

MILK FARM PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT



SCH # 2004052075

Prepared for City of Dixon

September 2005

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Y1263

Prepared by:

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Chapter 1

Introduction

The California Environmental Quality Act (CEQA) requires that a draft environmental impact report (draft EIR) be made available for public review for a period of at least 45 days. In accordance with this requirement, copies of the draft EIR for the Milk Farm project (project) were submitted to the State Clearinghouse for circulation to affected state agencies, provided to local agencies, and made available to the public. The draft EIR review period was from May 27 through July 13, 2005.

As the lead agency for the project, the City of Dixon (City) must prepare a Final EIR for consideration by decision-makers before taking action on the project. This document has been prepared as a companion to the draft EIR, as allowed by State CEQA Guidelines Section 15088(d). Taken together, this document and the draft EIR constitute the Final EIR. However, for ease of reference and to distinguish it from the draft EIR component, this document itself is referred to as the “Final EIR.”

The City’s decision-makers will review both this document and the draft EIR before taking action on the project, consisting of the proposed General Plan Amendment, pre-zoning, Sphere of Influence (SOI) modification, and annexation. The Final EIR will also be the basis for approvals by responsible agencies, such as the Solano County Local Agency Formation Commission (LAFCO).

This document contains all of the components required by CEQA, specifically: 1) the comments received during the review period; 2) a list of the agencies, organizations, and individuals who submitted comments on the draft EIR during the review period; 3) the City’s written responses to the significant environmental points raised in comments received during the review process; and 4) any revisions to the draft EIR that were made in response to the comments or minor edits and correction of typographical errors.

Comments received after the formal review period may not be included in the Final EIR. However, all comments received before final action on the project will be presented to and considered by City decision-makers. Copies of the draft EIR and this document are available at the City of Dixon Community Development Department at 600 East A Street in Dixon.

Chapter 2

Responses to Comments

The draft EIR for the project was made available for public review and comment between May 27 and July 13, 2005. During this period and following the closure of the public review period, written comments were received from the following parties:

Letter	Commenter	Date
1.	California Department of Transportation	July 11, 2005
2.	City of Davis	July 12, 2005
3.	California Highway Patrol	June 21, 2005
4.	City of Dixon Engineering Department	August 4, 2005
5.	City of Dixon Fire Department	June 22, 2005
6.	Dixon Resource Conservation District	June 14, 2005
7.	Gill, Robert L.	June 20, 2005
8.	Sikes, Stephen V.	June 24, 2005
9.	Governor's Office of Planning and Research	July 12, 2005

In addition, an email was received by the City on July 15, 2005 from Mr. Paul Fuchslin, supervising civil engineer with the Solano Irrigation District.

CEQA and the state CEQA Guidelines require that a Final EIR contain well-reasoned responses to comments that raise environmental issues. The Final EIR is not required to respond to comments that question the wisdom of a proposed project unless the comments also raise an issue relating to the environmental impact of the project.

The following responses are organized by comment letter. A copy of each letter precedes the respective set of responses. Each comment letter has been divided into individual comments, as identified in the margin of the letter. The written responses correspond to each letter's individual comments. If a comment has resulted in a revision to the EIR, the revision is contained in Chapter 3 of this document.

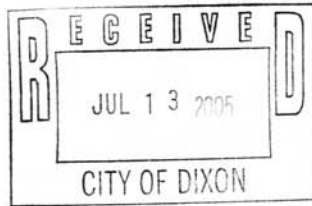
DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



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July 11, 2005



SOL080294
SOL-80-38.21
SCH2004052075

Ms. Rebecca Van Buren
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Dear Ms. Van Buren:

Milk Farm – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. The comments presented below are based on the Draft Environmental Impact Report (DEIR) for the Milk Farm Project. As lead agency, the City of Dixon is responsible for all project mitigation, including improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The "Guidelines for Submitting Transportation Information from a Reporting or Monitoring Program to the California Department of Transportation" is enclosed with this letter. Any required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's concerns prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

1-1

Trip Generation of Specialty Retail

Comparing the ITE Trip Generation rates, 7th edition to the rates used in Table 4.8-5, we found a significant underestimation of AM and PM peak hour generated trips. We recommend that the study recalculate the generated peak hour trips based upon the trip rates for specialty retail, instead of using trip generation rates for a shopping mall.

1-2

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<u>Reference</u>	<u>AM rate</u>	<u>PM rate</u>	<u>AM-trip</u>	<u>PM-trip</u>	<u>Sat-trip</u>
ITE, 7TH	2.71(295%)	5.02 (126%)	1030 (295%)	1908 (166%)	*
Table 4.8-5	0.92 (100%)	3.98 (100%)	349 (100%)	1151 (100%)	2061

*compute by employee

Pass-by Trips and Pass-by Rates

According to the 2001 ITE Trip Generation Handbook, the hotel should not have pass-by trips. Likewise, a conference center within a hotel should not include pass-by trip reduction.

We understand the earliest business hour as 9 or 10 AM for most specialty retail stores, restaurants, and full auto services. This is likely to be 1 or 2 hours later than the actual AM peak hour traffic. Consequently, pass-by reduction is not applicable to AM peak hour generated trips of specialty retail stores, restaurants, and auto services.

We believe that the 28% pass-by rate derived from Table 4.8-5 is too high a reduction as displayed below. Specifically, justifications are needed for exceeding a 15 % pass-by reduction as discussed in the Traffic Impact Study (TIS). We recommend you utilize Caltrans' "Guide for the Preparation of Traffic Impact Studies" which can be accessed from the following web page:

<http://dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

<u>Description</u>	<u>AM</u>	<u>AM-in</u>	<u>AM-out</u>	<u>PM</u>	<u>PM-in</u>	<u>PM-out</u>	<u>Sat</u>	<u>Sat-in</u>	<u>Sat-out</u>
Total trips	945	541	403	2137	1006	1131	2939	1504	1435
Pass-by trips	270	148	122	596	296	301	822	436	387
Pass-by/total	28.6%		27.9%			28%			

Traffic Impact Study

The Level of Service (LOS) is shown for freeway mainline segments and freeway ramp junctions in Tables 4.8-3 and 4.8-4 for existing conditions and in Tables 4.8-7 and 4.8-8 for existing plus future project conditions. The LOS should also be analyzed under cumulative and cumulative plus future project conditions.

The TIS should spell out average control delay for LOS F. The adopted mitigation measures corresponding to excessive delays could reflect improvement (i.e. improvement from LOS F10 as worst to LOS F1 or better).

Signals are recommended as mitigation measures for several of the studied intersections. Are there any locations where there is not enough distance between adjacent intersections to accommodate expected queues? If so, where and for what scenario? LOS reports should be included with this document.

The Department's requirement for left turn storage is that the lane should be long enough that there is a 95% probability it can accommodate randomly distributed traffic arrivals. Left turn lanes should be designed to meet this requirement.

Freeway Operations, Page 4.8-27, Paragraph 4: The mainline segments and ramp merge areas would operate at LOS F. This could impact, possibly significantly, the amount of traffic able to

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enter the freeway from the ramps. If not all ramp demand is able to enter the freeway, queues will develop and they could impact operations at some of the study intersections. Where and for what scenarios is on-ramp queuing expected to develop? Will these queues affect the operation of any studied intersections? This should be discussed in the document and factored into the analysis.

For proposed intersections to be signalized within the State ROW, please show signal warrants on your next submittal, using 2003 MUTCD, Chapter 4C.

A few intersections are to be signalized and widened to provide additional left/thru/right turns within the State ROW as traffic mitigation. However, these mitigation measures are unfunded. Funding will need to be secured and mitigation work done at the time of completion of development.

Has the future capacity of the Pedrick Road Overcrossing, State Route 113/I-80 separation and the Milk Farm Road exit been evaluated? Will some structures need to be widened? Will the Milk Farm Road westbound exit remain?

Has reconfiguring the I-80/SR-113/Currey Road Interchange been considered and evaluated?

Under Section 2.5 Permits and Approvals, a Caltrans encroachment permit will be required for any work within State ROW.

Please show the improvement of LOS after mitigation on all intersections for Anticipated Future Mitigation Measures 4.8.1 – 4.8.9. (Run Synchro).

Provide an electronic file for further review.

Mitigation Measures

Anticipated Future Mitigation Measure 4.8-3: This improvement is needed to maintain reasonable queues on the eastbound approach. What is considered reasonable? How long is the queue expected to be with and without the mitigation?

Anticipated Future Impact and Mitigation Measure 4.8-5:

This Mitigation Measure indicates that three additional intersections along North First St. should be included in Caltrans' programming studies. If future development in the City is resulting in poor operations, the City, through the CEQA process, should determine the appropriate mitigation measures and collect fees to implement them.

Based on the text, there appears to be a lack of commitment to implementing the improvements. The city is responsible for implementing improvements to offset impacts of its approved development.

Anticipated Future Impact and Mitigation Measure 4.8-8: If Transportation Demand Management strategies are unlikely to offset the impacts of future development, additional mitigation measures should be investigated.

Anticipated Future Impact and Mitigation Measure 4.8-9: Why weren't specific improvements looked at if future development is impacting the interchange intersections?

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Anticipated Future Mitigation Measures 4.6-1a and 4.6-1b: The following statement should be added: "If ground disturbing activities take place as part of this project within Caltrans Right-of-Way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, immediately contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day."

1-20

Hydraulics

Page 4.3-4, last two sentences state, "Contributing to the flooding problem at the site is the drainage barrier represented by Interstate 80. The highway essentially acts as a low detention dam for upstream drainage". We recognize this and have had discussions regarding drainage at the Milk Farm site with both the City of Dixon and the DRCO. Any future projects by the Department along this stretch of I-80 will not raise the roadway profile or install a concrete median barrier, thereby exacerbating the flood risk which already exists.

1-21

Page 4.3-5, a portion of the second paragraph reads, "As-built construction plans show that the twin 36-inch culverts (shown on 1963 as-builts plans from Caltrans) were extensions to a 4 by 8 foot box culvert under Highway 40. The 36-inch culverts reduced the ability to drain the basin above Interstate 80 by approximately 40 percent. The flow reduction has been compounded downstream of Interstate 80. The box culvert transitions to a single 36-inch culvert, then to twin 24-inch culverts before discharging to a small open ditch." The single 4 by 3 foot box culvert, the single 36-inch culvert, and the double 24-inch culverts were all placed downstream of I-80 without the Department's approval. It is these three culverts which create a backwater and effectively meter the amount of flow across the freeway.

1-22

The 72-inch culvert beneath the freeway was originally a sheep pass. In 1963, the Department purchased additional ROW to widen Route 40 to what eventually became I-80 and restricted all access to this pipe. However, the Department extended both ends of the 72-inch culvert beyond our ROW as requested. The Department no longer owns or maintains this facility. It was opened up at both ends to allow floodwaters to cross the freeway in 1996.

1-23

Page 4.3-12. The concept of retaining flows on-site in a 46-acre foot detention pond is good. It was one of the few options our Hydraulics unit thought was feasible when a multi-jurisdictional task force convened shortly after the 1996 flooding at this Milk Farm site to discuss future development possibilities.

1-24

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

1-25

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

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Ms. Rebecca Van Buren
July 11, 2005
Page 5

Please clarify and label the State ROW on your future plan sheets with respect to the proposed project, along with typical cross-sections for the proposed sidewalks, driveways, curb/gutters, and wheelchair ramps within State facilities, (on a bigger scale).

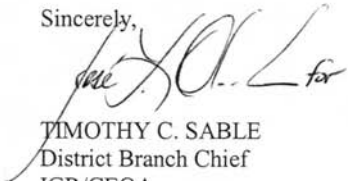
1-26

Please ensure that the Solano Transportation Authority also reviews the DEIR for the Milk Farm project.

1-27

Should you require further information or have any questions regarding this letter, please call Lisa Carboni of my staff at (510) 622-5491.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

Enclosure

c: Scott Morgan (State Clearinghouse)

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Response to Comment 1-1

The comments regarding the project's responsibility to mitigate transportation impacts, and the process by which Caltrans would issue an encroachment permit for the project, are noted. No revisions to the draft EIR are necessary.

Response to Comment 1-2

The trip generation documented in the draft EIR is appropriate for the proposed project. As outlined on page 4.8-15 of the Transportation and Circulation section of the draft EIR, trip generation for the proposed project was based on information from *Trip Generation*, 7th Edition (Institute of Transportation Engineers (ITE), 2003). As summarized in Table 4.8-5 (Trip Generation of Possible Future Land Uses), Fehr & Peers used the fitted curve equation for shopping centers (ITE Code 820) based on 380,000 square feet of gross leasable area (Separate ITE land use categories were used for restaurants and auto service stations), which is comparable to the average size of shopping centers studied to develop the trip generation rates for ITE Code 820, which are 287,000 square feet and 379,000 square feet for the weekday AM and PM peak hours of adjacent street traffic, respectively. By comparison, the trip generation rates recommended by the commenter, ITE Code 814 (Specialty Retail Center), were developed based on studies of 50,000 square-foot specialty retail centers. Furthermore, trip generation rates for ITE Code 820 are based on 98 (AM peak hour) and 407 (PM peak hour) different studies compared to the trip generation rates for ITE Code 814, which are based on only three studies. *Trip Generation* cautions the use of ITE Code 814 due to this small sample size.

Response to Comment 1-3

The pass-by/diverted-linked trip reductions are consistent with the guidelines in the City of Dixon Engineering Design Standards & Construction Specifications, April 2003 and were reviewed by City staff prior to use in the traffic operations analysis. As outlined in the text on page 4.8-15 and in Table 4.8-5 (Trip Generation of Possible Future Land Uses), reductions for pass-by and diverted-linked trips were only applied to commercial (i.e., shopping center, gas station, and restaurant) land uses and not to the hotel conference center. The trip generation rates used in the traffic analysis are for the peak hour of adjacent street traffic and not the peak hour of the generator. In addition, the total pass-by/diverted-linked trip reductions used in the traffic study are based on the proposed land uses and the location of the Milk Farm project adjacent to Interstate 80.

Response to Comment 1-4

An analysis of Interstate 80 mainline and ramp merge and diverge operations is presented on page 4.8-27 of the draft EIR.

Response to Comment 1-5

The methodologies described in the *Highway Capacity Manual* (Transportation Research Board, 2000) do not identify control delay for Level of Service F conditions greater than 50 seconds for unsignalized intersections and greater than 80 seconds for signalized intersections. Therefore, delay for LOS F conditions is not reported beyond 50 and 80 seconds for unsignalized and

signalized intersections, respectively. However, mitigation measures are identified and improvement recommendations made for intersections that operate at LOS F even if the LOS after mitigation does not improve the LOS to C or better, which is the City of Dixon LOS threshold for acceptable operations.

Response to Comment 1-6

All technical calculations are available for review at the City of Dixon Community Development Department. Traffic signal control is identified as mitigation for Anticipated Future Impact 4.8-2, 4.8-3, and 4.8-4 under existing plus project conditions to accommodate project traffic and maintain reasonable vehicle queues.

Response to Comment 1-7

The design of identified mitigation was conducted as part of this study. However, improvements in Caltrans right-of-way will be designed to Caltrans standards.

Response to Comment 1-8

Under cumulative year 2025 conditions, it is likely that congested (LOS F) conditions on I-80 will affect operations at the Interstate 80/Currey Road/North First Street and Interstate 80/Pedrick Road interchanges. Anticipated Future Impact 4.8-5, 4.8-9 address LOS F operations at these interchanges under cumulative year 2025 conditions. Text has been added to the discussion of freeway operations on page 4.8-27 to clarify how peak hour traffic operations on Interstate 80 could affect operations at these interchanges, as shown below.

Page 4.8-27, paragraph 4:

Since the mainline segments of Interstate 80 are expected to be at or over capacity (LOS F) by 2025, the interchange ramp merge and diverge areas would also operate at LOS F during the PM peak hour. The analysis results presented in Tables 4.8-9 and 4.8-10 consider only the HCM procedures, which do not account for congested (LOS F) conditions on Interstate 80. The results in Tables 4.8-9 and 4.8-10 assume that all of the peak hour demand for travel through the ramp terminal intersections gets through during the peak hour. Congestion on Interstate 80 may prevent some vehicles from entering the freeway during the peak hour, which could cause vehicle queuing on the on-ramps that would further exacerbate unacceptable LOS F conditions. Similarly, congestion on Interstate 80 may prevent some vehicles for exiting the freeway during the peak hour, which could result in better operations than shown at the off-ramp terminal and interchange-area intersections.

Response to Comment 1-9

All technical calculations are available for review at the City of Dixon Community Development Department.

Response to Comment 1-10

The mitigation measures identified in Section 4.8 are identified to occur prior to site development.

Response to Comment 1-11

The facilities referenced in the comment were analyzed in the traffic study. The text in Mitigation Measures 4.8-5 and 4.8-9 has been clarified, as shown below, to identify that improvements at the interchanges would likely include widening of the overcrossings. Impacts 4.8-5 and 4.8-9 were identified under cumulative year 2025 conditions.

Page 4.8-31, paragraph 6:

Anticipated Future Mitigation Measure 4.8-5

The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/North First Street/Currey Road interchange. Specific improvements, other than a traffic signal, have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. However, improvements would likely include reconstruction and widening of Interstate 80 overcrossing, reconstruction of the on- and off-ramp junctions with Interstate 80, installation of traffic signal control at the ramp-terminal intersections, and improvements (i.e., signalization, and the like) to adjacent intersections. If the City includes these improvements in the CIP, prior to the approval of any component of site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/North First Street/Currey Road interchange. The three additional City intersections along North First Street should be included in the Caltrans programming studies due to the close spacing between Dorset Drive, Vaughn Road, and Industrial Way, and the Interstate 80/North First Street/Currey Road interchange.

Page 4.8-34, paragraph 6:

Anticipated Future Mitigation Measure 4.8-9

The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/Pedrick Road interchange. Specific improvements have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. However, improvements would likely include reconstruction and widening of Interstate 80 overcrossing, reconstruction of the on- and off-ramp junctions with Interstate 80, installation of traffic signal control at the ramp-terminal intersections, and improvements (i.e., signalization, and the like) to adjacent intersections. If the City includes these improvements in the CIP, prior to the approval of any component of future site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/Pedrick Road interchange.

Response to Comment 1-12

Refer to Response to Comment 1-11. As outlined in Mitigation Measures 4.8-5 and 4.8-9, reconstruction of the North First Street and Pedrick Road interchanges would be necessary under cumulative year 2025 conditions.

Response to Comment 1-13

This comment is noted. The text on page 2-3 has been clarified to state “Caltrans (possible approval of an encroachment permit for any work within the Interstate 80 right-of-way).”

Response to Comment 1-14

Intersection LOS after proposed mitigation is documented for all Anticipated Future Mitigation Measures except Mitigation Measures 4.8-5, 4.8-6, 4.8-7, 4.8-8, and 4.8-9. The following discusses each mitigation measure relative to the comment:

Mitigation Measure 4.8-5 – As outlined in the mitigation statement, specific improvements were not identified as part of this study but would be determined in consultation with Caltrans during the more comprehensive Project Study Report/Project Report process. The PSR/PR will determine the type and cost of an interchange reconstruction to serve cumulative traffic volumes at acceptable level of service. Therefore, analysis of improvements at the interchange would be speculative without a comprehensive understanding of the type of improvements needed. Since the impact was identified under cumulative conditions, a fair share cost towards future improvements at the interchange was identified as mitigation.

- Mitigation Measure 4.8-6 – The mitigation would improve operations from LOS F to LOS E in the PM peak hour.
- Mitigation Measure 4.8-8 – As outlined in the mitigation statement, further improvements at this intersection are warranted; however, right-of-way constraints at this intersection may conflict with economic development goals for the downtown area. Transportation Demand Management strategies to reduce the number of single-occupant vehicle trips from the proposed project through the intersection were recommended; however, the effects of these strategies are difficult to quantify and therefore were not analyzed.
- Mitigation Measures 4.8-9 – As outlined in the mitigation statement, specific improvements were not identified as part of this study but would be determined in consultation with Caltrans during the more comprehensive Project Study Report/Project Report process. The PSR/PR will determine the type and cost of an interchange reconstruction to serve cumulative traffic volumes at acceptable level of service. Therefore, analysis of improvements at the interchange would be speculative without a comprehensive understanding of the type of improvements needed. Since the impact was identified under cumulative conditions, a fair share cost towards future improvements at the interchange was identified as mitigation.

Response to Comment 1-15

All technical calculations are available for review at the City of Dixon Community Development Department.

Response to Comment 1-16

The 95th percentile vehicle queue during the PM peak hour for the eastbound left-turn movement at the Interstate 80 eastbound ramps/North First Street intersection is estimated to be about 190 feet under existing plus project conditions with the proposed mitigation, which is shown on Figure 4.8-A (see Response to Comment 4-4).

Response to Comment 1-17

As outlined in the mitigation statement, specific improvements were not identified as part of this study but would be determined in consultation with Caltrans during the more comprehensive Project Study Report/Project Report process. The PSR/PR will determine the type and cost of an interchange reconstruction to serve cumulative traffic volumes at acceptable level of service. Therefore, analysis of improvements at the interchange would be speculative without a comprehensive understanding of the type of improvements needed. Since the impact was identified under cumulative conditions, a fair share cost towards future improvements at the interchange was identified as mitigation.

The three adjacent intersections south of the Interstate 80 eastbound ramps/North First Street intersection were recommended to be included in the PSR/PR studies due to the close spacing between these intersections and the need to analyze the intersections as a system.

The traffic analysis identifies that reconstruction of the Interstate 80/Currey Road/North First Street interchange is needed to accommodate cumulative traffic volumes; a portion of the cost for the reconstruction would be the responsibility of the proposed project. The City of Dixon has an existing Capital Improvement Program (CIP) that could be updated to collect funds for the reconstruction of the interchange; however, the City anticipates that federal funding would be needed for a portion of the reconstruction. The City of Dixon is also considering establishing a mechanism to collect development impact fees for cumulative impacts and associated improvements to the regional circulation system in addition to or instead of federal funding.

Response to Comment 1-18

Please refer to Response to Comment 1-14.

Response to Comment 1-19

Please refer to Response to Comment 1-17.

Response to Comment 1-20

This comment is noted. The text of Anticipated Future Mitigation Measure 4.6-1a and b on page 4.6-9 of the draft EIR has been modified as follows:

Anticipated Future Mitigation Measure 4.6-1a

If, during construction activities at the time of future development, artifacts or non-native stone (obsidian, fine-grained silicates, basalt) are exposed or if unusual amounts of bone or shell are observed or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work in the immediate area of the find shall be halted within 50 feet of the find and a qualified archaeologist shall be contacted immediately for an on-site inspection of the discovery and recommendations. If ground disturbing activities take place as part of this project within the Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, shall immediately be contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day.

Anticipated Future Mitigation Measure 4.6-1b

If buried or suspected human remains are encountered during construction work at the time of future development, that area shall be immediately halted and the county coroner notified. If the remains are determined to be Native American, then the Native American Heritage Commission will be notified by the coroner within 24 hours as required by Public Resources Code 5097. The Native American Heritage Commission will notify a designated Most Likely Descendant who will provide recommendations for the treatment of the remains within 24 hours. The Native American Heritage Commission will mediate any disputes regarding treatment of remains. If ground disturbing activities take place as part of this project within the Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, shall immediately be contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day.

Response to Comment 1-21

The comments regarding the intent of Caltrans not to raise the existing Interstate 80 roadway profile or install a concrete median that would exacerbate the flood risk is noted. No revisions to the draft EIR are necessary.

Response to Comment 1-22

The comment that the box culverts downstream of Interstate 80 were placed there without Caltrans approval is noted. No revisions to the draft EIR are necessary.

Response to Comment 1-23

The comment that the 72-inch culverts beneath Interstate 80 is no longer owned and maintained by Caltrans is noted. No revisions to the draft EIR are necessary.

Response to Comment 1-24

The support for the project's 46-acre detention pond is noted. No revisions to the draft EIR are necessary.

Response to Comment 1-25

The comments regarding the process for applying for an encroachment permit for work within the Caltrans right-of-way are noted. No revisions to the draft EIR are necessary.

Response to Comment 1-26

Caltrans requests that future site plans label the state right-of-way. The City will require future applicants to submit detailed design drawings and will require that Caltrans and other adjacent properties be clearly identified.

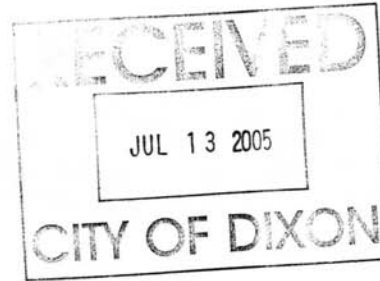
Response to Comment 1-27

Solano Transportation Authority was notified by the City of the availability of the draft EIR. No comments have been received by the City on the adequacy of the draft EIR from the Solano Transportation Authority.



July 12, 2005

Warren Salmons
City Manager
City of Dixon
600 East A Street
Dixon, CA 95620



RE: Comments on the Milk Farm Project Draft EIR

Dear Mr. Salmons:

The City of Davis appreciates the opportunity to review and comment on the Draft EIR for the Milk Farm Project. As your Draft EIR reflects, we submitted a comment letter dated June 7, 2004 during the Notice of Preparation comment period suggesting various elements that should be considered in the EIR. Our comments on the Draft EIR focus on project related environmental issues most affecting the City of Davis, and on the quality and depth of analysis contained in the EIR. Specific comments are arranged in order of the Draft EIR.

Project Description

The Draft EIR is a program level EIR and states that subsequent environmental review will be required as specific projects are developed. The project description references a figure of 520,000 square feet of highway commercial and specialty retail uses. The EIR should detail how this 520,000 figure is derived. The Initial Study makes specific reference to a 50,000 square foot Moller International, Inc. This figure should also be stated in the project description.

2-1

Throughout the EIR, the term “specialty retail” is used but is never defined. The Initial Study makes reference to coffee, local produce and meat, homewares, gardening supplies, toys, and clothing, etc... However, the scale of these retail types is not defined. The retail uses envisioned for this project should be specifically defined in terms of retail types by example and by a range of store sizes. As currently structured, it is impossible to gauge whether the intended retail is that of small scale stores of a few thousand square feet each, as might be associated with a traditional downtown environment, or if the project may include medium or large scale retailers of 15,000 or 150,000 square feet each. While we understand that this is a program level EIR and specific tenants may not yet be identified, a clear definition of the retail stores types and sizes that will be permissible is important as will become evident in our comments below regarding cumulative impacts.

2-2

CITY OF DAVIS



Warren Salmons
City Manager
City of Dixon
July 12, 2005
Page 3

Cont.
2-7

uses/practices. This may increase future pressure to convert the buffer to non-agricultural uses. This potential outcome should be addressed in the EIR.

Detention Basin:

It is unclear from the DEIR how the detention basin serves an agricultural purpose. The detention basin may if it is designed as an agricultural tail-water pond (i.e. part of an agricultural irrigation recirculation system), but sufficient information is not provided.

2-8

Traffic:

Page 5-19 states "the mainline segment of Interstate 80 through Dixon will be over capacity. This is a significant unavoidable adverse impact." The proposed mitigation measure 5-5 on the same page makes no commitment to implementation of identified improvements. We believe that the specifics of the potential impacts on Interstate 80 should be further detailed as they may have an adverse impact on the regional transportation network, and mitigation measures with a commitment towards implementation should be incorporated into the EIR.

2-9

Economic Impact/Urban Decay Analysis:

The EIR identifies 600 acres of commercial development and 500 acres of recent or pending housing projects. The DEIR contains no discussion of potential socio-economic impacts or possible urban decay impacts either within the City of Dixon or within the market area. While CEQA does not specifically require an economic impact analysis, the recent court ruling in the City of Bakersfield Wal Mart case (Bakersfield Citizens for Local Control v. City of Bakersfield, 2004, 124 Cal. App. 4th 572) suggests that an economic impact analysis, to include an urban decay evaluation, is required in order to adequately evaluate the potential impacts both on the existing and proposed commercial developments within the City of Dixon and on those within a reasonable market area. This is particularly true if any big box retail development is contemplated for this project.

2-10

We do appreciate the opportunity to review the Draft EIR and provide comments. If you have any questions, please feel free to contact me or our Economic Development Coordinator, Michael Webb at (530) 757-5610.

Sincerely,



Bill Emlen
Community Development Director

cc: Jim Antonen, Davis City Manager
Davis City Council

Response to Comment 2-1

The 520,000 square feet of proposed highway commercial space for the project was defined by the applicant in materials submitted in support of the project applications for pre-zoning, General Plan Amendment, Sphere of Influence (SOI) modification, and annexation. The accompanying application materials also indicated that two acres of the 30-acre highway commercial area could be subject to an overlay zone that would allow development of a research and development light industrial park (e.g., 50,000 square feet for Moeller International, Inc.). However, the formal applications did not identify a request for this overlay zoning district, so the overlay district was not addressed in the draft EIR.

Response to Comment 2-2

As the commenter has noted, the project being analyzed in this draft EIR is a request for pre-zoning, General Plan Amendment, SOI modification, and annexation to allow for future development of 30 acres of highway commercial uses. The applicant is not requesting approval of detailed development plans, and no such plans have been submitted to the City. Subsequent applications will define the types and individual sizes of commercial activities for the project site, and the subsequent detailed development applications will undergo further environmental review. At this time it is not possible to identify the exact size or type of individual commercial activities. The No Project Buildout alternative in Chapter 5 of the draft EIR evaluates the possible full buildout of the site, as allowable under existing zoning regulations. Those impacts were determined to result in greater environmental impacts than anticipated future impacts from development of the site should the proposed actions be approved. No revisions to the draft EIR are necessary.

Response to Comment 2-3

The Initial Study and the draft EIR conclude that the anticipated future development would not cause a significant impact related to the question included under the standard CEQA environmental checklist recommended by the California Office of Planning and Research: “Would the project physically divide an established community?” Anticipated future site development would not divide an existing community because the project is on the edge of the existing Dixon community and is surrounded by agricultural land. The type of project that could physically divide a community is one that would establish a physical barrier to movement between two or more existing neighborhoods, such as an arterial roadway or other infrastructure facility, or a large private development like a regional shopping center.

The project location is “a significant departure from previous growth in Dixon since it is the first time development has occurred north and west of Interstate 80,” as the commenter cites from the Initial Study. However, the project site is one of four areas that have already been designated for highway commercial development north and west of Interstate 80 by the Dixon General Plan. The other areas include lands at the Pitt School/Interstate 80, Pedrick Road/Interstate 80, and West A Street/Interstate 80 interchanges. The Milk Farm project is the first of the four areas to receive a significant application, although some recent uses have been constructed north of the Interstate 80 freeway, e.g., a gas station at the Pedrick/Interstate 80 interchange. The City has

planned for the growth north of Interstate 80 and therefore does not consider this project and anticipated future development to be growth-inducing. No revisions to the draft EIR are necessary.

Response to Comment 2-4

The commenter states that the project may significantly increase pressures for additional growth on the north side of Interstate 80, especially on lands west of Currey Road. The draft EIR discusses potential impacts of the project on adjacent rural residences and agricultural operations on page 4.2-5. The draft EIR concludes that the project would not conflict with agricultural uses and zoning because the project's 25-acre agricultural buffer area "would wrap around the commercial uses located along the freeway frontage and would provide an effective buffer for the rural residences and nearby fields."

The property immediately west of the project along Currey Road consists of several large agricultural buildings (see Figure 4.1-1 in the draft EIR). A portion of the property is already designated for highway commercial development by the Dixon General Plan and is included within the City's existing Sphere of Influence, as adopted by LAFCO. The property is not protected by a Williamson Act contract. The proposed project could contribute to a growth-inducing impact on this property; however, this growth has already been planned for in the General Plan. No revisions to the draft EIR are necessary.

Response to Comment 2-5

The Initial Study and draft EIR determined that the project would not have any significant impact related to jobs and housing. The draft EIR on page 4.12-.3 states "Future site development would not induce new population growth in the Dixon area since the project contains no housing component. Future site development would not require displacement of existing residences or people. Thus, future site development would not cause any potential impacts on population and housing and these issues have not been addressed further in this EIR."

The commenter requests that the draft EIR analyze "the likely range of job generation of the project and evaluate potential significant impacts on housing supply and affordability in the region." This draft EIR cannot estimate the magnitude and type of employees at the project site, since there are no specific development plans. Subsequent detailed development plans would require additional environmental review under CEQA. No revisions to the draft EIR are necessary.

Response to Comment 2-6

Regarding the size and type of the agricultural buffer area included in the project, the applicant proposed a 25-acre buffer around the 30 acres planned for urban development (excluding the 5-acre pond). The types of uses that could be allowed in the buffer area would be regulated by the Dixon Zoning Ordinance and/or requirements for an agricultural easement, as discussed on page 4.1-8 of the draft EIR.

The draft EIR includes Mitigation Measure 4.1-1a (page 4.1-18, paragraph 3) that requires the applicant to place a conservation easement on the 25-acre buffer. The intent of the requirement is to require a permanent conservation easement to be held by an appropriate agency or land trust, which would have the on-going responsibility for monitoring and management. The measure has been modified as follows:

Project Mitigation Measure 4.1-1a

The applicant shall agree to place a permanent conservation easement on the land designated as Agricultural in the northern portion of the site.

The intent of the agricultural buffer is to both limit the future conversion of nearby agriculturally designated and zoned property and to address impacts on adjacent rural land uses, as discussed on page 4.2-5 of the draft EIR.

Response to Comment 2-7

If the buffer area were not used as a demonstration farm, the conservation easement would remain in place. The conservation easement would prohibit the conversion of the buffer area to non-agricultural uses. No revisions to the draft EIR are necessary.

Response to Comment 2-8

As noted on page 4.1-18 of the draft EIR, the detention pond is not consistent with a designation of “Agricultural” according to the Dixon General Plan. The General Plan does allow temporary and permanent detention ponds to be designated “Functional (Buffers),” which is required by Mitigation Measure 4.1-1b. No revisions to the draft EIR are necessary.

Response to Comment 2-9

Mitigation Measure 5-5 relates to cumulative impacts for intersections within the City, interchanges along Interstate 80, and the mainline Interstate 80 through Dixon. The impact is identified as significant and unavoidable. The City of Dixon would not be funding improvements to Interstate 80 or associated interchanges, alone. It is expected that such improvements, needed due to cumulative growth, would involve some federal funding. The City is considering establishing a mechanism to collect development impact fees for cumulative impacts and associated improvements to the regional circulation system. Such mechanisms would be further detailed in subsequent environmental documents for the site when actual development proposals may be submitted to the City.

Response to Comment 2-10

The commenter notes that the draft EIR contains no discussion of potential socio-economic or possible urban decay impacts, as required by the California Appellate Court, 4th District, for an EIR analyzing impacts of a “big box” commercial project in Bakersfield. The court in Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal.App.4th 1184 indicated that: “It is apparent from the case law that proposed new shopping centers do not trigger a conclusive presumption of urban decay. However, when there is evidence suggesting

that the economic and social effects caused by the proposed shopping center ultimately could result in urban decay or deterioration, then the lead agency is obligated to assess this indirect impact. Many factors are relevant, including the size of the project, the type of retailers and their market areas and the proximity of other retail shopping opportunities. The lead agency cannot divest itself of its analytical and informational obligations by summarily dismissing the possibility of urban decay or deterioration as a “social or economic effect” of the project.” (124 Cal.App.4th at 1207).

The project being analyzed in this draft EIR is a series of four applications for pre-zoning, General Plan Amendment, SOI modification, and annexation to allow future development of 30 acres of highway commercial uses. There are no detailed development plans at this time. Therefore, unlike in Bakersfield, the lead agency currently has no basis on which to analyze the amount of retail, the type of retailers, the market area or the proximity of other similar retail shopping opportunities.

The applicant has submitted accompanying materials to the application that indicate his desire to construct a mixed use project consisting of highway service, restaurants, specialty retail, and lodging/spa uses. The application does not, however, indicate how much of each type of use might be developed or the precise nature of those uses. It would be highly speculative for this draft EIR to assume that the project approvals could result in “big box”-type retail tenants, such as Wal-Mart, and to complete an urban decay study based on this speculation (a Wal-Mart store is already located across Interstate 80 immediately to the south of the project site). Subsequent applications will define the types and individual sizes of commercial activities for the project, and the subsequent detailed development applications will undergo further environmental review. The City may decide to analyze economic issues in subsequent environmental document(s). No revisions to the draft EIR are necessary.

M e m o r a n d u m

LETTER 3

Date: June 21, 2005

To: State Clearinghouse

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Solano Area

File No.: 365.11759.12533

Subject: ENVIRONMENTAL IMPACT REPORT SCH2004052075

*clear
7/11/05
e*



Area has reviewed the above noted Environmental Impact Report (EIR). This project will result in the development and modification of the 60-acre Milk Farm property located on the north side of Interstate 80 (I-80) in the city of Dixon. The project would develop the 60 acres into "Specialty Commercial" and a research and development park may be arranged around the west side of the proposed five-acre pond. A recreational facility and hotel/wellness center could be located on the north and east sides of the pond. The northern one-half of the project site would be developed as agriculture and may include visitor trails and interpretive exhibits.

Although this project is in the city of Dixon, the traffic generated to and from this location, will have a significant impact on traffic through I-80. The proposal of this project goes hand in hand in the assistance of facilitating visitors to the proposed Dixon Downs. The Dixon Downs site would be located along Pedrick Road between I-80 and Vaughn Road. A pavilion with a capacity for approximately 5,000 people would be equipped with advanced simulcast technology and would accommodate a theater-in-the-round. In addition to the pavilion, a 1,800-seat open-air grandstand would be built.

Solano County has seen incredible growth of the past few years, increasing in population from 194,000 in 2000, to a projected 424,000 by 2006, a 15 percent increase; and 33 percent since 1990. In the very recent past, Area has responded to numerous Environmental Reports which introduced the development of numerous single and multi-family residential areas throughout the county, primarily focusing in the Fairfield, Vacaville, and Dixon Areas. The means of transportation for this project as well as numerous prior proposed housing projects is I-80. Traffic will no longer just be those commuting to the Bay Area and Sacramento, the Area will now have an additional burden of commuters to and from the city of Dixon.

As stated above, Solano County continues to grow at a rapid pace. This project is another example of the growth that continues in this Area. Unfortunately for the Area, numerous projects are scheduled to occur simultaneously, which will only impact the Area tremendously with the amount of regular and vacationing traffic traveling through this Area, as well as construction traffic which will be traveling via I-80.

3-1

Safety, Service, and Security

State Clearinghouse
June 21, 2005
Page 2

It is evident with all the open land spaces in the county, the growth will continue. Solano Area CHP continues to function with a limited staff and can no longer absorb the additional calls for service and enforcement from this project or others without providing additional manpower. Area would request three (3) additional officers and one (1) additional patrol vehicle in order to meet the needs of traffic generated by this project. The additional officers and vehicles will be utilized in the Area to respond and handle the additional calls placed on the Area due to the increase of travelers.

3-2



S. WARD, Captain
Commander

cc: Golden Gate Division
Special Projects Section

Response to Comment 3-1

The commenter states that several major development projects in Dixon and on-going rapid growth in Solano County will impact Interstate 80. The comments are noted. No revisions to the draft EIR are necessary.

Response to Comment 3-2

The commenter requests three additional highway patrol officers and one additional patrol vehicle to meet the needs of traffic generated by this and other projects. The draft EIR discusses the cumulative impacts of this project and other development in the Dixon area on police and fire service on page 5-20. The City acknowledges the concern of the California Highway Patrol and this comment will be considered by the City Council as part of its deliberations on this EIR. The California Highway Patrol is a state agency and is funded through the state.



August 4, 2005

LETTER 4

Warren Salmons
City Manager
City of Dixon
600 East A Street
Dixon, CA 95620

SUBJECT: COMMENTS TO DRAFT EIR-MILK FARM PROJECT

Dear Warren:

I have reviewed the Draft Environmental Report for the Milk Farm Project and offer the following comments

Comment 1, Page 2-15

Please modify Anticipated Future Mitigation Measure 4.8-5 and 4.8-9 to describe what potential improvements could be identified and expected at the North First Street and Pedrick Road interchanges once the PSR/PR process is complete.

4-1

Comment 2, Page 3-8, Figure 3-5

Please modify Anticipated Future Mitigation Measure 4.8-2 to identify that the conceptual land use plan may not allow for expansion of the North First Street/I-80 interchange, which is identified in the I-80/I-680/I-780 Major Investment & Corridor Study, July 14, 2004 (prepared by Korve Engineering for the Solano Transportation Authority).

4-2

Comment 3, Page 4.8-25, Figure 4.8-7

The number of vehicles going over the overpass between intersections 5 and 6 do not match. Although this discrepancy also occurs on Figure 4.8-6, it is not as significant. Please review the figures and confirm their accuracy.

4-3

Comment 4, Section 4.8 General Comment

Although there is significant discussion on each of the intersections, (on and off ramps) related to the SR 113/180 interchange, there is no review as to the operations of the interchange as a whole. The multiple intersections and the low level of service would indicate that the failure of one intersection would impact the ability of other intersections function efficiently. Will queues from one intersection interfere with other intersections

4-4

City of Dixon

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Cont.
4-4

corridor, say Sievers Road to Vaughn Road? Are there corridor improvements that are appropriate (intersection spacing, turning pockets, auxiliary lanes, etc.) that will improve overall system efficiency?

Comment 5, Section 4.8 General Comment

Milk Farm Road will experience significant increased high speed volumes due to the development. Will this create a safety issue with the existing homes on the cul-de-sac at the northeast corner of development? The project includes providing new access with the construction of a new road, but the timing of the improvement is unclear. Given the safety concerns, it may be appropriate to require this improvement be constructed as part of the first phase of the project.

4-5

Thank you for your review of these items and I look for your comments.

Sincerely,



JEFF ATTEBERRY, PE
City Engineer

cc: Yane Nordhav, Baseline Environmental

Response to Comment 4-1

Mitigation Measures 4.8-5 (page 4.8-31) and 4.8-9 (page 4.8-34) have been modified in response to this comment and in response to comment 1-11. Please refer to Response to Comment 1-11 and Chapter 3 for the revised text to Anticipated Future Mitigation Measures 4.8-5 and 4.8-9.

Response to Comment 4-2

Mitigation Measure 4.8-2 on page 4.8-29 has been modified to address the potential need for increased spacing between the Interstate 80 westbound ramp intersections and Milk Farm Road and to provide additional discussion of the improvements at the Currey Road/Milk Farm Road intersection, as follows:

Page 4.8-29, paragraph 2:

Anticipated Future Mitigation Measure 4.8-2

Prior to site development, the applicant shall realign Milk Farm Road (north of its current location), install a traffic signal, and provide ~~a separate left-turn lane and a shared left-/right-turn lane on the westbound approach~~ the following lane configurations:

- *One through lane and a separate right-turn lane on the northbound approach*
- *A shared through/left-turn lane and a separate through lane on the southbound approach*
- *One left-turn lane and a shared left/right-turn lane on the westbound approach*

These lane configurations will require the widening of the southbound approach to two lanes in advance of the intersection and will require widening Currey Road (from one to two lanes in each direction) between the realigned Milk Farm Road and the Interstate 80 westbound ramps intersection. Figure 4.8-A shows the recommended improvements.

Intersection spacing between the Interstate 80 westbound ramps intersection and Milk Farm Road should be coordinated with the City of Dixon Engineering Department, which may require spacing greater than that shown on the conceptual site plan for the Milk Farm project and modification of the site plan land uses to accommodate the preliminary interchange configuration identified in the Interstate 80/Interstate 680/Interstate 780 Major Investment & Corridor Study, July 14, 2004 (prepared by Korve Engineering for the Solano Transportation Authority). Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus project conditions.

Response to Comment 4-3

Traffic volume Figures 4.8-6 and 4.8-7 in the draft EIR over the North First Street/Interstate 80 interchange (Intersections 3 and 4) are accurate. The traffic volumes shown on the southbound approach include vehicles traveling over the overcrossing and using the westbound on-ramp to access Interstate 80. The magnitude of the difference between Figures 4.8-6 and 4.8-7 is due to the addition of project trips (both new and diverted-linked trips) to the interchange.

Response to Comment 4-4

Figures 4.8-A and 4.8-B summarize proposed mitigation on Currey Road, at the Interstate 80/Currey Road/North First Street interchange, and on North First Street. The improvements shown on Figures 4.8-A and 4.8-B are proposed to accommodate traffic from the proposed project based on the “Existing Plus Project” conditions analysis. The improvements include widening Currey Road from one to two lanes just north of the realigned Milk Farm Road to Interstate 80 westbound ramps intersections and installation of traffic signal control at the Interstate 80 westbound and eastbound ramp-terminal intersections. Mitigation Measures 4.8-3 and 4.8-4 on pages 4.8-29 and 4.8-30 of the draft EIR have been modified to clarify the recommended improvements, as follows:

Page 4.8-29, paragraph 6:

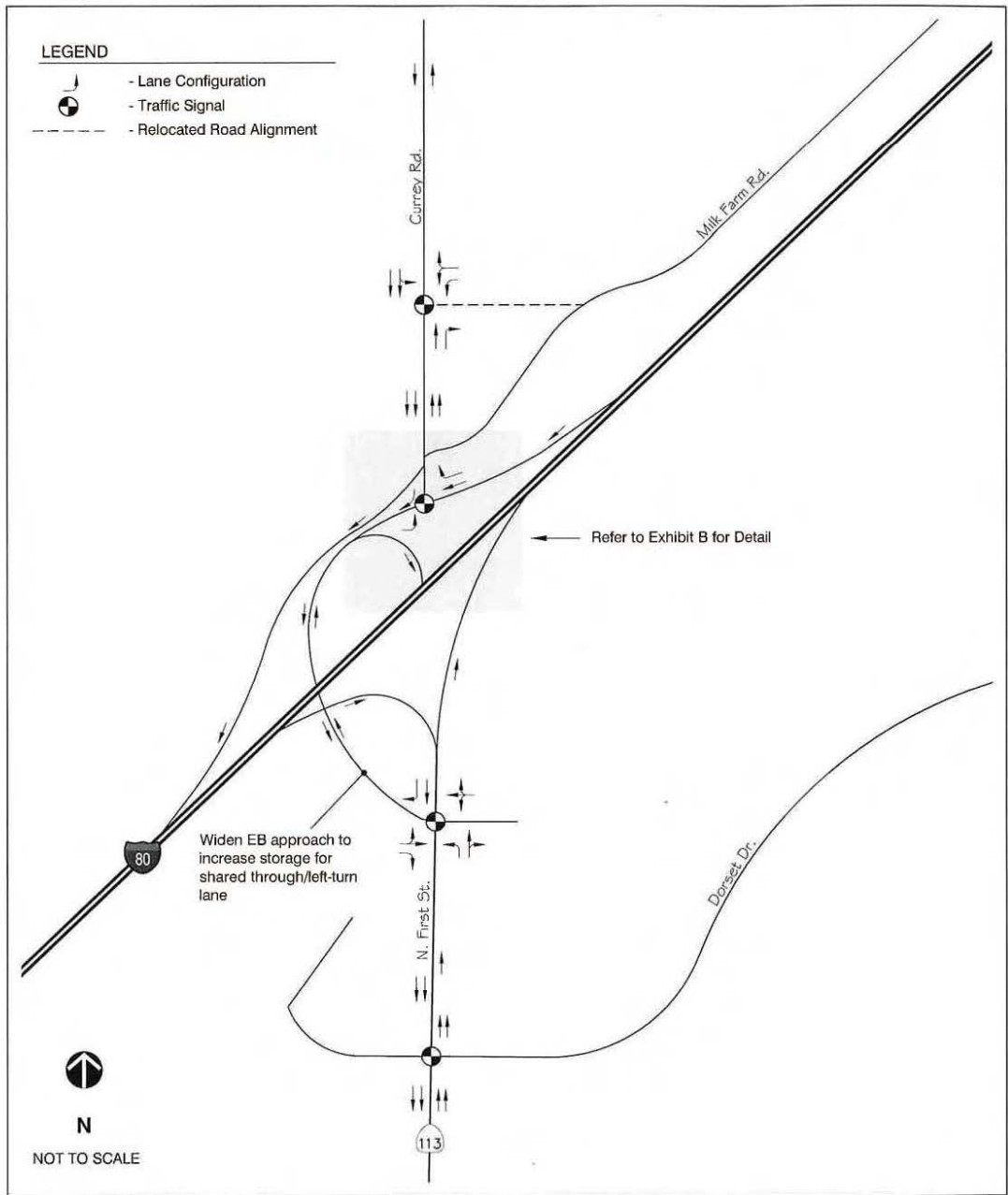
Anticipated Future Mitigation Measure 4.8-3

Prior to site development, the applicant shall install a traffic signal at the Interstate 80/North First Street/Currey Road interchange, widen Currey Road (from one to two lanes in each direction) between the realigned Milk Farm Road and the Interstate 80 westbound ramps intersection and separate the southbound Currey Road to westbound Interstate 80 and southbound Currey Road to southbound SR 113 and eastbound Interstate 80 traffic. This would require controlling the southbound Currey Road to southbound SR 113 and eastbound Interstate 80 traffic through the traffic signal, and eliminating the existing merge section (that accommodates these movements) by installing a raised median. Figure 4.8-B shows these improvements. Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus future project conditions. ~~This~~ These improvements ~~is~~ are needed not only to improve the intersection LOS but to also maintain reasonable vehicle queues on the eastbound approach.

Page 4.8-30, paragraph 2:

Anticipated Future Mitigation Measure 4.8-4

Prior to site development, the applicant shall install a traffic signal and ~~provide an additional separate left turn lane on the eastbound approach. With this improvement,~~ widen the eastbound approach would have a separate left turn lane, a shared left turn/through lane, and a right turn to provide 300 feet of storage for the shared through/left-turn lane.



INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROL WITH ANTICIPATED MITIGATION MEASURES - EXISTING PLUS PROJECT CONDITIONS

Figure 4.8-A

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Aug 05, 2005 MJC
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**I-80 WB RAMP/CURREY ROAD/NORTH FIRST STREET
ANTICIPATED MITIGATION MEASURE 4.8-3
Figure 4.8-B**

FEHR & PEERS
TRANSPORTATION CONSULTANTS
Aug 05, 2005 MAC
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Response to Comment 4-5

The new access for the existing homes should be provided with the initial phase of development. Although residents would not experience significant delay entering or exiting the existing access, the proposed new access would increase the spacing to the Interstate 80/Milk Farm Road exit, which would improve the reaction time for drivers making these turning movements. Table A summarizes recommended timing for proposed mitigation measures.

TABLE A: Recommended Timing of Mitigation Measures

Mitigation Measure	Scenario Identified	Location/Issue	Mitigation Summary	Recommendation
4.8-1	Cumulative Conditions	Sievers Road/Currey Road Intersection	Pay fair share fee towards installing a traffic signal and widen approach.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer. The City Engineer may direct the applicant to install the traffic signal and the City shall enter into a reimbursement agreement with the applicant for costs in excess of the fair share fee.
4.8-2	Existing Plus Project Conditions	Milk Farm/Currey Road Intersection	Relocate Milk Farm Road, install traffic signal, widen intersection approaches, and widen Currey Road from 1 to 2 lanes between Milk Farm Road and I-80 WB ramps.	To the satisfaction of the City Engineer, the applicant shall prepare an improvement phasing plan that identifies the timing, magnitude, and location of development in the project area and identifies the timing and scope of phased improvements (consistent with required mitigation) to ensure that the mitigation is concurrent with development. <u>Note:</u> Currey Road should be improved to meet current City design standards (as 2-lane road) prior to occupancy prior to site development and 4-lane widening.
4.8-3	Existing Plus Project Conditions	Interstate 80 westbound ramps/Currey Road/North First Street Intersection	Install traffic signal, widen intersection approaches, and widen Currey Road from 1 to 2 lanes between I-80 WB ramps and Milk Farm Road.	To the satisfaction of the City Engineer, the applicant shall prepare an improvement phasing plan that identifies the timing, magnitude, and location of development in the project area and identifies the timing and scope of phased improvements (consistent with required mitigation) to ensure that the mitigation is concurrent with development.

TABLE A: Recommended Timing of Mitigation Measures

Mitigation Measure	Scenario Identified	Location/Issue	Mitigation Summary	Recommendation
4.8-4	Existing Plus Project Conditions	Interstate 80 eastbound ramps/ North First Street Intersection	Install traffic signal and widen eastbound approach to provide 300 feet of storage for shared through/left-turn lane.	To the satisfaction of the City Engineer, the applicant shall prepare an improvement phasing plan that identifies the timing, magnitude, and location of development in the project area and identifies the timing and scope of phased improvements (consistent with required mitigation) to ensure that the mitigation is concurrent with development.
4.8-5	Cumulative Conditions	Interstate 80/ Currey Road/ North First Street Interchange	Pay fair share fee towards interchange reconstruction.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer. The City should begin PSR/PR planning studies in 2006.
4.8-6	Cumulative Conditions	North First Street/ North Adams Street Intersection	Pay fair share fee towards the installation of a traffic signal at the North First Street/West H Street intersection and median treatment on North First Street to restrict access left-turn out movements at the North First Street/North Adams Street intersection.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer.
4.8-7	Cumulative Conditions	North First Street/ West H Street Intersection	Pay fair share fee towards the installation of a traffic signal at the North First Street/West H Street intersection.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer.
4.8-8	Cumulative Conditions	North First Street/ West A Street Intersection	Pay fair share fee towards the implementation of Travel Demand Management strategies to reduce weekday PM peak hour traffic generated by the proposed project.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer.
4.8-9	Cumulative Conditions	Interstate 80/ Pedrick Road Interchange	Pay fair share fee towards interchange reconstruction.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer. The City should begin PSR/PR planning studies in 2006.

TABLE A: Recommended Timing of Mitigation Measures

Mitigation Measure	Scenario Identified	Location/Issue	Mitigation Summary	Recommendation
4.8-10	Existing Plus Project Conditions	Transit Demand	Pay fair share fee towards expanded transit service to the project area.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer.
4.8-11	Cumulative Conditions	Railroad crossings on North First Street and West A Street	Pay fair share fee towards railroad grade separation if included in City's CIP.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer.
4.8-12	Cumulative Conditions	Interstate 80 operations	Pay fair share fee towards improvements on Interstate 80 facilities.	Prior to approval of first building permit, a schedule identifying the amount and timing of fair share fee payment to fulfill required mitigation shall be prepared and approved. The schedule shall be prepared to the satisfaction of the City Engineer.

LETTER 5

4.11 Public Services

medium-size development projects (Mort, 2004) could be significant. The police chief indicates that the addition of 1,113 additional calls per year along with other proposed development in the City will cause a need for additional staffing (Mort, 2005).

Future site development would be expected to generate additional fire incident service calls, including emergency medical services. As noted above in the "Setting" section, the Dixon Fire Department serves the City of Dixon as well as the Dixon Fire Protection District, which includes 320 square miles of unincorporated area outside of the City.

In 2003, the Dixon Fire Department responded to 1,888 calls for service, or about 5.2 calls per day (Table 4.11-4). Approximately 64 percent of the calls were from the City, with 36 percent from the unincorporated area within the fire district. With a population of 16,325 for the City, this translates into 0.12 annual call per capita for City residents or 0.37 call per dwelling unit. Slightly more than one-half (51.6 percent) of all service calls were for emergency medical services.

TABLE 4.11-4: Dixon Fire Department Calls for Service in 2003

Type of Call	City	District	Total
Fire	95	120	215 (11%)
Emergency medical service	720	256	976 (52%)
Hazardous materials	18	6	24 (1%)
Vehicle accidents	37	36	73 (4%)
Aid	106	0	106 (6%)
All other calls	240	254	494 (26%)
Total Number	1,216 (64%)	672 (36%)	1,888 (100%)

Source: City of Dixon, 2003.

As with police services, demand for fire service calls for the project can be estimated by converting the square footage of the Highway Commercial space into a "dwelling unit equivalent," assuming one "dwelling unit equivalent" is equal to 1,600 square feet of non-residential space. The anticipated future site development of 520,000 square feet of commercial space (equivalent of 325 dwelling units) would be expected to generate an additional 120 calls annually, or approximately 0.3 call daily. The 120 service calls represent an increase of approximately six percent over the number of fire service calls recorded in 2003. The cumulative effect of an additional 120 calls for service per year along with other proposed development in the City will cause a need for additional staffing (Dorris, 2005).

The Dixon fire chief also indicates that development of the project site would increase fire inspection and emergency medical services demands, and the additional demands could be accommodated by the fire department. The department receives a portion of the

STATION LOCATION
4.11-26

RIC DORRIS

5-1

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Response to Comment 5-1

The commenter requests a minor text change. The paragraph beginning at the bottom of page 4.11-26 has been modified as follows:

The Dixon fire chief also indicates that development of the project site would increase fire inspection and emergency medical services demands, and the additional demands could be accommodated by the fire ~~department~~ station location. The department receives a portion of the property tax revenues collected by the City, and there would be no financial impact to the department if the project site were annexed into the City and developed. Response time to the project site cannot be determined until the Fire Department reviews the design or layout of future site development (Dorris, 2004).

Dixon Resource Conservation District

1170 N. Lincoln, Suite 110, Dixon, CA 95620 - Phone (707) 678-1655

June 14, 2005

City of Dixon
Attn: Community Development Director
600 East A Street
Dixon, CA 95620

LETTER 6

Re: Milk Farm Project Draft Environmental Review

Dear Director:

The Dixon Resource Conservation District appreciates the opportunity to review and comment on the Draft EIR for the Milk Farm Project. The District has reviewed the Draft EIR for the Milk Farm Project and while the District does not object to the Milk Farm Associates request of a general plan amendment, a sphere of influence amendment, annexation and pre-zoning, we concur with the findings that several issues regarding the future anticipated mitigation will need to be analyzed further. This future analysis must be completed in order for the District to further assess the projects anticipated impacts. Listed below are two major concerns.

- 1) Until the District has reviewed the MBK Hydraulic Analysis and the additional modeling is completed the full impact of this project, particularly on the upstream landowners is unknown. } 6-1
- 2) Until the project determines the flows from this region through and around the project site, the other projects in the Northeast Quadrant, the City, and the Dixon Regional Watershed Joint Powers Authority cannot fully anticipate the flows that will need to be accommodated in detention ponds or in the Eastside Drain. } 6-2

As a result of these concerns, I would recommend that final approval of development permit applications be subject to the review and approval by the Dixon RCD, and the Dixon Regional Watershed JPA. Subject to this provision and the projects participation in the regional drainage facilities, I do not believe that there is an overriding need for the District to object to or favor the projects request for a general plan amendment, sphere of influence amendment, annexation and pre-zoning. } 6-3

The Dixon Resource Conservation District appreciates the opportunity to comment on this project. Our comments are given to protect Solano County's natural resources and the District landowners. For more information regarding this review, please contact the District office at (707) 678-1655, extension 105.

Sincerely,



John S. Currey, AFM
District Manager



Response to Comment 6-1

The commenter states that until the agency reviews the MBK Analysis and until additional hydrologic modeling is completed, the full flooding impacts of the project and impacts on upstream landowners is unknown. The comments are noted. Flooding impacts are discussed in the draft EIR in Section 4.3, Hydrology and Water Quality, on pages 4.3-1 through 4.3-14, and Anticipated Future Mitigation Measure 4.3-1a requires modeling prior to site development as part of subsequent environmental review. No revisions to the draft EIR are necessary.

Response to Comment 6-2

The commenter states that until the project's flood flows are determined, along with the flows from the Northeast Quadrant Specific Plan, the City and Dixon Regional Watershed Joint Powers Authority (JPA) cannot anticipate flows needed to be accommodated in detention basins and the Eastside Drain. The comment is noted. The cumulative flows in the project area will be further refined with subsequent modeling performed for the Milk Farm project, as required by Anticipated Future Mitigation Measure 4.3-1a. No revisions to the draft EIR are necessary.

Response to Comment 6-3

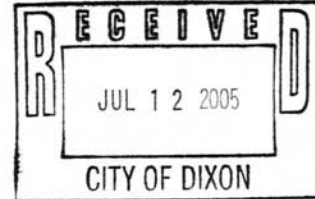
The commenter states that final approval of development applications for this project should be subject to review and approval by the Dixon Resource Conservation District and Dixon Regional Watershed JPA, and the project should participate in regional drainage facilities. Subsequent environmental review of future detailed development plans for the project would be submitted to the two agencies for review. Anticipated Future Mitigation Measure 4.3-1 requires that the applicant shall pay the fair share of storm drainage facilities impact fees for use by the City and JPA to plan, design, and construct regional drainage facilities. No revisions to the draft EIR are necessary.

ROBERT L. (ROY) GILL

6410 SILVEYVILLE ROAD • DIXON, CA 95620
(707) 678-3300 • FAX (707) 678-9327
RLGFARMS@AOL.COM

June 20, 2005

Warren Salmons
City Manger
City of Dixon
600 East A St.
Dixon, CA 95620



Dear Mr. Salmons:

The Gill Family owns approximately 500 acres on the west side of Currey Rd. adjacent to the Milk Farm Development Proposal. We are concerned about the drainage problems that will need to be addressed as this project is considered.

At one time the Milk Farm site had a drainage ditch transecting the property from Currey Rd. to the 72 inch culvert pipe that crosses I-80. This ditch conducted most of the drainage from the north across the subject property and delivered it to the south side of I-80. From there it was carried by open ditch to the current drain ditch up to Pedrick Rd.

The remaining drainage west of the Milk Farm property drained south to the 113 South over crossing at I-80 and then under the freeway and out to the same drain currently being used.

The drainage problems are not restricted to the area north of Interstate 80. Problems within the Northeast Quadrant add to the flooding problems in the subject area north of I-80. The County and Cal Trans are currently trying to put all the drain water through the culverts at the over crossing at Currey Rd. and I-80.

On the west side of I-80 there are two culverts entering under the freeway, but there is only one smaller sized culvert discharging the drain water on the south side of I-80.

The drainage channels on the south side of I-80, located on the old Auction Yard property, have been silted in and over grown with tules restricting the flow through the North East Quadrant.

7-1

Allowing the Milk Farm to raise their property elevation to a height that stops current drainage flooding without remedying the area drainage problems will cause increased flooding on adjacent properties.

7-2

Until a regional drainage solution is developed; allowing individual projects to proceed with will only increase the flooding on adjacent properties.

7-3

In the EIR it is stated (4.3-4 paragraph 4) that the project will address the specific flooding problems as development proceeds.

7-4

In paragraph 2 page 4.3-5, it is stated that the 72 inch culvert that crosses under I-80 is considered important for upstream drainage. Yet that culvert is currently blocked, restricting the upstream drainage.

7-5

Under Dixon General Plan Policies, page 4.3-10 it states #8: "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."

7-6

Any change to the current flooding problems that puts additional flood water on adjacent property will increase the "risk to property."

Number 10 on page 4.3-10 Dixon General Plan Policies, Natural Environment, states "The City shall ensure that measures to reduce flood damage to individual properties will only be undertaken where the potential for hazard due to flood erosion is not increased on other properties."

7-7

Unless there is a comprehensive drainage solution for the subject area, development of this project will increase the flooding on other properties.

Number 16 on page 4.3-10 Dixon General Plan Policies, Public Service, states: "The City shall ensure that development provides the drainage improvements necessary to accommodate the peak flows."

7-8

Peak flows vary depending on the type of incident that is being studied. The "peak flow" should be calculated on a 100 year storm and not a 10 year storm.

On page 4.3-12, Anticipated Future Impact 4.3-1, the EIR states increased drainage runoff would potentially have a significant impact on downstream flooding.

7-9

Any changes that reduce the ability of drain water from crossing I-80 or reduces the area in which flood waters now cover will create additional

↓

Cont.

flooding on the surrounding properties as well as the area downstream from the project site.

7-9

In paragraph 3 on page 4.3-12 the EIR states that a proposed pond on the subject property would accommodate the 660 acre subbasin. Although this would help the flooding, it is only affecting 25% of the 2690 acre drainage basin.

7-10

On page 4.3-14, "Anticipated Future Mitigation Measure 4.3-1a", the project will obtain prior to obtaining development permits a modeling of the drainage at the project site and include the entire 2690 acre basin using XP-SWMM dynamic model.

7-11

This study should be completed and alternative solutions proposed before this project moves any further along in the development process. It should also use something more than a 10 year storm as the incident to be studied. A 100 year event should also be studied.

Paragraph 3 on page 4.3-17 states: "The City shall review and approve the SWPPP prior to approval of the future grading plan."

7-12

It is ultimately the responsibility and the liability of the City of Dixon to only approve this project if it does not cause damage to other properties due to the development of this property.

Our property is much like the proposed development in that we both are located at the bottom end of a large drainage area that is restricted if not blocked by I-80. The majority of water that ends up flooding both the Milk Farm property and our property comes from areas north and west of our location.


7-13

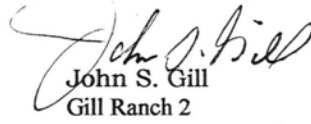
We have no control over the amount or timing of flood waters coming from the area north of our property. If this project is allowed to go forward without addressing the upstream drainage problems the flooding on our property will increase.

This Draft EIR does not specifically address the problem of drainage and flooding and should not be ratified until more detailed solutions are proposed.

We will watch the progress of this project with interest. We trust that our concerns will be taken into consideration.


Sincerely,



Roy Gill
R.C. Gill & Son



John S. Gill
Gill Ranch 2


Robert C. Gill
R.C. Gill & Son


Katherine Coleman
Gill Ranch 2


Pam Gill-Fisher
Gill Ranch 2


Alice Scofield
Gill Ranch 2


Kim Gill-Favier
Gill Ranch 2

Response to Comment 7-1

The commenter describes the existing drainage facilities and historic flooding problems in the project area. No revisions to the draft EIR are necessary.

Response to Comment 7-2

The commenter states that allowing the project to raise the property elevation without remedying the area drainage will cause flooding on adjacent properties. The comments are noted. Flooding impacts are discussed in the draft EIR in Section 4.3, Hydrology and Water Quality, on pages 4.3-1 through 4.3-14. The Anticipated Future Mitigation Measure 4.3-1 has been recommended to ensure that adjacent properties are not impacted by increased flood waters from the project site and that the applicant participates in a regional solution to existing flooding problems. No revisions to the draft EIR are necessary.

Response to Comment 7-3

The draft EIR, page 4.3-4, discusses the formation of the Joint Powers Authority (JPA); the purpose of the JPA is to cooperatively manage drainage in the Dixon Regional Watershed, including the project site and areas upstream of the project site. Anticipated Future Mitigation Measure 4.3-1b requires that the applicant pay a fair share of regional drainage facilities to be developed by JPA. No revisions to the draft EIR are necessary.

Response to Comment 7-4

Comment noted. No revisions to the draft EIR are necessary.

Response to Comment 7-5

The comment about the blockage of the 72-inch culvert under Interstate 80 is noted. The draft EIR text on page 4.3-5, second complete paragraph, notes that “Currently the 72-inch culvert entrance is blocked.” No revisions to the draft EIR are necessary.

Response to Comment 7-6

The commenter cites a Dixon General Plan policy that strives to reduce flood risks to life and property. The comment is noted. The draft EIR discusses the consistency of the project with General Plan polices on page 4.3-10 and states that the project would be consistent with this policy because future site development would be consistent with City design standards for providing flood protection, and would occur in accordance with the requirements of the JPA. No revisions to the draft EIR are necessary.

Response to Comment 7-7

The commenter cites a Dixon General Plan policy that ensures measures will be taken to reduce flood damages to other properties. The comment is noted. The draft EIR discusses the consistency of the project with General Plan polices on page 4.3-10 and states that the project would be consistent with this policy because future site development would occur in accordance with the requirements of the JPA. No revisions to the draft EIR are necessary.

Response to Comment 7-8

The commenter cites a Dixon General Plan policy that ensures that development provide improvements to accommodate peak flows. The comment is noted. The draft EIR discusses the consistency of the project with General Plan polices on page 4.3-10 and states that the project would be consistent with this policy because the drainage improvements for the site would be developed in coordination with JPA at the time of site development. The City's design criteria for detention volume is the 100-year, four-day storm flood (see page 4.3-12 of the draft EIR). No revisions to the draft EIR are necessary.

Response to Comment 7-9

The commenter cites Anticipated Future Impact 4.3-1 and states that any changes that reduce the ability of drain water from crossing Interstate 80 will create additional flooding on the surrounding properties. The comment is noted and has been addressed in Responses to Comments 7-2 and 7-6, above. No revisions to the draft EIR are necessary.

Response to Comment 7-10

The commenter notes that the proposed detention pond on the project site would not accommodate flows from the larger 2,690 drainage basin. Please refer to Response to Comment 7-7.

Response to Comment 7-11

Refer to Anticipated Future Mitigation Measure 4.3-1a requiring modeling of the entire 2,690-acre drainage subbasin, and the requirements of Anticipated Future Mitigation Measure 4.3-1b requiring the applicant to participate in a regional drainage solution for the area prior to future site development. No revisions to the draft EIR are necessary.

Response to Comment 7-12

The commenter cites a portion of Anticipated Future Mitigation Measure 4.3-2b. The comment is noted. No revisions to the draft EIR are necessary.

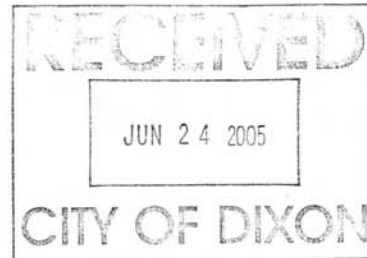
Response to Comment 7-13

The commenter states that it is the responsibility of the City to ensure this development does not cause flood damage to other properties, and that this draft EIR should not be ratified until more detailed solutions are proposed. See Responses to Comments 7-2, 7-8, and 7-11, above. No revisions to the draft EIR are necessary.

Stephen V. Sikes
525 Peterson Lane
Dixon, CA 95620-2643

June 24, 2005

Warren Salmons
City Manager
600 East A Street
Dixon, CA 95620



RE: Milk Farm Project Draft EIR

Dear Mr. Salmons:

I have a question about Section 4.9, Air Quality, of the Milk Farm Project Draft EIR.

Daniel P. O'Brien's June 11, 2004 letter to Marilyn Ponton, included in the Draft EIR, states that "Existing baseline air quality information for an air quality analysis should include site-specific characteristics of the proposed project..." "Not all air quality monitoring stations measure all pollutants..." This same Milk Farm Project Draft EIR includes references to Dixon Downs and Flying J Travel Plaza.

8-1

These three projects adjacent to Interstate 80 can be considered a single source of PM2.5 pollution. Baseline air quality information for these three projects should be developed to include the site-specific characteristics of each of these three projects.

A major limitation to each of the three projects is that no air quality monitoring equipment is located at any of the three proposed sites. The monitoring equipment for particulate matter for the Yolo Solano region is located in Woodland, California, 15 miles away.

8-2

Why is no air quality monitoring equipment proposed in the Milk Farm Project Draft EIR? Specifically, why is no air quality monitoring equipment proposed to measure PM2.5 and smaller pollutants?

To protect the health, safety and welfare of the people of Dixon, I would want to see tighter air quality standards proposed for each of these three projects. Attached please find an article, "Air Pollution-Related Illness: Effects of Particles", from *Science*, 6 May 2005, Volume 308, demonstrating the serious bio-hazards of the ultra-fine 1.0 μM and smaller particles. Please recall that according to the report of UCLA's asthma survey of the State of California, Solano County has the highest rate of asthma. Dixon has an aging senior population, which is susceptible to premature death because of the effects of these ultra-fine particles. A full-time air quality monitoring system ought to be in place to warn the people about the dangerous levels of ultra-fine particles from these three projects.

8-3

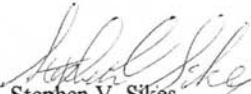
-2-

RE: Milk Farm Project Draft EIR

Overall, the Milk Farm Project appears to be the most environmentally friendly. Dixon residents with whom I have spoken find the design quality and the proposed uses to be the most compatible with their vision (and mine also) of the future of Dixon. I personally support this quality of project for our city.

8-4

Sincerely,



Stephen V. Sikes

Enclosure

PERSPECTIVES

recognized. The data from Stan's group were compelling and incontrovertible, launching Bcl-2 as the founding member of a new class of oncogenes. The earlier proliferative paradigm of cancer pathogenesis was not wrong, but was simply incomplete. Dysregulated programmed cell death would soon be demonstrated in many tumors, and the word "apoptosis" would become part of the vernacular for all biomedical scientists.

For the rest of his life, Stan embraced the key scientific question posed by these studies: How does Bcl-2 block programmed cell death? He and his colleagues defined the physiological roles of Bcl-2 in B cell memory and T cell development, and showed that this protein was required for the survival of many cell types during normal development.

Stan and his co-workers showed that Bcl-2 is only one of many related protein domains. More than 100 other proteins were found that these proteins both pro- and anti-apoptotic, and regulate cell survival through mitochondrial pathways. For these reasons, Stan was elected a member of the National Academy of Sciences at the University of California, San Diego in 1998.



Mott Prize of the General Motors Cancer Research Foundation, the Pezcoller Foundation-American Association for Cancer Research International Prize, and the Stratton Medal from the American Society of Hematology, to name but a few of his many awards. David Nathan and the leadership at the Dana-Farber Cancer Institute recruited him to Harvard in 1998. There, he continued his extraordinary science and acted as a senior scientific leader of the institution until his untimely death.

Stan was one of the most highly cited scientists of our time. He published more than 250 peer-reviewed papers that were cited, in total, more than 40,000 times. Remarkably, 23 of his publications were cited at least 500 times; 11 were cited more than 1,000 times.

MAT EHRHARDT, P.E.
EXECUTIVE DIRECTOR/
AIR POLLUTION CONTROL OFFICER

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graduate student told Stan that he was struggling, Stan smiled and replied, "Oh, let's struggle together," and he meant it. He brought out the best in every person he trained, and he served as a wonderful role model for future generations of physical scientists. Most appropriately, he won the Barger Award for Excellence in Mentorship at Harvard last year.

A spirit of caring and humility pervaded all that Stan did. Despite his many scientific accolades, his source of greatest pride was his family. His wife of 25 years, Susan, and his sons, Jason and Evan, were the most important people in his life. The lessons his parents and the farm in Beardstown, Illinois, were never far from his mind, as they kept him grounded. Although he was a visionary scientist and a natural leader, he was even more so a compassionate human being whose mission was to heal. He had an ever-optimistic view of life, and a broad genuine smile that could light up a room. He embodied the spirit of Wordsworth, who wrote: "That best portion of a good man is little, his little, nameless, unremembered acts of kindness and of love." To Stan Korschmeier, that was the best portion indeed.

10.1126/science.111384

ATMOSPHERE...

Air Pollution-Related Illness: Effects of Particles

André Nel

Worldwide epidemiological studies show a consistent increase in cardiac and respiratory morbidity and mortality from exposure to particulate matter (PM) (1-3). PM is a key ingredient of polluted air and is estimated to kill more than 500,000 people each year (4).

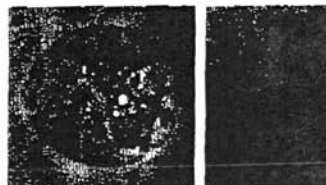
Enhanced online at
www.sciencemag.org/cgi/content/full/308/5723/804

To prevent this staggering loss of life we must understand the characteristics of the toxic particles and gain insight into how these characteristics are related to adverse health effects (5). As our understanding increases, we can use this knowledge to develop biomarkers in the hope of identifying susceptible individuals and reducing their exposure to PM.

PM is composed of solid and liquid particles that come from sources such as vehi-

cle exhaust, road dust, smokestacks, forest fires, windblown soil, volcanic emissions, and sea spray (6). Particle size, surface area, and chemical composition determine the health risk posed by PM (7). PM can be classified into coarse, fine, or ultrafine particles (6). Coarse particles, which have a diameter of more than 2.5 μm , are mostly derived from soil and sea salts. Fine particles (0.1 to 2.5 μm in diameter) and ultrafines (<0.1 μm in diameter) are predominantly derived from combustion of fossil fuel (see the first figure). Combustion particles have a core of elemental carbon that is coated with a layer of chemicals, including organic hydrocarbons, metals, nitrates, and sulfates. All of these components may play a role in particle toxicity (7).

Currently, government and air-quality monitoring agencies track and regulate 10- μm -diameter (PM₁₀) and 2.5- μm -diameter (PM_{2.5}) particles. Unfortunately, the unregulated ultrafine particles are potentially the most dangerous. Ultrafines are the

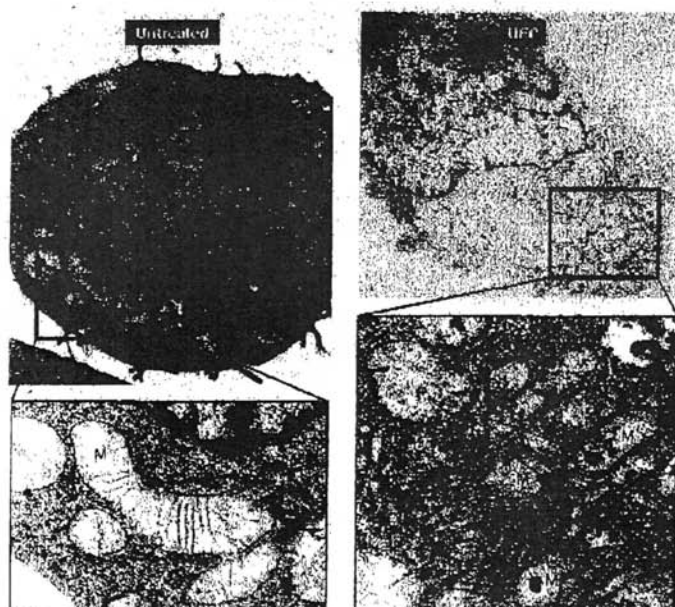


Dangerous dirt. (Left) Electron micrograph of a fine mode particle collected by an impactor from air outside an engineering laboratory at the University of California, Los Angeles. A halo surrounds residues of what are probably inorganic salts and polar organic compounds dissolved in the original aqueous droplet. Sootlike particles are also present. (Right) Aggregates of ultrafine particles collected on the last stage of an eight-stage impactor. These are soot particles emitted from diesel engine sources such as buses. More volatile particles may have evaporated in the electron microscope.

major component in vehicle emissions—the largest source of air pollution in urban areas (8)—and they have the largest surface area and highest content of potentially toxic hydrocarbons among all PM sources. They can also penetrate deeper into lung tissue than fine or coarse particles (8).

Pulmonary effects of PM include the triggering of inflammation in the smaller airways, which can lead to the exacerbation

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Toxic particles. The effect of ultrafine particles (UFP) in a macrophage cell line. (Left) An untreated macrophage with healthy mitochondria (M). (Right) The same cell type treated with ambient ultrafine particles, collected in the Los Angeles basin. The enlarged images show that the untreated cell has healthy mitochondria with cristae, whereas the treated cell has damaged mitochondria that lack cristae. The vacuolar structures in the treated cell each represent a mitochondrion with included particles (P). Whether the particles gain access to and then damage the mitochondria or gain access to already damaged mitochondria is unknown. [Modified from (15)]

of asthma and chronic bronchitis, airway obstruction, and decreased gas exchange (1, 2, 9). PM can also interfere with the clearance and inactivation of bacteria in lung tissue. More recently, there has been a growing awareness that PM is a cardiovascular risk factor that is associated with heart attacks, stroke, heart rhythm disturbances, and sudden death (3).

A number of mechanisms have been proposed to explain the adverse health impact of PM (5). Effects of PM that have experimental support are inflammation, cytokine and chemokine release, production of white blood cells, oxygen free-radical production in the lungs, endotoxin-mediated cellular and tissue responses, stimulation of irritant receptors, and covalent modification of key cellular enzymes (5, 9). Best characterized in humans are the effects of PM on airway inflammation (10). In human and animal studies, inhalation of particles elicits proinflammatory effects, cytokine production, and enhancement of allergic responses in the upper and lower airways (9-11). PM exposure is likely linked to inflammation through the genera-

tion of reactive oxygen species and oxidative stress (9, 12-14). Although there is still debate about which particle components are responsible for producing reactive oxygen species, there is accumulating evidence that pro-oxidative organic hydrocarbons, such as polycyclic aromatic hydrocarbons and quinones, and transition metals, such as copper, vanadium, chromium, nickel, cobalt, and iron, play a role (15, 16). The particle provides a template for electron transfer to molecular oxygen in these reduction and oxidation (redox) cycling events (7). In addition, target cells, such as airway epithelial cells and macrophages, generate reactive oxygen species in response to particle uptake by biologically catalyzed redox reactions that occur in the cell membrane and mitochondria (9, 13, 15). The second figure shows mitochondrial damage to a macrophage caused by ultrafine particles.

Reactive oxygen species can damage cellular proteins, lipids, membranes, and DNA. To defend against this damage, cells use up their stores of a key antioxidant, glutathione. The glutathione depletion can induce a state of cellular stress, called

oxidative stress, that triggers an increase in the production of antioxidant enzymes through activation of a transcription factor Nrf2 (17). Failure to overcome oxidative stress leads to the activation of additional intracellular signaling cascades that regulate the expression of cytokine and chemokine genes (14, 16). These products are produced locally in target tissues as well as systemically, and lead to widespread proinflammatory effects remote from the site of damage.

Some individuals may be more prone to the development of inflammation, asthma, and allergic responses, because of mutations in the genes involved in the induction of the antioxidant defense (18). Other conditions that predispose to PM susceptibility include old age, preexisting chronic heart and lung disease, and diabetes mellitus, all of which are associated with oxidative stress and inflammation.

Although oxidative stress and inflammation may explain aspects of cardiovascular disease such as the growth of atherosclerotic plaques, other adverse outcomes, such as sudden death, may result from altered autonomic regulation of heart rate and changes in the clotting abilities of the blood (5). Although the cause of altered autonomic nervous activity is unknown, the systemic release of cytokines from the lung and vasculature may affect the production of clotting factors and anticoagulant enzymes in the liver. This could lead to the formation of a dense clot on top of a ruptured atherosclerotic plaque, the pathological hallmark of fatal heart attacks. The role of adsorbed particle chemicals in these cardiovascular events is uncertain. However, it is noteworthy that the ultrafine particles may gain access to the systemic circulation by penetrating alveolar membranes in lung tissue (19).

Public concern about the adverse health impact of PM should drive future research. We need to determine which chemical components are most important and whether, in addition to the PM mass, we also need to monitor particle number when considering the effects of ultrafine particles. Products of oxidative stress, inflammation, or tissue damage can be used as biomarkers for early indication of adverse effects of PM exposure. These biomarkers could be monitored in population studies to find susceptible subsets and to determine whether regulatory efforts are sufficient to protect against PM-induced or PM-exacerbated disease.

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PERSPECTIVES

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 20. Funded by the U.S. Environmental Protection Agency (EPA), National Institute of Allergy and Infectious Diseases, and National Institute of Environmental Health Sciences. This manuscript has not been subjected to the U.S. EPA peer and policy review.

10.1126/science.1108752

ATMOSPHERIC SCIENCE

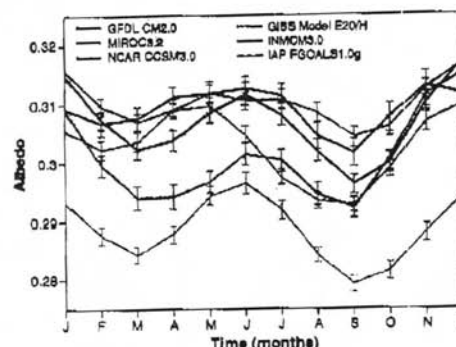
In Search of Balance

Robert J. Charlson, Francisco P. J. Valero, John H. Seinfeld

The climate of Earth and its global mean surface temperature are the consequence of a balance between the amount of solar radiation absorbed by Earth's surface and atmosphere and the amount of outgoing longwave radiation emitted by the system. The former is governed by the albedo (reflectivity) of the system, whereas the latter depends strongly on the atmospheric content of gases and particles (such as clouds and dust). Although the theory of absorption of infrared radiation by gases in the atmosphere (1) is well accepted and embodied in climate models, the observational and theoretical treatments of albedo, aerosols, and clouds are still under development. One brevium (2) and two reports (3, 4) in this issue report estimates of Earth's albedo and of solar radiation reaching the surface, but the uncertainties remain large.

The buildup of CO₂ (5), CH₄, and other greenhouse gases during the past century has led to an increased absorption of infrared radiation in the atmosphere (enhanced greenhouse effect) and a consequent warming ("positive forcing") of the climate. But human-made changes in aerosols and clouds can cause enhanced albedo and hence cooling ("negative forcing"), and they may already have offset a substantial part of the enhanced greenhouse effect. Present trends suggest that by 2050, the magnitude of the enhanced greenhouse effect will be so large that the net anthropogenic forcing will be unequivocally positive and substantial in magnitude (6).

Changes in energy balance affect a host of climatic factors, such as temperature, sea level, meteorological patterns, and precipitation. To understand and quantify these



Apparent agreement. Monthly mean annual cycle and standard deviation (vertical bars) of albedo from six models (12, 75). These and other models are used by the Intergovernmental Panel on Climate Change (IPCC) for preindustrial control simulations.

effects, the enhanced greenhouse effect and all other forcings must be known accurately. To complicate matters further, the enhanced greenhouse effect is suspected of causing changes in clouds and hence albedo, resulting in feedbacks on both incoming and outgoing radiation (7).

Increased albedo could counteract the enhanced greenhouse effect on a global scale. However, the spatial and temporal characteristics of aerosols, clouds, and greenhouse gases differ widely. Clouds change rapidly, and atmospheric residence times for aerosols are short relative to those for the key greenhouse gases (which remain in the atmosphere for centuries). Albedo therefore changes rapidly, whereas the enhanced greenhouse effect simply increases as a result of the slow accumulation of greenhouse gases. Local and regional changes in energy balance would occur even if the albedo change could offset the enhanced greenhouse effect globally. Light-absorbing aerosols further complicate the picture by cooling Earth's surface, heating the atmosphere, and making clouds more absorbing; they may even reduce cloud cover, thereby decreasing albedo further.

These considerations underscore the importance of understanding the natural and anthropogenic changes in Earth's albedo and the need for sustained, direct, and simultaneous observations of albedo with all methods that are currently available.

Albedo changes may be as important as changes in greenhouse gases for determining changes in global climate.

Many methods have been used to estimate albedo, which cannot be measured directly. These methods differ in their scattering geometries, calibration accuracy, and in spectral, space, and time coverage. The different modes of observation include measurements of earthshine reflected from the Moon (8, 9), broadband radiometer data from low orbits around Earth [Wielicki et al. on page 825 (2)], geostationary cloud-cover

observations (10), deep space radiometry (11), and surface radiometry [Pinker et al. on page 850 (3), Wild et al. on page 847 (4)]. All these methods require a theoretical model for relating the measured parameters to albedo, and they all rely on different assumptions. It is critical to compare the results from different approaches to test the consistency among them.

The scientific community has recognized this essential need for years, but major impediments have developed. For example, the broadband data collected by the ERBS (Earth Radiation Budget Satellite) between 2000 and 2004 are not being analyzed for budgetary reasons. The DSCOVR (Deep Space Climate Observatory) satellite has been built but has since fallen victim to the delayed space shuttle program and is now in storage awaiting a launch opportunity. The CALIPSO (Cloud-Aerosol Lidar and Infrared Pathfinder Satellite Observation) and CloudSat satellites have been built and have scheduled launches, but recent budget cuts imposed on the Earth sciences in NASA will severely constrain the analysis and interpretation of the data. Inasmuch as

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Response to Comment 8-1

The commenter states that baseline air quality information for the project, as well as for the Dixon Downs and Flying J projects, should be developed. The Yolo Solano Air Quality Management District (YSAQMD) has the responsibility to monitor and control air quality from stationary sources in the project area and California Air Resources Board (CARB) regulates air quality in the state, including mobile sources. Air quality monitoring is conducted at various locations in the YSAQMD and is considered representative of subregional areas. Monitoring at the Woodland Station includes PM_{2.5}. The 24-hour national PM_{2.5} standard was not exceeded in 2003 and 2004 (there is no California 24-hour standard). Modeling performed for this project indicates that construction of possible future site development would not result in PM₁₀ emissions exceeding the YSAQMD thresholds of significance (Table 4.9-5 of the draft EIR) while ROG, NO_x, and CO could exceed the threshold values; this is considered an unavoidable adverse impact. Future anticipated vehicle emissions could result in PM₁₀ emissions above the YSAQMD thresholds (Table 4.9-6 of the draft EIR); this is also considered an unavoidable adverse impact.

The City has no jurisdiction to regulate air quality. However, this comment will be considered by the City in its evaluation of the adequacy of the EIR and project approval. No revisions to the draft EIR are necessary.

Response to Comment 8-2

The commenter notes that no air quality monitoring equipment is located or proposed on the project site. Please refer to Response to Comment 8-1.

Response to Comment 8-3

Please refer to Response to Comment 8-1.

Response to Comment 8-4

The commenter expresses support for the project.



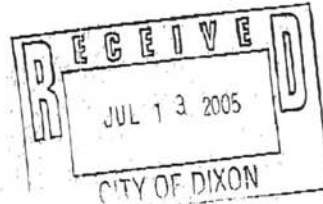
Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

July 12, 2005



Rebecca Van Buren
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Subject: Milk Farm
SCH#: 2004052075

Dear Rebecca Van Buren:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 11, 2005, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(e) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

9-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 8044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 828-8018 www.opr.ca.gov

Response to Comment 9-1

The letter forwards state agency comments on the draft EIR. It should be noted that the State Clearinghouse number for this EIR is 2004052075 and not 2004652075, as indicated on the cover of the draft EIR.

Chapter 3

Revisions to the Draft EIR

As stated in Chapter 1, a Final EIR must include revisions to the draft EIR that are made in response to the comments made during the public review process. The revisions to the draft EIR for the project are provided below. The revisions are listed by page number of the draft EIR, as well as by section, paragraph, sentence, table, as necessary. Any additions and deletions are shown in underline and strike through, respectively. In addition, the summary table (Table 2-1 in the draft EIR) has been updated with the changes shown below and is included in this Chapter as Revised Table 2-1.

Page 2-3, paragraph 7:

- Caltrans (~~possible~~ approval of an encroachment permit for any work within the Interstate 80 right-of-way);

Page 4.1-18, paragraph 3:

Project Mitigation Measure 4.1-1a

The applicant shall agree to place a permanent conservation easement on the land designated as Agricultural in the northern portion of the site.

Page 4.6-9, paragraphs 2 and 3:

Anticipated Future Mitigation Measure 4.6-1a

If, during construction activities at the time of future development, artifacts or non-native stone (obsidian, fine-grained silicates, basalt) are exposed or if unusual amounts of bone or shell are observed or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work in the immediate area of the find shall be halted within 50 feet of the find and a qualified archaeologist shall be contacted immediately for an on-site inspection of the discovery and recommendations. If ground disturbing activities take place as part of this project within the Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, shall immediately be contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day.

Anticipated Future Mitigation Measure 4.6-1b

If buried or suspected human remains are encountered during construction work at the time of future development, that area shall be immediately halted and the county coroner notified. If the remains are determined to be Native American, then the Native American

Heritage Commission will be notified by the coroner within 24 hours as required by Public Resources Code 5097. The Native American Heritage Commission will notify a designated Most Likely Descendant who will provide recommendations for the treatment of the remains within 24 hours. The Native American Heritage Commission will mediate any disputes regarding treatment of remains. If ground disturbing activities take place as part of this project within the Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, shall immediately be contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day.

Page 4.8-27, paragraph 4:

Since the mainline segments of Interstate 80 are expected to be at or over capacity (LOS F) by 2025, the interchange ramp merge and diverge areas would also operate at LOS F during the PM peak hour. The analysis results presented in Tables 4.8-9 and 4.8-10 consider only the HCM procedures, which do not account for congested (LOS F) conditions on Interstate 80. The results in Tables 4.8-9 and 4.8-10 assume that all of the peak hour demand for travel through the ramp terminal intersections gets through during the peak hour. Congestion on Interstate 80 may prevent some vehicles from entering the freeway during the peak hour, which could cause vehicle queuing on the on-ramps that would further exacerbate unacceptable LOS F conditions. Similarly, congestion on Interstate 80 may prevent some vehicles for exiting the freeway during the peak hour, which could result in better operations than shown at the off-ramp terminal and interchange-area intersections.

Page 4.8-29, paragraph 2:

Anticipated Future Mitigation Measure 4.8-2

Prior to site development, the applicant shall realign Milk Farm Road (north of its current location), install a traffic signal, and provide ~~a separate left turn lane and a shared left/right turn lane on the westbound approach~~ the following lane configurations:

- *One through lane and a separate right-turn lane on the northbound approach*
- *A shared through/left-turn lane and a separate through lane on the southbound approach*
- *One left-turn lane and a shared left/right-turn lane on the westbound approach*

These lane configurations will require the widening of the southbound approach to two lanes in advance of the intersection and will require widening Currey Road (from one to two lanes in each direction) between the realigned Milk Farm Road and the Interstate 80 westbound ramps intersection. Figure 4.8-A shows the recommended improvements.

Intersection spacing between the Interstate 80 westbound ramps intersection and Milk Farm Road should be coordinated with the City of Dixon Engineering Department, which may require spacing greater than that shown on the conceptual site plan for the Milk Farm

project and modification of the site plan land uses to accommodate the preliminary interchange configuration identified in the Interstate 80/Interstate 680/Interstate 780 Major Investment & Corridor Study, July 14, 2004 (prepared by Korve Engineering for the Solano Transportation Authority). Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus project conditions.

Page 4.8-29, paragraph 6:

Anticipated Future Mitigation Measure 4.8-3

Prior to site development, the applicant shall install a traffic signal at the Interstate 80/North First Street/Currey Road interchange, widen Currey Road (from one to two lanes in each direction) between the realigned Milk Farm Road and the Interstate 80 westbound ramps intersection and separate the southbound Currey Road to westbound Interstate 80 and southbound Currey Road to southbound SR 113 and eastbound Interstate 80 traffic. This would require controlling the southbound Currey Road to southbound SR 113 and eastbound Interstate 80 traffic through the traffic signal, and eliminating the existing merge section (that accommodates these movements) by installing a raised median. Figure 4.8-B shows these improvements. Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus future project conditions. ~~This~~ These improvements ~~is~~ are needed not only to improve the intersection LOS but to also maintain reasonable vehicle queues on the eastbound approach.

Page 4.8-30, paragraph 2:

Anticipated Future Mitigation Measure 4.8-4

Prior to site development, the applicant shall install a traffic signal and ~~provide an additional separate left turn lane on the eastbound approach. With this improvement, widen the eastbound approach would have a separate left turn lane, a shared left turn/through lane, and a right turn to provide 300 feet of storage for the shared through/left-turn lane.~~

Page 4.8-31, paragraph 6:

Anticipated Future Mitigation Measure 4.8-5

The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/North First Street/Currey Road interchange. Specific improvements, other than a traffic signal, have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. However, improvements would likely include reconstruction and widening of Interstate 80 overcrossing, reconstruction of the on- and off-ramp junctions with Interstate 80, installation of traffic signal control at the ramp-terminal intersections, and improvements (i.e., signalization, and the like) to adjacent intersections. If the City includes these improvements in the CIP,

prior to the approval of any component of site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/North First Street/Currey Road interchange. The three additional City intersections along North First Street should be included in the Caltrans programming studies due to the close spacing between Dorset Drive, Vaughn Road, and Industrial Way, and the Interstate 80/North First Street/Currey Road interchange.

Page 4.8-34, paragraph 6:

Anticipated Future Mitigation Measure 4.8-9

The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/Pedrick Road interchange. Specific improvements have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. However, improvements would likely include reconstruction and widening of Interstate 80 overcrossing, reconstruction of the on- and off-ramp junctions with Interstate 80, installation of traffic signal control at the ramp-terminal intersections, and improvements (i.e., signalization, and the like) to adjacent intersections. If the City includes these improvements in the CIP, prior to the approval of any component of future site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/Pedrick Road interchange.

Page 4.11-26, paragraph 5:

The Dixon fire chief also indicates that development of the project site would increase fire inspection and emergency medical services demands, and the additional demands could be accommodated by the fire ~~department~~ station location. The department receives a portion of the property tax revenues collected by the City, and there would be no financial impact to the department if the project site were annexed into the City and developed. Response time to the project site cannot be determined until the Fire Department reviews the design or layout of future site development (Dorris, 2004).

The following changes have also been made to the draft EIR to correct typographical errors or to clarify the text.

Page 3-1, paragraph 3:

The project site is the 60-acre former Milk Farm property, located along the northwest side of Interstate 80 at the Currey Road interchange (Figure 3-1). The 60 acres consist of ~~48~~ 16 parcels as shown on Figure 3-2. The property is in unincorporated Solano County, adjacent to the City.

Page 4.1-17, paragraph 2:

Under this requirement, the northern agricultural portion of the project site could be annexed into the City if it were “permanently protected” The City of Dixon General Plan contains policies and implementation measures that relate to open space use. Policy 6 of the Natural Environment Element states that “The City shall support and participate in the establishment of open space buffer areas to assist in defining the urban boundary of Dixon.” Implementation Measure B of the same element states “Consider the possibility of future annexations as a means of preserving open space.” The agricultural portion of the site would thus logically relate to the future needs of the City as expressed in the General Plan, and placing a permanent conservation easement on that portion of the site would also be consistent with the LAFCO standard.

Page 4.12-3, paragraph 2:

Incorporation of the above measures into future site development would reduce any potential impacts related to soils, geology, and seismicity to a less-than-significant level. The potential for damage during strong seismic shaking at the project site cannot be eliminated. A similar potential for seismically-induced damage affects most areas in the region that are located near major active faults. The above environmental commitments agreed to by the applicant would reduce, but not eliminate, the severity of impact associated with seismic shaking. However, the risk of earthquakes and associated damage is generally accepted in this part of California and institutional controls have been enacted to reduce the risks to acceptable levels. Therefore, implementation of the measures committed to by the applicant for future development would reduce this anticipated future impact to a less-than-significant level; the applicability of these commitments to future development proposals would be reviewed as part of subsequent CEQA analyses.

Page 4.1-18, paragraph 4:

Project Mitigation Measure 4.1-1b

Designate the proposed five-acre Agricultural area within the proposed Highway Commercial area to “Functional (Buffers).” In addition, this area shall be pre-zoned PS, Public Service.

Page 5-11, paragraph 3:

The extent of the improvements that would be required, or the amount of the fair share contribution of the project site and alternatives to overall improvement costs, is assumed to be related to the amount of traffic generated. Thus, relative traffic impacts would be greater for the No Project “Buildout” Alternative (because a large amount of commercial space could be built) and impacts would be less for the Reconfigured On-Site Alternative compared to the No Project “Buildout” Alternative.

Page 5-11, paragraph 5:

The No Project “No Build” Alternative would have no transportation impacts. The Reconfigured On-Site and ~~No Project “Buildout”~~ Off-site Alternatives would have similar impacts, and the No Project “Buildout” Alternative would have the greatest impact.

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

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

Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Hydrology and Water Quality			
Anticipated Future Impact 4.3-1: Increased drainage runoff resulting from alteration of drainage patterns and creation of new impervious surfaces, potentially increasing on-site and downstream flooding hazards during and following future site development.	<p><i>Anticipated Future Mitigation Measure 4.3-1a</i></p> <p><i>Prior to obtaining development permits for the site, and as part of subsequent CEQA analyses, the following assessments shall be completed:</i></p> <ul style="list-style-type: none"> Perform modeling of the drainage at the project site and the upstream 2,690-acre drainage subbasin using the XP-SWMM dynamic model for the area downstream and upstream to include the conveyance facilities and storage within and around the project site. The two main purposes of this analysis would be to better define the outflow hydrographs past Interstate 80 and to better evaluate alternative conveyance and storage alternatives. The modeling shall take into consideration exfiltration from the pond and/or infiltration from shallow, perched groundwater, if present, and preparing the site to an elevation that would allow the drain inlets to be one foot above the 10-year storm water level. The results of the modeling will be used to design storage facilities and will be presented to the City with the Improvement Plan for City review and approval. Prepare a Pond Operation and Maintenance Plan that addresses: maintenance of a base water level in the pond (up to eight feet of water depth) to ensure suitable temperature gradients; excessive plant growth; excessive nutrient loading from runoff containing fertilizers; safe bank slopes; vegetation palettes; hazards from accidental falls into the pond; and, if a clay liner is installed to prevent exfiltration from the pond, identify the source of clay and the geotechnical requirements for liner installation and slope maintenance. If water needs to be imported to maintain an adequate water level in the pond, the Plan must identify the volume and source of water. The Plan must also address removal of dead vegetation, dredging of accumulated sediments, and a need for aeration to maintain sufficient oxygen demand. The Plan must be submitted to the City for review and approval as part of future development application(s). 	•	
	<p><i>Anticipated Future Mitigation Measure 4.3-1b</i></p> <p><i>The applicant shall pay the fair share of storm drainage facilities impact fees for use by the City and JPA to plan, design, and construct regional drainage facilities.</i></p>		
	<p><i>Anticipated Future Mitigation Measure 4.3-1c</i></p> <p><i>The applicant shall install drop inlet grate elevations in accordance with City requirements, i.e., one foot above the 10-year hydraulic grade line. In addition, building pad (not finished floor) elevations shall be designed to be one foot above the 100-year hydraulic grade line as part of the future site development plans.</i></p>		

<p>Anticipated Future Impact 4.3-2: Construction activities and post-construction operation after the site has been developed could result in degradation of water quality in receiving waters by reducing the quality of storm water runoff.</p>	<p>Anticipated Future Mitigation Measure 4.3-2a</p> <p>As part of future development projects/phases and prior to on-site construction, the project proponent shall prepare a SWPPP designed to reduce potential impacts to surface water quality through the construction period of the project to be submitted to the City for review and approval. It is not required that the SWPPP be submitted to the RWQCB, but the SWPPP must be maintained on-site and made available to RWQCB staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water and measures to prevent off-site migration of sediments and pollutants. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.</p> <p>An important component of the storm water quality protection effort is the knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.</p> <p>The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, which must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046 (SWRCB, 2001), monitoring would be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff." RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.</p> <p>BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.</p>	<p>Anticipated Future Mitigation Measure 4.3-2b</p> <p>The future project design shall include features and operational BMPs to reduce potential impacts to surface water quality associated with operation of the project. These features shall be included in the project drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. The use of vegetated swales shall be considered as a water quality BMP instead of or in conjunction with sediment/grease traps. Storm drain signage shall be considered as a source control BMP. An Operations and Maintenance Plan shall be developed and implemented to inspect and maintain the proposed five-acre pond as required in Mitigation Measure 4.3-1.</p>
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Key: LS = less than significant
SU = significant and unavoidable

Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
	<p>The final design team for the development project shall review and incorporate as many concepts as practicable from Start at the Source, Design Guidance Manual for Stormwater Quality Protection (BASM, 1999) and Stormwater Best Management Practice Handbook, New Development and Redevelopment (CSQA, 2003). Additional BMPs will likely be required in proposed parking areas at the project site.</p> <p>The City shall review and approve the SWPPP prior to approval of the future grading plan.</p>		
Public Health and Safety			
Anticipated Future Impact 4.4-1: Development of the project may interfere with investigation and remediation of listed hazardous materials sites.	<p>Anticipated Future Mitigation Measure 4.4-1</p> <p>Prior to regulatory closure of the leaking underground sites, written approval from SCDEH shall be required for all future construction and grading in those areas to ensure that future development activities do not interfere with investigation or remedial activities. The SCDEH may require modification or replacement of existing groundwater monitoring wells or other actions, as necessary, to ensure that investigation and remediation of historic contamination is not affected by project development.</p>	•	
Anticipated Future Impact 4.4-2: Future development could expose construction workers to hazardous materials during construction activities at the project site.	<p>Anticipated Future Mitigation Measure 4.4-2a</p> <p>A Phase II soil investigation shall be performed prior to issuance of development permits at project site drainage ditch(es) and wastewater ponds, in accordance with recommendations of the Phase I investigation. If remediation is required to reduce risks to public health and the environment, and the remediation results in residual contamination on the site, a Risk Management Plan (RMP) shall be prepared for the project site (Mitigation Measure 4.4-2b). If residual contaminants remain on-site above PRGs for residential land uses, measures must be incorporated into the RMP to ensure that any potential added health risks to future site users as a result of hazardous materials being present are reduced to a level acceptable to the applicable regulatory oversight agency. The potential risks to human health may be reduced either by remediation (e.g., excavation/extraction and off-site disposal) and/or implementation of institutional controls and engineering controls. Institutional controls and engineering controls may include the use of hardscape (buildings and pavements), importation of clean soil in landscaped areas to eliminate exposure pathways, and/or deed restrictions.</p> <p>Anticipated Future Mitigation Measure 4.4-2b</p> <p>An RMP shall be prepared prior to issuance of development permits at the project site to address the safe management and disposal of hazardous materials that may be encountered during project construction. The RMP shall include a site-specific Health and Safety Plan (HSP) for construction activities, which shall be prepared for the project by a qualified industrial hygienist. At a minimum, the HSP shall summarize information collected in environmental investigations for the project site, including soil and groundwater quality data; establish soil and groundwater mitigation and control specifications for grading and construction activities, including health and safety provisions for monitoring exposure to construction workers and the general public; provide procedures to be undertaken in the event that previously unreported contamination is discovered; incorporate construction safety measures for excavation activities; establish procedures for the safe storage and use of hazardous materials at the project site, if necessary; provide emergency response procedures; and designate personnel responsible for implementation of the HSP.</p>	•	

			Coordination with SCDEH shall be performed, as required, to ensure that provisions of the RMP do not interfere with remediation of former underground storage tank locations at the site. If necessary, the RMP shall include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of safely, in accordance with applicable regulations. The RMP shall be submitted to SCDEH for review and approval.		
Anticipated Future Impact 4.4-3: The improper use, storage, or transport of hazardous materials during future construction activities could result in releases affecting construction workers, the general public, and/or the environment.		Anticipated Future Mitigation Measure 4.4-3 The RMP, described in Mitigation Measure 4.4-2b, shall establish procedures for the safe storage and use of hazardous materials at the project site, as applicable; provide emergency response procedures in the case of a hazardous materials release; and designate personnel responsible for implementation of the plans.		•	
Anticipated Future Impact 4.4-4: Demolition of any structures containing lead-based paint, asbestos-containing building materials during future site development, or other hazardous materials could release airborne particles of hazardous materials, which may affect construction workers and the public.		Anticipated Future Mitigation Measure 4.4-4 As a condition of approval for any future demolition permit for a structure constructed prior to 1985 at the project site, a lead-based paint and asbestos-containing material survey shall be performed at the structure by a qualified environmental professional. Based on the findings of the survey, all loose and peeling lead-based paint and identified asbestos hazards shall be abated by a certified contractor in accordance with federal and state requirements. Federal and state construction worker health and safety regulations shall be required during renovation or demolition activities, and any required worker health and safety procedures shall be incorporated into the HSP for the project (Mitigation Measure 4.4-2b). If loose or peeling lead-based paint were identified, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. Other hazardous wastes generated during future demolition activities, such as fluorescent light tubes and mercury switches, shall be managed and disposed of in accordance with existing hazardous waste regulations.		•	
Anticipated Future Impact 4.4-5: Improper use, storage, or transport of hazardous materials by future businesses at the project site could result in releases affecting workers, the general public, and/or the environment.		Anticipated Future Mitigation Measure 4.4-5 Adherence to the applicable federal, state, and local laws and regulations that have been cited would reduce this impact to a less-than-significant level.		•	
Visual Resources					
Anticipated Future Impact 4.5-1: Future development of the site could introduce glare and nighttime lighting into a rural area, which could affect existing rural residents.		Anticipated Future Mitigation Measure 4.5-1 Subsequent development applications for components of the project shall include lighting design provisions to ensure that outdoor lighting does not create glare conditions for residences on Hess Lane, Currey Road, or along Interstate 80.		•	

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

Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Cultural Resources			
Anticipated Future Impact 4.6-1: Future construction as part of site development could affect unknown archaeological resources or human remains.	<p>Anticipated Future Mitigation Measure 4.6-1a</p> <p><i>If, during construction activities at the time of future development, artifacts or non-native stone (obsidian, fine-grained silicates, basalt) are exposed or if unusual amounts of bone or shell are observed or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work in the immediate area of the find shall be halted within 50 feet of the find and a qualified archaeologist shall be contacted immediately for an on-site inspection of the discovery and recommendations. If ground disturbing activities take place as part of this project within the Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, shall immediately be contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day.</i></p> <p>Anticipated Future Mitigation Measure 4.6-1b</p> <p><i>If buried or suspected human remains are encountered during construction work at the time of future development, that area shall be immediately halted and the county coroner notified. If the remains are determined to be Native American, then the Native American Heritage Commission will be notified by the coroner within 24 hours as required by Public Resources Code 5097. The Native American Heritage Commission will notify a designated Most Likely Descendant who will provide recommendations for the treatment of the remains within 24 hours. The Native American Heritage Commission will mediate any disputes regarding treatment of remains. If ground disturbing activities take place as part of this project within the Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease and the Caltrans Cultural Resource Study Office, District 4, shall immediately be contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day.</i></p>	•	
Biological Resources			
Anticipated Future Impact 4.7-1: Several special-status bird species could be affected by future development of the site, including Swainson's hawk, raptors, and other special-status bird species.	<p>Anticipated Future Mitigation Measure 4.7-1a</p> <p><i>The applicant shall obtain all legally required permits from the USFWS, CDFG, RWQCB, Corps, and U.S. EPA and implement mitigation measures, as required by federal and state law, to avoid, minimize, or offset impacts to any species listed under either the state or federal Endangered Species Act or protected under any other state or federal law prior to site development. Evidence that the applicant has complied with the requirements of these agencies shall be submitted to the Dixon Community Development Department prior to issuance of any grading or building permits for future development of the project site.</i></p>	•	

	<p><i>Anticipated Future Mitigation Measure 4.7-1b</i></p> <p><i>Mitigation for impacts to Swainson's hawk, prior to site development, shall include preparation of a project-specific plan to provide for replacement habitat, or participation in a county-wide effort to establish a program for habitat management and conservation of "threatened" and "endangered" species in Solano County, if required by the CDFG. Until the county-wide HCP is completed, the applicant shall be required to consult with the CDFG to determine whether potential impacts on Swainson's hawk nesting or foraging habitat would be considered significant, and shall prepare a project-specific Swainson's Hawk Mitigation Plan, if required by the CDFG prior to site development. A qualified biologist shall be retained to develop a plan that addresses on-site protection or replacement habitat for Swainson's hawk and generally complies with the most recent version of the CDFG Draft Mitigation Guidelines for Swainson's Hawks in the Central Valley of California. Aspects of any required mitigation plan shall include the following:</i></p> <ul style="list-style-type: none"> • The plan shall be prepared in consultation with, and with the approval of, the CDFG and shall provide for a habitat management agreement with the CDFG that will ensure a highly productive foraging habitat in perpetuity for Swainson's hawk. • Replacement habitat could be established by obtaining a conservation easement over suitable agricultural lands, specifying acceptable and unacceptable crop types, prohibiting rodent control and, possibly, including management requirements for habitat enhancement, such as planting and maintenance of fence rows. • A copy of the fully executed habitat management agreement with the CDFG shall be submitted to the Dixon Community Development Department prior to the issuance of any construction permit or initiation of project site improvements, whichever occurs first. <p><i>Upon effectuation of any county-wide and CDFG-approved HCP that provides a habitat management and conservation program for threatened and endangered species (including Swainson's hawk) and requires payment of developer mitigation fees for implementation, the applicant may elect to pay the specified fees prior to issuance of any construction permit or initiation of site improvements, whichever occurs first. Payment of these fees shall be in-lieu of entering into a separate habitat management agreement with the CDFG.</i></p>	
<p>Anticipated Future Impact 4.7-2: Several special-status bird species could be affected by future site development, including burrowing owl.</p>	<p><i>Anticipated Future Mitigation Measure 4.7-2a</i></p> <p><i>Pre-construction surveys for burrowing owl shall be conducted throughout the year to determine whether any nesting owls are present and to provide for their protection during the active breeding season or passive relocation during the non-breeding season if nests are encountered prior to future site construction. Aspects of the pre-construction survey effort shall include the following:</i></p> <ul style="list-style-type: none"> • The surveys shall be conducted by a qualified biologist no more than 30 days prior to initiation of grading and shall extend to 300 feet beyond the limits of the site. • The surveys shall be conducted by a qualified biologist and shall comply with Burrowing Owl Protocol and Mitigation Guidelines. • If a breeding pair and/or colony of owls is encountered, a detailed mitigation program shall be prepared to address significant impacts. The detailed mitigation program shall be prepared in consultation with the CDFG and meet with the approval of the Dixon Community Development Department prior to any grading or construction disturbance. 	<ul style="list-style-type: none"> •

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Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
	<ul style="list-style-type: none"> A survey report by a qualified biologist summarizing the results of the survey effort, verifying that any young have fledged, or that the detailed mitigation program has been implemented shall be submitted to the Dixon Community Development Department prior to initiation of grading in any nest-setback zone. <p><i>Anticipated Future Mitigation Measure 4.7-2b</i></p> <p><i>Pre-construction nesting surveys for loggerhead shrike and raptors shall be conducted during the months of April through July prior to any destruction of suitable nesting habitat. Aspects of the pre-construction survey effort shall include the following:</i></p> <ul style="list-style-type: none"> The surveys shall be conducted by a qualified biologist no more than 30 days prior to initiation of grading and shall extend to 300 feet beyond the limits of the site. If any of these species is found within the construction area after April of the construction year, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by a qualified biologist. If avoidance of nests is not feasible, impacts to foraging habitat and shrike and raptor nests shall be minimized by avoiding disturbance to the birds during the nesting season unless a qualified biologist verifies that the birds have either: 1) not begun egg-laying and incubation, or 2) that the juveniles from those nests are foraging independently and capable of survival at an earlier date. A survey report by a qualified biologist summarizing the results of the survey effort or verifying that any young have fledged shall be submitted to the Dixon Community Development Department prior to initiation of grading in any nest-setback zone. 		
Anticipated Future Impact 4.7-3: Future site development could have an adverse effect on wetlands.	<p><i>Anticipated Future Mitigation Measure 4.7-3a</i></p> <p><i>The preliminary wetland delineation for the site shall be submitted by the applicant's consulting wetland specialist to the Corps for verification prior to site development. If the identified drainage channels and ditches to be filled and modified are not considered jurisdictional, then no additional mitigation is considered necessary. If these features are considered jurisdictional and must be filled, then a mitigation program shall be prepared by a qualified wetland specialist, and shall at minimum provide for permanent protection or creation of replacement habitat of greater or equal acreage and values at a secure location. Any mitigation program involving wetland creation shall include:</i></p> <ul style="list-style-type: none"> Monitoring and management for a minimum of five years to ensure success of wetlands creation; Specify success criteria, maintenance, monitoring requirements, and contingency measures; Define site preparation and re-vegetation procedures, along with an implementation schedule, and funding sources to ensure long-term management; If required, the detailed mitigation program shall be prepared in consultation with the Corps and RWQCB, and meet with the approval of the Dixon Community Development Department prior to initiation of any modifications to jurisdictional waters. 	•	

	<p>Anticipated Future Mitigation Measure 4.7-3b</p> <p>As recommended in Section 4.3, Hydrology and Water Quality, an SWPPP shall be prepared and implemented using BMPs to control both construction-related erosion and sedimentation and project-related non-point discharge into waters of the U.S. prior to site development.</p>	
Transportation and Circulation		
<p>Anticipated Future Impact 4.8-1: The addition of anticipated future project traffic at the Sievers Road/Currency Road intersection would increase delay for the northbound shared through/left-turn movement by more than five seconds and result in unacceptable LOS E conditions.</p>	<p>Anticipated Future Mitigation Measure 4.8-1</p> <p>Prior to site development, the applicant shall pay a fair share of the cost toward installing a traffic signal and the addition of a separate left-turn lane on the westbound approach. With this improvement, the westbound approach would have a separate left-turn lane and shared through/right-turn lane. Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under future year 2025 (cumulative) plus future project conditions.</p>	<p>Anticipated Future Impact 4.8-2: The addition of future project traffic at the Milk Farm Road/Currency Road intersection would cause LOS F conditions under the existing plus future project conditions.</p>
<p>Anticipated Future Impact 4.8-2: The addition of future project traffic at the Milk Farm Road/Currency Road intersection would cause LOS F conditions under the existing plus future project conditions.</p>	<p>Anticipated Future Mitigation Measure 4.8-2</p> <p>Prior to site development, the applicant shall realign Milk Farm Road (north of its current location), install a traffic signal, and provide a separate left-turn lane and a shared left-right-turn lane on the westbound approach <u>the following lane configurations:</u></p> <ul style="list-style-type: none"> • <u>One through lane and a separate right-turn lane on the northbound approach</u> • <u>A shared through/left-turn lane and a separate through lane on the southbound approach</u> • <u>One left-turn lane and a shared left/right-turn lane on the westbound approach</u> <p><u>These lane configurations will require the widening of the southbound approach to two lanes in advance of the intersection and will require widening Currency Road (from one to two lanes in each direction) between the realigned Milk Farm Road and the Interstate 80 westbound ramps intersection. Figure 4.8-A shows the recommended improvements.</u></p> <p><u>Intersection spacing between the Interstate 80 westbound ramps intersection and Milk Farm Road should be coordinated with the City of Dixon Engineering Department, which may require spacing greater than that shown on the conceptual site plan for the Milk Farm project and modification of the site plan land uses to accommodate the preliminary interchange configuration identified in the Interstate 80/Interstate 680/Interstate 780 Major Investment & Corridor Study, July 14, 2004 (prepared by Korve Engineering for the Solano Transportation Authority). Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus project conditions.</u></p>	<p>Anticipated Future Impact 4.8-3: The addition of project traffic at the Interstate 80 westbound ramps/Currency Road/North First Street following site development would cause LOS F under existing plus future project conditions.</p>
	<p>Anticipated Future Mitigation Measure 4.8-3</p> <p>Prior to site development, the applicant shall install a traffic signal at the Interstate 80/North First Street/Currency Road interchange, <u>widen Currency Road (from one to two lanes in each direction) between the realigned Milk Farm Road and the Interstate 80 westbound ramps intersection and separate the southbound Currency Road to westbound Interstate 80 and southbound Currency Road to southbound SR 113 and eastbound Interstate 80 traffic. This would require controlling the southbound Currency Road to southbound SR 113 and eastbound Interstate 80 traffic through the traffic signal, and eliminating the existing merge section (that accommodates these movements) by installing a raised median. Figure 4.8-B shows these improvements.</u> Installation of a traffic signal would be warranted based on weekday PM peak hour traffic volumes under existing plus future project conditions. <u>This These improvements are needed not only to improve the intersection LOS but to also maintain reasonable vehicle queues on the eastbound approach.</u></p>	

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Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Anticipated Future Impact 4.8-4: The addition of project traffic at the Interstate 80 eastbound ramps/North First Street intersection would cause LOS F conditions under existing plus project conditions.	Anticipated Future Mitigation Measure 4.8-4 <i>Prior to site development, the applicant shall install a traffic signal and provide an additional separate left-turn lane on the eastbound approach. With this improvement, widen the eastbound approach to provide 300 feet of storage for a separate left-turn lane, a shared left-turn through lane, and a right turn to provide 300 feet of storage for the shared through/left-turn lane.</i>	•	
Anticipated Future Impact 4.8-5: The addition of anticipated future project traffic at five intersections near the Interstate 80/Currey Road/North First Street interchange would either cause LOS F conditions or add more than five seconds of delay to existing LOS F conditions under cumulative conditions. The affected intersections include Interstate 80 eastbound ramps/North First Street, westbound ramps/Currey Road/North First Street, North First Street/Dorset Drive, North First Street/Vaughn Road, and North First Street/Industrial Way.	Anticipated Future Mitigation Measure 4.8-5 <i>The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/North First Street/Currey Road interchange. Specific improvements, other than a traffic signal, have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. However, improvements would likely include reconstruction and widening of Interstate 80 overcrossing, reconstruction of the on- and off-ramp junctions with Interstate 80, installation of traffic signal control at the ramp-terminal intersections, and improvements (i.e., signalization, and the like) to adjacent intersections. If the City includes these improvements in the CIP, prior to the approval of any component of site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/North First Street/Currey Road interchange. The three additional City intersections along North First Street should be included in the Caltrans programming studies due to the close spacing between Dorset Drive, Vaughn Road, and Industrial Way, and the Interstate 80/North First Street/Currey Road interchange.</i>		•
Anticipated Future Impact 4.8-6: The addition of anticipated future site development traffic at the North First Street/North Adams Street intersection would add more than five seconds of delay to LOS F under cumulative plus future project conditions.	Anticipated Future Mitigation Measure 4.8-6 <i>Prior to site development, the applicant shall pay a fair share cost (estimated to be four percent) through the City's CIP toward the cost of limiting access at the North First Street/North Adams Street intersection to left-in/right-out access only (this would require median treatments on North First Street) and toward the installation of a traffic signal at the North First Street/West H Street intersection, to accommodate the displaced eastbound left-turn movements from North Adams Street. Access improvements should be coordinated with adjacent property owners.</i>	•	
Anticipated Future Impact 4.8-7: The addition of anticipated future project traffic at the North First Street/West H Street intersection would add more than five seconds of delay to LOS F conditions.	Anticipated Future Mitigation Measure 4.8-7 <i>Prior to site development, the applicant shall pay a fair share (estimated to be four percent) through the City's CIP toward the installation of a traffic signal at the North First Street/West H Street intersection.</i>	•	

<p>Anticipated Future Impact 4.8-8: The addition of anticipated future site traffic at the North First Street/West A Street intersection would add more than five seconds of delay to LOS F conditions.</p>	<p>Anticipated Future Mitigation Measure 4.8-8 <i>Further improvements beyond those recently completed as part of the traffic signal installation and intersection modification improvements are warranted at this intersection under year 2025 (cumulative) plus future project conditions. However, due to right-of-way constraints, the City may not wish to implement additional improvements at this intersection to not conflict with economic development goals for the downtown Dixon area. Prior to site development, the applicant shall implement Transportation Demand Management (TDM) strategies to reduce the number of single-occupant vehicle trips generated by future site development during the weekday PM peak hour conditions. Examples of TDM strategies include: preferential parking (or other incentives) for carpools/vanpools; improved transit service, such as contributions to Read-Ride operations (refer to Mitigation Measure 4.8-10) and underwriting the costs of a shuttle bus; and other strategies to encourage employees to use public transit.</i></p>	<ul style="list-style-type: none"> •
<p>Anticipated Future Impact 4.8-9: The addition of anticipated future traffic from site development at the Interstate 80 eastbound ramps and westbound ramps/Pedrick Road intersections would add more than five seconds of delay to LOS F conditions under year 2025 (cumulative) plus project conditions.</p>	<p>Anticipated Future Mitigation Measure 4.8-9 <i>The City shall consider amending the City's Capital Improvements Program (CIP) to include improvements at the Interstate 80/Pedrick Road interchange. Specific improvements have not been identified as part of this study. Additional improvements would be determined in consultation with Caltrans during the Project Study Report/Project Report (PSR/PR) process. However, improvements would likely include reconstruction and widening of Interstate 80 overcrossing, reconstruction of the on-ramp junctions with Interstate 80, installation of traffic signal control at the ramp-terminal intersections, and improvements (i.e., signalization, and the like) to adjacent intersections. If the City includes these improvements in the CIP, prior to the approval of any component of future site development, the applicant shall pay a fair share through the City's CIP toward the cost of future improvements at the Interstate 80/Pedrick Road interchange.</i></p>	<ul style="list-style-type: none"> •
<p>Anticipated Future Impact 4.8-10: Anticipated future site development would result in unmet transit demand in the project site vicinity and have the potential to adversely affect service times of the Dixon Read-Ride Transit Service.</p>	<p>Anticipated Future Mitigation Measure 4.8-10 <i>The project applicant shall meet and confer in good faith with the City and Read-Ride Transit Service to identify the extent to which transit service should be expanded to serve the project site prior to site development. The parties shall determine an equitable funding arrangement to implement the expanded service, and prior to the approval of any component of the proposed project, the applicant shall pay a fair share of the cost of the expanded transit service.</i></p>	<ul style="list-style-type: none"> •
<p>Anticipated Future Impact 4.8-11: Future site development would increase the number of vehicles that cross existing at-grade railroad tracks.</p>	<p>Anticipated Future Mitigation Measure 4.8-11 <i>The City shall consider amending the City's Capital Improvements Program (CIP) to include the grade-separated rail crossings at North First Street and H Street. Specific improvements have not been identified as part of this study. Additional improvements would be determined in consultation with the railroad and regulatory agencies. If the City includes these improvements in the CIP, prior to the approval of any component of future site development, the applicant shall pay a fair share through the City's CIP toward the cost of the grade separation.</i></p>	<ul style="list-style-type: none"> •
<p>Anticipated Future Impact 4.8-12: Anticipated future site development would add more than ten vehicles during the weekday PM peak hour on the Interstate 80 mainline freeway and at on- and off-ramp junctions under year 2025 (cumulative) conditions, which would exacerbate unacceptable LOS F operations.</p>	<p>Anticipated Future Mitigation Measure 4.8-12 <i>The applicant shall agree to pay a fair share fee toward improvements on the Interstate 80 mainline facilities through a future regional traffic impact fee, or similar program, if such a program is adopted prior to future site development.</i></p>	<ul style="list-style-type: none"> •

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Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
<p>Air Quality</p> <p>Anticipated Future Impact 4.9-1: Air emissions could expose sensitive receptors to substantial pollutant concentrations. Demolition, grading, paving, and other construction related activities may result in temporary construction related air quality impacts, such as fugitive dust, ozone, and other pollutants that exceed YSAQMD's significance criteria.</p>	<p>Anticipated Future Mitigation Measure 4.9-1</p> <p>To ensure that future health risks from diesel PM₁₀ emissions are reduced to acceptable levels, contractors shall use equipment that is well maintained during future site development. The mitigation measure included below shall be used to monitor diesel PM₁₀ emissions and ensure that diesel-fueled equipment is not emitting excessive amounts of pollutants because of poor maintenance. Additional mitigation measures listed below shall be made part of any plans for future development to further reduce the impact.</p> <ul style="list-style-type: none"> Comply with all YSAQMD measures for reducing air quality impacts during construction activities for future site development as well as future traffic-related air quality impacts. Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. A visual survey of all in-operation equipment shall be made at least weekly throughout the duration of the construction period. A record of the inspection shall be maintained on-site. The YSAQMD and/or other officials may conduct periodic site inspections to determine compliance. Additional mitigation of NOx, ROG, and PM10 emissions in addition to the applicant's environmental commitments may include reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks. For any earth moving activities within 100 feet of the property lines, additional water shall be applied as necessary to prevent visible dust emission from exceeding 100 feet in any direction. The soil moisture shall be maintained at a minimum of 12 percent, as determined by ASTM Method D-2216. Two soil moisture measurements shall be taken during the first three hours of any active earth moving activities and during each subsequent four-hour period of active operations. Should soil moisture content be below 12 percent, water application shall be increased until the moisture goal has been attained. Buildings that will be demolished as part of site development shall undergo an asbestos and lead-based paint survey. The asbestos survey shall be conducted by an asbestos inspector certified in accordance with the Asbestos Hazardous Response Act. Lead-based paint inspectors shall be certified by the Department of Health Services. Asbestos and lead-based paint shall be abated as necessary and required by law prior to demolition of the buildings. 		•

<p>Impact 4.9-2: Additional vehicle trips generated by future site development would result in an regional long-term increase in emissions of air pollutants. This could result in a cumulatively considerable net increase of any criteria pollutants.</p>	<p><i>Anticipated Future Mitigation Measure 4.9-2</i></p> <ul style="list-style-type: none"> • Prior to the approval of any development at the project site applicant shall develop a TMP that includes strategies and long-term goals addressing mobile source emissions. The TMP shall include the formation of a Transportation Management Association (TMA), which will act as a collective body to communicate with Solano Commuter Information (SCI) to coordinate mobile source emission reduction programs and obtain information about travel alternatives that reduce trips and vehicle miles traveled. The applicant shall meet and confer in good faith with the City and Read-Ride Transit Service to expand transit service to the project site. The applicant shall pay a fair share of expanding transit service to the site. • Future site development shall include planting of trees for shading in all parking lots in accordance with the requirements of the City of Dixon, i.e., 30 percent shading on 22 June on tree types that are deciduous and resistant to disease and parasites common in Dixon. The tree design plan shall be submitted along with building plans and be subject to approval by City staff. 	<ul style="list-style-type: none"> • 	
Noise			
<p>Anticipated Future Impact 4.10-1: The future development of various commercial facilities on the project site would result in temporary increase in noise levels during construction. Construction activities may increase the ambient noise level for adjacent residences during daytime hours.</p>	<p><i>Anticipated Future Mitigation Measure 4.10-1a</i></p> <p><i>All construction trucks operating off-site during future site development shall be required to comply with local, state, and federal noise regulations, including fitting trucks with noise reducing mufflers according to the manufacturer's specifications. .</i></p> <p><i>Anticipated Future Mitigation Measure 4.10-1b</i></p> <p><i>All construction shall adhere to restrictions on construction activity to those hours specified by City of Dixon; the City will perform inspections to ensure compliance.</i></p> <p><i>Anticipated Future Mitigation Measure 4.10-1c</i></p> <p><i>Prior to development of the highway commercial uses of the site, the applicant shall submit a truck routing plan that shall identify routes for construction vehicles. The routes shall not include accessing or exiting the site from or to the north on Currey Road.</i></p>	<ul style="list-style-type: none"> • 	
<p>Anticipated Future Impact 4.10-2: Operational activities, once the site is developed, may expose people at the site to noise levels in excess of City of Dixon standards from existing noise sources or development-related noise sources.</p>	<p><i>Anticipated Future Mitigation Measure 4.10-2</i></p> <p><i>Prior to obtaining any development permits, the applicant shall submit an acoustical study, prepared by an experienced professional, that identifies specific project design features that will accomplish adherence to City of Dixon noise level acceptability criteria for proposed development components. This shall include design features that will address noise emissions from on-site activities and from the ambient noise environment and provide for visual separation between the project site and the Interstate 80 corridor by vegetation, landscaping, berms, and/or devices other than standard acoustical walls.</i></p>	<ul style="list-style-type: none"> • 	

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Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
<p>Public Services and Utilities</p> <p>Anticipated Future Impact 4.11-1: Future site development would create demand for approximately 135,000 gallons per day of domestic water, with a peak demand of 459,000 gallons per day of water. To provide water during peak periods, the Dixon-Solano Municipal Water Service would be required to construct substantial infrastructure improvements, such as additional municipal wells and storage facilities.</p>	<p><i>Anticipated Future Mitigation Measure 4.11-1a</i> The applicant shall pay a fair share of the costs of the improvements outlined in the updated DSMWS Master Plan, as reflected in the updated connection fee schedule prior to site development. The applicant shall pay a fair share of the costs of additional well and storage construction to serve the area. The applicant shall construct two 12-inch water lines under Interstate 80 to connect a loop system with the water system being developed in the NQSP.</p> <p><i>Anticipated Future Mitigation Measure 4.11-1b</i> Prior to the approval of any future development plan for any component of the project, a Water Demand and Conservation Plan shall be prepared and approved by the City Engineering and Community Development departments. The plan shall be coordinated with the required Farmland Irrigation and Water Conservation Plan (see Mitigation Measure 4.11-2, below). The plan shall include, but is not limited to, the following specific components:</p> <ul style="list-style-type: none"> • A water budget for all proposed private and public uses within the project site, including irrigation of landscaping and operation of water features such as the lake; • An infrastructure plan for providing the amount of water that is required, with a requirement that any additional cost burden associated with this infrastructure would be borne by the applicant/developer; • A stated goal and conservation plan for reducing projected on-site water consumption by 15 percent; • The water conservation plan shall include specific measures to minimize the use of high water use landscaping (turf, water features) by requiring, for example, installation of drought tolerant landscaping; • The water conservation plan shall include specific measures that require conservation programs in resort hotel operations, similar to the U.S. EPA Water Alliances for Voluntary Efficiency (WAVE) program, such as offering guests an option of receiving no new daily towels and bedding; • A detailed proposal of how future site development can participate in Solano Irrigation District's conjunctive water use program, including specific design features that would help to replenish groundwater such as the use of pervious paving materials, use of collected gray water, and other measures. 	<p>•</p>	

<p>Anticipated Future Impact 4.11-2: Future site development proposes to use either on-site well water or surface water supply from Solano Irrigation District for irrigation of the project's 25-acre agricultural area and for on-site landscaping. Adequate water supply may not be available.</p>	<p><i>Anticipated Future Mitigation Measure 4.11-2</i></p> <p><i>A Farmland Irrigation and Water Conservation Plan shall be prepared and approved by the City prior to any planting of crops and construction of visitor facilities. The plan shall include a water budget for irrigation of the cropland and orchards and project landscaping areas during different times of the year. The plan shall include a goal of 0.75 to 0.85 water distribution uniformity for furrow irrigated crops, consistent with standards of the Irrigation Training and Research Center, Cal Poly, San Luis Obispo (www.itrc.org). Buried drip irrigation systems should be limited to no more than one-eighth mile in length. Orchards shall be irrigated with micro-spray. The plan shall recommend additional water conservation measures that can improve overall water efficiency, especially during peak summer irrigation periods.</i></p>	<ul style="list-style-type: none"> • 	
<p>Anticipated Future Impact 4.11-3: Future site development would conservatively create demand for approximately 81,250 gpd of dry weather wastewater treatment and a demand for 219,375 gpd of wet weather treatment.</p>	<p><i>Anticipated Future Mitigation Measure 4.11-3</i></p> <p><i>Prior to the approval of any future development plan for any component of the project site, applicant shall submit a Wastewater Services Plan to the Dixon Engineering and Community Development departments for approval. The plan shall include, but not be limited to, the following components:</i></p> <ul style="list-style-type: none"> • <i>A projection of wastewater demand for the application based on rates for each specific use and square footage for average and peak daily flows;</i> • <i>Specific measures to reduce wastewater generation on the site by 15 percent, such as the use of low-flow toilets and showers, and the re-use of gray water generated by uses on the site instead of allowing it to enter the City wastewater collection system;</i> • <i>Detailed plans for how the project site would be connected to the existing City of Dixon wastewater collection system;</i> • <i>A financing plan that indicates how the costs of constructing the infrastructure would be paid for by the applicant;</i> • <i>A written verification from the Regional Water Quality Control Board and/or the City that indicates there is capacity at the City's wastewater treatment plant and disposal area to serve the project;</i> • <i>A commitment that the applicant will pay sewer impact fees in effect at the time of the application.</i> 	<ul style="list-style-type: none"> • 	
<p>Anticipated Future Impact 4.11-4: Future site development would create additional demand for fire and police protection services.</p>	<p><i>Anticipated Future Mitigation Measure 4.11-4a</i></p> <p><i>Prior to the approval of any future development plan for any component at the project site, the applicant shall meet and confer in good faith with the Dixon Police Chief to verify that the existing capabilities of the Police Department are able to provide adequate police protection to the project, taking into account the proposed level of on-site private security and surveillance and the specific types of uses that are proposed. The applicant shall develop a method to pay for the project's fair share of additional staffing costs.</i></p> <p><i>Anticipated Future Mitigation Measure 4.11-4b</i></p> <p><i>Prior to the approval of any future development plan that includes building structures higher than three stories, further environmental review shall be conducted to specifically determine if existing Dixon Fire Department staffing and equipment capabilities are adequate to serve the development.</i></p>	<ul style="list-style-type: none"> • 	

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

Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
	<p><i>Anticipated Future Mitigation Measure 4.11-4c</i> <i>The proposed five-acre pond shall not be used to provide fire flows for future site development. Adequate fire protection water shall be provided by the DSMWS water delivery system in accordance with Dixon Fire Department standards.</i></p> <p><i>Anticipated Future Mitigation Measure 4.11-4d</i> Prior to the approval of any future development, the applicant shall develop a security loss prevention plan with each business operation, to be approved by the Police Chief. The applicant shall meet and confer in good faith with the Dixon Fire Chief to verify that existing capabilities of the fire department are able to provide adequate fire protection to the project. The applicant shall develop a method to pay for the project's fair share of additional staffing costs.</p>		
Anticipated Future Impact 4.11-5: Future site development would create additional demand for energy, including natural gas and electricity, and solid waste collection service.	<p><i>Anticipated Future Mitigation Measure 4.11-5a</i> <i>For future site development, the design, construction, and operation of buildings over 5,000 gross square feet of occupied space shall meet a minimum "silver rating" of the U.S. Green Building Council's current Leadership in Energy and Environmental Design rating system.</i></p> <p><i>Anticipated Future Mitigation Measure 4.11-5b</i> <i>Prior to the approval of any future development plan for any component of the project site, a Recycling Plan shall be prepared and submitted to the City and the Solano County Environmental Health Division that addresses recycling for all related demolition, construction, and operation of new uses on the project site. The plan shall include the following components:</i></p> <ul style="list-style-type: none"> • A requirement that, during future construction, contractors responsible for demolition of existing structures and construction of new facilities shall separate recyclable materials (i.e., wood, scrap metal, asphalt, concrete, cardboard) from the construction and demolition debris in such a way as to avoid landfill disposal of these recyclable materials. • Details for implementing an aggressive Recycling Plan that requires, at a minimum, all components of future development to provide containers for recycling glass, plastic, paper, cardboard, green waste, food waste, and aluminum and ensure that adequate and conveniently located space is provided for the necessary recycled material storage containers to be used by the project. • An overall goal of the Recycling Plan to recycle at least 50 percent of all waste materials generated during construction and during subsequent operation of each component of future site development. • A detailed monitoring program to monitor the progress of meeting the 50 percent recycling goal, with annual reports submitted to the City and to the Solano County Environmental Health Division for approval. 	•	

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

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

Revised Table 2-1: SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	
		LS	SU
Impact 5-7: Cumulative impacts related to exceedances of YSAQMD thresholds of significance for ROG, NOx, CO, and PM10 from construction and/or increased vehicle trips.	Mitigation Measure 5-7 <i>Refer to Anticipated Future Mitigation Measures 4.9-1 and 4.9-3.</i>		•
Impact 5-8: The cumulative impacts of increased calls for police and fire services are potentially significant.	Mitigation Measure 5-8 <i>The City shall require applicants of major development projects to pay a fair share of the cost of additional staffing for the police and fire departments.</i>	•	