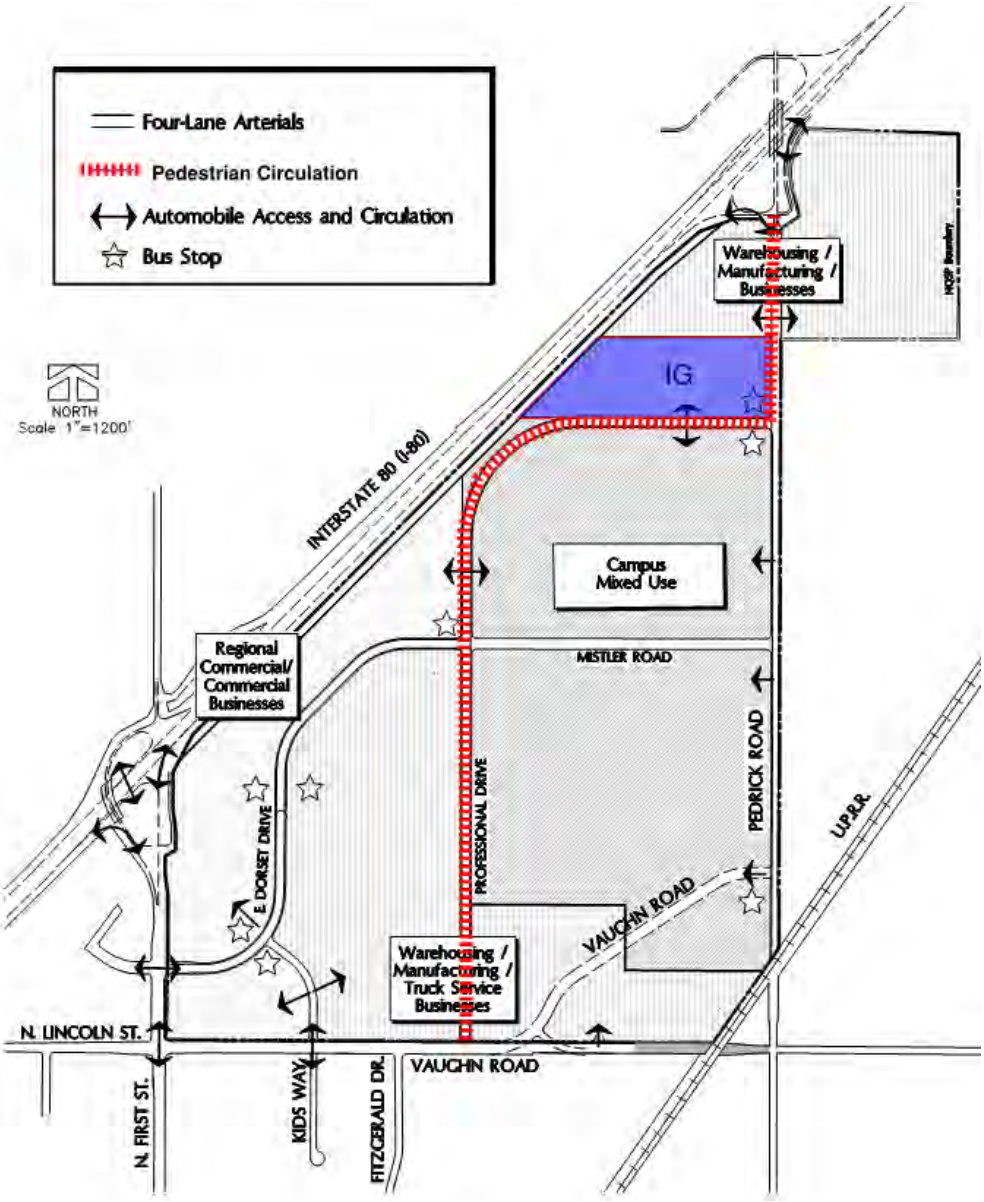
ROAD CIRCULATION



7.4.2 PEDESTRIAN CIRCULATION

The General Industrial development will include a pedestrian network of separated sidewalks along the public streets. Sidewalk improvements will provide connectivity between the General Industrial development and the adjacent projects in the Northeast Quadrant Specific Plan, see Figure 7-3. With each individual application for development, private sidewalks will extend from the public roadways to provide building access, pedestrian circulation, and connectivity with adjacent development.

FIGURE 7-3: PEDESTRIAN CIRCULATION



7.5 LAND USE REGULATIONS

7.5.1 LAND USE

Per Table 7-1, the General Industrial zoning will allow for industrial land uses such as manufacturing, food processing, fabricating, motor vehicle services, truck yards and terminals, warehousing, distribution and storage, wholesale, construction supplies, building material facilities, offices, contractors' yards, and many others.

Below are the permitted and conditionally permitted types of warehouse and distribution facilities that are typically in demand by potential businesses. The definitions are from the ITE traffic manual and are included to further define and provide clarity to the types of Industrial uses that may occur within the project presented in Table 7-1. The definitions will assist in the entitlement of individual development applications so that traffic impacts can be properly studied to determine impacts and provide the necessary information for project approvals. In the case of conflict between the provisions of this Specific Plan and the City of Dixon Zoning ordinance, the provisions herein shall take precedence

7.5.2 STORAGE, WAREHOUSING, AND WHOLESALING- TRANSLOAD FACILITY

Products stored on-site for more than a month, and the distribution of pallet loads (or larger) of manufacturers, wholesalers, or retailers. This includes short storage duration, high throughput, and high efficiency.

7.5.3 SHORT TERM STORAGE

Warehousing/distribution operated at high efficiency with custom features incorporated into the structure for movement of large volumes of freight.

7.5.4 CONSOLIDATION WAREHOUSE

Storage facility where small shipments are combined into larger and more economical delivery trucks bound for similar destinations.

7.5.5 FULFILLMENT CENTER

Storage and direct distribution of e-commerce products to end users and shipping of smaller packages and quantities. Often includes multiple mezzanine levels for product storage and retrieval.

7.5.6 AUTOMATED SORTING CENTER

Consolidation and distribution of pallet loads (or larger) from manufacturers, wholesalers, or retailers. Short storage duration, high throughput and merchandise movement is performed in part or in full by machines or robotics.

7.5.7 COLD STORAGE WAREHOUSE

Regional and local freight-forwarder facility handling time-sensitive shipments using air freight and ground via UPS/FedEx. Site development may include truck maintenance, vehicle wash, and fueling facility.

7.5.8 PARCEL HUB

Regional and local freight-forwarder facility handling time-sensitive shipments using air freight and ground via UPS/FedEx. Site development may include truck maintenance, vehicle wash, and fueling facility.

7.5.9 LAST-MILE FULFILLMENT CENTER

Facility focused on the movement of goods from a transportation hub to the final delivery destination. The final delivery destination is typically a personal residence or a local business. The focus of last mile logistics is to deliver items to the end user as fast as possible. Such a center often involves extensive storage of local delivery vehicles.

7.5.10 TRAILER STORAGE

Includes empty trailers as well as trailers loaded with finished goods for ultimate distribution to businesses and consumers or containing commodities to facilitate just-in-time delivery to manufacturers.

7.5.11 COMMERCIAL OFFICE

A location where affairs of business, commercial or industrial organizations, or professional persons or firms are conducted. Uses may include but are not limited to professional services, insurance companies, investment brokers, a banking institution, and/or a restaurant or cafeteria and other food functions.

7.5.12 RESEARCH AND DEVELOPMENT

A facility or group of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use category varies significantly. Research and development centers may contain offices and light fabrication areas.

7.5.13 COMMERCIAL-RETAIL SALES

An integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA).

TABLE 7-1: LAND USE

LAND USE REGULATIONS - GENERAL INDUSTRIAL DISTRICT		
"P" =Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed		
Land Use Classification	*IG*	*Additional Regulations*
Residential Uses		
Caretaker Unit	P	
Public/Semi-Public Uses		
Colleges and Trade Schools	P	
Emergency Shelters	–	See §18.19.080, Emergency Shelters
Government Offices	P	
Public Safety Facilities	P	
Commercial Uses		
Adult-Oriented Businesses	C	See §18.19.050, Adult Oriented Businesses and DMC Chapter 11.02 Adult-Oriented Businesses
Automobile/Vehicle Sales and Services		
Automobile/Vehicle Service and Repair, Minor	P	
Automobile/Vehicle Repair, Major	P	
Large Vehicle and Equipment Sales, Service, and Rental	P	
Towing and Impound	C	
Washing	P	
Business Services	P	
Cannabis Business	C(1)	See DMC Chapter 6.12 Cannabis Business Pilot Program
Commercial Entertainment and Recreation		
Outdoor Recreation	C	
Eating and Drinking Establishments		
Restaurant	P	
Food Preparation	P	
Offices	P	
Repair and Maintenance Services	P	
Retail Sales		
Building Materials Stores	P	
Food and Beverage Sales	P	
General Retail	P	
Nurseries	P	

TABLE 7-1: LAND USE CONT.

LAND USE REGULATIONS - GENERAL INDUSTRIAL DISTRICT		
"P" =Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed		
Industrial Uses		
Construction and Material Yards	P	
Contractor Shops	P	
Custom Manufacturing	P	
Food and Beverage Manufacturing		
Small Scale	P	
Large Scale	A	
General Industrial	A	
Light Industrial	P	
Research and Development	P	
Salvage and Wrecking	C	
Storage, Warehousing, and Wholesaling		
Indoor	P	See §18.19.110, Warehouse, Storage, Freight/Trucking Terminals, and Distribution Facilities
Outdoor	C	
Personal Storage	A	
Vehicle Storage	A	
Transportation, Communication, and Utility Uses		
Airports and Heliports	C	
Distribution Facilities and Freight/Trucking Terminals, less than 150,000 square feet in size	P	See §18.19.110, Warehouse, Storage, Freight/Trucking Terminals, and Distribution Facilities
Distribution Facilities and Freight/Trucking Terminals, 150,000 square feet or more in size	C	See §18.19.110, Warehouse, Storage, Freight/Trucking Terminals, and Distribution Facilities
Light Fleet Based Services	P	
Public Works and Utilities	A	
Recycling Facility		
Recycling Collection Facility, Small	C	
Recycling Collection Facility, Large	C	
Recycling Processing Facility	C	
Transit Stations and Terminals	P	
Telecommunication Facilities	See Section 18.19.150, Telecommunication Facilities	
Other Uses		
Accessory Uses, Activities, and Structures	See Section 18.19.030, Accessory Uses and Activities and Section 18.11.020, Accessory Structures	
Alcoholic Beverage Sales (Off-Sale)	See Section 18.19.050, Alcoholic Beverage Sales (Off-Sale)	
Nonconforming Uses	See Section 18.15, Nonconforming Uses, Structures, and Lots	
Outdoor Dining and Seating	See Section18.19.130, Outdoor Dining and Seating	
Temporary Uses	See Section 18.19.160, Temporary Uses	
Notes: 1. Must be located a minimum of 600 feet from a school providing instruction in kindergarten or any grades 1 through 12, day care center, or youth center, as those terms are defined in Chapter 6.12 DMC, and a minimum of 300 feet from any residential use.		

7.6 LAND USE SUMMARY

The Northeast Quadrant Specific Plan is intended to allow for flexibility in development. Table 7-2 presents the approximate acres within the General Industrial zoning designation and the approximate building square footage envisioned for buildout. The zoning district is in conformance with the General Industrial General Plan designation. It is envisioned that the General Industrial development will attract a wide variety of uses, generate jobs, and provide for business development needs over the project buildout.

TABLE 7-2: LAND USE SUMMARY

Land Use Summary:

Parcel	Use	Gross Acreage	Max FAR	Total Building SF
Project	IG	37.6 acres	60%	982,713
Total		37.6 acres		982,713

NOTE: See Figure 7-1 SITE LOCATION PLAN for parcel location

7.7 DEVELOPMENT SETBACKS

Building setbacks will be achieved through perimeter landscaping and vehicle parking lots and truck courts (that may include truck trailer parking) and circulation space. Side yards between industrial buildings and the property lines could vary depending on the site layout and configuration of the truck courts.

Development standards have been prepared to guide the improvements within the General Industrial use zone outlined in Section 7-5 above. Table 7-3 presents the standards for development, which include minimum setback requirements, maximum building heights, floor area ratio (FAR). All developments shall be created with size or dimensions that meet the land use, public utilities, and development standards identified herein.

7.8 DESIGN GUIDELINES

TABLE 7-3: DEVELOPMENT STANDARDS

Development Standards	
	Industrial (IG)
MAXIMUM LIMITS	
Building Coverage (Floor Area Ratio %)	60%
Building Height	75'
Maximum Freestanding Light Pole Height	40'
Minimum Lot Size (square feet)	40,000
MINIMUM SETBACKS	
Front Yard/Street	25"
Side Yard - street/non-street	10'/None
Rear Yard - street/non-street	10'/None
Maximum Lot Coverage (% of site)	60%

Typical Industrial Flex

Typical Office/Research

Provide Additional Detailing to Denote Office Uses

The design guidelines are intended to establish an overall quality for development and deliver environmentally responsible design solutions that contribute to the economic vitality of the surrounding region. The guidelines are to be used in conjunction with the Development Standards in Section 5, which provides standards for building and landscape setbacks, building height, intensity of development, and permitted and conditionally permitted uses. These guidelines will be used to evaluate the development applications for project entitlement approvals.

The objective of these guidelines is to find solutions that:

- Establish consistency with the use of architectural design themes, site design elements, use of materials and colors, and landscape design.
- Guide site planning and building orientation to capitalize on the unique opportunities of each individual site.
- Create a landscape program that creates continuity between individual projects and the adjacent street corridors.
- Provide flexibility to allow for a variety of development options and to promote compatibility with the surrounding Specific Plan development.

The following sections illustrate the information that will be used in preparing submittals for individual projects to the City for entitlement approval:

a. Site planning and layout
b. Building architecture design and detailing
c. Streetscape/Landscape design and detailing
d. Signage
e. Lighting
f. Fencing
g. Sustainability
h. Transportation
i. Solid Waste
j. Trash enclosure and utility screening
k. Water
l. Biological Resources

a. Site Planning and Layout

Office Area of Industrial Facilities Should Face Street

Provide Pedestrian Connections Between the Street and Offices

Utilize Landscaped Drive Aisles to Provide Clear Separation Between Truck/Vehicle Circulation

The General Industrial development site concept anticipates a variety of large- and small-scale industrial buildings, with smaller buildings at the perimeter and larger buildings at the interior of the site. Office functions of the buildings should face the street, with warehouse/industrial functions oriented for the greatest screening ability. Views of loading docks and service doors shall be minimized from view from public street corridors by either facing loading docks inwards toward the interior of the project, or by using landscaping, berming, and/or screen wall methods. Building orientation and architecture will play a large role in the overall site concept and will be important to create a welcoming streetscape experience. The following guidelines will assist with the site layout design process:

- Office areas of industrial buildings should face and be accessible from the primary street frontage.
- Provide pedestrian connections between the street and the office function of the warehouse buildings.
- Larger buildings should include private employee break area spaces.
- Site planning and parking lot design should consider view corridors from the public streets for the placement, scale, and location of building architectural design features.
- Main vehicle access drives shall be oriented to provide visitors with easy access to building entrances.
- Truck traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the truck courts.

Provide Vehicular Parking in Front of Buildings

Screen Parking and Dock Doors from Public View with Landscaping

Divide Large Parking Areas with Landscaping

- Site ingress and egress for trucks and vehicles will be allowed from Dorset Drive, Vaughn Road, Kids Way, and Professional Drive for the southern parcels and from Pedrick Road and Professional Drive to access the northern parcels.
- Trucks and vehicle access from the adjacent street network may include secure access points to manage security of the site.
- Provide adequate truck and vehicle stacking length at main entries from adjacent public streets.
- Provide for efficient vehicular circulation by creating landscaped drive aisles that divide parking fields from truck circulation routes.
- Provide vehicular parking in front of buildings and along street frontages that will assist with increased street presence
- Building orientation shall be designed so that grade level doors and loading docks oppose each other to minimize views of the dock doors from the public streets.
- Automobile vehicle parking areas shall include planting islands within the parking field to achieve the 50% shading as required by Cal Green.
- Include ample landscaping at entrances to truck courts to screen views of the loading docks, truck trailer parking, and service dock doors from public streets.
- Parking, when in front of buildings, shall be screened by the use of landscaping or berming from the public right of way.
- Where possible, provide separate entrances for automobiles and trucks that are clearly marked to promote safe site circulation.

Utilize Trees in Parking Areas to Create Shading

Typical Building Design with Concrete Wall Panels

Include Varying Roof Heights and Awnings

- Parking areas for trucks and trailers shall be allowed to face public streets but should be screened from the public view. Methods to provide screening may include but not be limited to any combination of screen walls, fencing, landscaping, and berming.
- Sites that incorporate security guard shacks to control access shall also incorporate driveways/lanes with adequate truck staging.
- Create a clear visual entry to the project using well-designed signage, entry walls, hardscape, paving and accent landscape elements.
- Large parking areas should include landscaped drive aisles that divide parking fields to improve circulation and access to parking adjacent to buildings.
- Tree planting in parking areas should create shading and soften the appearance of the parking lot. At least 50% of the paved area shall be shaded at tree maturity per Cal Green.
- Stormwater treatment improvements may consist of either a project wide solution, or individual on-site treatment improvements within the parking lot and landscape areas of each parcel. Storm water control shall be designed in accordance with adopted City standards.

b. Building Architecture Design and Detailing

The General Industrial development will employ a contemporary building design theme through use of architectural elements, detailing, and the consistent use of similar materials and colors. The building construction will likely consist of concrete tilt-up for the warehouse and logistics buildings. Insulated Metal Panel or Non-Insulated Metal Panel (IMP/ NIMP) construction may be utilized whole, or in conjunction with concrete tilt-up panels. Where viable and economically feasible, sustainable methodologies may be employed in lieu of concrete tilt-up. An example might include utilizing an IMP/ NIMP or other similar

envelope material over cross-laminate timber-framed building walls.

Buildings with elevations fronting along Interstate 80 and proposed public street frontages should include additional architectural detailing. Building design should include but not be limited to additional variation in materials and colors, and a higher glass-to-wall ratio to create a more visually interesting streetscape. Building elevations should include a range of materials such as enhanced entry canopies with glass and aluminum composite material (ACM) panels and tilt up concrete panels to create visual variety. Generally, building entrances have enhanced architectural detailing and are designed with a pedestrian scale. The industrial design guidelines are intended to set standards that encourage thoughtful, well-designed structures that are consistent with the Specific Plan. These guidelines are as follows:

Add Visual Variety to Long Building Elevations

Concentrate Windows at Office Entries

- Building base materials will likely consist of concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, and metal.

  All buildings should utilize a variety of colors and materials that align with the general palette of the project so that there is an aesthetic link between all buildings on the site.

- Create visual interest on buildings with simple shapes through use of vertical and horizontal façade elements.

- Include varying roof heights and pitches, stepped panels, awnings, windows, recessed entries, score lines, and a mix of colors and materials that are consistent with the overall project design theme.

- Mechanical, plumbing, and electrical detailing of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-

mounted utilities shall be painted to match the color of the adjacent surface.

- Buildings shall be designed to screen any roof-mounted equipment. This includes HVAC units, vents, fans, sky lights and dishes from view at the public rights-of-way in front of the property.

- Warehouse buildings over 150,000 square feet shall articulate the long building elevations every 150' to add visual variety. Examples may include:

    - Adding score lines, varying parapet roof heights, adding color changes, and changes in materials.

    - Design offsets to wall planes by offsetting panels or providing projected design elements.

    - Providing battens and reveals to create variety in wall surfaces.

- Building entries shall be human scale, concentrating windows and enhanced colors and materials at the office and visitor entrances.

- Metal is discouraged as a building's primary exterior material and if used should include additional detailing, decorative features, textural changes, or relief techniques to break up large building faces and glass.

Utilize Metal for Decorative Features and Textural Changes

Utilize Planting Islands with Large Trees and Shrubs at Truck Court Entrances

c. Landscape Design and Detailing

Landscape design plays an important role in creating an inviting, sustainable, and health-promoting workplace. The landscape vision for the General Industrial development will utilize climate-adapted plantings in swath patterns and hedgerows to create a natural, purposeful, and inviting aesthetic.

Preliminary landscape plans for each individual development application will consist of a variety of trees, shrubs, and understory planting to add color and

texture and provide screening of the buildings, parking, and truck courts. A row of trees will be planted along the street and will include flowering accent trees at the driveway entries to denote access points to the project.

Use Rows and Massings of Drought Tolerant and Climate-Adapted Plantings in the Landscape Design

Behind the row of tree plantings, informal groupings of trees will be planted adjacent to the parking lots and in the planting islands at the ends of the buildings. Planting islands at the truck court entrances will be planted with grouping of trees and large shrubs to help screen the truck docks and trailer parking. Due to the use and space needed to maneuver trucks and trailers, landscaping is not proposed within the truck court.

The landscape guidelines are intended to provide a framework for achieving high- quality, sustainable design for the project. The guidelines are not intended to limit innovative design solutions, but rather to provide direction for achieving the desired aesthetic for the project. The landscape guidelines shall be as follows:

- The site should be landscaped to optimize the design aesthetic appeal and comfort for employees and visitors.
- Large trees and shrubs should be used to minimize visual dominance of any large buildings.
- All portions of a site not devoted to buildings, structures, and parking should be landscaped, to the extent feasible. Truck courts and loading dock areas will not include landscaping.
- Landscapes should be designed to reach a reasonable level of maturity within fifteen years.
- Trees should be spaced in groupings to create visual mass.
- Landscape setbacks should be provided between parking and road and property line setbacks to provide visual contrast from large expanses of hardscape.

Landscape all Portions of a Site not Devoted to Buildings and Parking

Enhance Building Entries with Landscape Features

Vegetated Bioswales are Encouraged in Parking Lots

- Property owners are responsible for installing and maintaining the landscape within their properties, in accordance with City requirements and this Specific Plan.
- Simple plant palettes, such as rows and massings of drought tolerant and climate-adapted grasses and tree plantings are encouraged.
- Building entries should feature accent landscaping, shade trees, bold foliage accent planting in pots or planters, seating areas, and accent lighting.
- A consistent use of landscape design elements shall be used throughout the project. Random placement of shrub and tree locations should be avoided.
- Trees shall be installed with a mixture of 15-gallon and 24" box container sizes.
- Parking lot trees and planters should be provided to achieve the 50% shading requirement per Cal Green within 15 years.
- Trees may be clustered to define circulation routes, frame site views, and reinforce edge planting. Large scale, high branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- No large areas are to be landscaped with a single species in order to promote visual diversity and create texture.
- Locally sourced, salvaged, and recycled content materials in the landscape are encouraged.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf shall not be allowed in the landscape, except where needed for recreational purposes.

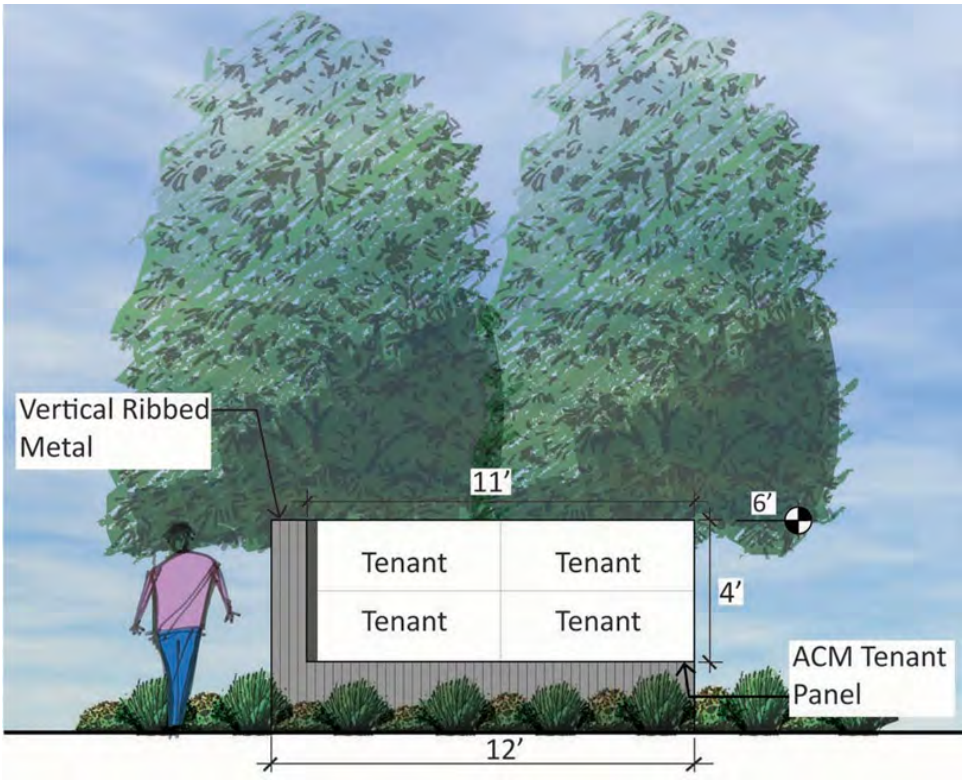
d. Signage

Entry monuments, directional, and address signage are important for consistent business identification. Prominent signage provides identification of the project and tenants as well as wayfinding and navigation throughout the General Industrial development. The following sections describe the typical signage concepts for the project:

✓ **Entry Monument Signage**

Entry monument signage will delineate the project entrances from the street. Signage will feature a more horizontal appearance that is 6´ tall and 12´ wide, see Figure 7-4. Maximum sign area shall not exceed 45 square feet per sign face.

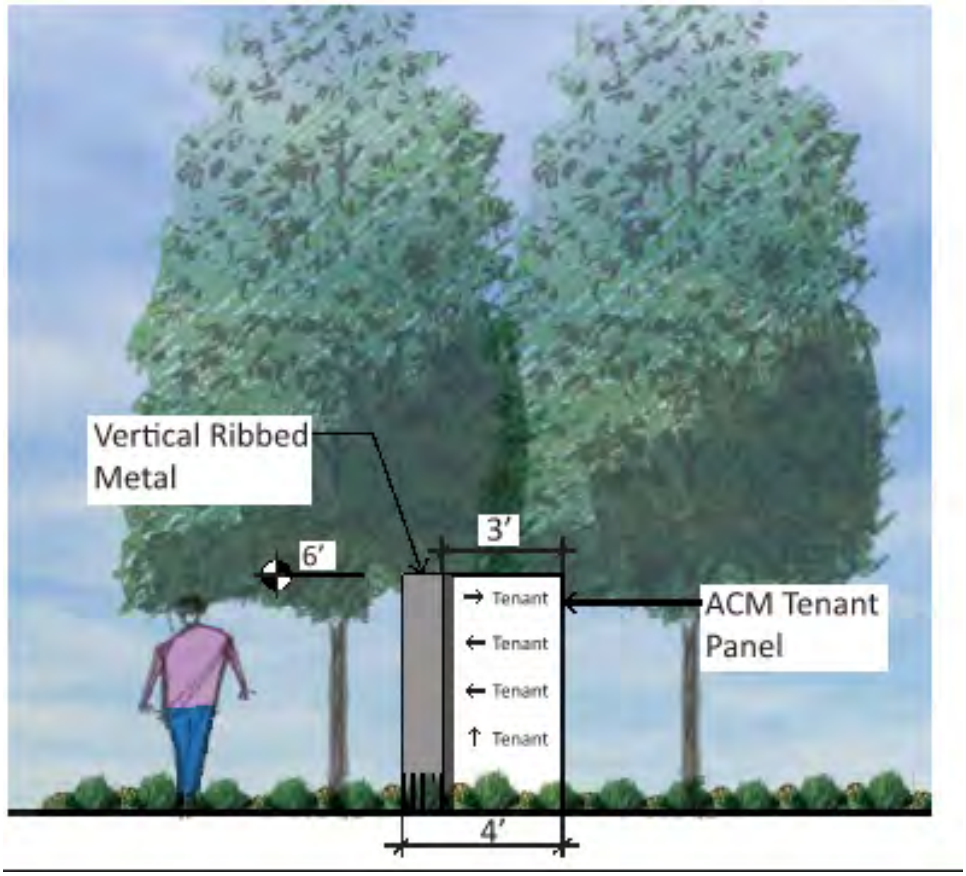
FIGURE 7-4: ENTRY MONUMENT SIGNAGE



✓ **Directory and Directional Signage**

Directory and directional signs will assist visitors with on-site wayfinding, denote the location of business entries, and assist with on-site vehicle circulation. Directory and directional signs, if used, shall be located a minimum of 20 feet from public rights-of-way and must be oriented to on-site visitors. The signage will be 6´ tall and 4´ wide with a maximum sign area of 18 square feet, see Figure 7-5. The directional signage will utilize similar materials and colors to the entry monument signage.

FIGURE 7-5: DIRECTORY AND DIRECTIONAL SIGNAGE



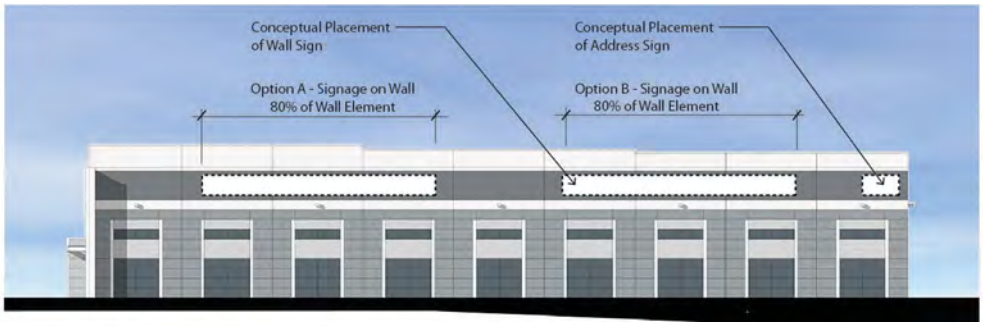
✓ **Wall Signs**

Wall signs should be proportional to the scale and mass of the industrial buildings. Due to the size, building mass, and setbacks from the street frontages, wall signs will be important to identify tenant(s) located within each building complex. Figure 7-6 depicts the typical locations for wall signage and logo elements, which can be positioned on with the end of the building or above the loading docks to allow for maximum visibility. The total building sign area allowed on each parcel shall be calculated as the sum of the sign areas of all types of signs, not to exceed one square foot of sign area for each lineal foot of building elevation frontage of business being advertised.

✓ **Address Wall Signs**

Address wall signs identify building addresses and may include a logo element. Placement and height of these signs is subject to building and fire department regulations, see Figure 7-6.

FIGURE 7-6: WALL SIGNS



Typical Single-Head Parking Lot Lighting

Typical Open View Fence

e. Lighting

The lighting will consist of an LED light fixture mounted on a 40' max pole with a concrete base consistent with typical industrial development. Matching building mounted fixtures will also be utilized within the truck courts and around the building to provide the necessary illumination for the site and provide for the security and safety of customers and employees.

f. Fencing

If utilized, fencing will be open view along property boundaries and at truck courts and truck court entries to provide visibility and security. Fencing and gates will be 6' in height and will be installed flush with finish grade.

g. Sustainability

Where feasible, the project may incorporate opportunities that increase sustainability, minimize greenhouse gas emissions, reduce water and energy consumption, and decrease the impacts of construction and waste generation. Included are strategies that promote energy conservation, solid waste reduction, water conservation, open space and resource preservation. Other sustainability strategies may include promoting public health through pedestrian and bicycle connectivity, creating alternative transportation opportunities, and minimizing vehicle use. Below is a list

Consider Building Orientation and Window Placement to Minimize Energy Use

Utilize Canopies and Awnings to Minimize Heat Gain

Design Buildings to Allow for Roof-Mounted Solar Panels

Utilize Electric or Zero-Emission Onsite Vehicles

of sustainability measures that may be incorporated into the project:

- The site will be designed to minimize mass grading and to decrease the use of earth moving equipment needed to grade the site. The reduction in grading and earth movement will assist in decreasing the total emissions from construction equipment and reducing dust.
- Site planning and building design should consider building orientation, window placements, and material selection that minimize energy use.
- Energy efficient LED lighting and control systems will be utilized for buildings, traffic, street, and any other outdoor lighting.
- Buildings shall be designed to incorporate roof-mounted solar panels affording tenants/users the opportunity to utilize solar energy.
- Electric charging infrastructure will be installed in each building to facilitate the conversion of truck docks to serve zero-emission electric trucks as they become available in the market and used for truck deliveries to and from the facility.
- Overall, the site's building energy efficiency will exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1% and all appliances to be installed will meet or exceed Title 24 requirements.
- All building coatings and paints will be low-VOC coatings.
- All exclusively onsite vehicles (i.e., forklifts, yard goats, pallet jacks, etc.) will be electric or zero-emission vehicles.

Provide Exterior Lighting to Meet Minimum Standards for Safety

Provide Preferential Parking Spaces for Electric Vehicles

- Where warehouse spaces are required to be climate controlled, install insulated dock doors and dock door seals to reduce energy loss.
- Organize warehouse spaces by temperature and group cool and warm temperature spaces together to decrease energy usage.
- Lighting levels for outdoor illumination will be required to meet the minimum standards required for safety. All exterior lighting will be required to be LED and controlled by timers, and unless otherwise required, only lighting required for parking lot security and safety will be provided at night.
- The use of daylight or clerestory windows and roof skylights will be utilized as a means of providing natural light and reducing the need for lighting during daytime.
- Light colored "cool" roofs will be required for all new buildings, which helps to reduce heat gain and conserve energy use.
- Canopies, awnings, and architectural shade structures will also be encouraged on the south and west elevations to minimize heat gain.
- Tree species will be chosen based on their large canopy characteristics at maturity and will be strategically placed on the west and east portions of the site to shade paving areas and building elevations to reduce sun exposure and minimize heat gain.

Provide Preferential parking space locations for electric vehicles

h. Transportation

The project will evaluate and, if required, promote incentives for commuters to use alternative modes of transportation.

- Provide EV parking spaces per Cal Green minimums to encourage energy efficient vehicle use.

Provide Storage Bins for Green Waste and Recyclables

- Allocate two percent (2%) of the total minimum required parking spaces for carpool and/or ride-sharing vehicles. The location of these reserved parking spaces shall be identified on the site plan. All preferential parking spaces shall be shown on striping plans submitted to the City.

i. Solid Waste

Project shall make every effort to reuse and recycle construction and demolition waste, including soil, vegetation (green waste), concrete, lumber, metal, and cardboard, to the extent feasible.

Use of wing walls and landscaping to conceal loading docks, and service doors

- Provide easy-to-locate interior and exterior storage bins for recyclables and green waste, as well as adequate recycling containers in public areas.

j. Trash Enclosure and Utility Screening

Screen site infrastructure such as trash enclosures and utilities to improve the design aesthetic and create a high quality and cohesive environment.

Exterior utility equipment screened with planting

- Loading docks, truck trailer parking and service doors shall be allowed to face public streets, but will be screened with either landscaping, berming, or screen walls or any combination of these methods.

- Where feasible, screen utilities with landscaping, berming and fences or a combination of all. This includes but is not limited to, PG&E transformers,

Trash Enclosure Colors Shall be Compatible with Adjacent Buildings

Screen Trash Enclosures with Landscaping

Utilize Climate Adapted and Drought Tolerant Species

phone company boxes, fire department connections, backflow preventers, water tanks, irrigation controllers and other on-site utilities.

- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors compatible with the adjacent building design. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.
- Trash enclosures shall be screened from view from all public rights-of- way by buildings or landscaping, with openings oriented away from public view, but still be accessible by the trash/recycling vehicles.
- Trash compactors located within truck courts may be placed to grade- level ramps and will not require screening.
- Trash compactors when located outside of truck courts, shall be screened from view from all public rights-of-way by buildings or landscaping, with openings oriented away from public view, but still be accessible by the trash/recycling vehicles.

k. Water

The landscape design will meet the requirements of the State Water Conservation in Landscaping Act (G.C. Section 65591 et. seq.) by complying with the State's model water efficient landscape ordinance. Landscaping will consist of climate adapted species selected for water-efficient characteristics and will include drought-tolerant planting materials common to the region. Water related guidelines will be as follows:

- Turf will not be used throughout the project.

Include Stormwater Management BMPs

- Irrigation systems and devices will be water efficient and will include satellite weather and soil moisture- based irrigation controls and systems.
- Watering of non-vegetated surfaces and practices for cleaning outdoor surfaces and vehicles with water will be discouraged.
- Alternating swaths of bark and rock mulch should be utilized in the landscape design along with varied sizes and colors of rock material.
- Low-impact development practices will be implemented to the extent feasible, which will include maintaining the existing hydrologic character of the drainage and treatment of storm water.
- Buildings will be designed to include water-efficient fixtures and appliances.

l. Biological Resources

The landscape will include drought tolerant and climate-adapted species to optimize biodiversity and minimize resource use (water, fertilizers, and pesticides/herbicides). Invasive species listed on the California Invasive Plant Council (CAL-IPC) are prohibited.

Storm water best management practices (BMPs) including vegetated bioswales, vegetated detention basins and pervious paving will be encouraged and incorporated into individual development sites and along streets. Locally sourced, salvaged, and recycled materials will be considered for use throughout the landscape and hardscape design.

SECTION EIGHT - THE CAMPUS PLAN

8.1 INTRODUCTION

The Campus is envisioned as the heart of the Northeast Quadrant Specific Plan. Encompassing an area of approximately 260 acres, The Campus provides for a true interactive mixed-use neighborhood. Technology Park / office, light industrial, neighborhood retail services, public spaces and parks are integrated with a variety of housing types. The mix, density, and interface between these uses create an environment that is pedestrian-friendly and where formal and informal activities are key goals.

In the tradition of Dixon, once emblematic of an urban mixed-use environment, The Campus introduces concepts, product types, use patterns, interfaces and development standards that require adjustment to the general philosophies and regulations that typically guide suburban development. Successful execution of The Campus is dependent upon a clear articulation of, and a long-term commitment to, the base concepts and principles that define its distinctive form. While it is critical that policies and regulations be developed that are firm in ensuring implementation of The Campus' distinguishing components, it is similarly important to provide sufficient flexibility to accommodate the variety of specific product types and design solutions that could contribute towards its realization.

Given the unique nature of The Campus, and the important role it plays in the NQSP, detailed requirements have been established to guide its development. This section of the Specific Plan provides specific form, planning principles, land use, zoning, development and design standards, and processing direction.

8.2 THE CAMPUS FORM & PLANNING PRINCIPLES

8.2.1 FORM

The Campus is a core feature and a unique place within the NQSP. It is influenced by the concepts embedded in traditional small town urban Campus and smart growth principles such as densities that support transit, a mix of uses, compact development form, a variety of housing opportunities and a pedestrian-friendly environment. The Campus incorporates a broad mix of uses applied over an urban grid street pattern with a central Campus Green. Included are a blend of higher density residential types, commercial and service uses, and public/quasi-public spaces. The increased density/intensity of development and spatial relationship between uses promote diversity, activity and pedestrian orientation. Numerous design elements, including buildings oriented toward the street and dense tree canopies, are incorporated to further this intent. The Campus form and density facilitates a variety of transportation options and increases the living choices available in Dixon.

The Campus is planned to function as the Technology, commercial, service, social and activity hub of the NQSP. The Campus will have a visible presence in the community and create a destination where residents may live, work, shop, eat, recreate and obtain services. It is the gathering spot and a district where preference is given to the pedestrian. Interaction and socialization are primary goals and a catalyst for formal and informal activities. Uses, activities and amenities are offered that encourage people from throughout the community to come often and stay for extended periods.

The key elements of The Campus are generally reflected on Figure 8-1, The Campus Illustrative

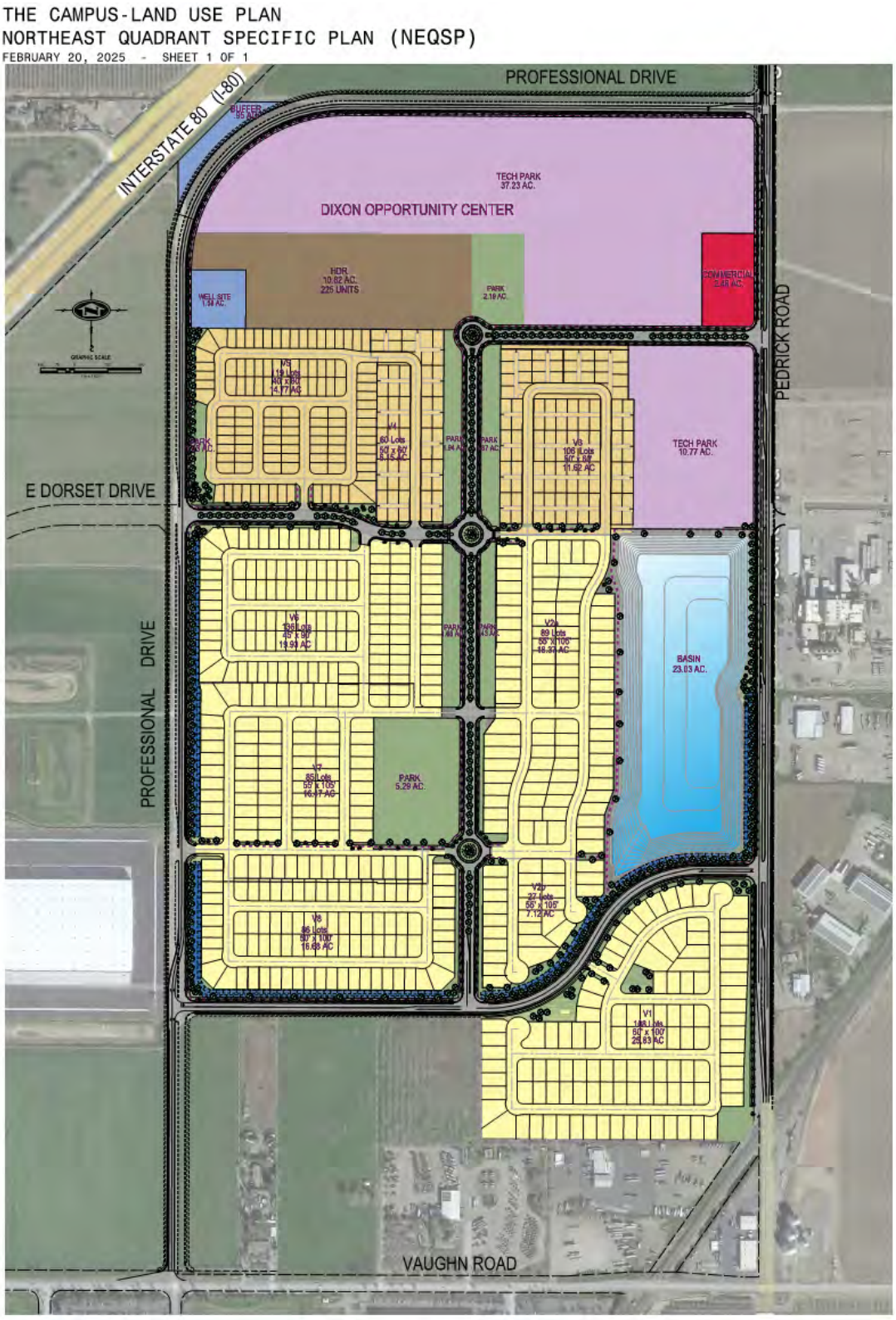


FIGURE 8-1: THE CAMPUS ILLUSTRATIVE PLAN

8.2.2 PLANNING PRINCIPALS

The Campus is defined by a combination of its form, uses and design. The Campus is intended to foster mixed-use employment districts with a range of job-generating uses, housing, and easy access to regional transportation networks. The Campus Planning Principles are highly influenced by and reflective of "Smart Growth" values that promote the creation of walkable mixed-use communities:

Form:

- Horizontally Integrate a mix of uses with multiple densities within close proximity;
- Increase densities and intensities of uses to support activity and a variety of transportation choices;
- Create a pedestrian-friendly and walkable community that minimizes barriers, emphasizes the pedestrian over the automobile, and implements the City's General Plan Mobility policies;
- Incorporate a traditional grid circulation pattern with short blocks, straight streets and intersections at regular intervals;
- Provide for easy and desirable access between job creating and residential uses, and interconnection with adjacent neighborhoods;
- Ensure that streets and sidewalks balance all forms of transportation; and
- Orient all development toward the street (rather than inward or to parking lots) to place activity on the street.
- Create a wide range of density housing choices such as paseo homes, "I" Courts, townhouses, stacked flats, and apartments;
- Include retail and services uses to meet resident's needs and to attract outside users and activities;

Uses:

- Incorporate distinctive civic and quasi-public spaces for people to gather and to reinforce community identity; and
- Provide a Campus Green as a visual centerpiece and a venue for a wide variety of activities such as farmer's markets, arts and craft shows, various events and celebrations, and performance arts.

Design:

- Emphasize urban streetscapes as a predominant design element bringing buildings and activities to the sidewalk to create a vertical enclosure that defines comfortable public spaces;
- Incorporate deciduous tree canopies, coordinated street furnishings, plazas and multi-use spaces, pedestrian scale lighting, directional signage and other elements to enhance the pedestrian environment;
- Require street forward building orientations, entries, porches, windows and other elements to create visual interest and activity along the pedestrian ways;
- Permit adequate flexibility to accommodate the variety of specific product types and design solutions that contribute to the realization of The Campus.

8.3 LAND USE PLAN & REGULATIONS

8.3.1 OVERVIEW

The Campus includes a mix of industrial, commercial, residential, park and public/quasi-public uses. All uses include The Campus combining land use designation to recognize their unique nature and requirements. The Campus land uses are reflected on Figure 8-1 and are summarized on Table 8-1.

TABLE 8-1: THE CAMPUS LAND USE SUMMARY

CAMPUS CENTER, DIXON, CA LAND USE SUMMARY - JANUARY 2025			REVISED LAND PLAN JAN. 2025			
			GROSS	Dwelling Units (du)		
PARCEL	LAND USE	ZONING	AREA (acres)	DENSITY (du/ac)	DU's (units)	CAMU LAND USE
RESIDENTIAL						
VILLAGE 1	CAMU	CAMX-NESP	25.83	4.2	108	LDR
VILLAGE 2a (Lot 2)	CAMU	CAMX-NESP	18.37	4.8	89	LDR
VILLAGE 2b (Lot 22)	CAMU	CAMX-NESP	7.12	3.8	27	LDR
VILLAGE 3	CAMU	CAMX-NESP	11.62	9.1	106	MDR
VILLAGE 4	CAMU	CAMX-NESP	6.15	9.8	60	MDR
VILLAGE 5	CAMU	CAMX-NESP	14.77	8.1	119	MDR
VILLAGE 6	CAMU	CAMX-NESP	19.93	6.8	136	LDR
VIILAGE 7	CAMU	CAMX-NESP	16.47	5.2	85	LDR
VILLAGE 8	CAMU	CAMX-NESP	16.68	5.2	86	LDR
VILLAGE 9	CAMU	CAMX-NESP	10.82	20.8	225	HDR
Residential Total:			**147.76**	**7.0**	**1041**	
COMMERCIAL AND EMPLOYMENT USES						
COMMERCIAL						
PARCEL 11	CAMU	CAMX-NESP	2.48			CC
Sub-Total:			**2.48**			
LIGHT INDUSTRIAL (TECH / BUSINESS PARK)						
PARCEL 12	CAMU	CAMX-NESP	37.23			T/BP-LI
PARCEL 23	CAMU	CAMX-NESP	10.77			T/BP-LI
Sub-Total:			**48**			
Commercial and Employment Total:			**50.48**			
PUBLIC						
PARCEL 10 (Detention Pond)	CAMU	CAMX-NESP	23.03			P/QP
PARCEL 13 (Well Site)	CAMU	CAMX-NESP	1.58			P/QP
PARCEL 20 (Freeway Buffer)	CAMU	CAMX-NESP	1.18			P/QP
Public / Quasi-Public Total:			**25.79**			
PARKS, OPEN SPACE & PUBLIC USES						
PARKS AND OPEN SPACE						
PARCEL 14	CAMU	CAMX-NESP	2.18			P/R
PARCEL 15	CAMU	CAMX-NESP	1.94			P/R (Paseo)
PARCEL 16	CAMU	CAMX-NESP	1.88			P/R (Paseo)
PARCEL 17	CAMU	CAMX-NESP	1.43			P/R (Paseo)
PARCEL 18	CAMU	CAMX-NESP	1.68			P/R (Paseo)
PARCEL 19	CAMU	CAMX-NESP	5.23			P/R
PARCEL 21	CAMU	CAMX-NESP	1.03			P/R
Parks and Open Space Total:			**15.37**			
ROADS / R.O.W.		CAMX-NESP	20.21			
Campus Center Total:			**259.61**			

1. The NQSP Campus allows for Minor Density Adjustments for Residential Units and for area transfers or T/BP-LI & CC.

8.3.2 PERMITTED USES AND DEVELOPMENT STANDARDS

Land uses within The Campus are implemented through application of zone districts as specified by the Northeast Quadrant Specific Plan. A summary of zoning districts zones applied to The Campus is included in Table 8-2.

TABLE 8-2: SUMMARY OF CAMPUS APPLIED ZONING DISTRICTS

Land Use	Applied Zoning Districts	Permitted Uses
CAMU – LDR: *Low Density Residential*	SP-LDR	Per Zoning Ordinance
CAMU – MDR: *Medium Density Residential*	SP-MDR	Per Zoning Ordinance
CAMU – HDR: *High Density Residential*	SP-HDR	Per Zoning Ordinance
CAMU –CS: *Service Commercial*	CS	
CAMU – BP/T-LI: *Tech Park/Light Indus.*	LIP/R P/	
CAMU - P/QP: *Public/Quasi-Public*	P/QP	

RESIDENTIAL USES

A wide range of higher density single-family attached, detached, and multi-family housing types are included and encouraged within The Campus. Housing is to be of an urban nature with higher densities than found in a typical suburban setting. Densities within The Campus will range from 4.6 to over 20.0 units per acre, with an overall average density of approximately 7 units per acre. Emphasis is placed on defining the relationship between residential units and the street. Dwelling units are to be brought forward with entry doors and active living areas facing the street. The intent is to create an active, pedestrian-friendly community environment reminiscent of a traditional neighborhood. Residential design will emphasize quality to facilitate and possibly accelerate job development within The Campus, as well as the larger NQSP area.

Low Density Residential (CAMU-LDR)	
Density Range:	**0.5 to 6.9 dwelling units per acre**
Applied Zoning District:	**CAMU-LDR: Detached Housing**
Description:	Low Density Residential (LDR) land use is anticipated to accommodate detached single family homes on conventional and small lots with a strong orientation toward the street. Lot sizes typically range from 4,000 to 6,000 square feet and could be smaller or larger depending on site configuration/constraints and neighborhood design. A variety of detached, single-family residential housing types are encouraged in this density range. Key components of any LDR unit type shall include: ▪ Single family detached units facing the public street ▪ Entries/porches facing and moved forward towards the street Other unit types that achieve the Planning Principles for The Campus may be accommodated within the LDR land use. All unit types shall be consistent with the LDR development standards and the NQSP Design Guidelines. Table 8-1 includes specific unit allocations and resulting densities for each LDR parcel. While it is anticipated and encouraged that unit types be mixed on a large lot parcel, the overall density in The Campus shall average that prescribed on Table 8-1. In no case may a specific unit type on any LDR large lot parcel be below or above the density range specified by the LDR land use (0.5 to 6.9 du/ac).
Permitted Uses:	As specified in the City of Dixon Zoning Ordinance.
Development Standards:	The Design Standards provides for the unique nature and variety of housing types anticipated in The Campus and the LDR density range. Development standards are included on Table 8-3, 8-3a. Product types, building footprints (with associated fit lists) and architectural design of units shall be approved pursuant to the Application Review Process outlined in the City's adopted Design Guidelines. Modifications to the approved architectural design of units may subsequently be approved administratively if in compliance with Table 8-1. Other product types consistent with the intent of The Campus development standards and Design Guidelines may be considered subject to approval of a Design Review concurrent with approval of a tentative subdivision map.

TABLE 8-3: THE CAMPUS LDR DEVELOPMENT STANDARDS

CAMU-LDR: Development Standards (LDR)			
General Characteristics			
Product Type	**Detached units (Single-Family)**		
Garage Access	Via rear alley or through front.		
Driveway Access	Direct front access from street to garage shall be allowed (22' minimum driveway). Front access from alley or auto court to garage shall be allowed (4' minimum driveway.		
Lot Size (minimum)			
Area Interior Lot	4,000 sq. ft.		City will consider other product types and/or deviations to development standards provided they are consistent with the intent of The Campus development standards, and provided the products demonstrate superior siting characteristics and architectural design merits.
Area Corner Lot	4,000 sq. ft.		
Width Interior Lot	45 ft.		
Width Corner Lot	50 ft.		
Permitted Density (maximum per lot)			
Residential Density	1 dwelling 1 second unit		
Setbacks and Treatments (front setbacks measured from back of sidewalk, others from property line)			
Front Setback	10 ft. minimum		City will consider other product types and/or deviations to development standards provided they are consistent with the intent of The Campus development standards, and provided the products demonstrate superior siting characteristics and architectural design merits.
Side	4 ft. interior; 0 ft. interior for detached garage; 10 ft. street side on corner		
Rear	10 ft.		

CAMU-LDR: Development Standards (LDR)			
Front Off-Street Parking Setback	22' minimum for garages 4' minimum (alley/auto court)		
Front Articulation	The residential design intent is to achieve a design that is varied, provides visual interest, and maintains a pedestrian scale for attached and detached housing. The front street façade shall be well articulated and shall reflect the following: ▪ *Wall Planes* – incorporating building projections and recesses, bay windows, front porches, entries, balconies, chimneys, and other elements. Two-story high walls in the same plane should be minimized and in no case shall any two-story wall comprise more than 50% of the front façade. ▪ *Rooflines* – utilizing a variety of roof forms, heights and styles. ▪ *Architectural Enhancements* – including decorative trim, shutters, columns and other articulation. ▪ *Finish* – combining multiple materials and textures to enhance architectural detail ▪ *Unit Variation* – using the above and other elements to create distinction between individual units.		
Coverage			
Site Coverage	n/a		As approved, see above.
Height			
Height (maximum)	35 ft.		As approved, see above.
Parking (minimum)			
Spaces	Two (2) off-street spaces per unit. Second units do not require additional off-street parking spaces. Guest parking may be provided on-street where adequate curb length is provided through use of rear accessed garages (no additional off-street parking required).		
Development Approval			
Processing	As approved by Tentative Subdivision Map & Design Review of housing product types, footprints and architectural design. Each large-lot parcel shall be planned, processed, and approved comprehensively. Large lot parcels may not be split for purposes of development entitlement processing.		As approved with concurrent processing of Tentative Subdivision Map & Design Review of housing product types and footprints.

FIGURE 8-2: THE CAMPUS LDR (SINGLE-FAMILY DETACHED)


Deep roof lines provide shadow relief
Windows include trim, shutters, or other design features
Front facade articulated into smaller building forms
Entry defined with architectural feature appropriate to home style
Garage door recessed from other building forms

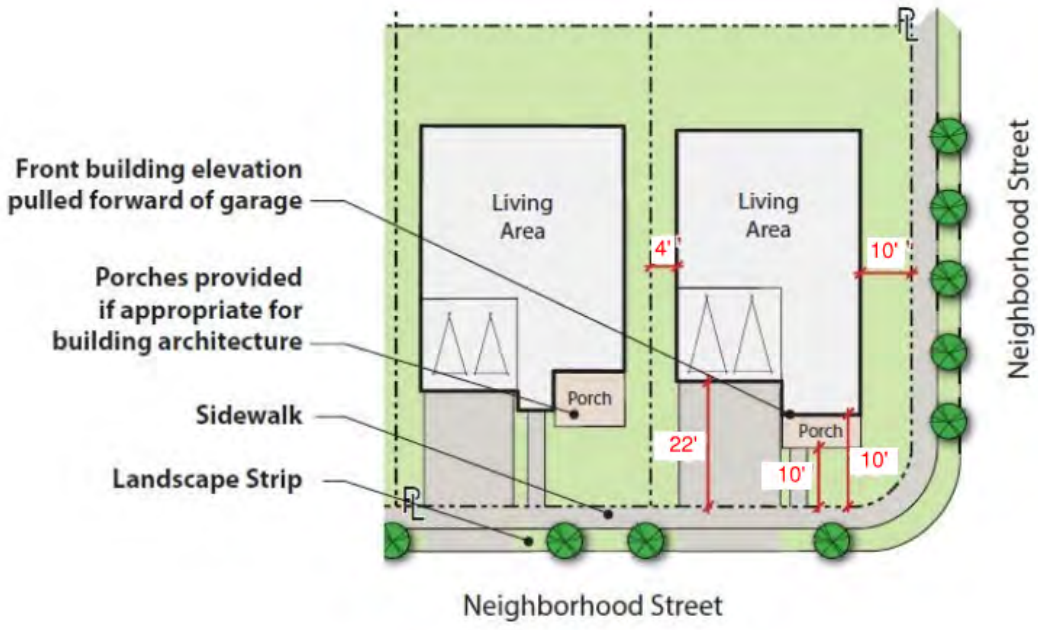

Front building elevation pulled forward of garage
Porches provided if appropriate for building architecture
Sidewalk
Landscape Strip
Living Area
Living Area
Porch
Porch
4'
10'
22'
10'
10'
Neighborhood Street
Neighborhood Street

TABLE 8-3a: THE CAMPUS LDR DEVELOPMENT STANDARDS

CAMU-LDR: Development Standards (LDR)	
Product Type	
	Single Family
Lot Size (minimum)	
Area, Interior Lot	4,000 sq. ft.
Area, Corner Lot	4,000 sq. ft.
Width, Interior	45 ft.
Width, Corner	50 ft.
Permitted Density (maximum per lot)	
Residential Density	1 dwelling; 1 second unit
Setbacks (minimum)	
Front[2]	15 ft. to living space or side wall of garage; 10 ft. to porch 22 ft. min. driveway
Sides [2] Interior Lots: Corner Lots:	4 ft. 4 ft. interior side 10 ft. street side
Rear	10 ft. minimum
Coverage (maximum)	
Site Coverage	None
Height (maximum)	
Height	35 ft.

Supplemental Design Standards	
1. Front Yard Stagger	None required, but optional per unit design
2. Stagger for 3rd Car Garages	2 ft. between 3rd car bay and two-car garage
3. Two-story unit mix	No limit
4. Building Exterior	Architectural treatment shall be applied to all elevations of a building. At a minimum, all doors, windows and other wall openings shall be trimmed consistent with the architectural style, consistent with the Design Guidelines provided in the City's adopted Design Guidelines.

Medium Density Residential (CAMU-MDR)	
Density Range:	**7.0 to 12.9 dwelling units per acre**
Applied Zoning District:	**CAMU-MDR: Attached or Detached Housing**
Description:	Medium Density Residential (MDR) land use is anticipated to accommodate urban density housing with a strong orientation toward the street. Key components of any MDR unit type shall include: ▪ Single family attached or detached units facing the public street ▪ Entries/porches facing and moved forward towards the street Other anticipated unit types include townhomes, I Courts, and single-family detached. There are other unit types that may be accommodated within the MDR land use and achieve the Planning Principles for The Campus . All unit types shall be consistent with the MDR development standards and the NQSP Design Guidelines. Table 8-1 includes specific unit allocations and resulting densities for each MDR parcel. While it is anticipated and encouraged that unit types be mixed on a large lot parcel, the overall density in The Campus shall average that prescribed on Table 8-1. In no case may a specific unit type on any MDR large lot parcel be below or above the density range specified by the MDR land use (7.0 to 12.9 du/ac).
Permitted Uses:	As specified in the City of Dixon Zoning Ordinance.
Development Standards:	The Design Standards provides for the unique nature and variety of housing types anticipated in The Campus and the MDR density range. Development standards are included on Table 8-3, 8-3a. Standards are specified for both detached and attached units. Product types, building footprints (with associated fit lists) and architectural design of units shall be approved pursuant to the Application Review Process outlined in the City's adopted Design Guidelines. Modifications to the approved architectural design of units may subsequently be approved administratively if in compliance with Table 8-1. Other product types consistent with the intent of The Campus development standards and Design Guidelines may be considered subject to approval of a Design Review concurrent with approval of a tentative subdivision map.

TABLE 8-4: THE CAMPUS MDR DEVELOPMENT STANDARDS

CAMU-MDR: Development Standards (MDR)			
General Characteristics			
Product Type	**Detached units (Single-Family)**	**Attached units (Brownstone/Townhome/ Condominium)**	**Other Products (Courtyard/"6-pak"/ I-Courts/Paseo other deviations to standards)**
Garage Access	Via rear alley or through front.	Via rear alley or auto court	As approved, see below.
Driveway Access	Direct front access from street to garage shall be allowed (18' minimum driveway).		
Lot Size (minimum)			
Area Interior Lot	2,400 sq. ft.	Varies	City will consider other product types and/or deviations to development standards provided they are consistent with the intent of The Campus development standards, and provided the products demonstrate superior siting characteristics and architectural design merits.
Area Corner Lot	2,400 sq. ft.	Varies	
Width Interior Lot	35 ft.	Varies	
Width Corner Lot	40 ft.	Varies	
Permitted Density (maximum per lot)			
Residential Density	1 dwelling 1 second unit	1 dwelling	1 dwelling

Setbacks and Treatments (front setbacks measured from back of sidewalk, others from property line)			
Front Setback	10 ft. minimum	10 ft. minimum	City will consider other product types and/or deviations to development standards provided they are consistent with the intent of The Campus development standards, and provided the products demonstrate superior siting characteristics and architectural design merits.
Side	3 ft. interior; 0 ft. interior for detached garage; 10 ft. street side on corner	10 ft. street side on corner	
Rear	10 ft minimum[1] 5 ft. (I-court / alley product with 18 driveways being provided) 4 ft. (garage and rear fencing from alley property line when alley access) 3 ft. (detached garage with front access)	4 ft. (minimum garage and rear fencing from alley property line.)	

1. Rear setback for Paseo/Alley/I-Court MDR product with individual private yard areas may be reduced to five (5) feet.

CAMU-MDR: Development Standards (MDR)			
Front Off-Street Parking Setback	18' minimum for garages		
Front Articulation	The residential design intent is to achieve a design that is varied, provides visual interest, and maintains a pedestrian scale for attached and detached housing. The front street façade shall be well articulated and shall reflect the following: ▪ *Wall Planes* – incorporating building projections and recesses, bay windows, front porches, entries, balconies, chimneys, and other elements. Two-story high walls in the same plane should be minimized and in no case shall any two-story wall comprise more than 50% of the front façade. ▪ *Rooflines* – utilizing a variety of roof forms, heights and styles. ▪ *Architectural Enhancements* – including decorative trim, shutters, columns and other articulation. ▪ *Finish* – combining multiple materials and textures to enhance architectural detail ▪ *Unit Variation* – using the above and other elements to create distinction between individual units.		
Coverage			
Site Coverage	n/a	n/a	As approved, see above.
Height			
Height (maximum)	35 ft.	45 ft.	As approved, see above.
Parking (minimum)			
Spaces	Two (2) off-street spaces per unit. Second units do not require additional off-street parking spaces. Guest parking may be provided on-street where adequate curb length is provided through use of rear accessed garages (no additional off-street parking required).		
Development Approval			
Processing	As approved by Tentative Subdivision Map & Design Review of housing product types, footprints and architectural design. Each large-lot parcel shall be planned, processed, and approved comprehensively. Large lot parcels may not be split for purposes of development entitlement processing.		As approved with concurrent processing of Tentative Subdivision Map & Design Review of housing product types and footprints.

FIGURE 8-3: THE CAMPUS MDR (TOWNHOUSE)

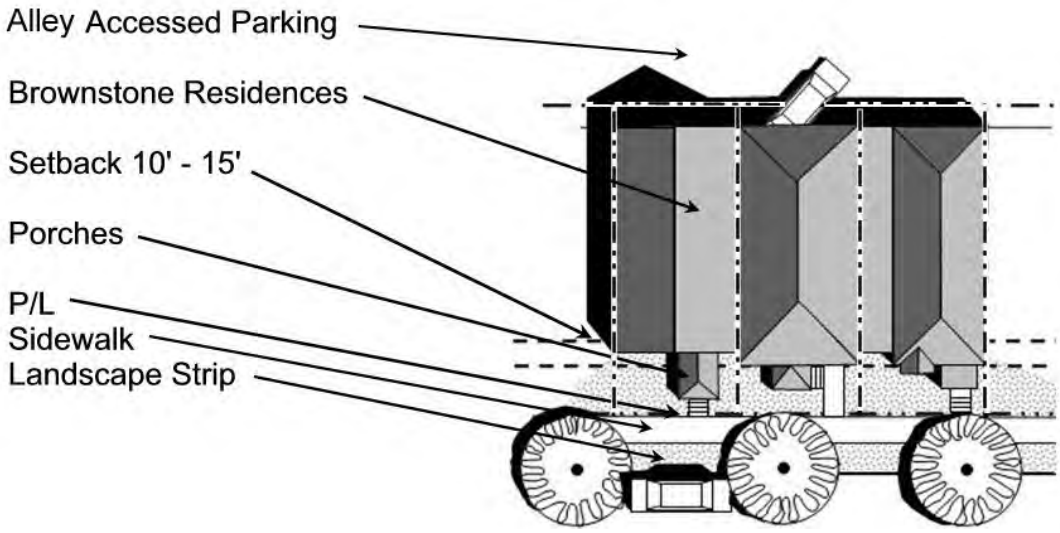


FIGURE 8-4: THE CAMPUS MDR (TOWNHOUSE)

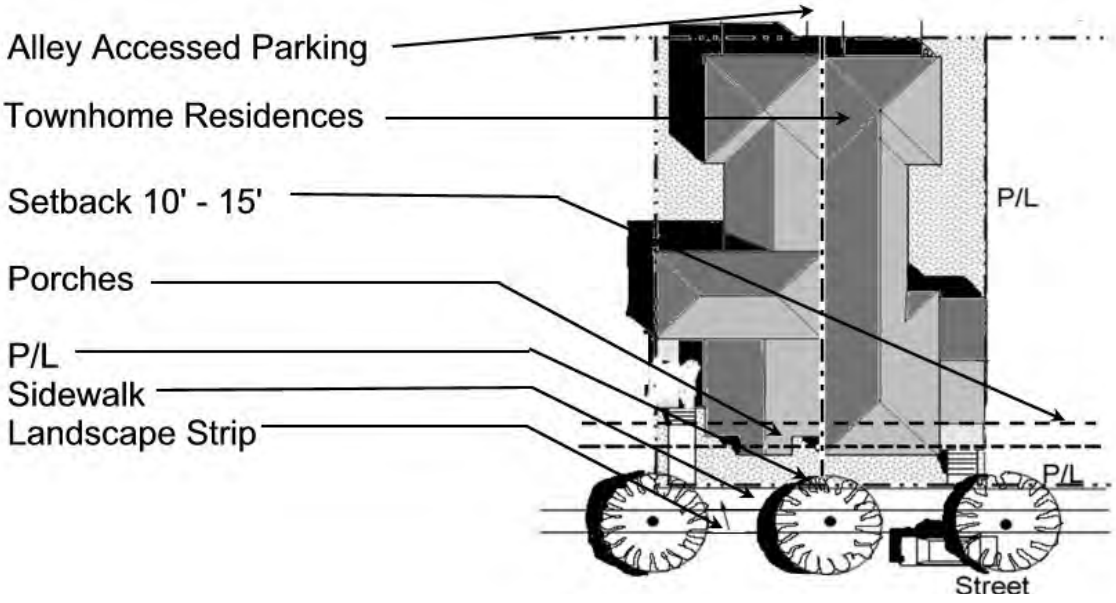
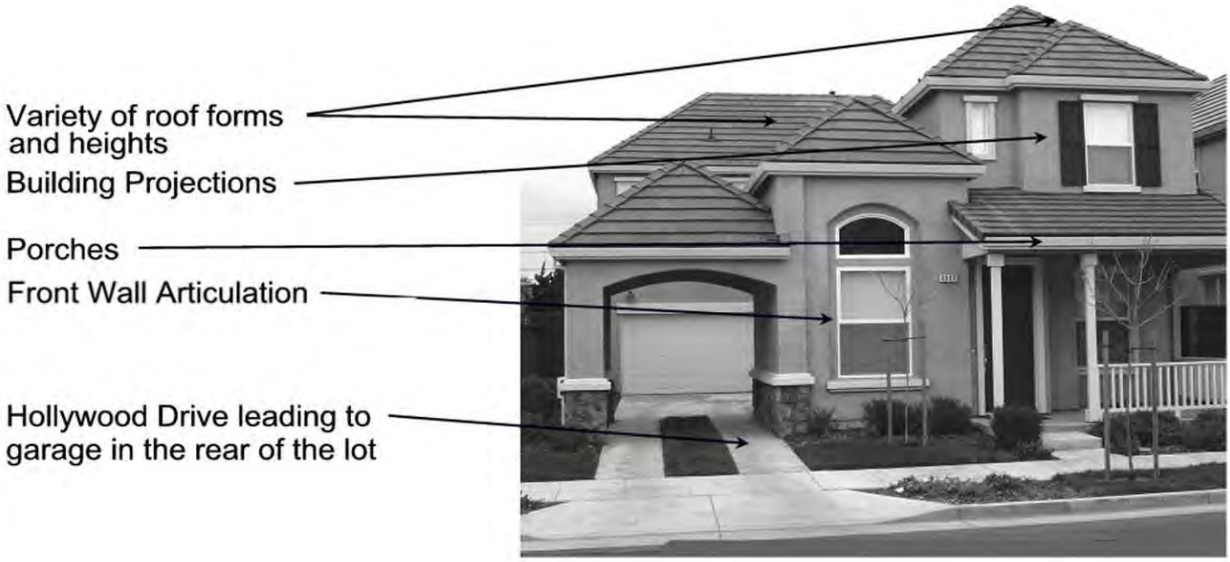


FIGURE 8-5: THE CAMPUS MDR (SINGLE-FAMILY DETACHED)



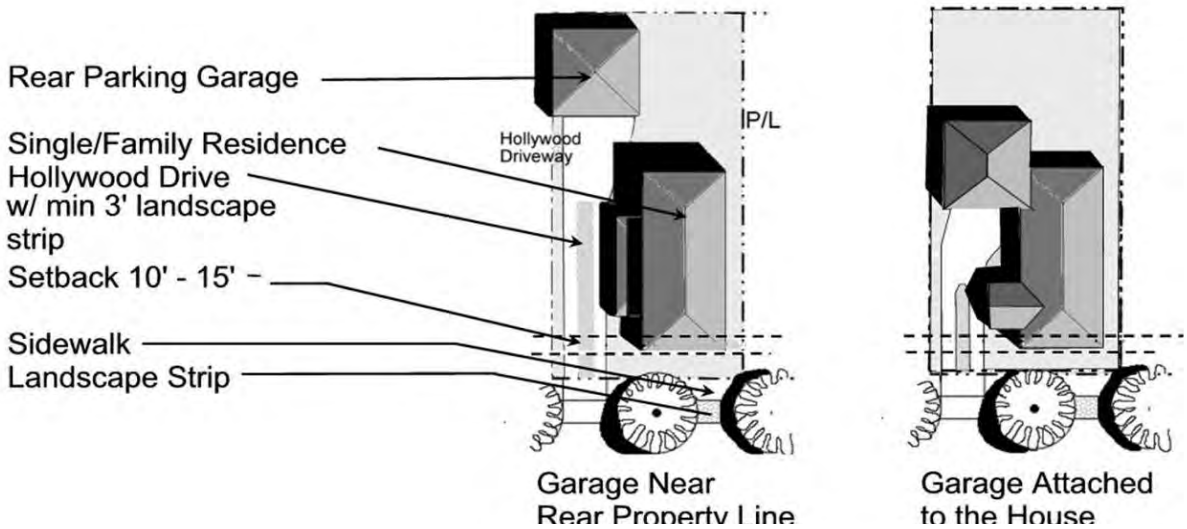


TABLE 8-4a: THE CAMPUS MDR DEVELOPMENT STANDARDS

CAMU-MDR: Development Standards (MDR)	
Product Type	
	Single Family
Lot Size (minimum)	
Area, Interior Lot	2,400 sq. ft.
Area, Corner Lot	2,400 sq. ft.
Width, Interior	35 ft.
Width, Corner	40 ft.
Permitted Density (maximum per lot)	
Residential Density	1 dwelling; 1 second unit
Setbacks (minimum)	
Front[1]	10 ft. to living space or side wall of garage; 10 ft. to porch 18 ft. min. driveway
Sides [2] Interior Lots: Corner Lots:	3 ft. 3 ft. interior side 10 ft. street side
Rear	10 ft. minimum[3]
Coverage (maximum)	
Site Coverage	None
Height (maximum)	
Height	35 ft.

Supplemental Design Standards	
1. Front Yard Stagger	None required, but optional per unit design
2. Stagger for 3rd Car Garages	2 ft. between 3rd car bay and two-car garage
3. Two-story unit mix	No limit
4. Building Exterior	Architectural treatment shall be applied to all elevations of a building. At a minimum, all doors, windows and other wall openings shall be trimmed consistent with the architectural style, consistent with the Design Guidelines provided in the City's adopted Design Guidelines. Panelized windows or other architectural treatment shall be used on all garage doors.

1 Front setback (and side setback where adjacent to street) is measured from back of walk. Fence side yard setback is 5' from back of walk where facing a street. In the absence of a sidewalk, setback is measured from edge of right-of-way.

2. Variations to the standards and other housing product types may be permitted through approval of a Design Review Permit.

3. Rear setback for Paseo/Alley/I-Court MDR product with individual private yard areas may be reduced to five (5) feet.

High Density Residential (CAMU-HDR)	
Density Range:	**13.0 dwelling units per acre and higher**
Applied Zoning District:	**CAMU-HDR**
Description:	High Density Residential (HDR) land use is intended to accommodate attached multifamily housing. Similar to MDR, HDR units are required to have a strong orientation toward the street. A variety of higher density housing types are appropriate if designed with front forward architecture which includes front entry doors and porches facing the street, and off-street parking located in the rear of the lot and accessed from alleys or internal driveways. Typical unit types may include apartments, townhomes and condominiums. Figure 8-6 includes pictures of potential HDR unit types. Table 8-1 includes specific unit allocations and resulting densities for each HDR parcel. While it is anticipated that unit types may be mixed on a large lot parcel, the overall density shall average that prescribed on Table 7-1. In no case may a specific unit type on any HDR large lot parcel be below the density range specified by the HDR land use (13.0 du/ac).
Permitted Uses:	As specified in the City of Dixon Zoning Ordinance.
Development Standards:	The Design Standards Overlay has been applied to all HDR parcels to provide for the unique nature and variety of housing types anticipated in The Campus Area. Development standards are included on Table 8-4. All HDR development is subject to City approval of a Design Review Permit.

TABLE 8- 5: THE CAMPUS HDR DEVELOPMENT STANDARDS

SP-HDR Development Standards (HDR)	
General Characteristics	
Product Type	Attached units (Apartment/Townhome/Condominium)
Garage Access	Via rear alley or auto court
Lot Size	
Area, Interior Lot	Varies
Area, Corner Lot	Varies
Width, Interior	Varies
Width, Corner	Varies
Permitted Density (maximum per lot)	
Residential Density	13 – 30 units per acre
Setbacks and Treatments	
Street Setback[1]	10 ft. minimum
Off-Street Parking Setback	All parking areas and garages shall be located and accessed internally via alleys or driveways.
Front Articulation	The residential design intent is to achieve a design that is varied, provides visual interest, and maintains a pedestrian scale for attached and detached housing. The front street façade shall be well articulated and shall reflect the following: ▪ *Wall Planes* – incorporating building projections and recesses, bay windows, front porches, entries, balconies, chimneys, and other elements. Multiple story (two or three story) walls in the same plane should be minimized and in no case shall any multiple-story wall comprise more than 50% of the front façade. ▪ *Rooflines* – utilizing a variety of roof forms, heights and styles. ▪ *Architectural Enhancements* – including decorative trim, shutters, columns and other articulation. ▪ *Finish* – combining multiple materials and textures to enhance architectural detail ▪ *Unit Variation* – using the above and other elements to create distinction between individual units.

Coverage	
Site Coverage	n/a
Height	
Height (maximum)	50 ft.
Parking (minimum)	
Spaces	Studio Unit - 1 off-street space per unit. One (1) Bedroom Unit- 1 off-street space per unit. Two (2) and above Bedroom Unit - 2 off-street spaces per unit. Age-Restricted Unit - 1 off-street space per unit. Guest parking shall be provided at 1 spaces per every 10 units.
Development Approval	
Processing	Each large-lot parcel shall be planned, processed and approved comprehensively. Large-lot parcels may not be split for purposes of development entitlement processing.

1. Setback adjacent to public roadway measured from back of sidewalk. Units adjacent to public roadways shall front to such roadways.

Note: The City may consider other product types and/or deviations to development standards provided they are consistent with the intent of The Campus development standards and NQSP Design Guidelines, and provided the products demonstrate superior siting characteristics and architectural design merits.

FIGURE 8-6: THE CAMPUS HDR

RETAIL & SERVICE USES

The integration of commercial land use that can accommodate retail businesses, service uses and community activities is a critical component of The Campus and a central focus of its design. These uses, in combination with adjacent and mixed residential and public uses, create a diverse community with a variety of options that promote interaction. Both businesses and residents benefit from the proximity of uses, increasing the viability of walking, bicycling and transit as transportation options.

Similar to residential uses, emphasis is placed on the relationship of buildings to the street. Building facades are oriented to the street. Off-street parking is located to minimize visibility from public streets. On-street parking is maximized to provide a visual parking presence while meeting a portion of the parking demand for the retail component of The Campus. Numerous design elements, such as transparent storefronts, wide sidewalks, traditional style lighting, dense tree canopies, and coordinated street furnishings are provided to create a comfortable and distinctive "main street" setting. Restaurant seating, and other accessory services, are permitted to encroach onto public spaces to enhance an active pedestrian-friendly environment and encourage social activity.

TABLE 8-6: CS DEVELOPMENT STANDARDS

Service Commercial (CAMU-CS)	
Applied Zoning District:	**SP-CS: Service Commercial**
Description:	The Service Commercial (CS) land use is anticipated to accommodate a variety of retail and service activities. Typical uses may include retail shops, restaurants, local pubs, banks, grocery stores, convenience services, and offices. These uses, within walking distance to and mixed with The Campus residential, are planned to meet the everyday needs of local residents and promote non-vehicular forms of transportation. In addition, the commercial uses in The Campus act to draw residents from throughout the community due to their unique form and setting.

Permitted Uses:	The intent is to provide for a unique mix of uses that support The Campus concept. This includes permitting residential uses over commercial spaces to create live-work opportunities. In addition, in order to promote retail and other pedestrian attractive service activities along the streetscape. Permitted uses are included on Table 8-6.
Development Standards:	All commercial development is subject to City approval of an Administrative Permit, provided such development is consistent with the City's development and design standards.

TABLE 8-7: CS PERMITTED USES

AGRICULTURAL AND OPEN SPACE USE TYPES		SP-SC
Resource Protection & Restoration		-
Resource Related Restoration		-

CIVIC USE TYPES		SP-SC
Community Assembly		-
Community Service		-
Essential Services		P
Hospital Services		
	General Hospital Services	-
	Psychiatric Hospital Services	-
Libraries & Museums, Private		CUP
Public Parking Services		-
Schools		
	College & University	CUP
	Elementary & Secondary	-
	Private Elementary & Secondary	-
Social Services		
	Food Distribution	-
	Food Service	-
	Temporary Resident Shelter	-

RESIDENTIAL USE TYPES		SP-SC
Caretaker/Employee Housing		-
Dwelling		
	Multi-Family	P(1)
	Single-Family	-
	Two-Family	-
Family Day Care Home, Small		-
Family Day Care Home, Large		-
Single Room Occupant		-
COMMERCIAL USE TYPES		**SP-SC**
Adult Business Establishments		-
Animal Sales & Services		
	Grooming & Pet Stores	P
	Kennels	-
	Veterinary Clinics	P
	Veterinary Hospital	-
Automotive & Equipment		
	Automotive Rentals	-
	Automotive Repairs	-
	Automotive Sales	-
	Car Wash and Detailing	-
	Commercial Parking	-

	Heavy Equipment Rental, Repair and Sales	-
	Equipment Repair	-
	Gasoline Sales	-
Banks & Financial Services (3)		P
Bars & Drinking Places		P
Broadcasting and Recording Studios		-
Building Materials Stores		-
Business Support Services		P
Commercial Recreation		
	Amusement Center	P
	Indoor Entertainment	P
	Indoor Sports and Recreation	P
	Outdoor Entertainment	-
	Outdoor Sports and Recreation	-
	Large Amusement Complexes	-
Community Care Facility (1)		P
Day Care Center		P
Eating and Drinking Establishment		
	Fast Food with Drive Through	-
	Convenience	P

	Full Service	P
Food & Beverage Retail Sales		P
Funeral & Internment Services		-
Lodging Services		-
Long Term Care Facility		-
Maintenance and Repair		P
Medical Services		
	General	P
	Substance Abuse Treatment Clinic	-

COMMERCIAL USE TYPES (cont.)		SP-SC
Neighborhood Commercial		-
Nightclubs		-
Nursery, Retail		-
Offices, Professional (3) (4)		CUP
Personal Services (5)		P
Retail Sales and Services (3) (6)		P
Specialized Education & Training		
	Specialty Schools	CUP
Storage, Personal Storage Facility		-

INDUSTRIAL USE TYPES	SP-SC
Laundries, Commercial	-
Printing & Publishing	-
Research Services	-
Wholesale & Distribution, Light	-

TRANSPORTATION AND COMMUNICATION USE TYPES		SP-SC
Antennas & Communications Facilities		
	Developed Lot	-
	Undeveloped Lot	-
Heliport		-

Intermodal Facilities	-

(P) Principally Permitted

(CUP) Permitted through approval of a Conditional Use Permit

(A) Administratively Permitted

(-) Not Permitted

Notes:

(1) Permitted on second floor only.

(2) Cash advance and bail bonds are not permitted uses within the Banks and Financial Services, Professional Office and Retail Sales and Services use types.

PUBLIC & QUASI-PUBLIC SPACES

The Campus provides public and quasi/public spaces for people to gather and to reinforce community identity. The centrally located Campus Green, a 8± acre traditional urban park element, provides the visual focus of The Campus. The Campus Green is intended to accommodate passive recreation, provide a visual respite for residents, shoppers and employees, and form a community gathering place. It includes a central park pavilion as a venue for a wide variety of community activities, including concerts, fairs, exhibits, markets and other events that will bring the community to The Campus. The form of The Campus calls for the adjacent commercial uses to face onto the Campus Green. A second park site, a City neighborhood park, is included on the south end of the Campus Center.

The Campus incorporates a 26±-acres of Public/Quasi-Public sites to be used for a sewer lift station, well site, drainage facilities and a NQSP regional detention basin.

Park & Recreation (CAMU-P/R)	
Applied Zoning District:	**P/R – Parks & Recreation**
Description:	The Campus includes two park sites and the Campus Green. While located within The Campus, these parks are components of the overall NQSP park and recreation program.
Permitted Uses:	As specified in the City of Dixon Zoning Ordinance.
Development Standards:	As specified in the City of Dixon Zoning Ordinance.

Public/Quasi-Public (CAMU-P/QP)	
Applied Zoning District:	**P/QP**
Description:	The Public/Quasi-Public land use
Permitted Uses:	As specified in the City of Dixon Zoning Ordinance.
Development Standards:	As specified in the City of Dixon Zoning Ordinance.

TABLE 8-8: CAMU-P/QP PERMITTED USES

AGRICULTURAL AND OPEN SPACE USE TYPES	CAMU-P/QP
Agricultural	-
Animal Keeping	-
Resource Protection & Restoration	-
Resource Related Restoration	-

CIVIC USE TYPES		CAMU-P/QP
Community Assembly		P
Community Service		P
Essential Services		P
Hospital Services		
	General Hospital Services	-
	Psychiatric Hospital Services	-
Intensive Public Facilities		-
Libraries & Museums, Private		-
Public Parking Services		P
Schools		
	College & University	-
	Elementary & Secondary	-
	Private Elementary & Secondary	P

RESIDENTIAL USE TYPES		CAMU-P/QP
Caretaker/Employee Housing		A
Dwelling, Single-Family		A
COMMERCIAL USE TYPES		**CAMU-P/QP**
Commercial Recreation		
	Indoor Sports and Recreation	P
	Outdoor Entertainment	CUP
	Outdoor Sports and Recreation	CUP
	Large Amusement Complexes	-
Day Care Center		P

(P) Principally Permitted

(CUP) Permitted through approval of a Conditional Use Permit

(A) Administratively Permitted

(-) Not Permitted

MINOR RESIDENTIAL DENSITY ADJUSTMENTS

Minor Residential Density Adjustments are permitted within The Campus subject to the following requirements:

1. The Minor Density Adjustment may not result in a reduction of units within The Campus; and
2. The Minor Density Adjustment may be approved if determined by the Planning Director that it improves the ability to achieve the Planning Principles for The Campus and produce the residential product types envisioned.

8.4 CIRCULATION PLAN

The Campus is a district where preference is given to the pedestrian rather than the automobile. The mix, proximity, and intensity of uses, along with the underlying grid street pattern, encourage alternative forms of transportation including walking, bicycling and transit. All uses are in easy walking distance, within 1,500 feet of the Campus Green and a central transit stop. Numerous design elements, including wide sidewalks, enhanced pedestrian crossings, dense tree canopies, street furnishings, pedestrian scale lighting, signage and front forward building designs are intended to promote a comfortable and inviting pedestrian environment.

The Campus is designated as a Pedestrian District. The intent of the Pedestrian District is to place a greater emphasis on the pedestrian rather than the automobile by implementing measures to improve walkability through enhanced safety, security and convenience within and through the District. The Campus incorporates numerous elements, from its basic form to unique pedestrian and vehicular circulation standards, which promote walkability and support the intent of the Pedestrian District. In designating The Campus as a Pedestrian District, the City acknowledges that certain design features may slow the speed of vehicle travel and may reduce the vehicle level of service. The Pedestrian District overlay has been applied to the entire Campus area.

8.4.1 ROADWAYS

The Campus incorporates a traditional grid circulation pattern providing multiple routes and options for both pedestrians and automobiles. The conventional suburban emphasis on a hierarchy or functional classification of

roadways is replaced by a general uniformity of street options. All roadways place equal emphasis on vehicular and pedestrian transportation.

Roads will be complaint with emergency vehicle access requirements. Coordination is required to ensure that roadways and pedestrian access points in adjacent developments areas connect appropriately to Campus roadways and sidewalks. This includes the Commercial Drive and the extension of Professional Drive to Vaughn Road.

8.4.2 INTERFACE WITH ADJACENT DEVELOPMENT

Development adjacent to The Campus consists primarily of Light Industrial (LI) uses. These uses are encouraged to front onto The Campus. Where uses do not front onto The Campus, typical 35-foot wide landscape corridors will be provided. To ensure connection between uses, adjacent development shall provide either direct vehicular or pedestrian connections to The Campus roadways.

8.4.3 PEDESTRIAN AND BIKEWAY NETWORK

As previously noted, The Campus has been designated as a Pedestrian District. It is intended to be a pedestrian friendly-walkable community that minimizes barriers, emphasizes the pedestrian over the automobile, and implements the City's General Plan pedestrian-friendly relationship to the street. Numerous elements are included to achieve this intent from the basic form and mix of uses, grid circulation pattern, wide sidewalks, dense tree canopy, pedestrian scale lighting and required connections from adjacent uses.

The Campus will link to the NQSP and City-wide bikeway system through Class I, II and III bikeways along connecting roadways. A central paseo with a Class I bikeway runs through the center of the project.

8.5 PARKS & RECREATION

Distinct to The Campus are two City park sites, the Campus Green and a traditional neighborhood park. Totaling approximately 15.4± acres, the park facilities provide for both social and recreational opportunities and help define the character of The Campus.

Campus Green is a unique 9.1± acre urban park forming the visual focus of The Campus. The Campus Green is formed by a 2.2± -acre located as a focal point within The Campus' job generating use and an additional 7± -acres of park pavilion framing The Campus' primary central roadway. The Campus Green consists of grass with a symmetrical set of centrally oriented walkways. In the center is an activated gathering space that can be a venue for community events. Large trees are located along the perimeter to provide shade and define the central community space. The Campus Green is designated to provide passive recreation and as a gathering place for the community. Besides its passive recreation value and visual presence, the Campus Green is designed to accommodate a variety of community activities such as a farmer's market, arts and crafts shows, celebrations, and performance arts. The Campus Green will be owned and operated by the City of Dixon.

Neighborhood Park is a 5±-acre active recreation facility that serves as an anchor for the Campus Green. This neighborhood park will serve the recreational needs of the workers and residents of The Campus. This facility will be dedicated to and maintained by the City of Dixon.

SECTION NINE - IMPLEMENTATION SECTION

The Implementation Section addresses land use regulations, development agreements, public facilities dedication and financing and specific plan amendment procedures.

9.1 LAND USE REGULATION

9.1.1 GENERAL PLAN AND ZONING

The Dixon General Plan (1993) has designated commercial and employment uses for the specific plan area. The Dixon Northeast Quadrant Specific Plan, as amended, proposes a development plan consistent with the Dixon General Plan. All land within the plan area shall be zoned consistent with the Dixon General Plan and the Dixon Zoning Ordinance.

9.1.2 COMMUNITY FORM GUIDELINES

The Community Form Section (Section 3) of the specific plan implements the planning concepts and philosophy of the specific plan. The Community Form Section includes design and development guidelines and standards for uses within the plan area. The Community Form Section is intended to augment the Dixon Zoning Ordinance.

9.1.3 PLANNED DEVELOPMENT

Projects in the Northeast Quadrant Specific Plan area will be subject to the Planned Development process set forth in the Dixon Zoning Ordinance, or equivalent mechanism as provided for by the PD District specified in the zoning ordinance. The PD or equivalent mechanism, in combination with the NQSP, constitute the "PD Plan" for individual projects as required by application of the overlying planned development zoning district. The process requires submittal of specific design information in a development plan. The development plan is subject to public review and determination by the Planning Commission. The PD or equivalent mechanism is a project as defined by CEQA and subject to environmental review. It is anticipated that future environmental review and analysis will utilize the Environmental Impact Report, and an additional EIR, prepared for this specific plan amendment. Any subsequent environmental review may tier from the specific plan EIRs.

9.2 DEVELOPMENT AGREEMENT

The property owners, subject to the provisions of this specific plan, will execute development agreements in accordance with city standards in conjunction with the PD, or equivalent mechanism, review process. Development agreements will set forth infrastructure improvements, public dedication, requirements, landscaping amenities and other contributions to be made by a property owner, in return for guarantees by the City that certain land uses and densities in effect at the time of execution of agreement will not be modified.

9.3 PUBLIC FACILITIES

Public facilities will be provided through a variety of mechanisms including land dedications, assessment districts and reimbursement agreements as described below.

9.3.1 LAND DEDICATION AND CONVEYANCE

Land will be conveyed to the City for utility and street right-of-way, and public facilities needed to service the area, including open space areas.

9.3.2 EASEMENTS

In instances where bikeways and pedestrian pathways are not located within a street right-of-way or other publicly owned land and therefore on privately owned lands, such as adjoining the primary arterials or adjoining Interstate 80, dedication of public access easements will be required to assure continued right of bike and pedestrian access by the general public.

Easements for public utility access and maintenance will be granted to the City in accordance with the provisions of the development agreements and as required through the PD, or equivalent mechanism, review process.

9.3.3 ASSESSMENT DISTRICTS

A portion of the Dixon Northeast Quadrant Specific Plan area is within the North First Street Assessment District. This district is intended to fund upsizing of the basic downstream trunk sewer system designed to accommodate the plan area. Those portions of the plan area currently not in this district will be annexed into it for wastewater services.

Basic improvements for streets, water distribution and storm drainage, electric infrastructure and street lighting facilities that are to be constructed as required to develop land uses in the plan area, will be funded

through a community facilities district, City fee or other funding mechanism. The City shall not be required to process any application for a tentative map, use permit or building permit until a suitable financing mechanism is in place.

9.3.4 REIMBURSEMENT AGREEMENTS

Construction of other street, street light, water or sanitary sewer trunk lines will be financed by the developers subject to, if appropriate, reimbursement agreements administered by the City or the developer. These agreements will require subsequent developers within and outside of the plan area to reimburse the master developer for a portion of the initial design and installation cost based on a "fair share" formula. The specific provision of these methods as applied to the specific plan area are as identified in the Northeast Quadrant Finance Plan.

9.4 SPECIFIC PLAN AMENDMENTS PROCEDURES

The specific plan may be amended by resolution through the same procedures by which it was adopted. Such amendments require review by the Dixon Planning Commission and Dixon City Council. Each amendment shall include all sections or portions of the specific plan that are affected by the change to ensure internal consistency. All amendments are required to be consistent with the City of Dixon General Plan.

9.5 MIGITATION MONITORING

At the time the NQSP was approved, a mitigation monitoring program consistent with the Public Resources Code (Section 21081.6) was adopted with the Final Environmental Impact Report for this specific plan.