
DIXON 1993 GENERAL PLAN



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A Comprehensive Update of the 1987 Dixon General Plan

City of Dixon, California

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GENERAL PLAN UPDATE PROGRAM
1991-1993

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GENERAL PLAN HISTORY OF AMENDMENTS

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November 28, 2006	Resolution No. 06-233
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May 12, 2009	Resolution No. 09-081
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INTRODUCTION

The Dixon General Plan Program is designed to provide a comprehensive land use plan for the City of Dixon to replace the Dixon General Plan which was adopted in 1987. The goal of this program is to help strengthen the City's ability to guide development and implement recognized community objectives. The emphasis is on identifying practical goals, realistic policies and feasible, cost-effective programs which the City intends to follow and support in implementing the General Plan.

This General Plan is the ninth report produced for the General Plan Program for the City of Dixon. Prior reports prepared for review in this program have included:

- Work Program, Schedule of Activities, and Guidelines
- Issues and Policy Choices
- Alternative Scenarios
- Preliminary Draft General Plan
- Hearing Draft General Plan
- Environmental Assessment
- Environmental Assessment (Responses to Comments)
- Final Draft General Plan

The first report described the purpose of the General Plan Program, identified the roles of the participants and outlined the schedule leading to the adoption of the General Plan. The second report was designed to assist participants in defining the policy directions for the development of the Hearing Draft General Plan. The third report presented a series of maps and projections for a number of General Plan alternatives, which contributed to the development of the Hearing Draft General Plan. The Preliminary Draft General Plan provided the basis for additional modifications which resulted in the Hearing Draft General Plan. This General Plan document incorporates changes and revisions resulting from testimony received during the public review process and public hearings before the City Council and Planning Commission, and was adopted by the Dixon City Council on December 14, 1993 by Resolution No. 93-123. The Planning Commission approved certification of the Environmental Assessment and adoption of the General Plan with some recommended text revisions on December 8, 1993. Documents relating to the adoption of the General Plan are included in Appendix A of this report.

During the development of the General Plan, the General Plan Steering Committee (GPSC) met frequently to discuss General Plan issues and to provide input for the documents prepared as part of the General Plan Program. GPSC members provided a wide range of viewpoints regarding the goals and policies to be included in the Dixon General Plan. This report, although revised from earlier versions, still represents a consensus plan which reflects the preponderant viewpoints received in the discussions and meetings held to review the alternative scenarios.



In 2010, the General Plan was updated to incorporate current maps and statistical data, formatted for consistency based on the Air Quality and Energy Element format, and added discussion regarding seismic hazards and flooding as required by law. For more detailed information regarding the status of various regulatory and infrastructure issues, refer to the General Plan Update Background Report, July 2008, at www.ci.dixon.ca.us.

A. WHAT IS A GENERAL PLAN?

The General Plan is designed to provide a basis for rational decision-making regarding long-term development within the City of Dixon. It is a comprehensive document, intended to provide policy direction to those involved in the development process.

This comprehensive General Plan is geographic, in that it covers the entire Dixon Planning Area, addressing land use concerns beyond the city limits. It also addresses a range of issues that are associated with Dixon's development, including physical, economic and social concerns.

The State of California requires each city to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning." The Dixon General Plan is to act as a "constitution" for development, and will provide the basic foundation for all local land use decisions. No subdivision, parcel map or rezoning can be approved unless it is found to be in harmony with an adopted general plan. Public works projects proposed by local government agencies and special districts must be reviewed by the Dixon Planning Commission and the Dixon City Council to determine their conformance with the General Plan.

Not long ago, local general plans were regarded as merely a set of broad policies that had only a distant relationship to actual development decisions. However, the importance of general plans has increased over the past twenty years, and an "adequate" general plan can no longer be simply a vague picture of a city's future. Under current law, the Dixon General Plan must be able to provide concrete direction for community decision-making.

In California, state law makes the general plan the foundation and central feature of the local planning process. Each city and county is required to prepare, adopt and maintain a general plan to govern the physical development of all of the land area under its jurisdiction. The purposes which will be served by the Dixon General Plan include:

- The identification of Dixon's physical development goals and goals relating to environmental, economic and other factors.
- The definition of policies for maintaining or improving the character of existing uses and for guiding the location and nature of future development, in order to ensure that Dixon's goals are achieved.



- The consideration of all aspects of local conditions within the Dixon Planning Area which affect physical development and change, in order to ensure that problems and opportunities are adequately analyzed and addressed within the context of local, regional, statewide and national goals and policies.
- The provision of information to Dixon residents, business people, property owners and other interested persons about the planning and decision-making process of the local government.
- The description of procedures and measures intended to improve the coordination of local government actions affecting the development of Dixon.

Planning and land use regulation in Dixon stem from the two main legal powers granted to cities and counties by the Constitution of the State of California: corporate powers and police powers. Corporate power provides Dixon with the authority to collect revenues (from bonds, fees, taxes and assessments) and to spend these monies to provide services and facilities (such as roads, water and sewerage facilities, parks, etc.). Police power provides Dixon with the authority to regulate citizen behavior (including the use of private property) in order to promote the health, safety, welfare and morals of the public. Land use planning, zoning, subdivision and building regulation all comprise exercises of Dixon's authorized police power.

The Dixon General Plan, in legal and conceptual terms, will guide the exercise of police power through zoning and subdivision regulation, and the exercise of corporate power through the provision of capital facilities and improvements.

The adoption of the Dixon General Plan is a legislative act, and as such, the General Plan's provisions are subject to the initiative and referendum processes.

A general plan is not a static document. Although the Dixon General Plan is intended to guide development within the Dixon Planning Area through the year 2010, it must be reviewed on a regular basis and revised to reflect new information as it becomes available or as the goals of the community change. The requirements of law, as well as the day-to-day decision-making process, demand that the information and projections on which the Dixon General Plan is based be maintained in an up-to-date and currently valid form.

The State of California requires that all general plans include seven mandatory elements:

- The Land Use Element, which designates the distribution and intensity of public and private land uses;
- The Circulation Element, which identifies the location and extent of existing and proposed major transportation routes, terminals and other local public utilities and facilities;
- The Housing Element, which provides a comprehensive assessment of current and projected housing needs and the policies and actions designed to provide adequate housing;



- The Conservation Element, which addresses the conservation, development and use of natural resources;
- The Open Space Element, which provides plans and measures for preserving open space for natural resources, outdoor recreation, agriculture and other managed production, public health and safety;
- The Noise Element, which identifies and evaluates noise problems to provide the basis for land use distribution; and
- The Safety Element, which establishes policies and programs designed to protect the community from the risks associated with seismic, geologic, flood and fire hazards.

Local general plans may also address issues beyond those which are addressed in the seven mandatory elements, and upon adoption, any optional elements become integral parts of the general plan. For example, the General Plan contains the components of an optional Historic Preservation Element. All elements have equal importance, and any conflicts between elements in terms of goals, policies or standards must be resolved within the plan itself. Any programs defined for carrying out the plan must also be consistent with, and follow logically from, the plan's goals and policies.

A general plan "shall consist of a statement of development policies and shall include a diagram or diagrams and text" (Government Code Section 65302). The text and diagrams must also be consistent with each other, and data and projections must be uniform and consistent among and within elements. When a new element is adopted or a part of it is amended, the rest of the plan must be changed to eliminate any inconsistencies which may be created.

B. GENERAL PLAN MAP AND LAND USE DESIGNATIONS

The General Plan map (as it is finally adopted) will be an important document, since it will represent a clear and graphic expression of the development pattern desired within the Dixon Planning Area, consistent with the text of the General Plan. Land uses shown on the General Plan map (Figure I) are expressed in terms of four major categories (Residential, Commercial, Industrial and Other), and the map indicates appropriate areas for each of them by type and intensity of use.

The Dixon Planning Area exhibits a number of conditions which make consideration of land use, zoning and environmental factors very important in the preparation of the General Plan. These include:

- A local economy in which agriculture continues to play an important role;



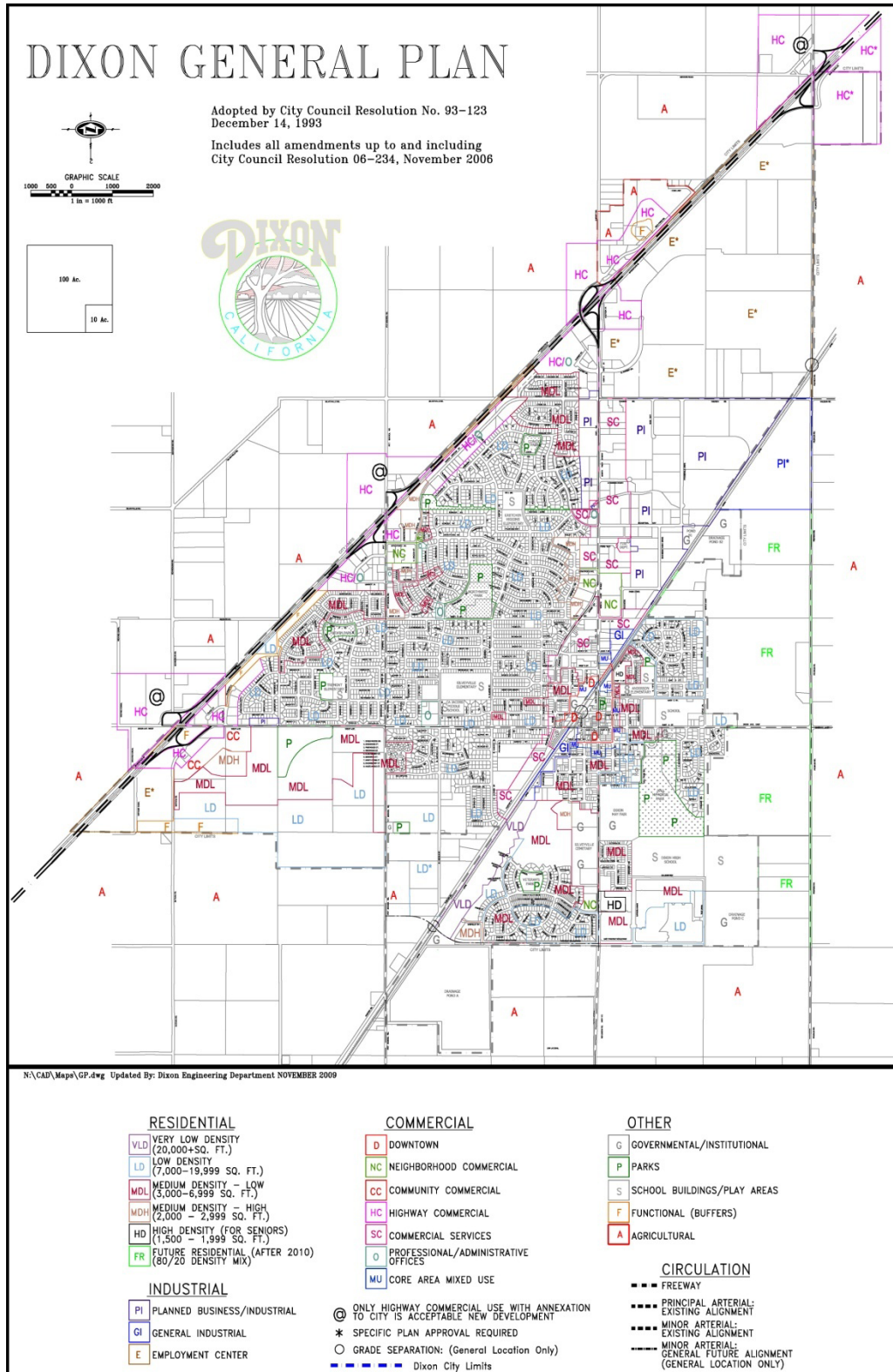
- Large areas of vacant land (most of which is currently in agricultural use) which may be available for future residential, industrial and commercial development; and
- Areas where shallow sheet flooding may occur.

The 1987 Updated General Plan designated sufficient land area for residential uses to accommodate a total population of approximately 18,250 people. Between 1980 and 1990, the population of Dixon grew by approximately 38 percent, from 7,541 to 10,401. Future population growth in the City is anticipated to exceed the rate expected in most other portions of California, and if population growth continues at recent rates, the population of Dixon could place pressures on the land supply currently designated for residential uses in the 1987 Updated General Plan.

A discussion of the characteristics of each of the General Plan land use categories is included in each chapter of this report, under the section describing the map provisions. The land use designations applied on the General Plan map below.

The General Plan map indicates by means of an asterisk (*) those designations in the Northeast, Southwest and South Park Annexation Areas for which specific plan approval would be required. The General Plan map also indicates by means of a star symbol on a black background in locations limited to the west side of 1-80 that "Only Highway Commercial use, with annexation to the City, is acceptable new development".

It is important to bear in mind that the General Plan map cannot reflect the quality and character desired in a particular land use category in a specific location except in very general terms. The General Plan map indicates the predominant use of land recommended in each area, and does not preclude minor deviations from the overall pattern. For example, it does not reflect every church, institutional, commercial, single- or multi-family residential use that may exist in areas designated for other uses, nor should it be interpreted as recommending or requiring their removal. Also, the boundaries of areas designated for a particular use should not be viewed as final or inflexible. There is no intention to single out one lot as opposed to another next to it for a specific use.





RESIDENTIAL (Net Site Area* per unit)

- Very Low Density (20,000 S.F. [Square Feet] and larger) - VLD
- Low Density (7,000-19,999 S.F.) - LD
- Medium Density - Low (3,000-6,999 S.F.) - MDL
- Medium Density - High (2,000-2,999 S.F.) - MDH
- High Density - Seniors (1,500-1,999 S.F.) - HD
- Future Residential (80% Single Family/20% Multiple Family) - FR (After 2010)

COMMERCIAL

- Downtown – D
- Neighborhood - NC
- Community – CC
- Highway – HC
- Services – SC
- Professional/Administrative Offices - O
- Core Area Mixed Use - MU

INDUST'RIAL

- General Industrial - GI
- Planned Business/Industrial - PI
- Employment Center - E

OTHER

- Governmental/Institutional – A
- Parks - P
- School Buildings/Play Areas – S
- Functional (Buffers) - F
- Agricultural - A

*The residential designations express density in terms of net site area, or in relation to the square feet of land within the parcel or lot, excluding adjacent public road rights-of-way.

C. UPDATING AND AMENDING THE GENERAL PLAN

The General Plan has been developed using a time horizon of approximately twenty years. It is based on analyses and assumptions concerning social, economic and physical conditions which may be subject to change over time. After it is adopted in its final form, the Dixon General Plan



should be reviewed annually and, if necessary, updated to reflect new conditions and information.

Once the City of Dixon has adopted a general plan, it may also adopt "area plans" and "specific plans" to address local concerns in additional detail.

An area plan is a specialized plan that addresses a particular portion of the Dixon Planning Area. Such plans refine the policies of the Dixon General Plan as they apply to a smaller area, and are implemented by local ordinances such as those regulating land use. Area plans are focused planning policy documents that become part of (and must be internally consistent with) the Dixon General Plan.

Unlike an area plan, a specific plan is not an amendment to the Dixon General Plan, but is designed to implement the goals and policies of the General Plan for a specific geographical area. When a specific plan is adopted, it represents a separate document which must be fully consistent with the goals and policies stated in the Dixon General Plan. A specific plan is a hybrid policy statement and/or regulatory tool which places the emphasis on development standards and criteria which supplement those stated in the Dixon General Plan. The text and diagrams of a specific plan must address land use (including open space), infrastructure, standards for development and natural resource conservation, and implementation measures.

D. ORGANIZATION OF THIS REPORT

Although the seven mandatory general plan elements and the one optional general plan element are addressed in the General Plan, because they are closely related to one another, they are not addressed separately. Instead, the different aspects of the physical character of development in Dixon are discussed under six general topic headings (Chapter II - Urban Development/ Community Design, Chapter III - Natural Environment, Chapter IV - Residential Environment, Chapter V - Economic Development, Chapter VI - Transportation and Circulation, and Chapter VII - Public Services and Facilities) which cover all of the mandatory elements, with the exception of the Housing Element. The "Residential Development" chapter will present information which is fully consistent with the City of Dixon's Housing Element, although the Housing Element will be prepared separately to meet the specialized requirements of state law. Figure 2, identifies the location of material relating to each of the seven elements within the text of the General Plan.



Figure 2
**RELATIONSHIP BETWEEN REQUIRED GENERAL PLAN ELEMENTS
 AND THE GENERAL PLAN**
 General Plan Program
 City of Dixon, California

<u>Required Elements:</u>	Chapters							
	II	III	IV	V	VI	VII	<u>VIII</u>	
Land Use	■	■	■	■	■	•		
Circulation	•				■			
Housing	•		■					
Conservation	•	■						
Open Space	•	■					■	
Noise							■	
Safety	•						■	
<u>Optional Element:</u>								
Historic Preservation	■							
<u>Air Quality and Energy</u>		•					■	

■ Major Discussion
 • Secondary Discussion

The chapters are organized in a form consistent with the land use categories listed above. Chapter II states the policies relating to the overall urban form and development of Dixon, addressing the issues of urban expansion and the character of existing and future development. Chapter III addresses the issues related to the natural environment. Chapter IV is the Housing Element. Chapters V and VI address economic development and local transportation and circulation patterns, respectively. Chapter VII addresses the provision of public services within the Dixon Planning Area. Chapter VIII addresses air quality and energy issues. Each chapter includes a discussion of the current setting, projections for Dixon or Solano County, an identification of the basic issues to be addressed in the chapter, a brief description of the central goals which have been established to address these issues, a set of policies designed to achieve these goals, a discussion of how these policies are reflected on the General Plan map, and a list of implementation recommendations.

Goals, Policies and Implementation Recommendations

A **goal** is an ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed. Goals set a direction for Dixon and provide an expression of community values, but goals are not generally quantifiable, time-dependent or suggestive of the future actions required for goal achievement.



A **policy** is a specific statement that guides decision-making. Policies are based on General Plan goals and an analysis of data related to the environmental, social, economic and political conditions in Dixon. Policy statements indicate a clear commitment on the part of the City Council to meet the goals stated in the General Plan, and are designed to be clear and unambiguous.

Implementation Recommendations are actions which may be taken to carry out policies established in the General Plan.

Goals are indicated by an "I" within the text of the General Plan. Policies are indicated by a bold-type number reference in the left margin, and implementation recommendations are indicated by a bold-type letter in the left margin. The numbering of policies and the lettering of implementation recommendations is consecutive within each chapter, but not within the report as a whole.

E. MISSION STATEMENT AND FUNDAMENTAL GOALS

Mission Statement

The main objective of the Dixon General Plan is to develop a balanced community that will provide residents with a wide range of housing, employment, recreational, shopping and cultural opportunities. This will involve a balancing of traditional values and lifestyles with contemporary, fiscally responsible municipal services, while simultaneously progressing into the next century with stable, economic progress. To do this, it will be necessary to:

- ◆ Retain a sense of community and quality of life by permanent residency in attractive, well-maintained neighborhoods.
- ◆ Provide a healthy economic base by encouraging clean commercial and industrial development compatible with a residential community.
- ◆ Be sensitive to the environment while at the same time providing the necessary infrastructure and public works to serve the City.
- ◆ Operate City government in a fiscally responsible and prudent manner.
- ◆ Provide local government leadership in a manner that is responsive to residential, institutional and corporate constituents and that allows for legitimate differences of opinion while fostering interaction of civic leaders, residents, the business community and City staff.



- ◆ Provide effective, City services for the residents of Dixon.
- ◆ Be responsive to the human service needs of area residents.

Dixon residents value effective service, the worth of the individual, quality, innovation, integrity and a futuristic orientation in decision-making.

Fundamental Goals

Goals and policies are presented in each section of the General Plan. However, several fundamental goals will guide all future land use decisions in Dixon:

- To maintain Dixon's "small town character".
- To control growth based on the capability of local service networks to adequately support it.
- To provide adequate local services in the most cost-effective manner.
- To balance future residential growth with the creation of jobs in the Dixon area.
- To protect existing agriculturally-related operations from potential land use conflicts.



URBAN DEVELOPMENT AND COMMUNITY DESIGN

A. SETTING

The Dixon Planning Area

Dixon is located on the Interstate 80 corridor, 19 miles west of Sacramento and approximately 67 miles northeast of San Francisco. Several sets of boundaries have been identified as having a direct relationship to future development patterns Dixon;

- The Dixon Planning Area: (See Figure 3). This is the portion of eastern Solano County that bears a close relationship to the City of Dixon. Within this area, the City will work closely with Solano County and other jurisdictions on planning determinations.
- The Dixon Sphere of Influence: (See Figure 3). This is the portion of eastern Solano County which encompasses all incorporated and unincorporated territory which is within Dixon's ultimate physical boundaries and service area, as adopted by the Local Area Formation Commission (LAFCO). Urban services and the City limits are expected to ultimately expand to the Sphere of Influence (SOI) boundary.
- The Dixon City Limits: (See Figure 3). This is the area within the legal jurisdiction of the City of Dixon. Although the City of Dixon has an interest in the character and timing of development within the boundaries identified above, it has legal jurisdiction only over those areas within the city limits.

Historical Background

Indigenous peoples utilized what is now the Dixon area for many years before the first European settlers arrived. In 1840, the Mexican governor of the territory gave four Mexican leagues in an area then known as the Rancho Los Putos (located in the extreme northern portion of what is now Solano County) to William Wolfskill. John Wolfskill was sent to the area to settle the land claim, and arrived on the Solano County side of Rio Los Putos with some cattle. By the 1850s, traffic between San Francisco and Sacramento through what is now the Dixon area had increased as a result of the Gold Rush. Elijah S. Silvey first built a house and corral, and later a general store to serve travelers passing through the area. A blacksmith shop was built in what had come to be known as Silveyville, and in 1856 another store was built in the area. By 1865, there were approximately 150 people living in Silveyville.

In the late 1860s, the town of Silveyville was moved to a new location around the railroad line approximately three miles away, on a ten-acre site donated by Thomas A. Dickson. The town became known as Dixon, and began to grow, supported by farms in the vicinity. In 1883, the



commercial district suffered a fire, and nine years later the area experienced a major earthquake which caused considerable damage.

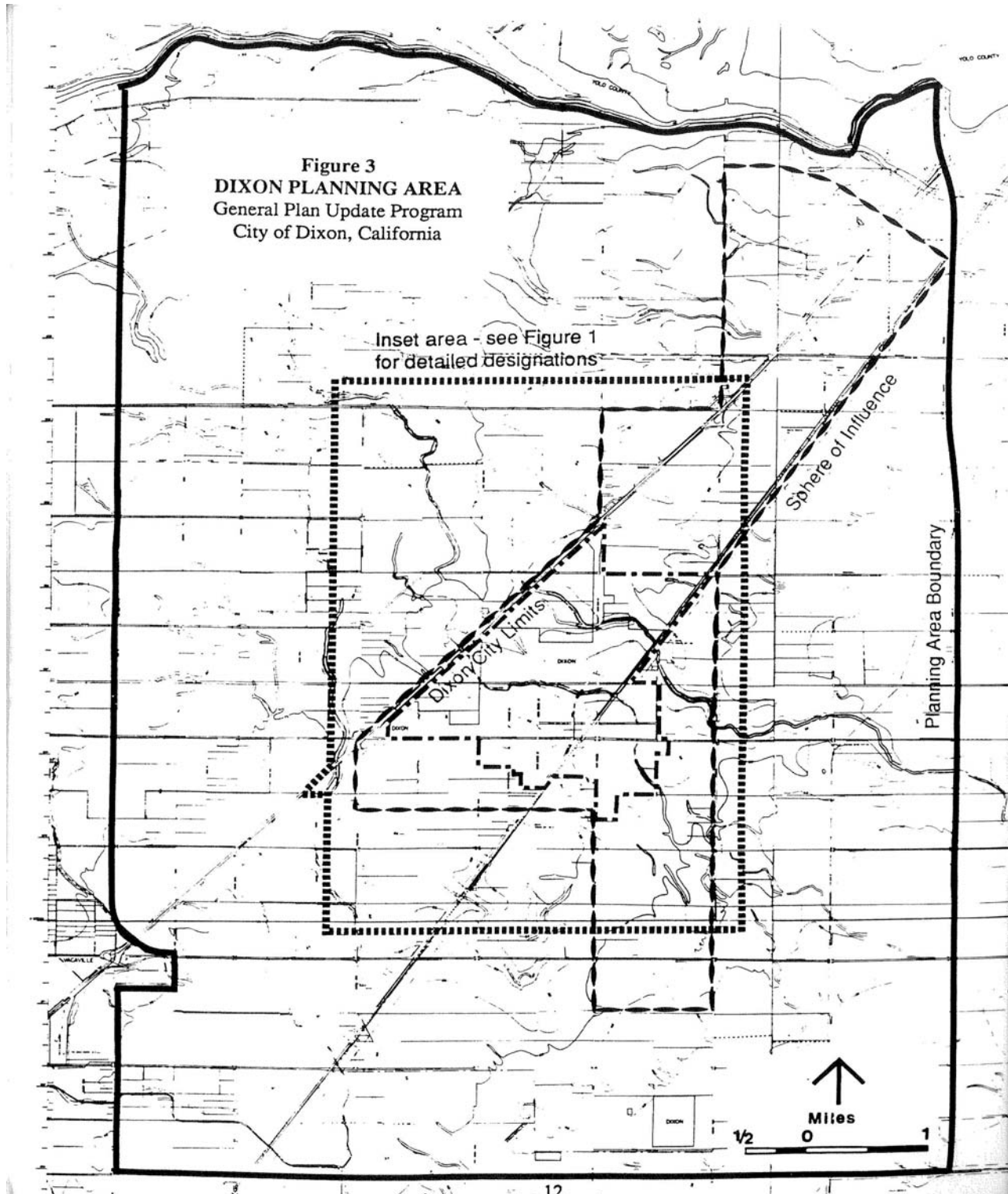


Figure 3
DIXON PLANNING AREA
General Plan Update Program
City of Dixon, California

Inset area - see Figure 1
for detailed designations

Sphere of Influence

Dixon City Limits

Planning Area Boundary

Miles
1/2 0 1

12



Within the Dixon city limits there are over 40 residential structures which were constructed prior to 1900 (see Appendix B). In addition, a number of non-residential structures in Dixon meet National Register of Historic Places criteria, including the following:

<u>Structure</u>	<u>Location</u>
California Mealfalfa Company Warehouse	West E and North Jackson Streets
Silveyville Lodge R & A.M. No. 201	165 North First Street
C.D. Schulze Jeweler Building	158 North First Street
Montezuma Lodge No. 172	100 First Street
Dixon Public Library	135 East B Street
Catholic Church	105 South Second Street
Oliviera Signs Building	290 South Jefferson
Dixon United Methodist Church	340 West B Street
Dixon Theater	140 First Street
Barbara's Women's Store Building	120 North First Street

Population Growth in Dixon

The population of Dixon has increased significantly in recent years, as shown from U.S. Census Bureau estimates:

<u>Year</u>	<u>Population</u>
1940	1,108
1950	1,714
1960	2,970
1970	4,432
1980	7,541
1990	10,401
2000	16,020
2010	17,605

B. PROJECTIONS

The land use pattern outlined in the General Plan is anticipated to accommodate additional population and employment growth within the Dixon Planning Area through at least the year 2014. 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 would continue to grow at a rate similar to that experienced since the passage of Measure "B" in 1986.



Under Measure "B", the residential growth to be permitted in the City in a given year is limited to a number of dwelling units equal to three percent or less of the total number of housing units existing in Dixon on December 31 of the previous year (see Appendix C). This rate of residential development could have resulted in a total of approximately 6,775 units in the Dixon area by 2010, or an estimated population of approximately 20,325, based on an average of three persons per household (see Appendix D). This level of population growth would represent nearly a doubling in the number of people living in Dixon between 1990 and 2010. However, the recent economic downturn has resulted in residential growth stagnating between 2007 and 2010.

C. ISSUES

The primary issue related to urban development and community design in Dixon is:

- How to accommodate growth in a manner which will enable Dixon to maintain the small town characteristics which appeal to a large number of residents?

D. GOALS

The central goals expressed in this chapter are:

- To maintain Dixon's "small town character".
- To protect, preserve and enhance the significant historic features of the Dixon area to the maximum extent feasible.
- To establish historic areas for the restoration of those structures which are of historic, cultural and/or architectural significance.
- To preserve individual structures of historic value.

The policies contained in this chapter and the recommended actions for their implementation further these goals by addressing the location of new development, the pattern of development which is most desirable for Dixon, and the overall future character and appearance of the community.



E. POLICIES

Urban Growth and Development

1. The City shall maintain the "small town character" of Dixon to some extent. However, it is recognized that Dixon is an attractive area to newcomers, and that a larger city could result in increased employment, shopping, cultural and recreational opportunities for Dixon residents by attracting firms and activities which require more market support than can be provided by the current population. The provisions of Measure "B" currently define the upper limits of permissible growth, and while these have general support, voters in the future may act to refine or modify some of their aspects.
2. The City shall actively pursue a balanced community comprising industrial, commercial and residential development.
3. The City shall ensure that urban development occurs only within the incorporated portion of the Planning Area, and that land proposed for such development will be annexed by the City before final development approval is given. In the unincorporated sections of the Planning Area, beyond the edge of proposed future urbanization, the existing rural character and agricultural uses shall be maintained and preserved at least until the year 2010. The County of Solano should prohibit urban development within the Dixon Planning Area outside the Dixon city limits, unless it is specifically endorsed by the City of Dixon and fully consistent with the provisions of Solano County Proposition "A" and the Solano County General Plan.
4. The City shall ensure that future residential growth takes place in or adjacent to areas where development has already taken place, and that future commercial and industrial growth takes place at strategic locations.
5. The City shall phase development in an orderly, contiguous manner in order to maintain a compact development pattern and to avoid premature investment for the extension of public facilities and services. New urban development shall occur only in areas where municipal services are available and where adequate service capacity exists. In areas where proposed development would require major new facility expansion to ensure the provision of municipal services, adequate service capacity should be in place prior to the approval of the proposed development.
6. The City shall manage growth to the extent that the local service networks can support it.
7. The City shall ensure that new development will pay all of the incremental public and



facility costs which it generates.

8. The City shall focus future growth initially in areas already designated as appropriate locations for such growth, in the interests of providing services in the most cost-effective manner.
9. The City shall identify agriculture as an acceptable interim use on land in the unincorporated portions of the Planning Area which have been designated for ultimate development in residential, commercial, industrial or institutional use.
10. The City shall encourage the maintenance of agricultural uses in all undeveloped areas designated for future urban use, especially in the areas designated for future industrial uses.
11. The City shall restrict land uses north and west of Interstate 80 to agricultural use, except as otherwise provided in the General Plan.
12. The City shall encourage agriculture and the preservation of open space between Dixon and Vacaville, and between Dixon and Davis, to maintain community integrity and urban form.

Historic Preservation, Community Design and Appearance

13. The City shall promote the preservation of historic buildings and other landmarks that give residents a tie with the past.
14. The City shall consider the preservation of the functional character of the Downtown area, which serves as the focal point for community identity and enhances residents' "sense of place" and feeling of historic continuity, whenever changes in land uses are proposed in the Downtown area.
15. The City shall consider the establishment of procedures and criteria to coordinate and encourage historic preservation efforts in Dixon.
16. The City shall encourage the use of federal, state and local funds for the restoration of historic structures.
17. The City shall support federal, state and local legislation which provides incentives for maintaining historic structures.
18. The City shall ensure that entry points to the City are identified by well-maintained entrances indicating civic pride and concern for civic beauty.
19. The City shall actively promote the beautification of Dixon by acquiring easement or



development rights for open space, planting street trees and landscaping public rights-of-way.

20. The City shall require the undergrounding of utilities in all new developments when appropriate, and shall encourage the removal of overhead utility lines and poles throughout the city.
21. The City shall strictly regulate signs and billboards in order to minimize their impact on the visual environment.
22. The City shall ensure that all new development which may be built adjacent to Interstate 80 will either present an attractive appearance or not be visible from the freeway at all. To the greatest extent possible, visual separation between developed areas of Dixon and the freeway corridor will be maintained by vegetation, landscaping, berms and devices other than standard acoustical walls.
23. The City shall consider the establishment of a system of open space buffers to help to define the urban boundary of Dixon.
24. The City shall promote the design of new development that is conducive to use of alternative transportation modes and that will be pedestrian-oriented, i.e.; walkways, pathways, bike paths and open areas that foster interaction of people.

E. GENERAL PLAN MAP

Areas designated for potential residential development on the General Plan map are generally contiguous to existing residential areas. Future residential development (particularly at sites appropriate for infill development) would take place in portions of the Planning Area which are either already served by the existing infrastructure or which can be served by extending the existing infrastructure. In order to better balance anticipated residential development, additional land for industrial and commercial development has been designated on the General Plan map. Areas to the east, southeast, south and southwest of the existing city limits would accommodate future residential development, while a large area to the northeast of the existing city limits (and a smaller area in the southwest near 1-80) would accommodate future industrial and commercial development (see **Figure 1**).



F. IMPLEMENTATION

Urban Growth and Development

- A. Revise the existing Dixon Zoning Ordinance, Subdivision Ordinance and all other applicable ordinances to achieve consistency with the Dixon General Plan, as adopted.
- B. Map all planning actions, such as rezonings and variances, on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which require special studies and possible amendment on the General Plan map.

Historic Preservation, Community Design and Appearance

- C. Develop an historic preservation program which will establish general criteria for historical preservation in Dixon, procedures which will assist neighborhood groups in establishing historic areas, promoting historic preservation and coordinate and guide historic preservation efforts in Dixon.
- D. Continue to require street trees to be planted in newly developed areas, both to beautify Dixon and to enhance its rural character.
- E. Continue to require design review of all new development prior to the issuance of a development permit. The review should determine whether the proposed development/remodeling would be in keeping with community character, and whether the proposed action satisfies the applicable development ordinances.
- F. Strictly enforce Dixon's Sign Ordinance, and have non-conforming signs either brought into conformance with the ordinance or removed.
- G. Establish guidelines for the owners of property located within areas designated Agricultural on the General Plan map which would assist them in the voluntary maintenance of Dixon's open space buffers.



NATURAL ENVIRONMENT ELEMENT

A. SETTING

AGRICULTURE AND SOILS

The Dixon Planning Area is characterized by large tracts of agricultural land surrounding the City of Dixon, and much of the land within the Planning Area is currently in agricultural production. The Dixon area is underlain with soils of Quaternary-age alluvium, consisting of an unstratified mix of sand, silt, clay and gravel. Most land surrounding the City of Dixon consists of Class I soils, which have few limitations affecting their use. Class II soils comprise several small areas in the Dixon Planning Area, and have some limitations that reduce the variety of crops which can be grown or that require moderate soil conservation practices. Virtually all of the farmland surrounding Dixon consists of the following four soil types:

Soil Type	Capability Unit
Yolo silty clay loam	I-1 (17)
Yolo loam	I-1 (17)
Capay silty clay loam	I-1 (17)
Brentwood clay loam, 1 to 2 percent slope	I1s-3 (17)

Soils with a capability unit of I-1 (17) are suitable for irrigated row crops, forage crops, orchards and dry farmland small grains. Soils with a capability unit of I1s-3 (17) are suitable for irrigated row crops, field crops and some orchards. The crops most often grown on these soils include: sugar beets, tomatoes, alfalfa, almonds, apricots, prunes, beans, corn, wheat and barley. Crops raised in the Dixon area include sugar beets, tomatoes, alfalfa, corn and barley, as well as some orchard crops.

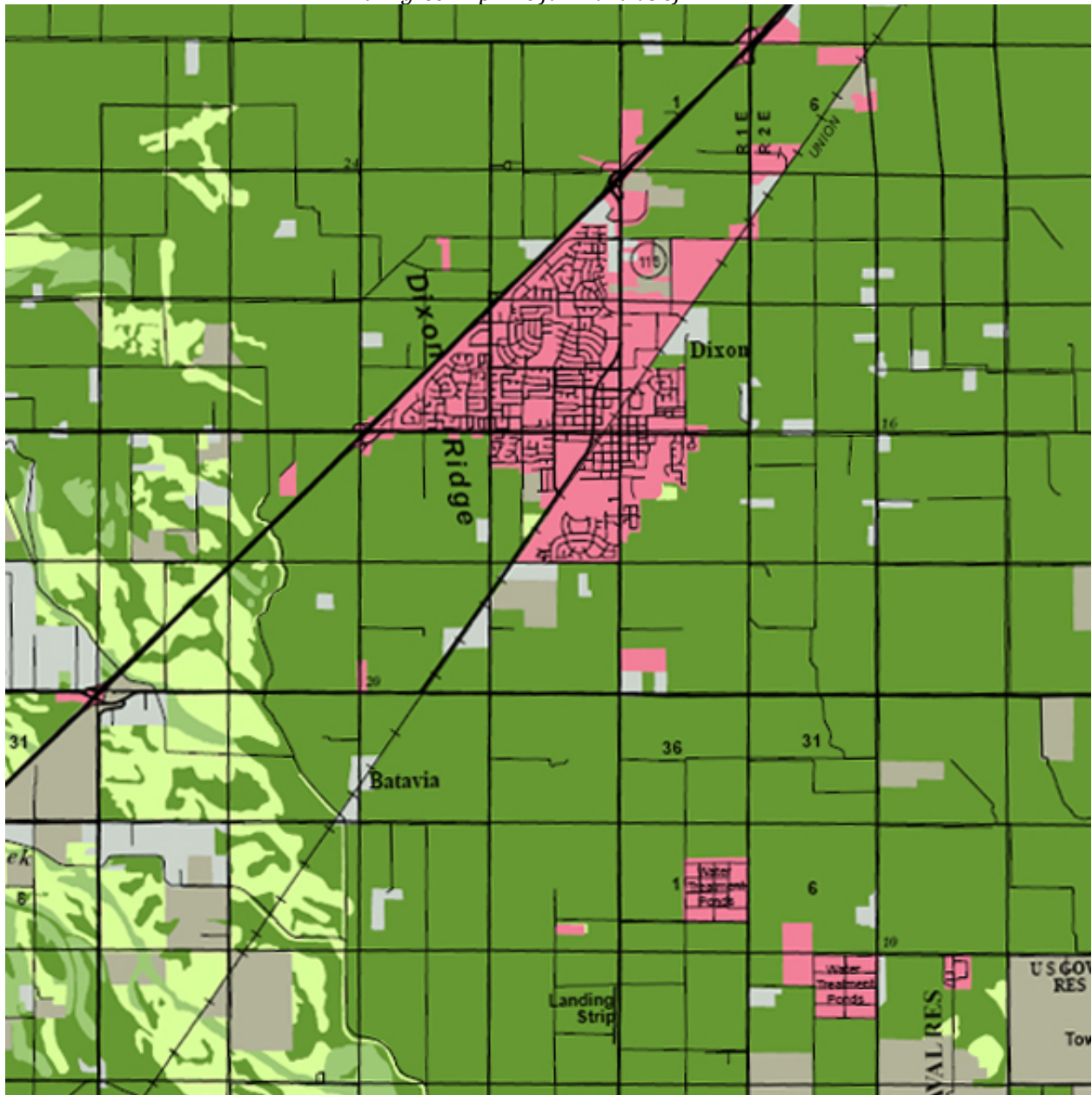
Much of the agricultural land in the Dixon Planning Area has been classified by the California Department of Conservation (Division of Land Resource Protection) as "Prime Farmland" (see **Figure 4**). Areas are designated as "Prime Farmland" when they are found to have the best combination of physical and chemical characteristics for crop production, and have the soil quality, growing season and moisture supply needed to produce sustained yields of crops when treated and managed. Lands identified as "Prime Farmland" must have been used for the production of irrigated crops within the last three years.



Under the Land Conservation Act ("Williamson Act"), farmers are able to enter into land conservation contracts with Solano County which enable them to enjoy reduced property taxes in exchange for maintaining their land in agricultural production. Once entered into by a farmer, a Williamson Act Contract is binding for a period of ten years. Contracts are automatically renewed each year unless the farmer files a Notice of Non-Renewal. After the filing of such a Notice, the land may not be converted to other uses for ten years, during which time the property taxes are gradually increased to reflect the full market value of the land. Ten years after the filing of a Notice of Non-Renewal, the land is free of land use restrictions and the farmer is denied further property tax benefits associated with the former Williamson Act contract. **Figure 5** shows areas currently in agricultural preserve status under Williamson Act contracts.

**FIGURE 4
PRIME FARMLAND
GENERAL PLAN UPDATE PROGRAM
CITY OF DIXON, CALIFORNIA**

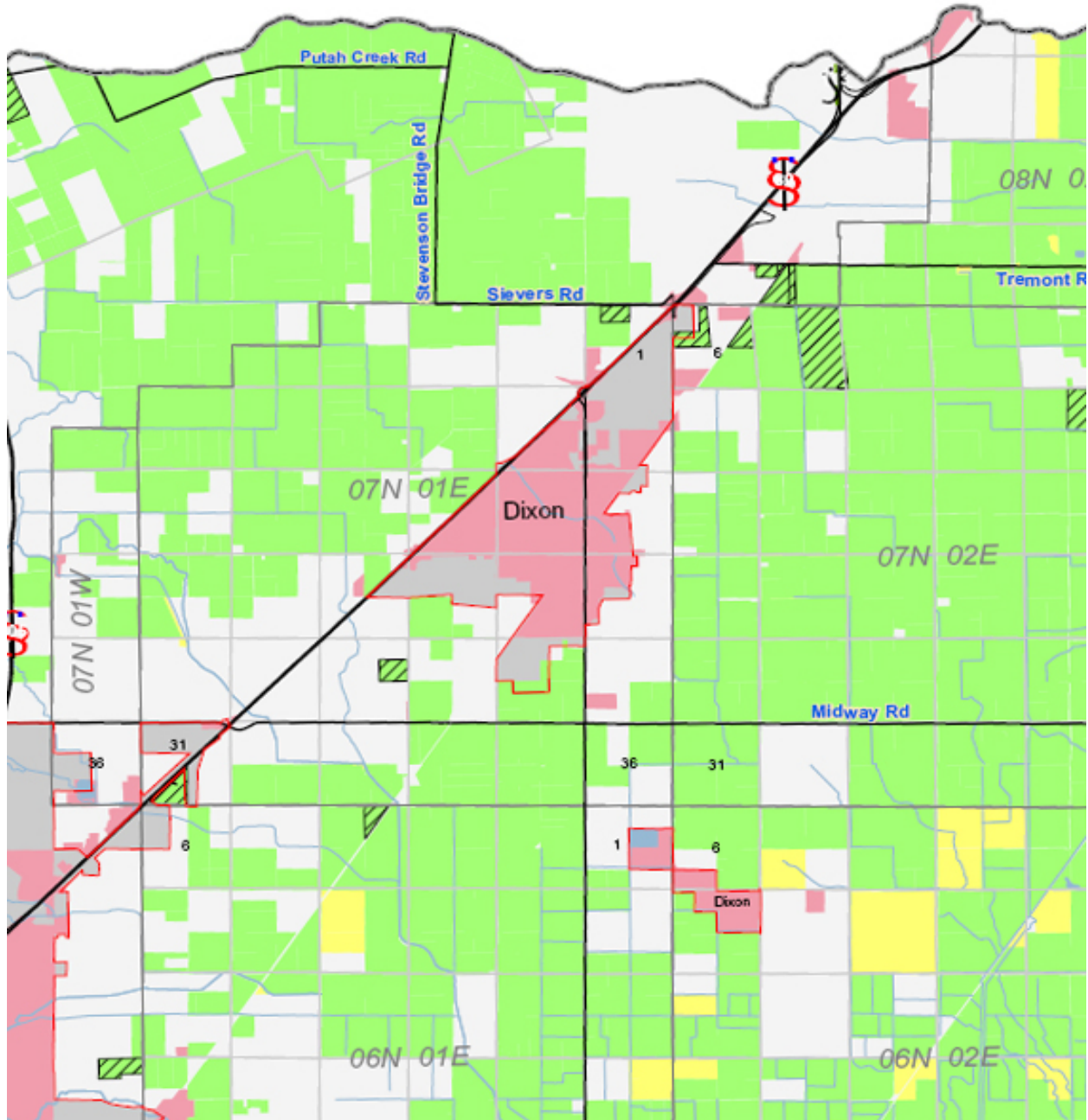
Updated: State of California Department of Conservation;
<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sol08.pdf>
Dark green – prime farmland as of 2008.





**FIGURE 5
LANDS UNDER WILLIAMSON ACT CONTRACTS
GENERAL PLAN UPDATE PROGRAM
CITY OF DIXON, CALIFORNIA**

Updated: 2007 Solano County Williamson Act Lands



*Green and yellow are Williamson Act lands, black are non-renewal Williamson Act.
For more information see <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/Solano/>.*



HYDROLOGY AND FLOOD HAZARDS

This section addresses several issues related to water:

- Groundwater supplies (water as a resource to be used for urban and agricultural purposes); and
- Water as a flooding hazard;¹ and
- Dam inundation

Water Resources

The Dixon area lies within the Sacramento Valley subsection of the Great Central Valley of California. Fresh groundwater resources within the Sacramento Valley occur in Post-Eocene continental sediments deposited in the last 38 million years. The principal water-bearing formation in the Dixon area is the Tehama Formation, which is composed of coarse, clean sandy deposits. The Tehama Formation can range up to 2,250 feet thick. Overlying the Tehama Formation are sediments of the Putah Plain. These sediments are approximately 165 feet thick, and also yield water. However, the yield, storage capacity and transmissivity of the Putah Plain sediments are decreased by the presence of finer-grained, muddier sediments which provide impermeable barriers to water movement.

The groundwater quality in the area is very good, with natural filtration taking place as water percolates through the porous layers of the soil. Because the water is drawn from deep, protected aquifers, very little, if any, treatment is required to ensure a safe, palatable supply. Chlorine is added to the domestic water supply to provide residual disinfection in system pipelines.

Drainage ponds which store water during much of the year also assist in recharging the groundwater basin. The following drainage ponds are maintained by the City of Dixon:

- Pond A – located on Porter Road;
- Pond B1 – located on Industrial Way;
- Pond B2 – located on Doyle Lane;
- Pond C – located on Yale Drive.

¹ Note: Please see the Public Services and Facilities Element for additional information and policies related to flood control facilities.



Flooding

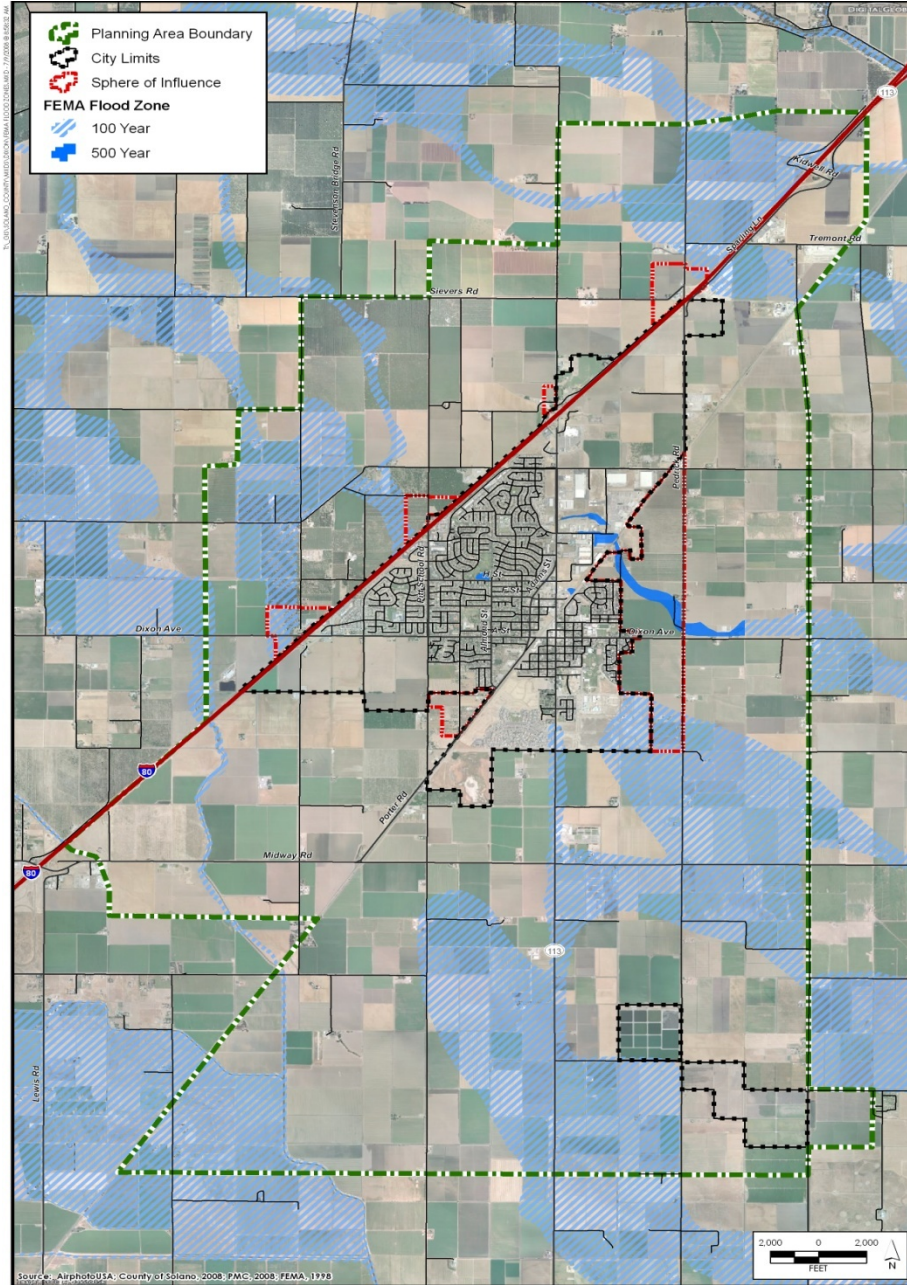
Dixon is located on an alluvial fan formed by Putah Creek, located north of the city. The land within the Planning Area generally slopes downward from the northwest to southeast, and drainage generally follows the historic courses of Dickson Creek and Dudley Creek, by way of canals, roadside ditches and sloughs, to the Sacramento River. Ponding occurs in some low-lying portions of the Planning Area.

Areas which would be flooded as a result of a 100-year storm (the single storm with the intensity that has a 1-in-100 (1%) chance of occurring every year) have been designated by the Federal Emergency Management Agency (FEMA). The major flood hazard areas within the Dixon Planning Area are located along Dickson Creek and Dudley Creek (see **Figure 6**). As shown in Figure 6, the majority of the proposed urbanized area of Dixon is outside of the flood zone and therefore not subject to flooding during a 100-year event.²

² Recent changes in state law encourage planning to protect land uses from a 200-year flood (a standard which requires more protection than the use of the 100-year flood zone). However, official mapping of the 200-year flood zones in Dixon is not yet available.

FIGURE 6 100-YEAR FLOOD ZONES

UPDATED: FLOOD INSURANCE RATE MAP (FIRM) #06095C0200E EFFECTIVE MAY 4, 2009





A variety of public agencies are responsible for addressing flood safety issues in the Planning Area. These are (in alphabetical order):

California Department of Water Resources (DWR)

DWR implements the California Water Code, including the Cobey-Alquist Flood Plain Management Act. DWR regulates activities in California's floodways, encourages preventative flood control maintenance, and operates some flood-control projects.

Central Valley Flood Protection Board

This board was the Reclamation Board. It was given a new name and charter by Senate Bill 17 (2007), including an expanded membership and expertise-based seats including disciplines such as engineering, hydrogeology and flood management.

Dixon Resource Conservation District (DRCD)

DRCD was organized on September 2, 1952, and operates under Division 9 of the Public Resources Code. The DRCD was formed to construct, operate, and maintain the Dixon Drain; a seventy-mile long system of ditches designed to provide winter drainage, reduce duration of flooding, and diminish ponding of winter water on agricultural lands.

Dixon Regional Watershed Joint Powers Authority (JPA)

The JPA was formed in 2004 and is comprised of the City of Dixon, DRCD, Maine Prairie Water District, and Reclamation District 2068. The purpose of the JPA is to improve mechanisms to fund, construct, own and operate new or upgraded drainage facilities that provide drainage to two or more of the participating entities.

Federal Emergency Management Agency (FEMA)

FEMA is an agency whose mission is to reduce the loss of life and property from natural and human-made disasters through a comprehensive, risk-based emergency management system. One of their responsibilities is to maintain flood zone maps.

Solano County Water Agency (SCWA)

SCWA is a Special District originally formed in 1951 as the Solano County Flood Control and Water Conservation District (SCFCWCD) by an act of the California Legislature. In 1989, that legislative act was amended, renaming the District the SCWA. In total, SCWA serves approximately 538,782 acres and a population of approximately 421,657 people (SCWA's UWMP 2005). SCWA has authority to supply untreated water and to provide flood control.



Solano County Water Agency Flood Hazard Warning System

The Solano County Water Agency Flood Hazard Warning System was created in 2006 to provide up-to-date information to the community and public agencies on potential flooding in Solano County.

Solano Resource Conservation District (Solano RCD)

The Solano RCD was formed in 1956 under Division 9 of the California Public Resources Code. The mission of the District is to protect, promote and enhance the soil, water, wildlife, plant-life and air quality resources within Solano County. Solano RCD provides landowners and urban dwellers assistance by providing direct conservation planning services, through educational outreach, and modeling best management practices at demonstration sites throughout the county.

State Water Resources Control Board (SWRCB)

The SWRCB issues a number of Water Quality Orders related to compliance with the Clean Water Act and the National Pollution Discharge Elimination System (NPDES) program. These Orders govern activities such as construction activity, industrial discharges, and post-construction (design) criteria for development.

Both these agencies and the City of Dixon are subject to the following flood-related laws and regulations:

Assembly Bill 162 (2007)

This bill, in contrast to the regulations provided by the Cobey-Alquist Flood Plain Management Act, focuses on providing flood protection for California communities through requirements implemented by local general plans. It calls for flood-related provisions in the state-mandated Land Use, Conservation, and Safety elements of the general plans.

Cobey-Alquist Flood Plain Management Act

The Cobey-Alquist Flood Plain Management Act (California Water Code Section 8400 et seq.) found that land use regulations related to floodplain management are best developed at the local level. Local governments are asked to ensure no structures or other obstructions are in flood-prone areas that would impede the motion of flood waters. No specific provisions are in this act related to the General Plan.

The City of Dixon is listed by the RWQCB as a NPDES Phase II program municipality. In 2003, the City adopted a five-year Storm Water Management Plan outlining how the City will comply with the NPDES program requirements. Compliance with the Plan is monitored through an Annual

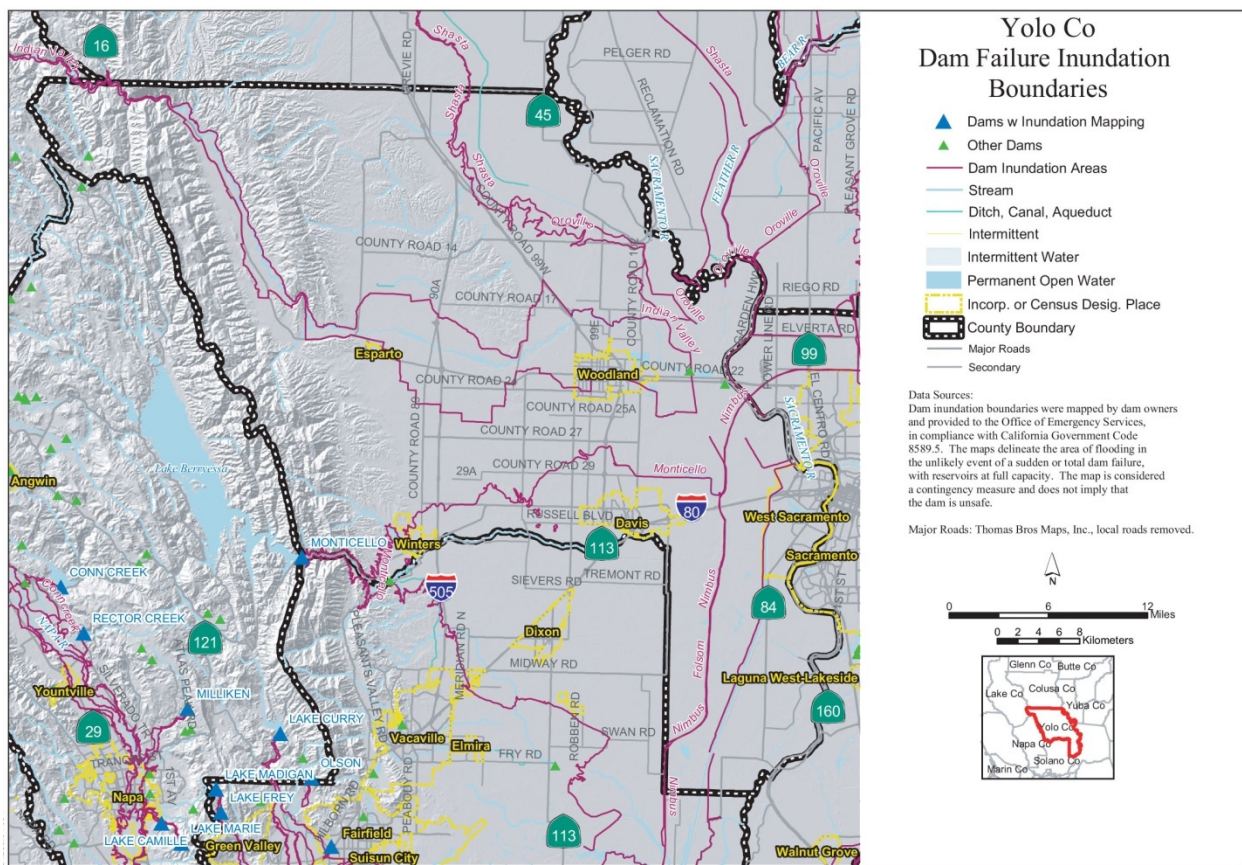


Report submitted to the RWQCB. An updated Plan will need to be adopted once the RWQCB updates its General Permit.

Dam Inundation

Dixon is downstream from Monticello Dam, a water storage dam built in the 1950s. This 304-foot-tall concrete dam holds more than 1.6 million acre-feet of water; if this water were suddenly released during a catastrophic failure, Dixon and a number of other communities downstream of the dam would be inundated. A map of areas which would be flooded by the failure of Monticello Dam is shown in Figure 7.

**FIGURE 7
DAM INUNDATION AREA**



Source: Yolo County General Plan Background Report, 2005, Figure Flood-2.

Because of the highly unlikely event of a failure of Monticello Dam, the arrangement of land uses in the Dixon Planning Area is not based on the potential for flooding from dam failure.



SEISMIC HAZARDS

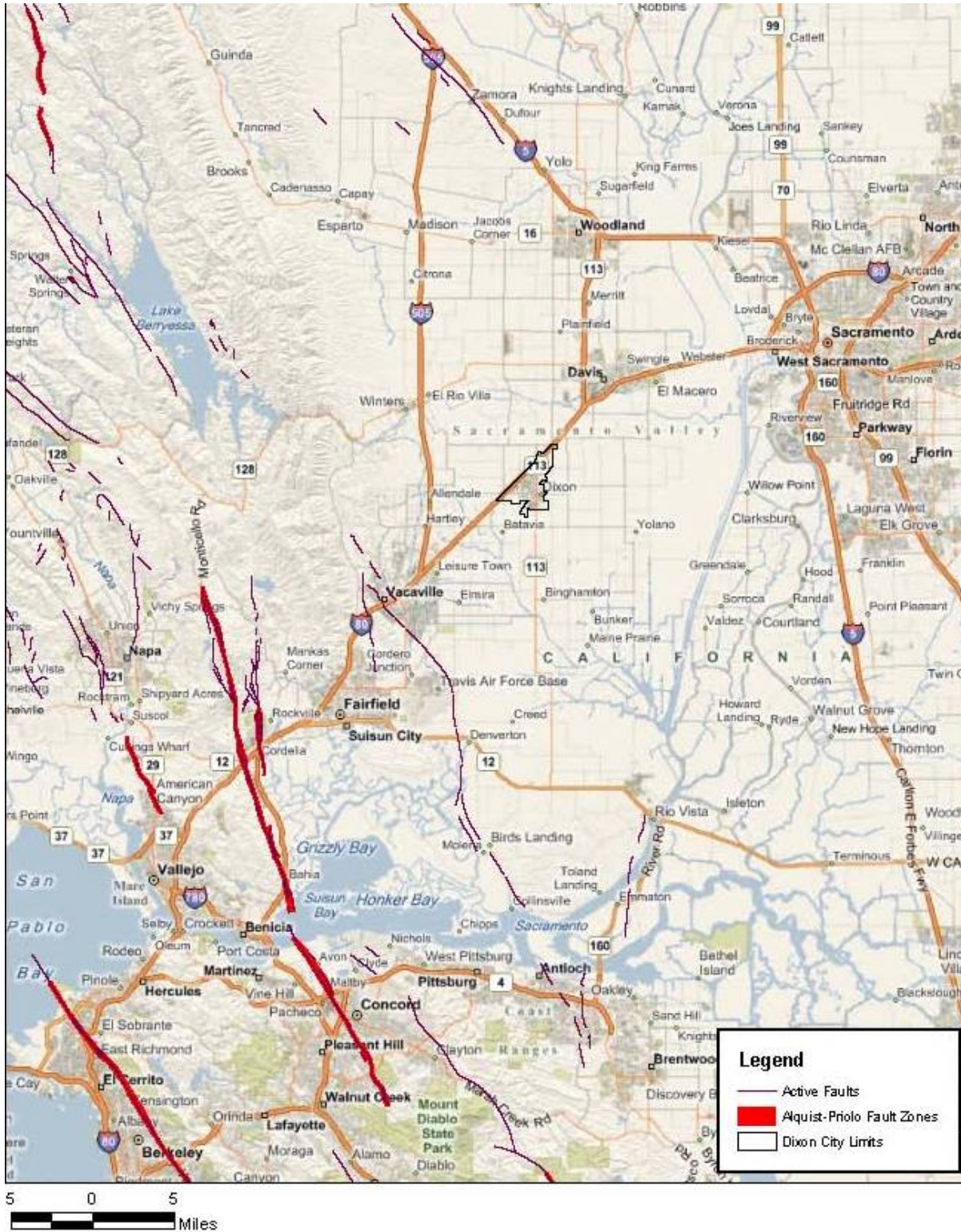
Lands and structures in Dixon are potentially subject to groundshaking as a result of geologic activity. Although there are no known active earthquake faults in the Planning Area, Dixon is subject to groundshaking when earthquakes occur on faults in the region (see Figure 8). Inactive faults are present in the surroundings, and while such faults are not expected to generate impacts to the Dixon area, information on these faults is provided herein.

The Midland Fault zone, which is considered inactive, traverses the Planning Area between I-80 and the intersection of West A Street and Pitt School Road. Faults active within the last 10,000 years include an unnamed fault approximately 11 miles north of Dixon and the Cordelia Fault, located approximately 20 miles southwest of the city. In April, 1892, earthquakes caused considerable damage in the Dixon area, even though this seismic activity was thought to have originated elsewhere. No evidence of more recent seismic activity has been found along the known faults in the Dixon area. The seismicity of the area appears to be minimal, and is not likely to produce groundshaking of over 0.5 g. A contrary view, held by a USGS seismologist (Eaton, 1986), suggests that the 1892 quake and its large aftershocks occurred along the Great Valley/Coast Range zone, in a location analogous to those of the damaging magnitude 6.7 Coalinga and Kettleman quakes. Earthquakes occurring in this zone would produce greater groundshaking and liquefaction effects in Dixon.

Because the water table is fairly high in the Dixon area, liquefaction of soils may occur during an earthquake. Structures supported by alluvium may experience some movement due to foundation heaving and differential settlement if liquefaction occurs.



**FIGURE 8
SEISMIC FAULTS IN THE REGION**



WILDLIFE HABITAT



Prior to human modification of the environment, most of the Planning Area was dominated by native bunch grasses in an association called the California Prairie. This native vegetation has been almost completely eliminated by agriculture and other human activities.

Potential habitats in the area are currently dominated by various types of crops. The greatest diversity of vegetation occurs around old farm homesteads and older portions of Dixon where mature specimens of many types of trees, shrubs and landscape plants have been established. Very little native vegetation exists in the Planning Area today.

The remaining areas of wildlife habitat can be found in three types of locations:

- ✓ Narrow, linear corridors along roadsides, power lines, canals and the railroad, especially where these areas coincide. This category includes the corners of fields which are not mowed, and windbreaks of trees along roadways.
- ✓ Tall, old trees and mature shrubs around old farm houses.
- ✓ Small patches of wetlands, seasonal wetlands and linear riparian vegetation on the banks of canals and in ditches. These areas may include cattails (*Typha* sp.), tules (*Scirpus* sp.), algae and seasonal wetland species which disappear in the dry season.

Of these areas, the corridors are most prevalent, while wetland areas are, overall, the most valuable to wildlife. Although most vegetation around homesites is not native, it does provide cover and food for those species able to tolerate daily human disturbance.

Riparian habitat areas are commonly found within the 100-year floodplain. California Department of Fish and Game policy is to permit no net loss of riparian habitat, which means that those who propose to develop or otherwise damage a riparian habitat must, at a minimum, preserve or recreate a habitat area equal in area to the amount of riparian habitat which would be lost in implementing their plans.

The following wildlife species have been observed in the Dixon area:

- ✓ Black shouldered kite (*Elanus Leucurus*) Great Egret (*Casmerodius*)
- ✓ Black crowned night heron (*Nycticorax nycticorax*) Western kingbird (*Tyrannus verticalis*) Mourning dove (*Zenaida macroura*) House finch (*Carpodacus mexicanus*) Western meadowlark (*Sturnella neglecta*) Great blue heron (*Ardea herodias*) Red winged blackbird (*Agelaius phoeniceus*) Ground squirrel (*Spermophilus beechy*)
- ✓ Burrowing owl (*Athene cucularia*)
- ✓ Marsh hawk (*Circus cyaneus*) Killdeer (*Charadrius vociferous*) Starling (*Sturnus vulgaris*) Pigeon (*Columba fasciata*)



- ✓ Red tailed hawk (*Buteo jamaicensis*) Mockingbird (*Mimus polyglottos*) Barn swallow (*Hirundo rustica*) Kestrel (*Falco sparverius*) Jackrabbit (*Lepus californicus*)
- ✓ Swainson's hawk (*Buteo swainsoni*)

The following wildlife species have the potential to use the Planning Area as habitat:

- ✓ Horned lark (*Eremophila alpestris*) Loggerhead shrike (*Lanius ludovicianus*) Common flicker (*Claytonia auratus*) Coyote (*Canis latrans*)
- ✓ Rattlesnake (*Crotalus viridis*)
- ✓ Red fox (*Vulpes vulpes*)
- ✓ Striped skunk (*Mephitis mephitis*)
- ✓ Opossum (*Didelphis virginiana*)
- ✓ Scrub jay (*Aphelocoma coerulescens*) Goldfinch (*Carduelis tristis*)
- ✓ Roadrunner (*Geococcyx californianus*) Cottontail rabbit (*Citellus cyaneus*) Bobcat (*Lynx rufus*)
- ✓ Kangaroo rat (*Dipodomys sp.*)
- ✓ Gray fox (*Urocyon cinereoargenteus*) Spotted skunk (*Spilogale putorius*)
- ✓ Vernal pool fairy shrimp (*Branchinecta lynchi*) vernal pool tadpole shrimp (*Ledidurus packardii*) valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) white-tailed kite (*Elanus leucurus*) alkali milk-vetch (*Astragalus tener* var. *tener*)

Special-status species are those plants or animals which, in the view of the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game, may be particularly vulnerable to habitat modification. The following special-status species potentially occur in the Dixon area:

- ✓ Swainson's hawk (*Buteo swainsoni*) is classified by the State as threatened, which means that although not presently threatened with extinction, it is likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts. Swainson's hawk is listed as a Category 3 species by the federal government, which means that it is now a non-candidate species, but had previously been considered a candidate species, and had been included on past lists of endangered or threatened species.
- ✓ Burrowing owl (*Athene cunicularia*) is identified by the State as a species of special concern, which means that the increased threats to this species have prompted the



Nongame Bird and Mammal Section of the Department of Fish and Game to initiate a study of this potentially threatened species. It is not listed as a federal special-status species.

- ✓ Western snowy plover (*Charadrius alexandrinus nivosus*) is identified as a federal Category 2 species, which means that information now in the possession of the U.S. Fish and Wildlife Service indicates that proposing to list it as an endangered or threatened species is probably appropriate, but that substantial data on biological vulnerability and threat(s) are not currently known or on file to support the immediate preparation of rules. It is also a State species of special concern.
- ✓ Giant garter snake (*Thamnophis couchii gigas*) is identified as a federal Category 2 species and as a State threatened species.
- ✓ California tiger salamander (*Ambystoma tigrinum californiense*) is identified as a federal Category 2 species and as a State species of special concern.

NOISE ENVIRONMENT

The major noise sources within the Dixon Planning Area are I-80 and the Union Pacific Railroad line, and traffic noise associated with city streets and State Route 113 (First Street). In addition, aircraft in the flight patterns associated with Travis Air Force Base are frequently heard above Dixon, most noticeably in the area east of First Street. **Figure 9** shows noise sensitive receptors (schools, churches, etc.) in the Dixon Planning Area, and **Figure 10** shows current noise contours for portions of the Dixon Planning Area which are exposed to noise levels of 65 dB or greater.

FIGURE 9
NOISE-SENSITIVE RECEPTORS

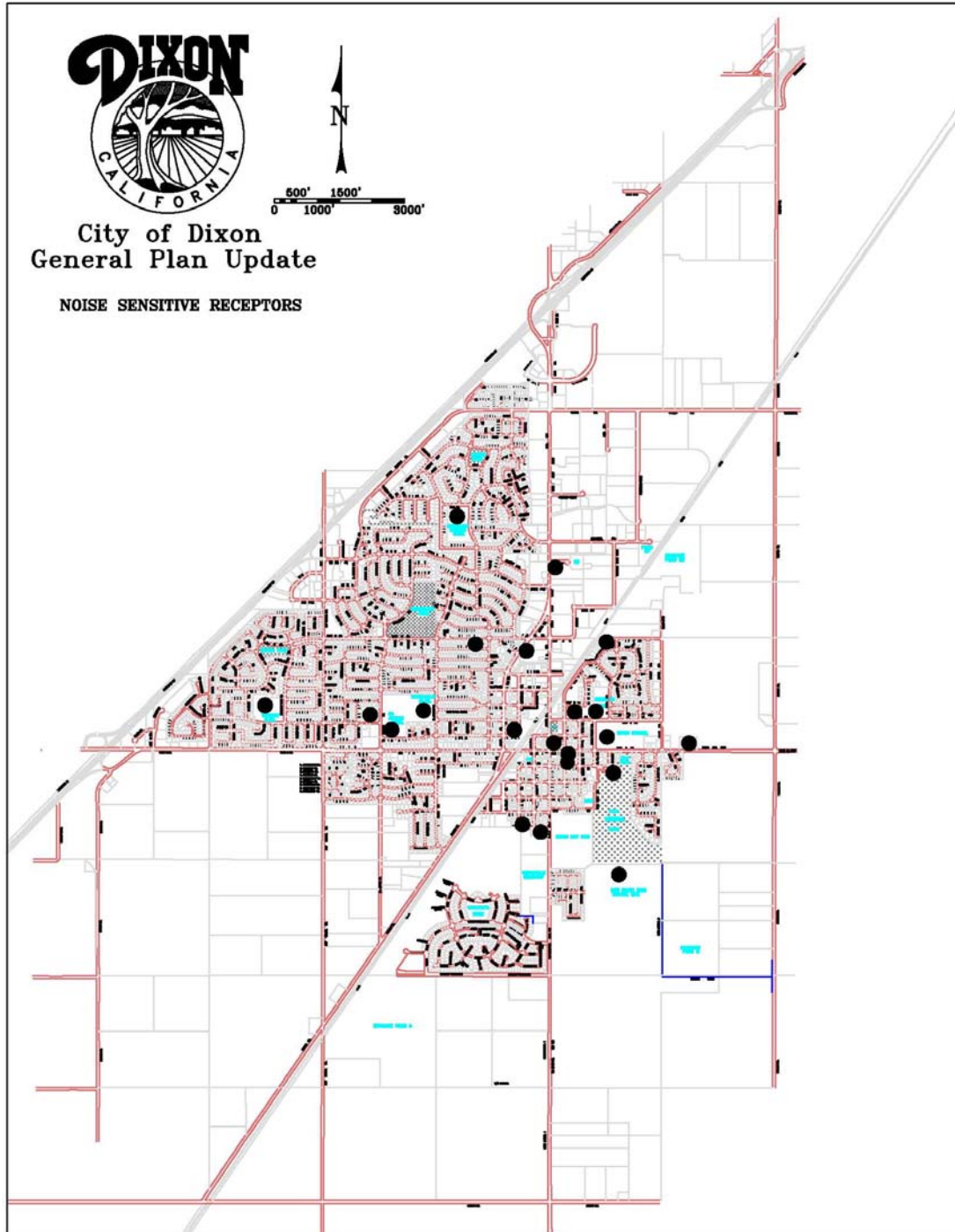
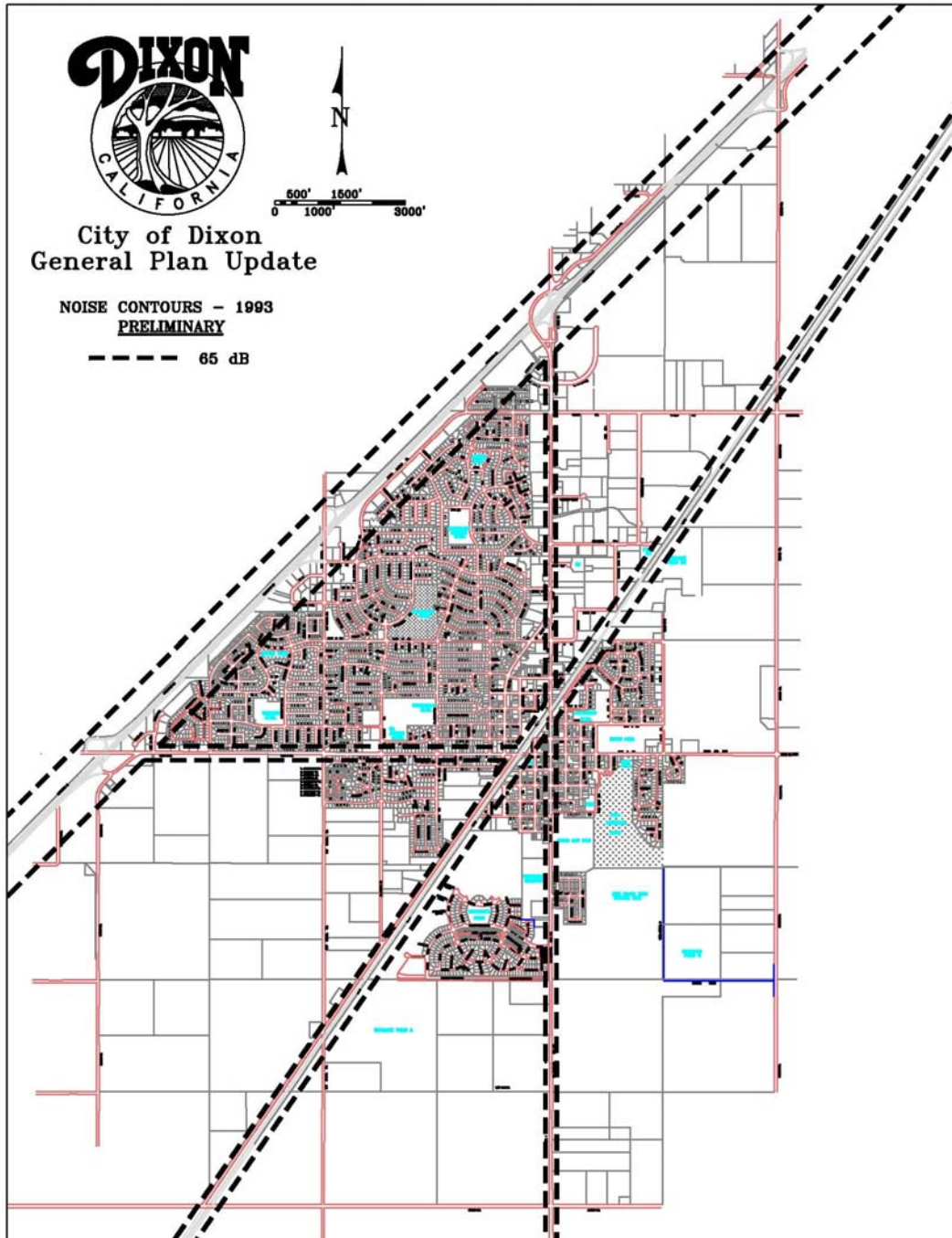




FIGURE 10
NOISE CONTOURS - 1993





B. PROJECTIONS

AGRICULTURE AND SOILS

As development pressures in the Dixon area increase, the demand for land suitable for development is expected to result in the conversion of land which is currently in agricultural production, and some development may take place on soils which have been identified as among the most productive in the country. As construction takes place in developing areas, soil erosion and loss may occur as a result of wind action in excavated areas.

OPEN SPACE

A growing population is expected to place an increased demand on local resources, and as land which is now considered open space is converted to other uses, the amount of open space remaining within the Planning Area will be reduced.

HYDROLOGY AND FLOODING

Increased development within the Dixon Planning Area would be expected to increase the amount of impervious surface in areas which are currently not paved or built-over, with a corresponding increase in the amount of stormwater runoff following each storm. Increased runoff could be expected to contribute to additional flooding problems in those portions of the Planning Area already susceptible to flooding. In 1999, the City adopted the Dixon Storm Drain Report which evaluates the drainage system in each drainage basin. The South Almond Street Area Drainage Study (2003) and Core Area Drainage Study (2004) further evaluate the drainage system serving these basins.

SEISMIC HAZARDS

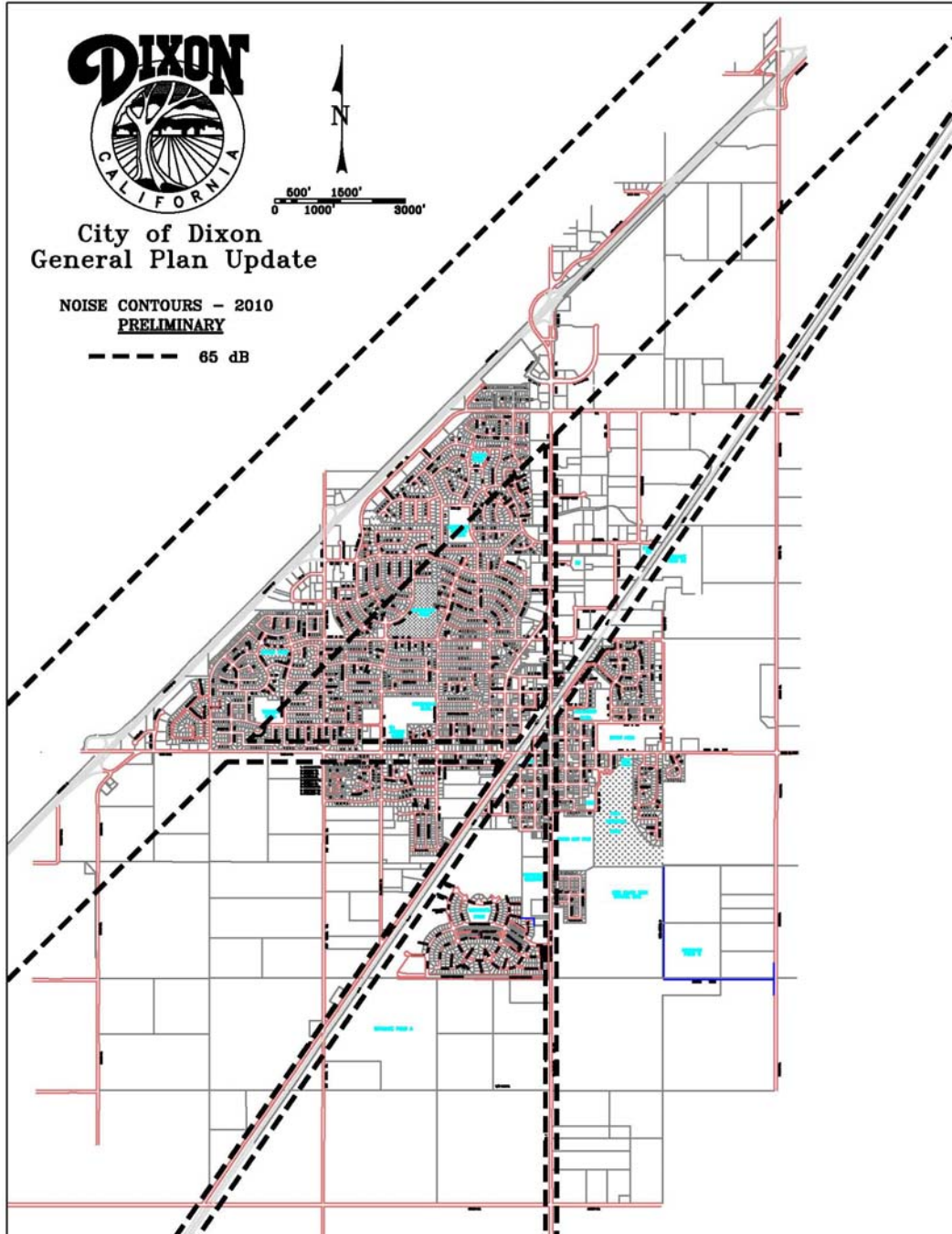
Although no active faults have been identified in the Planning Area, future development would increase the number of people who would potentially be exposed to injury or suffer property damage as a result of seismic activity originating in areas nearby.

WILDLIFE HABITAT

Additional development could be expected to put increased pressure on existing wildlife habitat within the Planning Area



FIGURE 11
NOISE CONTOURS - GENERAL PLAN BUILD OUT





NOISE ENVIRONMENT

Increased development and traffic would be expected to generate increased noise levels in some portions of the Dixon Planning Area. Figure 11 presents projected noise contours for those areas where noise levels are expected to be 65 dB or greater with the projected build out of the General Plan Area.

C. ISSUES

The primary issues related to the natural environment within the Dixon Planning Area are:

- ✓ How to accommodate growth while continuing efforts to conserve natural resources?
- ✓ How to accommodate growth while maintaining productive farmland and open space?
- ✓ How to accommodate growth while maintaining adequate protection from flood hazards?
- ✓ How to accommodate growth while limiting the risk of exposure to seismic hazards?
- ✓ How to accommodate growth while limiting potential damage to existing wildlife habitat areas?
- ✓ How to accommodate growth while maintaining or improving the current noise environment?
- ✓ How to accommodate growth while maintaining or improving the air quality within the Dixon Planning Area?

D. GOALS

Acknowledging that Class I and II agricultural lands are a finite resource, it is one of the City's goals to protect the remaining prime agricultural soils within the Planning Area from premature urbanization.

The City also recognizes that development in natural hazard areas can incur both social costs (such as the loss of life and property damage) and public costs (such as emergency flood relief and utility line repair). The City will, therefore, strive to prevent loss of life, to reduce personal injuries and property damage, and to minimize economic and social disruption resulting from earthquakes, geologic hazards, fires, floods and other hazards through responsive land use planning.



The central goals of this chapter are:

- ✓ To protect agricultural land from premature development.
- ✓ To protect local residents from unacceptable exposure to natural hazards.
- ✓ To conserve natural resources.
- ✓ To protect the environment within the Dixon Planning Area.

E. POLICIES

AGRICULTURE

1. The City shall preserve agricultural lands and prevent their premature conversion to urban uses.
2. The City shall protect existing agriculturally-related operations from potential land use conflicts.

OPEN SPACE

3. The City shall, to the greatest extent possible, preserve natural resource and wildlife habitat areas, reduce risk in hazardous areas and provide recreational opportunities by reserving the following areas for open space uses:
 - ✓ Natural Resources - The productive Class I and II soils which surround Dixon. As the currently urbanized area of Dixon is completely surrounded by these soils, it will be necessary to accept the conversion of some Class I and II soils to urban uses to enable future development. Other factors, such as the viability and configuration of individual fanning units, the extent of conflict with existing urban development, and constraints on spraying will be considered in selecting the direction of urban expansion.
 - ✓ Hazardous Areas - Fault zones and floodways.
 - ✓ Recreational Land - Community, neighborhood and linear parks, or trail connections between community facilities.
4. The City shall ensure that open land, structures having non-sensitive uses and other means will be used to buffer residential areas from I-80, wherever possible. North of the city, areas adjacent to the railroad will be reserved primarily for industrial use.



5. The City shall, in cooperation with the City of Vacaville, the City of Davis, the County of Solano and other affected agencies, define and maintain open space buffers between these three urban areas. The southern open space buffer area shall be located in the area bounded generally by I-80, Batavia Road and Midway Road, and the northern open space buffer area shall be located in the area bounded generally by I-80, Tremont Road and Old Davis Road.
6. The City shall support and participate in the establishment of open space buffer areas to assist in defining the urban boundary of Dixon.

HYDROLOGY AND FLOODING

Water Resources

7. The City will endeavor to protect groundwater quality from pollution by point (single location) and non-point sources (many diffuse locations).
8. The City shall seek to minimize toxic runoff from such sources as homes, commercial and industrial sites, and roadways. Examples of potential programs include:
 - ✓ The use of “bioswales” and similar features (such as infiltration trenches, filter strips, and vegetated buffers) to trap contaminants;
 - ✓ Installation of grease/oil separators to keep these contaminants out of storm runoff;
 - ✓ Regular street sweeping programs to prevent the buildup of oil, grease, and other contaminants and keep them from being swept into creeks and rivers;
 - ✓ Minimizing pesticide use and promoting the use of natural pest controls;

Flooding³

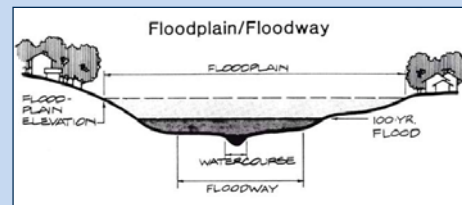
9. The City shall strive to reduce the risks to life and property arising from flooding to an acceptable level, consistent with the City's Master Drainage Plan.
10. The City shall ensure that floodways will be left open for agriculture and recreational use in areas of particular risk, and where the need for protection is minimal.

³ Please see the Public Services and Facilities Element for additional policies related to the provision of flood control facilities.



11. Development in floodplains will not be allowed unless mitigation measures are incorporated into the project that protect against the contribution to downstream or upstream flooding. Measures to reduce flood damage to individual properties shall be permitted only if the potential for hazard due to flood erosion is not increased on other properties.
12. To the maximum extent practical, the City shall avoid constructing critical facilities within the designated 100-year flood plain areas.
13. Development in the designated 100-year floodplain areas shall be consistent with all applicable federal regulations.
14. Outside of lands designated for open space and parks, the creation of lots with no flood-free buildable area will not be allowed.

Flooding Terms: Floodplain, Floodway, and Flood Zone



A “floodplain,” generally speaking, is an area of land over which floodwaters spread out. A “floodway” is a more defined area in which floodwaters are actively flowing. A “100-year” flood is a measure of a storm’s severity—there is a 1-in-100 chance of a “100-year” flood every year. A “flood zone” (as shown in **Figure 6** in this Element) shows the area defined by the federal Emergency Management Administration (FEMA) as being subject to flooding.

Seismic Hazards

16. The City shall strive to reduce the risks to life and property arising from seismic activity to an acceptable level.
17. The City shall ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.

WILDLIFE HABITAT

18. The City shall require the proponents of new development projects to submit a study identifying the presence or absence of special-status species at proposed development sites. If special-status species are determined by the City to utilize a development site, appropriate mitigation measures must be incorporated as part of the proposed development prior to final approval.

NOISE ENVIRONMENT

19. The City shall protect existing noise sources from future noise-sensitive development.



20. The City shall establish performance standards to limit noise generation.
21. The City shall establish a physical development pattern compatible with the noise environment of Dixon.
22. The City shall, where feasible, mitigate traffic and other noise to the levels defined in Figure 12. Areas in which noise levels currently exceed, or as a result of future development, will exceed these levels of noise exposure are deemed inappropriate for the development in question.
23. The City shall develop buffering standards and procedures to protect residents from freeway/highway traffic and industrial noise. Acoustical design to reduce noise levels will be an important consideration in all projects and developments.



**FIGURE 12
ACCEPTABLE LEVELS OF NOISE EXPOSURE
GENERAL PLAN UPDATE PROGRAM
CITY OF DIXON, CALIFORNIA**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)							Interpretation	
	55	60	65	70	75	80			
Residential – Low Density Single Family, Duplex, Mobile Homes									
Residential – Multiple Family									
Transient Lodging – Motels, Hotels									
Schools, Libraries, Churches, Hospitals, Nursing Homes									
Auditoriums, Concert Halls, Amphitheaters									
Sports Arena, Outdoor									

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without special noise insulation requirements.

Conditionally Acceptable
New construction/development undertaken only after detailed analysis of noise reduction requirements and needed noise insulation features. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable



Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)							Interpretation
	55	60	65	70	75	80		
Spectator Sports								New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Playgrounds, Neighborhood Parks								New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Golf Courses, Riding Stables, Water Recreation, Cemeteries								Clearly Unacceptable New construction or development should generally not be undertaken
Office Buildings, Business Commercial and Professional								Clearly Unacceptable New construction or development should generally not be undertaken
Industrial, Manufacturing, Utilities, Agriculture								Clearly Unacceptable New construction or development should generally not be undertaken

Considerations in determination of noise—compatible land use

A. Normalized Noise Exposure Information Desired

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or Ldn. Normalized values are obtained by adding or subtracting the constants described in Table I to the measured or calculated value of CNEL or Ldn.

B. Noise Source Characteristics

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible



with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. *Suitable Interior Environments*

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of Ldn. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. *Acceptable Outdoor Environments*

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

CONSERVATION OF NATURAL RESOURCES

(ALSO REFER TO AIR QUALITY AND ENERGY ELEMENT)

24. The City shall encourage recycling, reclamation and conservation programs (including water conservation), along with other programs aimed at conserving natural resources.
25. The City shall use zoning and other land use regulations to control, and in some instances prohibit, development in hazardous areas. The extent of development limitation will be commensurate both with the degree of hazard involved and with the public costs which would be incurred if emergency or remedial public actions became necessary.

F. GENERAL PLAN MAP

The General Plan Map applies two designations intended to conserve and protect environmental values. The Agricultural (A) designation is applied to all land within the Dixon Planning Area which has not been designated for urban development. The edge of residential and other urban uses was defined so as to minimize the length of the perimeter, extent of indentation, and conflict with property lines and established cultivation patterns. A total of approximately 2,100 acres of land currently in agricultural use is designated for future urban uses on the General Plan Map (including approximately 600 acres of land designated "Future Residential", where development is not anticipated until after the end planning period). As of 2006, there were no active Williamson Act contracts in the city, and 103 active Williamson Act contracts in the Planning Area.

The Functional Open Space (F) designation extends along I-80, providing separation from the traffic noise generated by the freeway. Areas for use as temporary retention/detention ponds would also fall in this category (although specific locations are not identified on the General Plan Map).



G. IMPLEMENTATION

- A. Encourage agriculture as an interim use in all industrial and rural residential zones.
- B. Permit agricultural uses and structures in the open-space flood zone only if adequate flood-proofing measures are taken, and only if it is determined that the measures will not cause additional flooding and/or drainage problems in other areas.
- C. Adopt regulations governing the uses of land in areas with significant natural hazards.
- D. Implement a hazard reduction program in which structures are inspected for conformance with the California Building Code. Give first priority to emergency and critical facilities, older non-residential structures and public facilities.
- E. Comply with the Countywide Habitat Conservation Plan.
- F. Adopt stringent buffering standards to protect new residential development from freeway, highway, railroad and industrial noise.
- G. Update and re-evaluate the City's noise data on a periodic basis to determine if additional protection is required.
- H. The City shall establish performance standards to limit water pollution and require that all new development include measures to reduce potential water pollution.
- I. Update the City's Storm Water Quality Management Plan as needed to comply with the NPDES General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer Systems, Order No. 2003-0005-DWQ, or as amended.
- J. As soon as possible after the publication of official U.S. flood maps for Dixon showing the 200-year flood area, update this General Plan to include mapping and, if necessary, additional policies and implementation items to comply with state law.
- K. Update the City's Subdivision Ordinance and Zoning Ordinance, as needed, to ensure consistency in floodplain development regulations with the General Plan.



Economic Development Element

RESIDENTIAL ELEMENT DELETED AND REPLACED WITH HOUSING ELEMENT

A. SETTING

Dixon's location on the I-80 corridor connecting San Francisco and Sacramento has been a major factor in attracting firms to the local area. In recent years, commercial and industrial development in Dixon has included:

Dixon Commerce Center

Gymboree Distribution Center

Cardinal Health Distribution Center

Northeast Quadrant

Walmart Superstore

Wendy's

Multi-tenant retail buildings

Suffolk Downs Highway Commercial

Comfort Suites

North Lincoln Highway Commercial

Dupratt Ford Showroom

Gone Fishin' Marine

Multi-tenant retail buildings

Dixon Industrial Park

Basalite Block Plant Expansion

Watson Ranch Highway Commercial Center

Dixon Best Western Inn Motel Expansion

Pheasant Run Highway Commercial/Professional-Administrative Offices Center

Market Lane multi-tenant building

Updated information regarding recent development and properties available for development can be found on the City's website at www.ci.dixon.ca.us.



The Dixon Economic Development Strategy and Northeast Quadrant Implementation Plan (Strategic Plan) estimates employment in Dixon is segregated as follows:

<u>Employment Sector</u>	<u>2005</u>
Transp, Warehousing, Utilities	11%
Manufacturing	14%
Retail	12%
Food Services	11%
Other	21%
TOTAL JOBS	7,110

According to the Strategic Plan, private sector employment grew at a rate of 6.7% between 1998 and 2005. The complete Strategic Plan is available on the City’s website at www.ci.dixon.ca.us.

The Strategic Plan projects 2,550 private sector jobs will be created between 2005 and 2014 in the following industries:

Construction	410
Manufacturing	130
Wholesale Trade	100
Retail Trade & Personal Services	550
Transportation, Warehousing & Utilities	130
Finance & Real Estate	100
Professional, Business & Health Services	1,130
Total	2,550

It should be noted that not all employed residents living within the Dixon Sphere of Influence work in the local area, that some employed residents may hold more than one job, and that some jobs in Dixon are held by residents of other areas who commute to their workplaces.

C. ISSUES

The primary issues associated with economic development in Dixon are:

- How to accommodate industrial development compatible with existing development which will provide expanded employment opportunities for those living in the Dixon Planning Area?
- How to accommodate commercial development compatible with existing development which will meet the needs of those living in the Dixon Planning Area and surrounding areas?



D. GOALS

The central goals of this chapter are:

- To promote an expanding and increasingly diversified local economy which will more effectively meet the employment needs of local residents and strengthen the local tax base.
- To promote a balance between residential and non-residential development within the Dixon Planning Area.
- To promote and develop an economic program with the internationally-known University of California at Davis.

E. POLICIES

General

1. The City shall strive to expand local employment opportunities.
2. The City shall maintain an efficient and expeditious permit process.

Industrial

3. The City shall designate sufficient appropriate industrial land to meet the projected employment needs of the City.
4. The City shall actively encourage those new industrial uses which can demonstrate that they intend to provide some proportion of the jobs created for local residents to locate in the Dixon Planning Area.
5. The City shall encourage the development of well-designed planned business and industrial areas which meet modern standards in terms of parcel size, landscaping and location as a way to attract new light industrial and business park development to the Dixon area.
6. The City shall ensure that industrial uses are compatible with adjacent uses, and that adjacent uses are compatible with industrial uses.



7. The City shall require industrial development to meet performance standards based on factors of noise, odor, light, glare, traffic generation and air emissions, soil contamination and surface and groundwater contamination in order to minimize its impacts on established or proposed residential areas and other adjacent uses. In addition, the City shall require the screening and control of unsightly or excessively noisy operations.
8. The City shall not allow industrial uses which create noxious or nuisance conditions to locate within the Dixon Planning Area.
9. The City shall direct near-term industrial growth toward areas already designated for such purposes.
10. The City shall ensure that general industrial activities are concentrated only in the areas where they are currently located or designated, in order to avoid unsightly or incompatible scattered development.
11. The City shall require that defunct activities or abandoned structures, including signs on industrial and commercial land which pose a visual blight or physical hazard, to be dismantled or removed within a reasonable period of time.
12. The City shall encourage agriculture as an interim use in vacant areas designated for industrial use.

Commercial

13. The City shall designate sufficient appropriate commercial land or provide for the conversion of industrial land (when appropriate) to meet the needs of the City's and regional area's projected future population.
14. The City shall encourage new commercial uses to group into clustered areas or centers.
15. The City shall ensure that proposed commercial uses are clustered at focal points along major arterials.
16. The City shall protect commercial areas from potential intrusion from incompatible land uses.
17. The City shall protect residential uses from the possible adverse effects associated with adjacent commercial centers by utilizing a rigorous design review procedure which emphasizes high standards of construction, design, buffering and screening.
18. The City shall ensure that landscaping on commercial properties is drought-tolerant and well maintained.
19. The City shall ensure that auto-oriented commercial uses which front on arterial streets



present a high-quality design and are adequately screened from adjacent uses. Access to these uses shall be controlled to minimize circulation conflicts.

20. The City shall discourage the location of more than one service station at any intersection.
21. The City shall accommodate the expansion of office uses in Dixon.
22. The City shall discourage parking lots fronting on First Street and A Street in the Downtown area.

Agri-Business

23. The City shall actively encourage agribusiness.

Downtown Area

24. The City shall encourage restorative maintenance to be applied to deteriorating buildings in the Downtown area and shall discourage the demolition of historically and/or architecturally significant buildings.
25. The City shall encourage the development of appropriate commercial businesses and special events which can provide support to the distinctive atmosphere of the Downtown area.
26. The City shall continue efforts to relocate Highway 113 to Pedrick Road (or an alternate alignment), and/or to designate an alternative bypass route for through truck movements, in order to provide further protection to and preservation of the valued functions and character of the Downtown area.

F. GENERAL PLAN MAP

Industrial

The industrial land use designations are divided into three categories:

- Planned Business/Industrial (PI) - Includes those uses which demonstrate by the quality of their development and the nature of their operations that they can locate in proximity to residential and commercial uses with a minimum of environmental conflict.



Strict landscaping, buffering and design standards would be adhered to by businesses and industries located in these areas. The building intensity standard for the Planned Business/Industrial designation is based upon the maximum site area coverage of 40 percent defined in the City's Zoning Ordinance for the ML District (Section 12.13.07) and a maximum building height of 40 feet (Section 12.13.09). A minimum requirement of 750 feet of net site area per employee at peak levels is proposed to further define this standard, together with a Floor Area Ratio (FAR) of 1.6.

- General Industrial (GI) - Establishments located in these areas characteristically require large parcels of land with good truck and/or rail access. Due to the nature of their operation, uses in this category are typically poor neighbors in residential areas. Building intensity standard indicators for the General Industrial designation are as follows, based upon sections 12.14.07 and 12.14.09 of the City's Zoning Ordinance: maximum site area coverage of 40 percent; and a maximum height of 40 feet (within 200 feet of any residential or agricultural district, or 75 feet within 500 feet of either of these districts). A minimum requirement of 1,000 square feet of net site area per peak period employee is proposed to further define this standard, together with an FAR of 1.6.
- Employment Center (E) - This designation is applicable only in those areas for which a Specific Plan is to be prepared for future adoption by the City, and represents an 'umbrella' designation pending the submission of more detailed patterns of specific land uses. Includes only non-residential uses consistent with the types included under the Planned Business/Industrial (PI), the Professional/Administrative Office (O), and the Highway Commercial (HC) designations defined above and below. The requirements defined in the City's Zoning Ordinance under Sections 12.13 (ML - Light Industrial District), 12.07 (PAO - Professional & Administrative District), and 12.10 (CH - Highway Commercial District) shall provide the general framework for compliance. The standards of building intensity, height, and coverage, and of employee density for Employment Center uses shall fall within the ranges defined for these component designations and shall not exceed them.

Commercial

The commercial land use designations are divided into the following categories:

- Professional/Administrative Offices (O) - Land uses which provide professional services to the surrounding residential areas. Typically, they are open only on weekdays from 8:00 AM to 6:00 PM. A maximum site area coverage of 40 percent, and a maximum building height of 30 feet are defined in the City's Zoning Ordinance for this type of use. A minimum requirement of 750 square feet of net site area per peak period employee is proposed for this designation, together with a Floor Area Ratio (FAR) of 1.2.



- Downtown (D) - Establishments centered around the intersection of First and "A" Streets. The physical appearance of this area as well as the mixture of retail establishments (such as specialty stores, professional offices, civic facilities, theater, restaurants, financial institutions, and other similar uses) contribute to the uniqueness of this category. The City's Zoning Ordinance specifies a maximum height of 50 feet for buildings in the Central Commercial District (Section 12.09.07), and a minimum of 200 square feet of net site area per peak period employee is proposed for this designation, together with a FAR of 3.0.
- Neighborhood Commercial (NC) - Typically, establishments in this category require larger sites and more floor area than establishment in the Downtown. For example, a drugstore, variety store or supermarket, together with a range of smaller stores or service establishments, would be typical of uses in this category. Each of these generate a considerable amount of traffic and serve a large volume of customers. They require large parcels with large parking lots. The City's Zoning Ordinance specifies a maximum height of 20 feet for buildings in Neighborhood Commercial Districts (Section 12.08.09). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.
- Community Commercial (CC)- This designation is applicable only to parcels exceeding 15 acres. Centers of this size typically serve a larger population and trade area than a Neighborhood Commercial center, and accommodate stores requiring a larger site area than are usually located in such centers. Community Commercial centers will usually also include a supermarket, super-drugstore, and similar stores in addition to a limited number of smaller stores and service establishments. The area indicated for Community Commercial center uses is located on the south side of West 'A' Street, west of Evans Road. The City's Zoning Ordinance does not currently contain provisions for a District specifically governing centers of this type, although the requirements defined in Section 12.08.09 (Neighborhood Commercial Districts) will be applicable until any new Section is prepared and adopted. The same minimum net site area per peak period employee and the same maximum F.A.R. of 0.8 as indicated for Neighborhood Commercial uses is proposed.
- Highway Commercial (HC) - These uses cater primarily to the traffic passing Dixon on I-80. Examples of establishments which provide services to tourists and travelers include motels, fast food and other restaurants, and gas stations. The areas indicated for Highway Commercial uses lie in proximity to (and primarily on the east side of) 1-80 and its access ramps where they are easily accessible by car and highly visible from the roadway. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Highway Commercial Districts (Section 12.10.08). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.
- Commercial Services (SC) - This category provides space for a variety of activities



ranging from small scale commercial service establishments to larger operations of a semi-industrial character. These areas are not ideal neighbors for residential uses. Examples of typical uses include automobile repair, glass shops, plumbing shops, cleaning and dyeing, and similar establishments. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Commercial Services Districts (Section 12.11.08). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.

Commercial land uses are distinguished by scale and character, rather than by use. For example, many retail stores are appropriate in each of the Commercial sub-categories, but this should not be interpreted as recommending identical uses in each sub-category. Uses within each subcategory should be similar in terms of character and scale. For example, a bakery or small specialty store is appropriate in Downtown, while stores requiring larger floor area and generating a larger sales volume are appropriate uses in a Neighborhood Commercial area. Similarly, restaurants are appropriate uses in the Downtown area, while motels and tourist-oriented fast-service restaurants are only appropriate in Highway Commercial areas.

One additional type of use indicated on the General Plan Map is the Core Area Mixed Use (MU) designation. The purpose of this designation (which is directly related to the PMU [Planned Mixed Use] district contained in the City's Zoning Ordinance in Chapter 12.12) is to encourage the adaptive reuse of older residential structures adjacent to the Downtown area as offices and retail uses, and to recognize and protect the unique character of the older architectural styles at the Downtown fringe. The objective is to preserve and enhance a harmonious mingling of office and retail uses with adjoining residential uses. No maximum site area coverage requirement is currently stated for this area and type of mixed use in the City's Zoning Ordinance, although a height limit of three stories or 36 feet is defined (see Section 12.12.08). A minimum requirement of 750 square feet of net site area per peak period employee or occupant is proposed, with an FAR of 2.0.

G. IMPLEMENTATION

Industrial

- A. Amend the Dixon Zoning Ordinance and map and Subdivision Ordinance to achieve consistency with the Dixon General Plan map and industrial land use classifications.
- B. Strictly enforce the City's standards for the design, landscaping and decorative screening of unsightly open storage areas or processing operations. Periodically review these standards to determine whether they are adequate or in need of amendment. Develop and enforce similar standards for other visually disruptive uses in the Planning Area.
- C. Encourage and promote continued agricultural use and production in vacant areas



designated for industrial use.

- D. Require the inclusion of economic considerations as part of the environmental assessment for any proposed industrial development in the Dixon Planning Area.

Commercial

- E. Amend the Dixon Zoning Ordinance and map and Subdivision Ordinance to achieve consistency with the Dixon General Plan map and commercial land use classifications.
- F. Review all proposals for commercial development to ensure that the proposed development can be adequately served by the existing infrastructure, or provide the opportunity for builder mitigation.
- G. Require the inclusion of economic considerations within the environmental assessment developed for any proposal to construct a new neighborhood shopping center or any commercial development in the Dixon Planning Area.
- H. Focus the economic impact report on the short- and long-range effects of the proposed project on existing commercial development, and particularly on the economic health and viability of the Downtown area. Include in the report an analysis of the effects of the proposed new development on the fiscal condition of the City.

Downtown Area

- I. Encourage downtown property owners and business owners to prepare and adopt a Downtown Design Concept Plan as a basis for defining criteria and standards of appearance to be met by new developments and substantial renovation of existing structures.

General

- J. Encourage the maintenance of a streamlined and efficient permit process



Transportation and Circulation Element

A. SETTING

Regional Access

Dixon is located on the Interstate 80 corridor connecting San Francisco and Sacramento. The Dixon Planning Area is served by the following five 1-80 interchanges:

- Pedrick Road;
- State Route 113 (First Street);
- Pitt School Road;
- West A Street/Dixon Avenue; and
- Midway Road.

Secondary regional access to Dixon is provided by State Route 113, which extends in a north-south orientation between State Route 12 in Solano County to State Highway 99 in Sutter County. Through Dixon, State Route 113 is two lanes wide between Cherry Street and H Street, with a center two-way left turn lane provided between the Union Pacific Railroad tracks and Industrial Way. North of H Street State Route 113 widens to four lanes. State Route 113 (First Street) is designated as a Principal Arterial.

Local Circulation

The local street system in the Dixon Planning Area is primarily developed on a north-south/east-west grid system. Dixon Avenue/West A Street, H Street and Stratford Avenue provide principal east-west circulation in Dixon. Pitt School Road, Lincoln Street, Almond Street, Adams Street and First Street provide principal north-south circulation. Existing 24-hour traffic volumes on key Dixon roadways are shown in Appendix E.

Arterial roadways serve intracity circulation requirements, and are designed to carry relatively large volumes of traffic (up to 20,000 ADT), to receive from, and distribute to, the collector streets traffic with origins and destinations in different sections of the city, or to conduct traffic between the city and the freeway (I-80) or highway (State Route 113) network. Collector streets carry less traffic, and provide convenient and appropriately designed linkages between local streets and the arterials. North Adams Street, "A" Street and Pitt School Road are classified as minor arterials. The following roadways are classified as collectors:

- Stratford Avenue
- North Lincoln Street
- North Almond Street
- "H" Street

- Industrial Way
- South Lincoln Street
- South Almond Street
- Porter Road



North Fourth Street	East "C" Street
Hillview Drive	North Fifth Street
Doyle Lane ("A" Street to "C" Street)	Regency Parkway
Parkgreen Drive (North Lincoln Street to Stratford Avenue)	Evans Road
Pheasant Run Drive	Rehrmann Drive
Business Park Drive	Ary Lane
Market Lane	North Washington Street
Wiegand Way	Alexander Drive
Austin Drive	Pembroke Way
Newgate Way	Parkway Boulevard
Valley Glen Drive	Folsom Downs Circle

Railroad tracks generally parallel I-80 in a northeast-southwest configuration and traverse the city near the downtown area. The only street crossings of the railroad tracks are located on North First Street and West A Street. Because of the limited number of crossings, access between the eastern and western portions of the city can be limited when trains pass through.

Rail Service

The Union Pacific Railroad provides freight service to Dixon. Rail passenger service is not provided to Dixon, although through passenger trains utilize the rail line through the city.

Transit Service

Dixon is not currently served by regularly scheduled public transit service. The City of Dixon operates a general public dial-a-ride system (Readi-Ride). The service operates within the city limits and, to a limited extent, to immediately adjacent unincorporated areas. Ridership consists primarily of school-age children, handicapped residents and seniors. About 100 trips per day are typically provided. Route 30, operated by the Solano Transportation Authority, which provides intercity service to Vacaville, Davis, Sacramento and Fairfield, stops in Dixon at the Market Lane Park-and-Ride Lot. The Lot has 89 parking spaces and bicycle racks. The Downtown Transportation Center, located on North Jefferson Street, includes 86 parking spaces and bicycle racks with room for expansion to approximately 200 parking spaces.

Bikeways

The City of Dixon has an approved Bikeways Plan which will be used to plan future extensions of the existing system and provide coordination with a regional bikeways plan. An intercity bike



lane connects Dixon to Davis and Dixon to Vacaville Bike Lane is being constructed in phases by Solano County.

Roadway Design Criteria

Design criteria for typical street sections in the City of Dixon are as follows:

<u>Street Type</u>	<u>Street Section Widths</u>		
	<u>Right of Way</u>	<u>Curb face to Curb face</u>	<u>Sidewalk to face of curb</u>
State Route 113	100 feet	80 feet	6 - 7 feet
Arterial	81-133 feet	80 feet	-16 feet
Collector/Major	54-106 feet	53 feet	-8.5-16 feet
Collector/Minor	53 feet	40 feet	6.5 feet
Industrial	55 feet	48 feet	-6.5 feet
Local Residential/Cul-de-sac	36-47 feet	35 feet	6-12 feet

Source: "Design Standards", City of Dixon Department of Engineering, November 2009.

B. PROJECTIONS

As those portions of the Planning Area which have been designated for future development are built-out, additional streets and roadway improvements which would be required to adequately serve those developments would be added to the local transportation network.

C. ISSUES

The primary issues related to transportation and circulation in Dixon are:

- How to accommodate growth while maintaining or improving existing levels of service along the local circulation network.
- How to improve and expand the existing road network to serve existing and future land uses safely and efficiently.

D. GOALS

The primary transportation and circulation goals are:

- To maintain or improve existing levels of service along the local circulation network.



- To provide a safe and efficient circulation system that provides access to residential, commercial, industrial and recreational area by all modes of travel.

E. POLICIES

1. The City shall ensure that Dixon's existing and proposed street configuration and highway network maintains traffic operations at Level of Service "C" or better, while acknowledging that this objective may be difficult to achieve in those locations where traffic currently operates at Levels of Service below "C" for limited periods of time. Achieving this policy will require a variety of traffic improvements, including:
 - Improving existing arterials;
 - Construction of arterials and collector streets in newly developing areas; and
 - Intersection improvements.
2. The City shall provide additional transportation alternatives to the private automobile (an improved transit system, park-and-ride lots, bicycle facilities, etc.)
3. The City shall encourage the continued development and expansion of local public bus/van transit systems, if it can be demonstrated that the service can be financially supported. New development should be designed to maximize access and use of public transit, where feasible.
4. The City shall support cycling as a transportation mode which promotes personal health, recreation and enjoyment while minimizing energy consumption and air pollution. The City shall improve and expand existing bikeway facilities in accordance with the Bikeways Master Plan, and shall provide connections to newly developed areas, where feasible.
5. The City shall support walking as a transportation mode which promotes personal health and recreational enjoyment while minimizing energy consumption and air pollution. The City shall improve and expand existing pedestrian facilities and provide connections to newly developed areas, where feasible.
6. The City shall pursue the relocation of State Route 113 from First Street to a route outside the downtown area. In the short-term, the City shall encourage the designation of alternative routes for through truck traffic to avoid conflicts within the Downtown area.



7. The City shall pursue the construction of grade separated rail crossings within the Planning Area.
8. The City shall explore the possibility of establishing a railroad station within the Planning Area.
9. The City shall explore the possibility of improving 1-80 ramp connections.
10. The City shall make maximum use of the existing transportation system and existing rights-of-way.
11. The City shall establish and implement uniform standards for street improvements and new roadway construction.
12. The City shall cooperate with Caltrans and other agencies to ensure that transportation facilities are constructed and maintained to appropriate standards.
13. The City shall provide adequate capacity on arterials and collectors to discourage diversion to local streets.

F. GENERAL PLAN MAP

The General Plan map indicates the location of major existing and proposed circulation routes within the Planning Area. The General Plan calls for the City to pursue the construction of grade separated railroad crossings within the Planning Area. , As of 2010, locations for such crossings will be at Parkway Boulevard, West B Street (pedestrian and bicycle only), and Pedrick Road. The existing crossing at Vaughn Road will also be eliminated by re-routing the road to avoid the railroad tracks as outlined in the Northeast Quadrant Specific Plan.

G. IMPLEMENTATION

- A. A combination of developer dedications and new special assessment districts can provide an equitable approach to financing roadway and circulation improvements. Implementation of such a financing plan will first require the completion of a comprehensive traffic improvements plan for the Dixon area. Some improvements will benefit the entire area, while others will benefit sub-areas or specific parcels. The traffic improvement plan should specify the extent of benefit each improvement provides, by area. These benefit classifications can form the basis of special assessment districts.
- B. Monitor traffic volumes on local streets in residential areas, particularly east-west streets



such as West H Street and Stratford Avenue, to determine the extent of any undesirable diversion of cross-town traffic from the arterial system.

- C. If warranted, initiate measures to discourage through-traffic on residential streets and collectors. These efforts could include traffic control devices such as diverters, reduced speed limits, additional stop signs and similar traffic management devices.
- D. Initiate discussions with Caltrans to seek supplemental access to and from the eastbound lanes of I-80 to serve the planned non-residential areas shown on the General Plan map, particularly those to the north of the Pitt School Road interchange, as well as those in the south-west area. Possible improvements include expansion or redesign of interchanges to permit more direct access to these areas.
- E. Maintain liaison and discussions with Caltrans and Solano County to continue efforts to designate an alternate through truck route to First Street.
- F. Request approval from the California Public Utilities Commission for new grade separated railroad crossings.



PUBLIC SERVICES AND FACILITIES ELEMENT

A. SETTING

SANITARY SEWERAGE FACILITIES

Wastewater generated in Dixon is collected by sewer lines varying in size from 6 to 27 inches in diameter. Once collected, the sewage is transported by a 42-inch outfall line to the wastewater treatment plant located approximately 2 miles south of the city. The City is currently operating under a Cease and Desist Order issued by the Central Valley Regional Water Quality Control Board which provides a timeline for the City to address water quality issues associated with the City's wastewater treatment plant. Under the Order, the City is required to provide meet specific water quality requirements related to salinity, and to provide treatment capacity to accommodate the projected development for the next five years. This however is not adequate to provide for the complete build-out of the entire General Plan Planning Area.

WATER SUPPLY

Water is supplied within the Dixon Planning Area by two water purveyors:

A joint powers' authority comprised of the City of Dixon and the Solano Irrigation District know as the Dixon Solano Water Authority (DSWA) was created in August 2010. DSWA currently serves the Dixon Industrial Park, the Watson Ranch, Pheasant Run, Regency, Connemara, Schooner Ridge, Suffolk Downs, Brookfield, and a major portion of the Valley Glen subdivisions. This system will also provide water to most newly developing portions of the Dixon Planning Area. All water in the DSWA service area is groundwater from naturally occurring aquifers. Five wells pump this water from depths of between 1,500 and 1,800 feet below the ground surface into the distribution system. The total capacity of these wells is approximately 8,000 gallons per minute, while providing a water pressure ranging between 55 to 65 pounds per square inch. The total volume of water sold in 2010 was 650 million gallons.

The California Water Service Company (Cal-Water) serves the remainder of the developed land within the Dixon city limits. Most of the land within the Central Dixon Redevelopment Project is located within the Cal-Water service area. In 2010, California Water Service Company will operate nine wells in the Dixon area. These wells will have the capacity to produce approximately 7,760 gallons of water per minute at a pressure ranging from 40 to 50 pounds per square inch. Production capacity in 2009 averaged 1.4 million gallons of water per day and totaled 508 million gallons of water for the year.



The Cal-Water supply wells range in depth from 900 to 1,300 feet below the ground surface.

All of the water supply in Dixon, for both the DSWA and Cal-Water service areas, is produced from alluvial deposits, which are recharged from rainfall and irrigation of the Sacramento Valley floor area. The wells generally have very high yields, ranging from several hundred to more than 1,500 gallons per minute.⁴

To meet drinking water quality standards, the developed water supplies are chlorinated prior to conveyance to customers. In addition, groundwater from some of the Cal-Water service wells produce water with levels of nitrates that exceed drinking water standards. To reduce the levels of nitrates prior to delivery, these wells have specific treatment and monitoring programs.

DRAINAGE

Dixon is located on an alluvial fan formed by Putah Creek, located north of the city. The gentle slope is to the southeast, and drainage generally follows the historic courses of Dickson Creek and Dudley Creek, by way of canals, roadside ditches, and sloughs, to the Sacramento River. These facilities, operated by the Dixon Resource Conservation District (DRCD) transport rainfall runoff from the city and agricultural areas into a drainage canal operated by Reclamation District 2068, which then delivers the runoff to the Sacramento River via Haas and Cache Sloughs.

In 2004, the Dixon Regional Watershed Joint Powers Authority (JPA) was formed by the City of Dixon, Dixon Resource Conversation District, Maine Prairie Water District, and Reclamation District 2068. The JPA regulate discharges from the City into the regional system and outlines improvement projects which will improve the drainage capacity of the regional system including discharges from the City.

The City of Dixon has a highly developed system of storm drain pipelines that collect runoff from developed properties. The storm drainage system conveys runoff to a series of drainage detention and retention basins. These basins were constructed to capture increases in runoff due to urbanization. The City drainage system is intended to reduce or minimize flooding of downstream rural properties due to the City's growth.⁵

PARKS AND RECREATION

The City of Dixon currently has six parks which serve the local area:

⁴ For additional information on water resources, please see the Natural Environment Element.

⁵ For additional information on flooding and flood control in the Planning Area, please see the Natural Environment Element.



Park	Total Acres	Developed Acres	Major Facilities
Hall Park	52.1 ¹	40	Tennis Courts. Ball Fields. Senior/Multi-Use Center. Swimming Pool. Open Play Area. 2 Children's Play Equipment Areas. Picnic Areas. Amphitheater. Multi-purpose/Soccer Field. 3 Restrooms
Northwest Park	22.53	22.53	Soccer Fields, Picnic Areas, Open Play Area, Children's Play Equipment Area. 2 Restrooms
Patwin Park	4.93	4.93	Children's Play Equipment Area, Picnic Areas. Basketball Half Court. Open Play Area
Conejo Park	3.61	3.61	Children's Play Equipment Area. Picnic Areas. Trellis. Gazebo. Open Play Area
Women's Improvement Club Park	.65	.65	Picnic Area
Linear Park	1.75 ²	1.75	Par Course. Open Play Area. Lit Pathway
TOTAL	85.77	73.47	

¹Does not include minimum area of 5.5 acres for burrowing owl habitat

²Does not include 3.4 acre linear path area.

In addition to these facilities, the Dixon Unified School District owns and maintains Westside Park (a one-acre portion of the Silveyville School site), which includes picnic grounds and grassy play areas.

Parkland dedication/acquisition and development fees are imposed on all new residential developments. (Res. 00-052)

PUBLIC SAFETY (POLICE AND FIRE PROTECTION)

Police Protection

The Dixon Police Department serves the City of Dixon, and responds as needed to urgent calls in adjacent unincorporated areas. It employs 25 sworn officers (12 patrol officers, 5 sergeants, 4



detectives, 2 captains, 1 school resource officer, and a chief) and 5 non-sworn personnel. The Police Department occupies a new station on West A Street at South Jackson Street, with the capacity to accommodate 21,000 square feet of floor space and a total force of approximately 60 sworn and unsworn personnel.

Fire Protection

The City of Dixon operates the Dixon Fire Department which serves the City of Dixon. The Dixon Fire District, which serves a 300-square mile rural area extending from Winters to Rio Vista in northern Solano County, contracts with the City for fire protection. The department operates from a modern headquarters located on Ford Way housing 8 firefighting vehicles and associated support vehicles. A modern training facility is also at this site. The Department has a Fire Chief, two Assistant Fire Chiefs, and 18 line personnel. Daily scheduled staffing is 6 and minimum staffing is 5. Approximately 12 volunteer firefighters supplement the daily staffing and during significant emergencies. Administrative support is provided by one Administrative Manager and one Clerk. The Department maintains Automatic and Mutual Aid relationships with all surrounding fire departments.

The City collects an AB1600 fire protection impact fee on new development to fund the expansion of fire protection facilities. Future plans include a fire station in the Southwest Development Area in order to improve response times and capabilities for current and future development.

Ambulance Service

The Dixon Fire Department provides engine based Advanced Life Support (ALS) services within the City Limits. Transport Ambulance Service is provided by Medic Ambulance which provides basic and advanced life support, emergency and non-emergency service. An ALS transport ambulance is typically based in Dixon on a 24 hour basis. These services are provided through a public private partnership. The response time standard for first response paramedic services is 7 minutes and the transporting ambulance must arrive on scene within 12 minutes.

Emergency Access Issues

The City of Dixon is transected by the two railroad lines near the midpoint of town in a northeast to southwest direction. From time to time, the trains can block the main roads of North First Street and West A Street. For passenger trains the delay is typically less than one minute. Freight trains are usually longer and travel at slower speeds but most delays are still less than two minutes. Future plans of the City have a second fire station on the southwest area and a (future) overpass on Parkway Boulevard to lessen the impact upon emergency response to the southern part of the City. Should an event occur that has the access to the southern part of the City blocked, the Emergency Plan would be used to mitigate the issue with assistance from the Police and Public Works Departments as well as CalTrans (as needed).



Evacuation Routes

When a significant event occurs that will require the evacuation of its citizens; the City coordinates the efforts of the Police and Fire Departments to relocate those affected. The plan is by design generic to allow flexibility in the options to be used. The Police Department is in charge of evacuation and is assisted (as needed) by other City departments or outside agencies.

PUBLIC SCHOOLS

The Dixon Unified School District serves Dixon and the northern portion of Solano County, an area of approximately 200 square miles. It operates six schools, all located within Dixon. The District expands its facilities to serve a growing population, having recently completed a new High School. However, the recent economic downturn as led to the temporary closure of one elementary school. Student enrollment in 2008-09 (CBEDS) in grades K-12 was 3,915, and the capacity of existing educational facilities in the District is 5,031 students, divided among the five schools as follows:

Facility	Capacity
Silveyville Primary School	684 students (currently closed)
Anderson Elementary School	660 students
Tremont Elementary School	700 students
C.A. Jacobs Middle School	756 students
Gretchen Higgins Elementary School	675 students
Dixon High School	2,240 students
TOTAL	5,031 students

In addition, the Maine Prairie Continuation High School has the capacity to accommodate 100students.

The District allocates grades among its schools to a uniform K-6, 7-8, 9-12 grade structure.



SOLID WASTE COLLECTION AND DISPOSAL

A private waste disposal company (Recology Dixon) serves the Dixon area. There is generally one collection per week in residential, commercial and light industrial area, although the frequency of collection increases to three times per week in some commercial and industrial areas.

The solid waste collected in the Dixon area is transported to the Recology Hay Road Landfill located at 6426 Hay Road, approximately eight miles south of Dixon. This landfill operates under a Class 11-2 Permit, which allows for the disposal of municipal waste. The remaining life-expectancy of this landfill is 59 years.

B. PROJECTIONS

A projected population increase of nearly 100 percent between 1990 and 2010 would result in increased traffic and an increase in the demand for all public services within the Dixon Planning Area. Although it will be possible to require new development to pay the costs associated with providing the services which such development will require through the assessment of impact fees, such fees can only be used for the construction, operation and maintenance of facilities and the provision of services which are directly related to the new development. It will not be possible to ask developers (who would be able to pass impact fees along to future residents with the price of their homes) to provide the funds necessary to upgrade the existing level of public services within the community beyond any improvement which might coincide with the payment of impact fees which are directly associated with their developments.

SANITARY SEWERAGE FACILITIES

Additional development and increased population and employment in Dixon will require improvements to the wastewater treatment plant and the sewer main system.

WATER SUPPLY

Demands for water service as a result of new development within the Dixon Planning Area will call for modifications to be made in the delivery and pumping systems of the DSWA. Two Water Supply Assessments prepared in 2005 concluded that there is sufficient water supply to meet the demands of the proposed and assumed future development projects and other water uses within the DSWA service area for the next 20 years and beyond. The groundwater basin (Putah Creek Fan portion of the Solano Sub-basin) used by DSWA is not known to be in overdraft condition and can provide enough water without exceeding its safe yield to serve the



development proposed for the remainder of the DSWA service area outlined in the DSWA (DSMWS) Water Master Plan (Solano Irrigation District, 2005).

Water that is used to serve the customers of California Water Service that reside in Dixon is pumped from a ground water basin which is currently not adjudicated but, according to California Water Service, has a more than ample supply for the community served. Legal issues, as well as water quality and climatic factors, could impact the water supply in Dixon. Historically, California Water Service has taken steps to address impacts that may occur as evidenced by the numerous system improvements under construction in 2010.

DRAINAGE

With additional development in the Dixon Planning Area, the number of acres covered with impervious surfaces (paved areas and buildings) would increase, with a corresponding increase in the volume of storm water runoff which would need to be collected and disposed of via the local and regional drainage networks. New development must comply with design guidelines required pursuant to the State's National Pollution Discharge Elimination System (NPDES) General Permit Attachment 4, or as amended, to mitigate the stormwater impacts of new development or redevelopment.

PARKS AND RECREATION

A growing population in Dixon will place increased demands on local parks and recreational facilities. In addition, as the age characteristics of the local population shift, an increased variety of recreational facilities and activities may be in demand. Based on a projected population of approximately 21,800 and using the standard of 5 acres of developed recreational facilities per 1,000 residents, the Dixon Planning Area would need a total of approximately 102 acres of developed park lands and recreational facilities by the end of the planning period. The Parks Master Plan calls for a total of 113.74 acres of developed park lands and recreational facilities to insure adequate space for needed facilities as established by current level of service standards and to maintain three acres as a minimum neighborhood park size and twenty acres as a minimum community parks size. (Res. 00-052)

PUBLIC SAFETY (POLICE AND FIRE PROTECTION)

Increased development within the Dixon area would place increased demands on the Dixon Police Department. Additional personnel and equipment may be required to maintain an adequate level of police protection within the Dixon Planning Area.



Additional development would result in an increased need for fire protection and emergency services in the Dixon Planning Area. In order to maintain an adequate level of fire protection service, additional firefighters and equipment may be necessary.

A new fire sub-station in the Southwest annexation area will be needed to maintain reasonable and adequate response times.

PUBLIC SCHOOLS

Additional residential development in the Dixon area will necessitate the construction of additional classrooms and other facilities, since existing school facilities are currently operating at or above capacity. As the number of students increase, the demand for additional teachers, administrators and support staff would also be expected to increase proportionately.

In developing new educational facilities, the Dixon Unified School District intends to limit student enrollment to 650 at elementary schools, 1,000 at the middle school and 2,240 at the high school. For planning purposes, the District has established the following student yield factors:

Grade Level	Students per Household
K-5	0.35 Single Family, 0.21 Multi-Family
6-8	0.15 Single Family, 0.10 Multi-Family
9-12	0.20 Single Family, 0.12 Multi-Family
TOTAL	0.70 Single Family, 0.43 Multi-Family

The future demand for schools may vary, depending on the actual number and types of housing units which are constructed. Based on student generation rates established by the Dixon Unified School District, the development of an estimated 2,499 housing units between 1996 and 2010 would add an estimated 1,610 public school students in grades K - 12 to the local school district. Approximately 800 of these students would be in grades K - 5, 350 of these students would be in grades 6 - 8, and 460 of these students would be in grades 9 - 12.

The School District collects a one-time school impact mitigation fee of \$6.25 per square foot on new residential construction and \$0.47 per square foot on non-residential construction. If projections prove accurate, the increase in student population would require expanding student capacity at the C.A. Jacobs Middle School



Population growth within the Dixon Planning Area would also be expected to increase the demand for post-secondary educational opportunities in the local area.

SOLID WASTE COLLECTION AND DISPOSAL

New development of the magnitude anticipated under the General Plan would not have adverse effects on the local solid waste collection service, although the increased volume of solid waste which would require disposal would shorten the expected life of the landfill currently in use.

C. ISSUES

The primary issue related to the provision of public services in Dixon is:

How will growth be accommodated while maintaining (or improving) the current level of public services within the Dixon Planning Area?

D. GOALS

The central goal of this chapter is:

Provide an adequate level of public services and facilities to ensure the continued health, education, welfare and safety of all local residents.

E. POLICIES

GENERAL

1. The City shall create a system of public service provision which will:

Support and encourage a contiguous pattern of land use, and discourage premature development;

Maintain or improve current service standards; and

Minimize potential environmental, fiscal and social impacts.



2. New development shall pay its fair share of the costs of all required public facilities and services by means of adequate mitigation fees. An equitable basis for allocating costs between new development and existing areas will be defined where capital improvements raise the quality of existing service or remedies an existing problem in service provision. However, the premature upgrading and replacement of all types of facilities and equipment caused by new growth will be the responsibility of the new development.
3. The City shall ensure that public facilities are planned to promote economic development consistent with the overall General Plan and its specific economic development policies.
4. The City shall encourage and control growth to the extent that local service networks can support it.
5. The City shall establish an equitable means of financing facility expansions/capital improvements, and link decisions regarding such expansions and improvements to the policies of the General Plan.

SANITARY SEWERAGE FACILITIES

6. The City shall ensure that the significant increases in sewage treatment and disposal capacity requirements generated by new development will be provided in a timely, cost-effective and environmentally sound manner. Achieving this policy will require a variety of improvements, including:
 - Installing major new conveyances;
 - Expansion of existing sewage treatment capacity; and
 - Expansion of existing effluent disposal facilities.
7. The City shall ensure that development does not exceed the capacity of the local wastewater treatment facilities.
8. The City shall direct development to those areas which can be efficiently served either by existing wastewater treatment facilities or by one or more satellite plants (to serve areas that the existing wastewater treatment plant cannot readily serve).



WATER FACILITIES

9. The City shall ensure that the significant increases in water demand generated by new development will be met in a timely, cost-effective and environmentally sound manner. Achieving this policy will require a variety of improvements, including:
 - Installing new water mains; and
 - Increasing storage and treatment capacity.
10. The City shall coordinate development activity with the water purveyors to ensure that adequate domestic, commercial/industrial and fire flow requirements are met.
11. The City shall ensure that water improvements and service will continue to be financed with impact fees and service charges.
12. The City shall ensure that development does not exceed the capacity of the local water supply systems.
13. The City shall encourage development which incorporates water conservation features in structures and landscaping.
14. The City shall link growth to the current and projected water supply.

DRAINAGE

15. The City shall ensure that improvements in drainage facilities and services will be financed from impact fees levied on new development.
16. The City shall ensure that development provides the drainage improvements necessary to accommodate peak flows.

PARKS AND RECREATION

17. The City shall provide parks and recreational facilities of varying sizes and functions to the citizens of Dixon. The City shall continue to provide a range of recreational programs serving the diverse age and interest groups in the community.
18. The City shall provide for high-quality neighborhood and community parks to meet the recreational, open space, leisure and play needs and desire of existing and future residents.



19. The City shall ensure that parks and recreational facilities are distributed conveniently throughout the City, in order to facilitate pedestrian access for children, elderly residents and handicapped residents.
20. The City shall ensure an equitable distribution of parks and recreational facilities throughout the City.
21. The City shall ensure that at full development, each neighborhood area has local recreational facilities to provide a range of residential densities generally proportional to the overall city-wide distribution.
22. The City shall provide for community facilities (i.e. activity centers, arts/cultural facilities, etc.).
23. The City shall maintain a ratio of at least 5 acres of park land for each 1,000 Dixon residents, at least 1.2 acres of neighborhood park land and at least 3.8 acres of community park land. (Res. 00-052)
24. The City shall require proponents of new development projects to contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land and through the payment of fees in lieu of such dedications. When project proponents are also required to dedicate land for educational facilities, the fact that some dedicated land may eventually be utilized on a dual basis as community recreational facilities and as school grounds should in no way reduce the total amount of land which must be dedicated exclusively for park or recreational use or reduce the site area requirements for a school site.
25. Prepare a Parks Master Plan to guide park planning and expenditures for park land acquisition and development. The Park Master Plan shall assess park and facility needs, and set facility level of service standards. The Park Master Plan shall be updated approximately every five years depending on the rate of residential development. (Res. 00-052)

PUBLIC SAFETY (POLICE AND FIRE PROTECTION)

Police Protection

26. The City shall strive to maintain police protection standards to assure the citizens of Dixon a high level of police protection, based on a reasonable and realistic allocation of available City funds.



27. The City shall ensure that development within the Dixon Planning Area does not exceed the capability of the Dixon Police Department to provide an adequate level of police protection.
28. The City shall strive to maintain a police staffing level consistent with city needs.
29. The City shall ensure that new development incorporates street layouts which provide adequate emergency access, distinct street names and visible address markings.
30. The City encourages the use of Crime Prevention through Environmental Design (CPTED) principles in the design of private development projects and public facilities. These basic principles include:

Natural Surveillance

A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

Territorial Reinforcement

Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This experience is promoted by features that define property lines and distinguish private spaces from public spaces by using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

Natural Access Control

A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. This is gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging general access to private areas through structural and design elements.

Target Hardening

Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

Fire Protection



31. The City shall ensure that development within the Dixon Planning Area does not exceed the capability of the Dixon Fire Department to provide an adequate level of fire protection.
32. The City shall ensure that the water system will provide flow adequate for fire suppression for the types of structures and uses anticipated prior to approving new development. New commercial and industrial structures will be limited to locations where water supply is adequate for fire suppression. Where water supply in existing subdivided areas do not meet current standards for fire flow, improvement measures will be pursued.
33. The City shall strive to maintain the following fire protection standards, consistent with the Long Range Strategic Plan for Fire Services:
 - Engine response time consistent with industry standards, such as ISO criteria;
 - A firefighter staffing level consistent with the type of fire department and industry standards, such as ISO, for communities similar to Dixon in relationship to actual needs.
 - A requirement for built-in protection for commercial building in excess of 3,000 square feet and in any “H,” “I,” and “R” occupancy regardless of square footage;
 - The spacing of fire stations consistent with recommended industry standards, such as ISO, with each station on an adequate site, with the appropriate firefighting equipment; and
 - Water storage and distribution systems capable of providing 4,000 gallons per minute of sustained flow for at least two hours.
34. The City shall require proponents of new development projects to contribute to the maintenance of an adequate level of public safety within the community, generally through the payment of the appropriate impact fees.

Evacuation Routes

35. The City supports the construction of one or more over- or underpasses of the rail lines in the Planning Area to allow unobstructed access by emergency and other vehicles.
 - A properly planned and designed roadway system will facilitate the efficient movement of police and fire fighting equipment and the safe evacuation of residents. Please refer to the Circulation Element for policies related to the city’s overall circulation system.



SCHOOLS

36. The City shall require proponents of new development projects to contribute to the acquisition of sufficient land to enable the construction of those educational facilities which would be necessary to accommodate students from such projects, either through the dedication of land or through the payment of in-lieu fees. When project proponents are also required to dedicate land for parks or recreational facilities, such dedications shall in no way be used to reduce the total amount of land which must be dedicated exclusively for educational facilities, even in instances where such lands are immediately adjacent to the proposed educational facilities.
37. Prior to considering or approving any development project, the City shall require a developer to obtain a certification from the Dixon Unified School District that all major requirements imposed by the District, regarding the assurance of adequate school facilities for future residents, have been met.
38. The City shall cooperate with the Dixon Unified School District to promote the provision of adequate school facilities, and to define equitable and supportable funding mechanisms where this does not conflict with other financing requirements.
39. The City shall ensure that residential growth does not exceed the capabilities or capacities of the Dixon Unified School District to provide adequate educational facilities.
40. The City shall provide a mechanism for promoting a partnership between the Dixon Unified School District and the City for achieving adequate educational facilities.
41. The City shall cooperate with the Dixon Library to promote the provision of adequate library facilities, and to define equitable and supportable funding mechanisms where this does not conflict with other financing requirements.

F. GENERAL PLAN MAP

The General Plan map indicates the locational patterns of existing and proposed public facilities and uses under three designations, as defined below:

Governmental/Institutional (A) - This designation is applicable to property owned and operated by the City, Solano County, State and Federal agencies, special districts (other than the Dixon Unified School District), and public utilities. These include among others, the City Hall, Police Department facility, fire protection facilities, the Library, well sites,



pump stations, water tanks, City and county corporation yards, the Silveyville Cemetery, the Dixon May Fairgrounds, and the Post Office.

Parks (P) - This designation is applicable to all City-owned property intended to develop for recreational uses. These areas include, but are not necessarily limited to, Hall Memorial Park, Northwest Park, Women's Improvement Club Park, and future park sites in the Pheasant Run, Schooner Ridge, Southwest and South Park areas. A circular symbol is used where the future location remains to be specifically determined. The Linear Park is not shown graphically on the General Plan map.

School Buildings/Play Areas (S) - This designation is applicable to all property and facilities currently owned and operated by the Dixon Unified School District, together with locations proposed for future school facilities. The General Plan map reflects this designation on the sites of the Silveyville Primary School, Anderson Elementary School, Tremont Elementary School, Gretchen Higgins Elementary School, C.A. Jacobs Middle School, and the Dixon High School. Future school facilities are indicated in three other locations, two in the Valley Glenn area (a continuation high school and an elementary school), and one (shown symbolically) in the Southwest annexation area.

G. IMPLEMENTATION

GENERAL

- A. Adopt a comprehensive capital improvements program (5-year and 20-year, updated annually) and financing plan geared to accommodating projected development demands and needs, and placing little or no burden upon existing residents in Dixon.

SANITARY SEWERAGE FACILITIES

- B. A combination of development fees and special new assessment districts can provide an equitable approach to financing sanitation improvements. Some improvements, such as expanded capacity, will benefit all the newly developing areas, while others, such as conveyances, will benefit sub-areas or specific parcels. The City must specify the properties which benefit from each improvement. These benefit groups can form the basis of the special assessment districts required.



WATER FACILITIES

- C. Work closely with the Solano Irrigation District and through the DSWA to ensure that the safe yield of the groundwater aquifer is not jeopardized.
- D. Encourage the DSWA and the California Water Service Company to undertake water conservation programs in conjunction with other agencies or groups, aimed at educating residents on water conservation techniques and the savings accrued by these procedures.⁶

DRAINAGE

- E. Review all proposed development projects to ensure that adequate provisions have been included to accommodate peak flows and to ensure that proposed development will not significantly impact downstream lands and existing drainage facilities.⁷

PARKS AND RECREATION

- F. Require developers of new residential subdivisions to dedicate land and pay fees for the development of parkland or pay a comprehensive fee in lieu of dedication for the acquisition and development of recreational facilities required to serve the new population.
- G. Review the present ordinances relating to park dedication development fees and update them, if necessary, to reflect the current costs of facility expansion to satisfy required standards.
- H. Encourage and continue certain appropriate joint use and/or joint-power approaches to providing facilities with the Dixon Unified School District.
- I. Consider the use of Landscaping and Lighting Maintenance Districts (LLMDs) as a means of funding park maintenance.

PUBLIC SAFETY (POLICE AND FIRE PROTECTION)

- J. General Fund revenues may not be adequate to provide the level of police and fire protection desired by the community. Several funding options should be considered for maintaining adequate service standards in existing and newly developed areas, including,

⁶ Please see the Natural Environment Element for policies related to protection of water quality.

⁷ For additional policies related to flooding and flood control, please see the Natural Resources Element.



but not necessarily limited to, special taxes, benefit assessment districts, impact fees and utility users taxes.

- K. The City will review all proposed development projects to ensure that they comply with applicable City and other regulations and with the policies in this Element.
- L. The City will work with the Union Pacific Railroad, the State of California, and other affected agencies to construct one or more over- or underpasses of the rail lines in the Planning Area.

SCHOOLS

- M. The Dixon Unified School District is responsible for determining its own fee schedules. Under state law, school districts have independent authority to impose developer fees on new residential development and commercial/industrial development.
- N. The School Facilities Master Plan prepared by the Dixon Unified School District should be submitted to the City and the School District Board for joint approval and subsequent implementation.
- O. The City should impose impact fees on all new development, as per Resolution #92-105.
- P. The City shall require developers of new residential subdivisions to provide land or pay a comprehensive fee in lieu of dedication for the acquisition of land for the development of those educational facilities which will be needed to accommodate students from such development.



AIR QUALITY AND ENERGY ELEMENT

A. INTRODUCTION

The purpose of this Element is to identify the goals, policies, and implementation programs that will be used to address the following:

- ✓ The impacts of air quality which does not meet state and federal standards on public health;
- ✓ State mandates to reduce greenhouse gas emissions;
- ✓ The need to provide reliable and cost efficient energy supplies for Dixon's future needs;
- ✓ Implement the 2008 City Council adopted Energy Strategic Plan.

Policies and programs have been drawn from models provided by the Sacramento Metropolitan Air Quality Management District, the California Attorney General's Office, the California Air Pollution Control Officers Association (CAPCOA) and selected based on their appropriateness for a community with Dixon's population, transit system, and infrastructure network. Many of the policies and programs have cross benefits addressing air quality, greenhouse gas (GHG) emission, and energy goals. They also enhance General Plan policies and programs found in other Elements of this General Plan regarding making Dixon friendly for bicyclists and pedestrians and maintaining Dixon's small town character.

B. SETTING

THE NEED FOR AN AIR QUALITY & ENERGY ELEMENT

The City is committed to reducing energy consumption, increasing energy efficiency and improving the air quality of our community.

Addressing air quality and energy in this dedicated Element recognizes that these are important local and regional concerns. Just as issues of land use, circulation, open space, conservation, noise, housing, and safety are essential to a community's well-being, the issues of air quality and energy conservation are critical components of a vibrant, safe, and prosperous city.

The policies contained in this Element offer an effective way to reduce energy use and improve both local and regional air quality. Such policies will help



improve the health and quality of life of people locally and throughout the region, and ensure that Dixon continues to thrive well into the future.

Changes in land use patterns, transportation systems, building technology, landscape design, agricultural practices, and human behavior can all lead to greater energy efficiency, resource conservation and improved air quality. This Element is therefore connected with the Land Use, Housing, Circulation, and other elements of this General Plan. This Element expands on and provides more specific direction regarding air quality, walking, biking, and energy conservation policies in the other Elements.

Greenhouse Gas Emissions and Climate Change

Several recent state laws focus on the need to reduce California's contribution to GHG emissions and climate change. These include:



- Assembly Bill 32, the Global Warming Solutions Act of 2006, requires communities to reduce GHG emissions to 1990 levels by the year 2020. This translates into a reduction of approximately 25% from what emissions would be in California under a "business as usual" scenario.
- Governor Schwarzenegger's Executive Order S-3-05 calls for further GHG cuts of 80 percent below 1990 levels by 2050. This is the level believed necessary to off-set the most significant physical impacts to the environment of climate change.
- Senate Bill 375, signed in 2008, is intended to link regional transportation plans with state GHG reduction goals. Under Bill 375, state agencies and local metropolitan planning organizations (such as the Association of Bay Area

Governments) are required to develop Sustainable Community Strategies (SCS) to cut GHG emissions.

According to the California Attorney General, transportation (primarily in private cars) represents 41 percent of the state's GHG emissions. Energy and electricity used in homes and commercial and industrial buildings are also large contributors. Land use, planning, and transportation decisions by counties and cities are therefore central to California's efforts to limit air pollution and climate change.



CAPCOA has issued their “Model Policies for GHG emissions in General Plans.” This document identifies ten top actions by local governments as being the most effective and efficient for reducing GHG emissions. These ten actions address the following:

1. Smart growth: jobs/housing balance, transit-oriented development, infill development.
2. Transit, bicycle, and pedestrian connections.
3. Energy and water efficient buildings.
4. Green procurements and alternative fuel vehicle use.
5. Alternative fuel facilities and infrastructure.
6. Renewable energy generation.
7. Energy efficiency, solid waste reduction/recycling, and energy recovery.
8. Urban forestry (tree planting) programs and requirements.
9. Public outreach/education.
10. Regional cooperation.

Air Quality in the Sacramento Region

Air quality is impacted by many of the same sources which are believed to impact GHG emission. With the Sacramento Region among the nation’s top twelve areas with degraded air quality, the need to decrease the level of air pollutants in the region’s cities is apparent. Sensitive persons such as children, seniors, and those with respiratory conditions, are vulnerable to the impacts of air pollution. For example, studies have shown that children who live in areas with heavy vehicle traffic are more likely to have reduced lung function, and are more likely to be hospitalized for asthma. The American Lung Association of California and the California Air Resources Board (CARB) estimate the following annual health impacts of air pollution:

- School absences 4.7 million;
- Lost workdays 1.4 million;
- Respiratory illnesses including asthma 210,000;
- Hospitalizations 7,700;
- Premature deaths 8,800.

Air Quality Criteria Pollutants

The United States Environmental Protection Agency (EPA) and CARB have established national and state ambient air quality standards, respectively, for pollutants generally known as “criteria air pollutants.” These pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. For some of these pollutants, notably ozone and particulate matter, the state standards are more stringent than the national standards (Figure 1).



• **FIGURE 1:**

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15.0 µg/m ³		

Note: Partial list of pollutants is shown above
Source: www.arb.ca.gov/research/aaqs/aaqs2.pdf.

The concentration of ground level ozone is greatest on warm, windless, sunny days, and is often accompanied by temperature inversions. Ozone forms through chemical reactions between volatile organic compounds (VOC) and oxides of nitrogen (NO_x). These reactions occur over time in the presence of sunlight. High levels of ozone create a public health concern because it increases susceptibility to respiratory infections and diseases, and increases the risk of cardiac disorders. The principal sources of VOC and NO_x are the combustion of fuels and the evaporation of solvents, paints, and fuels. In the Sacramento Region, over 70% of these ozone precursors are produced from motor vehicles. Figure 2 indicates the number of days the standards for ozone were exceeded in the last two years and the corresponding maximum readings. All the days occurred between the months of April and September, with the highest number of days between July and September, illustrating the link between warm summer temperatures and ozone.



**Figure 2: Ozone readings
Days Each Year Standard Exceeded**

Year	Monitoring Station Location	State Standard		National 8-hr.	Max reading	
		1-hr.	8-hr.		1-hr.	8-hr.
2008	Davis	4	10	5	0.112	0.099
2008	Vacaville	5	9	6	0.113	0.103
2009	Davis	0	7	1	0.092	0.082
2009	Vacaville	2	2	2	0.105	0.085
	State Standard				0.09	0.07
	National Standard				n/a	0.075

Source: AQMIS2 database www.arb.ca.gov/aqmis2.

Airborne dust contains respirable particulate matter (PM₁₀), which consists of particles or droplets less than 10 microns in diameter. PM₁₀ emissions are caused by road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. The level of PM₁₀ in the air is a public health concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs causing respiratory problems and permanent lung damage. It also scatters light and significantly reduces visibility. Fine particulate matter (PM_{2.5}) is defined as extremely small suspended particles or droplets with a diameter of less than 2.5 microns. PM_{2.5} consists mostly of combustion byproducts from the reaction of exhaust sulfates and nitrates, along with finer dust particles. It is more closely linked to adverse health effects, and contributes to hospital and emergency room visits and is associated with asthma, bronchitis, cardiac arrhythmia, heart attack, and premature death. According to the YSAQMD, PM_{2.5} concentrations are typically highest in the late fall and winter when conditions are colder and more stagnant and thus are more conducive to the build up of PM_{2.5}. The increased activity from residential wood combustion may also be a contributing factor to the higher levels typically observed during the late fall, early winter season.

Toxic air contaminants (TACs) are air pollutants which may cause or contribute to an increase in deaths or serious illness, or which may pose a present or potential hazard to human health. While ambient air quality standards have not been established for the hundreds of identified TACs, exposure to these pollutants can cause or contribute to chronic health effects. Exposure to TACs during infancy or childhood could affect the development of the respiratory, nervous, endocrine or immune systems – increasing the risk of cancer later in life. Short-term effects of TACs include irritation to the eyes, nose, throat, and lungs and can result in coughing, headache, dizziness, and nausea. Long-term contact is associated with increased risks of developing cancer,



lung diseases such as asthma, damage to the immune system, and allergies. Of all the toxic air contaminants measured in CARB’s monitoring network, diesel particulate matter has been found to contribute the greatest overall statewide risk to public health; furthermore, proximity and long-term exposure to diesel emissions have been proven to increase the risk of lung cancer by as much as 40 percent. Motor vehicles are the primary source of the top three toxic air contaminants, thus contributing to the risk of developing adverse health effects in the region.

Causes of Poor Air Quality

The region’s poor air quality can largely be attributed to emissions from man-made and natural sources, the Central Valley’s geography (which tends to trap polluted air), and weather conditions. **Man-made** sources include air pollution emissions from stationary, area and mobile sources. CARB identifies the following as key man-made sources of air pollution as well as their effects and control measures.

**Figure 3
Air Pollution Sources, Effects, and Control**

Pollutant	Sources	Effects	Prevention/Control
Ozone	Burning fuel reacting w/ sunlight, solvents, petroleum processing/storage, pesticides.	Breathing difficulties, lung damage	Reduce combustion engine emissions, limit emissions from commercial operations, limit emissions from industrial sources, conserve energy.
PM ₁₀	Road dust, windblown ag dust, fireplaces.	Respiratory disease, lung damage, cancer, premature death, reduced visibility.	Control dust sources, industrial PM emission, wood burning stoves/fireplaces, conserve energy.
PM _{2.5}	Fuel combustion in vehicles, equipment, industrial sources; residential/ag burning; reaction of other pollutants.	Respiratory disease, lung damage, cancer, premature death, reduced visibility.	Reduce combustion engine emissions, reduce residential/ag burning.

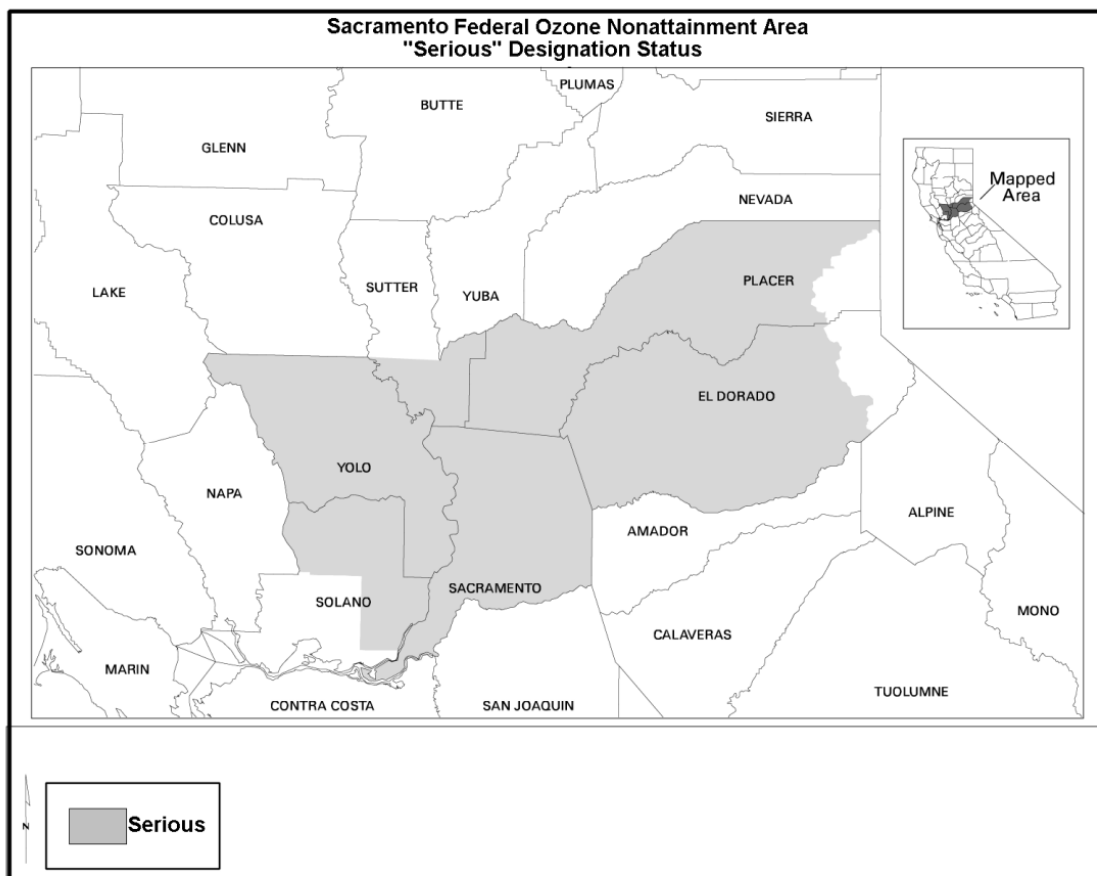
Source: www.arb.ca.gov/research/health/fs/fs2/fs2.htm.



Natural sources of poor air quality include biogenic hydrocarbons, natural wind-blown dust and wildfires. The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the Valley when meteorological conditions are right. The Valley itself is flat, providing a place for air pollutants to settle. In the Valley, air quality is at its worst when temperature inversions trap pollutants near the ground—usually in the warmer summertime months.

The portion of the region which does not meet the federal and/or state standards for known air pollutants is referred to as the Sacramento non-attainment area. A “nonattainment” designation indicates that a pollutant concentration has exceeded the federal standard. The Sacramento non-attainment area is classified as a “serious” nonattainment area for the federal eight hour ambient air quality standard for ozone (Figure 4), the state twenty-four hour standard for PM₁₀, and partial non-attainment for the federal twenty-four hour standards for PM_{2.5}.

FIGURE 4:





City of Dixon Energy Strategic Plan

The City is addressing citywide energy use and conservation through a citywide Energy Strategic Plan adopted in 2008. The Plan addresses energy efficiency, GHG reduction, renewable energy resources, transportation efficiency and water conservation. The vision of the Energy Strategic Plan is to work with public and private agencies to provide energy independence and reduce the City’s environmental impact while providing jobs and reducing costs.

The policies in the Energy Strategic Plan are intended to support and reinforce the community-wide goals contained in the General Plan. This Element provides policies and implementation tasks to conserve and produce energy, and establishes the framework for community focus on this issue. The City will lead the way by increasing the efficiency of municipal operations. However, municipal operations represent only a small percentage of total energy use in Dixon. Therefore, community-wide efforts in both the public and private sectors are needed to achieve meaningful reductions overall in energy use.

Renewable Energy

The City is committed not only to saving energy, but also to producing renewable energy locally in order to lower the cost of government and business operations and reduce our impact on the environment.

Renewable energy sources capture energy from on-going natural processes such as sunlight, wind, flowing water, biological processes, and geothermal heat. In contrast, most energy used in the US today comes from nonrenewable sources such as coal, oil, and natural gas.



Although only a small percentage of the nation’s energy needs are currently met by renewable sources, there is growing interest in renewable energy. The wind farms south of Dixon are one example of a recent renewable energy installation; the installation of solar panels on the roofs of private homes and businesses is another.

◀ Solar panels on carport roof.

C. PROJECTIONS

Continued development will increase the amount of air pollutants and GHGs created in Dixon and the region, including emissions from stationary and mobile sources.



The major source of emissions within the City will continue to be the operation of motor vehicles. Land use planning measures can reduce emissions from such sources by reducing the length and number of vehicle trips and by encouraging residents to use alternative forms of transportation.

For stationary sources (homes and businesses), energy conservation measures can reduce GHG emissions and the City's contribution to climate change by reducing the use of energy generated from fossil fuels. The use of renewable energy sources, which generally do not emit GHGs, will also help reduce Dixon's contribution to climate change.

The completion of a Climate Change Action Plan, recommended as an implementation program, will provide more specific data on the sources of GHG and programs to reduce emissions. The Plan will require periodic review and updating to ensure goals are met.

D. ISSUES

IMPORTANCE OF AIR QUALITY

The quality of the air we breathe directly affects our health, environment, economy and quality of life. The Federal Clean Air Act of 1977 directed the Environmental Protection Agency to establish national ambient air quality standards (NAAQS). Primary standards protect public health. Secondary standards protect public welfare associated with the presence of contaminants in the ambient air.

Although air quality is a regional issue, there are steps that Dixon can take to improve air quality and to avoid adverse localized air pollution impacts. Local efforts over the past two decades have contributed to the improvement in air quality, and will continue to play an important role in achieving federal and state air quality standards.

IMPORTANCE OF ENERGY CONSERVATION AND EFFICIENCY

Energy conservation and efficiency means using energy more wisely. There are many opportunities to do so, including developing compact and walkable land use patterns, using green building technologies, and implementing water conservation measures, the enforcement of policies in areas such as land use, building and transportation and incentives to promote energy efficiency will be critical to achieving the City's goals.

Programs which aim to reduce GHG emissions through energy efficiency and conservation measures often have the dual benefit of reducing customer costs. Using energy more wisely will save residents and businesses money and will lead to a healthier environment.



Programs promoting renewable energy alternatives also help to create a more diverse and sustainable source of energy to meet the Dixon’s long-term needs.

E. GOALS, POLICIES AND IMPLEMENTATION

AIR QUALITY (AQ)

AQ Goal 1: To comply with State law regarding the reduction of green house gas emissions.

AQ Policy 1-1: Determine existing GHG emission levels, track to evaluate effectiveness of programs, and update programs as necessary to meet goals.

Implementation Program (IP) 1-1-1: Prior to or as part of the next update of the Land Use Element or any annexation exceeding 10 acres, and no later than July 1, 2012, the City will adopt a Climate Action Plan. The Climate Action Plan shall include a GHG emissions inventory to establish baseline emissions levels from all sources, emission reduction targets and deadlines, enforceable GHG emissions reductions measures, and regular progress review.

AQ Policy 1-2: Support land use, transportation management, infrastructure and environmental planning programs that reduce vehicle emissions and improve air quality by reducing the number and length of motor vehicle trips, and that encourage alternative modes of travel such as walking, bicycling, and transit.

IP 1-2-1: As part of the next update of the Land Use Element and any future annexation application review, evaluate the need for additional Neighborhood Commercial land uses and ensure facilities are within one-half mile walking and biking distance for most citizens’ daily needs.

AQ Policy 1-3: Support the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers to help reduce midday vehicle trips.

IP 1-3-1: See IP 1-2-1. Also review Conditions of Approval and proposed mitigation measures for new development to incorporate ancillary employee services.



- AQ Policy 1-4:** Promote mixed-use developments that include homes, schools, civic uses, retail and commercial services, and daycare facilities within walking distance of each other.
- IP 1-4-1: With next Housing Element update, and any update of the Land Use Element, evaluate need and appropriate locations for mixed use zoning designation.*
- AQ Policy 1-5:** Promote compact development within one-half (1/2) mile of rail transit stations and bus transit stops (intercity and local once fixed-route service is available) once said services are available.
- IP 1-5-1: Once said services are available, evaluate with the next Housing Element and Land Use Element Update the need for zoning modifications.*
- AQ Policy 1-6:** Promote growth within existing urban areas (infill) as a priority over urban expansion, where appropriate.
- IP 1-6-1: See Urban Development and Public Services Elements regarding avoiding premature development and extension of infrastructure.*
- AQ Policy 1-7:** Identify and adopt incentives for planning and implementing infill development projects within urbanized areas near job centers and transportation nodes.
- IP 1-7-1: Continue Redevelopment Agency programs to promote investment within Redevelopment District. See Housing Element regarding programs to preserve existing housing inventory and mixed use development in the downtown area.*
- AQ Policy 1-8:** Encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV).
- IP 1-8-1: Consistent with other traffic calming policies such as 1-9 and the existing street network, streets with speed limits at or below 35 miles per hour should be utilized unless necessary to comply with existing Transportation Element Policies regarding Level of Service (LOS).*
- AQ Policy 1-9:** Promote street design, including designation of dedicated bicycle lanes and improvement of the sidewalk network, which provides an environment which encourages biking and walking.

- IP 1-9-1:** *Evaluate Engineering Standards for the following: (1) opportunities to improve pedestrian and bicycle safety and access, such as traffic signal crosswalk activation buttons at the back of curbs, curb “bulb-outs” to reduce pedestrian/vehicle conflicts, lighted crosswalks, pedestrian refuge islands, and pedestrian countdown heads on signal lights as part of new development areas and where feasible in existing development, and (2) compliance with “complete street” regulatory requirements to ensure streets accommodate the travel of all modes of traffic and users, including bicycles, pedestrians, the disabled, vehicles, and, where appropriate, trucks.*



◀ **Pedestrian safety is affected by street width, traffic speed and volume.**

- AQ Policy 1-10:** Ensure that, wherever feasible, public transit is a viable alternative to the use of single occupant motor vehicles.

- IP 1-10-1:** *Evaluate need for fixed route transit service as part of the City’s Transit Plan Update and at least every five years thereafter. Identify potential route with locations for “stops.”*

- AQ Policy 1-11:** Preserve and ensure the dedication of rights-of-way and station sites for future transit stops, where necessary.

- IP 1-11-1:** *Based on updated Transit Plan, include locations for future stops as part of new development analysis and potential need for right-of-way dedication.*

- AQ Policy 1-12:** Conduct public outreach to educate the public regarding options for reducing air pollution through daily activities.

- IP 1-12-1:** *Conduct outreach to business community to encourage employers to participate in Napa-Solano Commuter Information public education programs to provide employees with information on alternatives to single-occupancy driving (e.g., offer literature to support carpooling, biking, transit).*

- IP 1-12-2:** *The City of Dixon shall provide employees with information on alternatives to single-occupancy driving (e.g., offer literature to support carpooling, biking, transit) on at least a bi-annual basis.*



- IP 1-12-3:** *Continue to provide air quality information through the City’s website and linking to the YSAQMD website.*
- IP 1-12-4:** *Continue support of Solano-Napa Commuter Information programs through membership in the Solano Transportation Authority.*
- IP 1-12-5:** *Train City employees on “green” construction and maintenance practices including energy conservation at City facilities, new construction design, dust control, storm water mitigation through low impact design, etc.*
- IP 1-12-6:** *Develop a brochure to educate the public regarding air pollution sources within the home and mitigation measures. Make the information available using a variety of methods including newspapers, utility and garbage bills, and websites.*

AQ Goal 3: Reduce the levels of Ozone, PM₁₀, and PM_{2.5} to comply with State and Federal Standards.

AQ Policy 3-1: All new development projects which have the potential to result in substantial air quality impacts should incorporate design or operational features that result in a reduction in emissions to a level below the significance thresholds listed in the Yolo-Solano Air Quality Management District (YSAQMD) Handbook for Assessing and Mitigating Air Quality Impacts.

IP 3-1-1: *Use the YSAQMD Handbook for “Assessing and Mitigating Air Quality Impacts” or comparable public agency resource, such as CARB “Air Quality and Land Use Handbook: A Community Health Perspective” when reviewing development applications for potential air quality impacts and the need for land use separations from sensitive receptors. Consult LEED guidelines and YSAQMD for possible mitigation measures. Where onsite mitigation measures are not feasible off-site measures, such as tree plantings or funding programs for reduced emission vehicles, should be implemented to the maximum extent feasible.*

IP 3-1-2: *Continue practice of sending Notice of Preparation for all Environmental Impacts Reports to YSAQMD inviting their input on potential projects.*

AQ Policy 3-2: Coordinate with YSAQMD to enforce CARB mandated limits on the amount of time diesel-powered trucks, buses, and other heavy vehicles may idle.

IP 3-2-1: *Support enforcement of existing CARB policy limiting diesel idling time through Environmental Impact Report mitigation measures, conditions of approval for new development, and membership on the YSAQMD Board.*

AQ Policy 3-3: Encourage employers to provide transit subsidies, bicycle facilities, and alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.



◀ **Vanpool waiting for passengers**

IP 3-3-1: *Update Zoning Ordinance or Design Review Guidelines to use LEED guidelines, or comparable, for recommended bicycle storage and priority parking standards for new development.*

AQ Policy 3-4: Encourage business owners to schedule deliveries at off-peak traffic periods and allow for rideshare and carpooling programs for their employees.

IP 3-4-1: *Coordinate with the Chamber of Commerce and Napa-Solano Commuter Information Service to encourage employers with more than 100 employees to develop a transportation trip reduction plan.*

IP 3-4-2: *Analyze requiring businesses owners to schedule deliveries at off-peak traffic periods or provide delivery service as potential Conditions of Approval for Use Permits or mitigation measures in Environmental Impact Reports.*



AQ Policy 3-5: Support infrastructure and programs that encourage children to safely walk or ride a bicycle to school.

◀ **A path separated from vehicle traffic encourages bicycle and pedestrian travel.**

IP 3-5-1: *Coordinate with the Dixon Unified School District and operators of private*



schools to site schools within neighborhoods with safe routes to walk and bike to school. Incorporate Safe Routes to Schools measures per the plan adopted by the Solano Transportation Authority (STA). Complete implementation of Safe Routes to Schools evaluation for existing schools utilizing guidelines adopted by STA. Incorporate recommendations where feasible. Pursue grant funding to supplement local resources.

IP 3-5-2: *Coordinate with the Dixon Unified School District and operators of private schools to develop a transportation plan for schools to reduce congestion and promote ride sharing, walking, and bicycling. Possible programs include promoting car-free days at the high school level, staggering school start times, establishing elementary school enrollment boundaries, or mitigation fees to expand or reinstate school bus service.*

AQ Policy 3-6: Encourage programs at City and YSAQMD level which reduce ozone, PM₁₀, and PM_{2.5} including dust control enforcement, lawnmower exchange programs, wood burning fireplace and stove replacement programs, “spare the air,” “don’t light tonight,” and tree planting programs.



◀ **Replacing small combustion equipment, such as lawnmowers, with a battery charged version is a low cost option for reducing air pollution.**

IP 3-6-1: *Standard construction mitigation measure should include prohibiting visible dust emissions beyond the property line and implementation of Best Available Control Measures (BACM) for sources so that visible emissions do not exceed limit 100 feet from the point of earth-moving activities. Incorporate other YSAQMD measures as appropriate.*

IP 3-6-2: *Use BACM for maintenance of vacant City lots and unpaved streets or alleys. Modify maintenance practices to reduce dust generation during weed abatement and lot grading activities. Stabilize soils to reduce dust generation due to wind when sites are inactive. Apply gravel or dust suppressant if necessary.*

IP 3-6-3: *As part of development design review, incorporate stormwater Best Management Practices (BMPs) for dust control to reduce dust generation from outdoor material storage piles.*



AQ Policy 3-8: Replace City fleet vehicles and gas powered equipment with lower emission options, as funding and utility allows.

IP 3-8-1: *Implement existing City Policy (Resolution 00-086 or as amended) and provide analysis of alternatives to City Council for consideration during annual operating budget hearing process.*

AQ Policy 3-9: Encourage lowest emission technology buses in public transit, garbage collection, and street sweeping fleets.

IP 3-9-1: *Pursue grants, including those available annually through YSAQMD, for funding vehicle and large equipment upgrades with lower emissions.*

IP 3-9-2: *Review City contracts for services, such as garbage collection and street sweeping, to incorporate language to use reduced emission vehicles. Require new street sweepers be certified as PM₁₀ efficient.*

IP 3-9-3: *Pursue construction of an alternative fuel station in Dixon through grant funding or as mitigation for proposed development.*

AQ Policy 3-10: Maximize air quality benefits through selective use of landscaping vegetation which is low in emissions of volatile organic compounds and through re-vegetation of vacant lands.

IP 3-10-1: *Utilize the Sacramento Tree Foundation's list, or comparable, when selecting trees for City facilities utilizing species with the highest air quality benefit to the extent practical.*

IP 3-10-2: *Update the City's Street Tree List and landscaping standards to encourage the use of trees with the highest air quality benefit and to the extent practical discourage the use of varieties of turf which require mowing.*

AQ Goal 4: To protect the public from existing sources of nuisance odors and air pollution.

AQ Policy 4-1: The establishment of wind breaks along the south and western boundaries of the City is encouraged to reduce the impacts of wind-carried pollutants on residents.

AQ Policy 4-2: Use landscaping to screen pollutants particularly near large sources of dust (vacant land or agricultural uses), along transportation corridors



(railroad, I-80, and SR 113) or to mask odors (such as certain agricultural, commercial or industrial operations).

IP 4-1-1: *Update Zoning or design review standards to address landscaping as a means of mitigating air pollution, including odors, between land uses.*

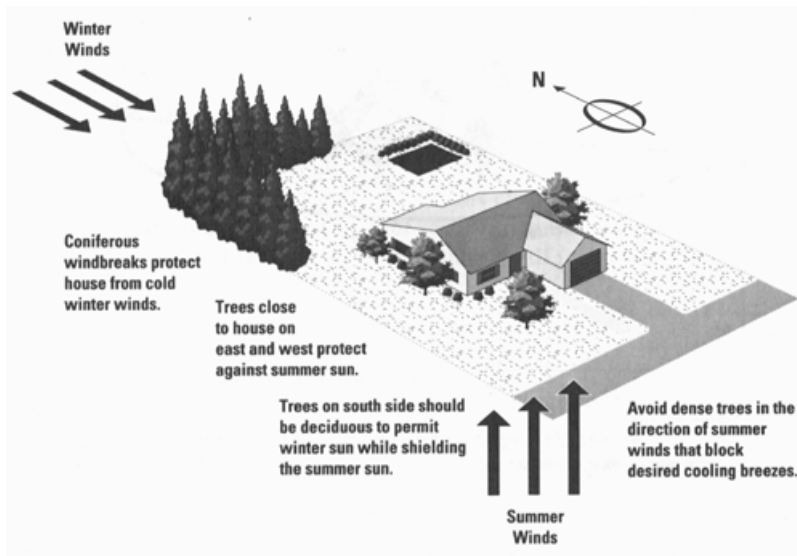
ENERGY (E)

E Goal 1: **Reduce the per capita energy consumption level in residential areas of the City of Dixon and the per acre energy consumption level in all non-residential areas.**

E Policy 1-1: In all development and redevelopment projects, encourage the use of building materials and methods that increase efficiency beyond State Title-24 standards.

IP E1-1-1: *Adopt a Green Building Ordinance or other enforceable regulation by June 1, 2012 to encourage Energy Star, California Green Builder, or Green Point Rated designation for new construction (typically require 15% energy savings above Title 24 for residential, 25% above for commercial).*

E Policy 1-2: Encourage the implementation of cost-effective and innovative emission-reduction technologies in building components and design such as passive solar orientation and the Lawrence Berkeley National Laboratory Heat Island Group’s Guidelines for landscaping to reduce energy consumption.



IP E1-2-1: *Utilize Subdivision Ordinance guidelines for solar orientation in new developments and future City facilities.*

◀ Selective landscaping and solar orientation can reduce energy consumption.



IP E1-2-2: *Future City facilities, and major renovations of existing facilities, shall incorporate landscaping design to shield buildings from northern winter winds and shade east and west sides from summer sun while avoiding blockage of the Delta breeze.*

E Policy 1-3: Use “cool roof”, “cool pavement”, and shading requirements to reduce energy demands of structures and impervious surfaces.

IP E1-3-1: *Evaluate the Zoning Ordinance criteria for all new parking lots to include tree plantings that will result in 50% shading of parking lot surface areas within 15 years. Allow “cool pavement” or “cool roof” alternatives when tree planting is not practical given the site use.*

IP E1-3-2: *Reroofing of City facilities should examine the feasibility of utilizing cool roof materials as utilize to the extent practical.*

IP E1-3-3: *New City facilities and repaving of existing facilities should utilize cool pavement materials to the extent practical.*

E Policy 1-4: All new and remodeled City facilities should incorporate energy-conserving design and construction techniques, such as those found in the LEED Resource Guide, to the extent feasible.

IP E1-4-1: *See IP E1-1-1, regarding Green Building Ordinance, and apply requirements to City Facilities.*

E Policy 1-5: Reduce annual energy consumption from non-renewable sources at existing City facilities.

IP E1-5-1: *Conduct energy audits and water consumption audits at all City facilities, including parks, at least once every five years.*

E Goal 2: Encourage the use of renewable energy sources such as wind and solar.

E Policy 2-1: City facilities should utilize energy from renewable sources to the extent feasible.

IP 2-1-1: *New facilities and major renovations should incorporate solar or wind energy where feasible. Pursue grant funding or public/private partnerships where available.*

E Policy 2-2: Encourage the use of renewable energy sources on new residential, commercial, and industrial development.



- IP 2-2-1:** Review Zoning Ordinance and update as appropriate to allow small wind turbines where compatible with adjacent land uses.
- IP 2-2-2:** See IP E1-1-1: through Green Building Ordinance encourage the use of renewable energy features in new development to reduce energy use from non-renewable sources.
- IP 2-2-3:** Evaluate Zoning Ordinance and Design Review criteria to allow reduced shading requirements for projects with solar collection devices.

E. RESOURCES

Land Use:

Best Practices Framework, Version 5.0, Institute for Local Government, California Climate Action Network, www.ca-ilg.org/climatechange.

Getting to Smart Growth II, 100 More Policies for Implementation, Smart Growth Network, ICMA, www.icma.org.

Green Building & Sustainability Resources, California Department of Housing and Community Development, http://www.hcd.ca.gov/hpd/green_build.pdf.

Leadership in Energy and Efficient Design (LEED) for Neighborhood Development, Pilot Program, U.S. Green Building Council (USGBC), Congress for New Urbanism, and Natural Resources Defense Council, <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148>.

http://www.extension.org/pages/Efficacy_of_Vegetative_Environmental_Buffers_to_Mitigate_Emissions_from_Tunnel-Ventilated_Poultry_Houses.

<http://thegreencity.co.uk/gcairquality.asp> (mitigating PM₁₀ through landscaping).

Preliminary Beneficial VOC Tree List, Sacramento Tree Foundation, September 2009.

Reducing Urban Heat Islands: Compendium of Strategies, Climate Protection Partnership Division in the U.S. Environmental Protection Agency's Office of Atmospheric Programs.

REGREEN, Residential Remodeling Guidelines, ASID, and USGBC, www.regreenprogram.org.

Transportation and Land Use Tool Kit, a guidebook for creating transit, bicycle, and pedestrian friendly communities, Solano Transportation Authority, April 2003.

www.solanolinks.com/pdfs/Programs/Toolkit.pdf.



Walkable Communities, 12 steps to an Effective Program, www.dot.state.fl.us/safety.

Health/Assessing Air Quality:

[Air Quality and Land Use Handbook: A Community Health Perspective, CARB, April 2005.](#)

CARB website regarding health impacts of air pollution, www.arb.ca.gov/research/research.htm.

Handbook for Assessing and Mitigating Air Quality Impacts, YSAQMD, July 2007, www.ysaqmd.org.

Land Use Planning for Public Health: The Role of Local Boards of Health in Community Design and Development, www.nalboh.org.

Recent Research Findings: Health Effects of Particulate Matter and Ozone Air Pollution, November 2007, CARB & American Lung Association of California, www.arb.ca.gov/research/health/fs/pm_ozone-fs.pdf.

Energy Use/Climate Change:

City of Dixon Agency Energy Strategic Plan, www.ci.dixon.ca.us.

General Plan Policy Options for Energy Efficiency in New and Existing Development, Energy Solutions and Local Government Commission, July 25, 2002.

Green Building Ordinance database, http://ag.ca.gov/globalwarming/pdf/green_building.pdf.

Landscaping & Energy Efficiency, www.thehome-inspection.com/landscapeenergyefficiency.htm.

Local Government Toolkit, www.coolcalifornia.org.

Model Policies for Greenhouse Gases in General Plans, California Air Pollution Control Officers Association, June 2009, www.capcoa.org.

The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level, State of California, Department of Justice, Attorney General, http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf.

GLOSSARY

From the California General Plan Glossary,
Published by The California Planning Roundtable,
Naphtali H. Knox, AICP, and Charles E. Knox, Editors
First Published 1990, Revised 1991

Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Acres, Gross

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way, public open space or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Affordability Requirements

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specified period.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to



traffic, noise, air and other environments.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner-occupied, that includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Appropriate

An act, condition, or state that is considered suitable.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Arterial

Medium speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221 (d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FrnHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in-lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.



Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Building

Any structure used or intended for supporting or sheltering and use or occupancy.

CALTRANS

California Department of Transportation

Capital Improvements Program (CIP)

A program administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Census

The official decennial enumeration of the population conducted by the federal government.

Character

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan,

City

City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city, or may refer to the geographical area of a city (e.g., the city's bikeway system).

Collector

Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial



A land use classification that permits facilities for the buying and selling of commodities and services.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and for operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Park

Community parks are designed to meet the need a large-scale recreation facilities designed to serve the entire community. Community parks are typically twenty acres or larger. These parks offer facilities that require large areas including playing fields for organized sports, such as Little League and soccer. Community parks also provide specialized facilities, such as swimming pools, which, because of costs, are most efficiently operated at centralized locations. Cultural features, including community centers, are typically located at community parks, which serve as central gathering places. Community parks typically also provide features commonly found in neighborhood parks to serve the population within about a one-half mile distance. (Res. 00-052)

Conservation

The management of natural resources to prevent waste, destruction or neglect. The state mandates that a Conservation Element be included in the general plan.

Conservation Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, mineral, and other natural resources.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county, or may refer to the geographical area of a county (e.g., the county's road system).

Criterion

A standard upon which a judgment or decision may be based.



Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Discourage

To advise or persuade to refrain from.

District

(1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.



Duplex

A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Encourage

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of the earth.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Farmland



Glossary

Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below - except Grazing Land - do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Prime Farmland

Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.

Farmland of Statewide Importance

Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland

Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Farmland of Local Importance

Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Grazing Land

Land on which the existing vegetation, whether grown naturally or through management, is suitable for the grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical



data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, and FAR of 1.5 would allow 15,000 square feet of floor area; and FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan", "Comprehensive Plan", or "Master Plan".

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land area or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").



Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate living conditions.

Hazardous Material

Any substance that, because of its quality, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Highway

High-speed, high-capacity, limited access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Historic, Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Household

All those persons - related and unrelated - who occupy a single housing unit.

Housing Element

One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.



Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Identity

A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, *et seq.*, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other



utility systems, and roads.

Institutional Use

(1) Publicly or privately owned and operated activities such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Landmark

(1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Element

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvement programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Level of Service

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service. (2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans".

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid to a liquid state. A type of ground failure that can occur during an earthquake.



Local Agency Formation Commission (LAFCo)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Low-income Household

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Mandatory Element

A component of the General Plan mandated by State law. California State law requires that a General Plan include elements dealing with seven subjects - circulation, conservation, housing, land use, noise, open space, and safety - and specifies to various degrees the information to be incorporated in each element.

Manufactured Housing

Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development.

Mello-Roos Bonds

Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mitigate

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities;



and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner of (b) is set on piers, with wheels removed and started, in a mobile home park.

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Neighborhood Park

Neighborhood parks are designed to provide informal basic outdoor recreation and leisure opportunities for all age groups within easy walking distance (approximately one-half mile) of homes. Typical neighborhood park services include children's play areas, picnic tables and barbecues, small scale sports facilities such as basketball half courts, and turf and landscape areas for strolling and informal sports. The minimum size of neighborhood parks is about three acres. (Res. 00-052)

Neighborhood Unit

According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is unwanted sound.

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour



A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L_{dn} (measured in dBA) require noise attenuation in residential development.

Noise Element

One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Office Use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Element

One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks

Open space lands whose primary purpose is recreation.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards

Zoning regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance standards provide specific criteria limiting noise, air



pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Unit Development (PUD)

A description of a proposed unified development consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area

The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the City Limits and potentially annexable land.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy

A specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Pro Rata

Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development, apportioned to the users of the infrastructure on the basis of projected use.

Protect

To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-public Facilities



Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Rare or Endangered Species

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Redevelop

To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional Housing Needs Plan

A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Rehabilitation

The repair, preservation, and/or improvement of substandard housing.

Residential

Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved.

Residential, Multiple Family

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family

A single dwelling unit on a building site.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Risk

The danger or degree of hazard of potential loss.



Runoff

That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Safety Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geological hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Landfill

The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site).

Second Unit

A self-contained living unit, either attached to or detached from, and in addition to, primary residential unit on a single lot. Sometimes called a "Granny Flat".

Seismic

Caused by or subject to earthquakes or earth vibrations.

Seniors

Persons age 62 and older.

Shall

That which is obligatory or necessary.

Shopping Center

A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should

Signifies a directive to be honored if at all possible.



Single-family Dwelling, Attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling Unit, Detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan

Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level or quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out objectives, principles, "standards" and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2)



Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions - for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Streets, Major

The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor

Local streets are not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through

Streets that extend continuously between other major streets in the community.

Structure

Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Trees, Street

Trees strategically planted - usually in parkway strips, medians, or along streets - to enhance the visual quality of a street.



Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin - often from home, but not always), and one "attraction end", (destination).

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Uniform Building Code

A national, standard building code that sets forth minimum standards for construction.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Services

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Vacant

Lands or buildings that are not actively used for any purpose.

Very Low-income Household

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.



Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C". At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period".

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils".

Williamson Act

Known formally as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District

A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

APPENDIX A

LISTING OF HISTORIC STRUCTURES

APPENDIX A LISTING OF HISTORIC STRUCTURES Dixon General Plan Program

The following residential structures were identified in a listing of buildings, structures and design elements with architectural and/or historical significance prepared as part of the Northeast Solano County Historic Resource Inventory in May 1980:

Address	Construction Date	Address	Construction Date
209 East A Street	1934	240 East C Street	1900
219 East A Street		260 East C Street	1900
229/231 East A Street		290 East C Street	1900
232 East A Street	1900	390 East C Street	1912
239 East A Street	1910	350 West C Street	1926
259 East A Street	1894	301 East D Street	1895
264 East A Street	1895	270 West D Street	
282 East A Street		290 West E Street	1925
284 East A Street		290 West F Street	1910
309 East A Street	1923	360 North First Street	1873
328 East A Street	1910	121 South First Street	1939
329 East A Street	1890	131 South First Street	1939
348 East A Street	1910	141 South First Street	
358 East A Street	1925	221 South First Street	1890
359 East A Street		230 South First Street	1900
370 East A Street	1920	240 South First Street	1918
400 East A Street	1890	241 South First Street	1913
420 East A Street	1920	250 South First Street	1880
460 East A Street	1924	261 South First Street	1900
470 East A Street	1910	271 South First Street	1890
210 West A Street	1910	310 South First Street	1910
193 East B Street	1918	311 South First Street	1900
200 East B Street	1930	320 South First Street	1913
220 East B Street	1927	330 South First Street	1937
253 East B Street	1900	331/333 South First Street	1890
290 East B Street	1929	340 South First Street	1890
290 East B Street	1870s	361/363 South First Street	1906
309 East B Street	1915	391 South First Street	1916
390 East B Street		400 South First Street	1900
365 East B Street	1921	420 South First Street	1900
390 West B Street	1915	431 South First Street	1920
170 East C Street	1930s	461 South First Street	1910
180 East C Street	1928	481 South First Street	1926
190 East C Street	1910	411 South First Street	1922
200 East C Street	1900	430 South First Street	1920

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LISTING OF HISTORIC STRUCTURES

Address	Construction Date	Address	Construction Date
209 East C Street	1917	440 South First Street	1920
220 East C Street	1900	450 South First Street	1900
510 South First Street	1910	209 North Adams Street	1900
350 North Second Street	1910	219 North Adams Street	1910
378 North Second Street	1900	249 North Adams Street	1910
150 South Second Street	1917	419 North Jackson Street	1890
170 South Second Street		429 North Jackson Street	1910
171 South Second Street	1915	210 South Jackson Street	1900
210 South Second Street		220 South Jackson Street	1914
230 South Second Street		230 South Jackson Street	1914
241 South Second Street	1915	231 South Jackson Street	
251 South Second Street	1915	240 South Jackson Street	1916
261 South Second Street	1915	250 South Jackson Street	1895
340 South Second Street		321 South Jackson Street	1910
370 South Second Street		330 South Jackson Street	1930s
380 South Second Street	1890	331 South Jackson Street	1910
140 South Third Street		341 South Jackson Street	1890
170 South Third Street	1916	350 South Jackson Street	1925
171 South Third Street	1916	160 East Walnut Street	1925
250 South Third Street	1916	180 East Walnut Street	1928
270 South Third Street	1890	170 West Walnut Street	1925
280 South Third Street	1890	181 West Walnut Street	1920s
155 North Fourth Street	1938	190 West Walnut Street	1925
160 North Third Street	1919	191 West Walnut Street	1915
209 North Fourth Street	1939	240 West Walnut Street	1890
219 North Fourth Street	1935	330 West Walnut Street	1900
141 South Forth Street	1900	341 West Walnut Street	
151 South Fifth Street	1915	350 West Walnut Street	1890
195 North Jefferson Street	1890	351 West Walnut Street	1925
239 North Jefferson Street	1890s	361 West Walnut Street	1925
300 North Jefferson Street	1890	371 West Walnut Street	1925
340 North Jefferson Street	1915	379 North Jefferson Street	1900
400 North Jefferson Street	1885	380 North Jefferson Street	1890
409 North Jefferson Street	1910	350 South Jefferson Street	1880s
440 North Jefferson Street	1900	481 South Jefferson Street	1930s

APPENDIX A

LISTING OF HISTORIC STRUCTURES

<u>Address</u>	<u>Construction Date</u>	<u>Address</u>	<u>Construction Date</u>
429 North Jefferson Street	1910	497 West Jefferson Street	1915
439 North Jefferson Street	1930	119 North Adams Street	
479 North Jefferson Street	1880	149 North Adams Street	1915
460 North Jefferson Street		129 North Adams Street	1900
480 North Jefferson Street	1905	381 West Walnut Street	1925
460 North Jefferson Street		129 North Adams Street	1900
480 North Jefferson Street	1905	381 West Walnut Street	1925

In addition, the following non-residential structures were also identified in the listing of buildings, structures and design elements with architectural and/or historical significance prepared as part of the Northeast Solano County Historic Resource Inventory in May 1980:

<u>Address</u>	<u>Construction Date</u>	<u>Structure</u>
135 East B Street	1912	Dixon Public Library
First Street	1884	Montezuma Lodge #172
120 North First Street		Store Building
140 First Street		Dixon Theater
165 North First Street	1884	Silveyville Lodge R. & A.M. #201
105 South Second Street	1915	Catholic Church

APPENDIX B

TEXT OF MEASURE "B"

APPENDIX B TEXT OF MEASURE "B" (Approved *by* Voters, April 8, 1986)

The proposed city ordinance reads as follows:

The people in the City of Dixon, County of *Solano*, do ordain as follows:

AUTHORIZATION TO THE DIXON CITY COUNCIL:

The people in the City of Dixon, County of Solano, hereby authorize the Dixon City Council to limit annual residential growth in the City of Dixon to a number of new dwelling units equal to 3% or less of the total number of housing units existing on December 31st of each prior calendar year, said limitation to begin in the year of adoption of this measure. (3% in 1986 would equal 100 units.)

Furthermore, said unit limit is intended to be designated within the limits of the City's General Plan Goals, Objectives and Policies, in order to arrive at an approximate mix of 80% single family housing units (including single family attached duplex units) to 20 % multiple dwelling units. The annual limit is subject to exceptions set forth in Section B.4, below, of PURPOSES AND FINDING, and an exclusion for Planned Developments and any Unit thereof, that received final City approval prior to the date of enactment of this measure, as set forth in Section B.5, below.

PURPOSES AND FINDINGS:

The people in the City of Dixon, County of Solana, hereby find as follows:

A. PURPOSE.

It is the purpose of this measure to augment the policies of this City as stated in its General Plan and Ordinances, regarding the regulation of residential development. To accomplish this purpose, the City needs to control its annual proposed residential development to achieve a balanced housing mix. It is the intent of the people of the City of Dixon to realize a steady, controlled rate of balanced residential annual growth. This controlled growth is to assure that the services provided by the City and other service agencies will be adequate in the foreseeable future. Services should be provided in such a way as to avoid overextension or scarcity of resources of existing facilities, to bring deficient services or facilities up to full operating standards, and utilize long range planning techniques to minimize the cost of the expansion of facilities to the public.

B. FINDINGS

APPENDIX B

TEXT OF MEASURE "B"

The people of the City of Dixon hereby find and declare as follows:

1. Regional Need for Housing. Dixon's share of the Housing Needs Determination of the San Francisco Bay Region, adopted by ABAG for the years 1980-1990 is stated therein as 866 units. The annual dwelling unit limit proposed by this measure exceeds this City's fair share as set forth in the ABAG's Regional Housing Needs Determination.

2. Housing Programs and Activities. (a) The City has formed a Redevelopment Agency, of which housing is an important component. The City plans to rehabilitate deteriorating housing, provide for senior citizen housing and affordable housing in central Dixon. (b) The City has authorized self-help housing development of affordable housing. (c) The City has approved Watson Ranch PUD, which contains buildable site inventories for approximately 60 housing units. (d) The City has also approved a somewhat controversial development called Chardonnay PUD, which provides for 352 multiple housing units scheduled to be built over the next 3 years. (e) In addition, the City has approved Pitt School Village Planned Development.

3. Benefits to Public Health and Welfare. Dixon, now in the process of revising its General Plan, is faced with proposals for the annexation of land for residential development, which could add substantially to the population of the City of Dixon in the near future, if such were approved. But, at this time, Dixon is faced with drainage and flooding, traffic, school overcrowding and other services problems. Because City-used facilities for drainage, traffic and schools are already at or near capacity, our City may not have enough facilities and available resources to now provide for already approved development to be built, let alone areas proposed to be annexed.

Lack of downstream drainage capacity severely limits the current development potential of Dixon. Drainage improvements will be needed that involve substantial expenditures of public funds, time and resources, and planning and coordination with other agencies already severely restricted in their ability to commit their already burdened resources.

Total effects of proposed annexations on traffic generated will have severe impacts on existing downtown traffic congestion, not to mention air quality and noise levels.

Schools are presently at or over capacity and will be further impacted by new development.

In addition, irreversible environmental changes would include loss of agricultural land with Class I prime soils, in the City's immediate area, with no mitigation. Dixon is primarily an agricultural community. For all of the above stated reasons, Dixon must regulate its rate of growth and housing mix so that it can conserve its existing resources and facilities and adequately plan for additional growth at a rate that it can, hopefully, accommodate. The people of Dixon find that the annual rate of growth stated herein for development yet to be approved, with the exceptions and exclusions elsewhere set forth is, thus, necessary to promote the public health, safety and welfare of Dixon by the adoption of this measure.

4. Housing Mix and New Construction. A concern of the people of Dixon that relates to the number of dwelling units allowed to be built each year is housing and swelling unit mix.

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Recently, the City Council approved a large multiple unit dwelling complex that will alter the housing mix of the City of Dixon by some 352 units, and increase its multiple dwelling inventory by almost 50%. To adequately address community housing goals, consistent with the General Plan Housing Objectives, and in consideration of the provisions contained in this measure, the people of Dixon find that residential housing projects should be evaluated for their conformity with Dixon's housing mix goal of an approximate mix of 80% single family housing units (including single family attached duplex units) to 20% multiple dwelling units.

In cases where the number of new units to be built is any one year (being a number equal to 3% of the dwelling units existing in the City during the previous year) is found by the Council to be insufficient for a particular residential development project, when considered with other proposed units to be built during any one year, an exception may be made for a larger number of units in any one year, provided that (a) such exceptions do not occur more than two years in a row, and provided (b) in no case will the total number of units approved exceed the average of 3% per year over each consecutive five year period, and (c) that exceptions will be made only for the below-listed categories and criteria, as follows:

(i) Public Services. Where the cost of public services, utilities, infrastructure or school construction borne by a particular residential project and required by the City, are found by the Council, on the evidence presented to it, to prevent such project from being economically feasible, considering the number of dwelling units allowed to be built together with such public services, etcetera, an exception may be granted by the Council;

(ii) Regional/Community Housing Needs. Where, on the evidence presented, the Council finds it necessary to increase the number of residential units to be built in any one year above said 3% to meet regional/community housing needs, an exception may be made by the Council.

5. Approved Planned Development Redevelopment Exclusion. The people of the City of Dixon find that the provisions of this measure, including the limitation on the number of dwelling units to be constructed in one year, as above stated, and the mix of 80% single family to 20% multiple unit construction guideline above stated, shall not apply to the following: (a) Any Planned Development or Unit thereof, that received final approval by the City Council prior to the effective date of the enactment of this measure. (b) Housing projects in the Central Dixon Redevelopment Area.

6. Fiscal and Environmental Resources. The findings contained in Section B.3. of this measure are incorporated herein by reference, as fully as if set forth in detail. Fiscal and environmental resources of Dixon are limited, particularly after the passage of Proposition 13, and considering that the City cooperates with other agencies whose resources are also limited, for the provision of facilities and services, such as drainage, fire protection, water and school districts. Of course, the resource of prime agricultural land is irreplaceable. The people of Dixon desire that new development pay its own way; however, as stated above, generation of tax income for rapidly built residential units seldom keeps pace with the cost of providing services, and particularly

APPENDIX B

TEXT OF MEASURE "B"

where such services and facilities are already impacted.

7. Duration of this Measure. This measure and the provisions herein contained are intended to be included in appropriate elements of the 1985-1986 General Plan revision of the City of Dixon. This measure is to be in effect until the year 1996 when it will again be placed on the ballot at the regular City Council election for reconsideration by the voters; provided, however, that the City Council shall comply with the requirement of Government Code Section 65588.

APPENDIX C

24-HOUR TRAFFIC VOLUMES

APPENDIX C

24-HOUR TRAFFIC VOLUMES

The City of Dixon maintains the latest listing of traffic volumes on the City's website at www.ci.dixon.ca.us.