



# Planning Commission Staff Report

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**Item Initiated By:** Raffi Boloyan, Community Development Director

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**Subject:** **Adoption Review of Dixon General Plan 2040 and  
Associated Final Environmental Impact Report (FEIR)**

## **SUMMARY OF REQUESTED ACTION**

Review Draft General Plan 2040 and Final EIR, accept public testimony and comments and make recommendation to the City Council through the adoption of Resolutions.

## **BACKGROUND**

### **General Plan 2040 Update Process:**

The current Dixon General Plan was adopted in 1993, which was an update to the plan originally adopted in 1987. Although it has been amended numerous times since 1993, the plan is greatly outdated and out of compliance with new state regulations and current trends.

In 2014, the City Council determined that the Plan no longer reflected current City vision and needed a comprehensive update, and the firm of Dyett and Bhatia was engaged to undertake the update late in 2014. Community input was foundational to the development of the General Plan 2040.

- A preliminary kick off meeting with both the Commission and Council PC (joint session) was held March 31, 2015
- Early in the process, a citywide mail-in survey generated over 600 responses and helped establish core values and priorities to guide the key strategies on which the Plan is based.
- A community workshop was also held to provide an opportunity for local residents to weigh in on land use alternatives and a vision for the future of the community.
- A General Plan Advisory Committee (GPAC), composed of 14 community members met 10 times over the course of the project to provide input and vet key decisions. The GPAC represented a wide range of interest groups, advocacies, and opinions, therefore, there was not

always consensus. However, the wide ranging opinions allowed the vetting of many ideas and consideration of the various opinions. GPAC meetings were open to the public and provided a forum for community involvement in the process

- Based on community input from the early phases of the project, a Vision Statement and Guiding Principles were developed and approved by the City Council. The vision and guiding principles closely reflect the language of the goals of the 2040 General Plan. After an evaluation of several different land use and circulation alternatives, the City Council reviewed and approved a draft land use map in the summer of 2017.
- Over a series of meetings in the spring and summer of 2018, including a day-long policy summit, the GPAC reviewed and helped to revise goals, policies and actions for each element of the general plan.

With this work complete, environmental analysis was set to proceed; however, it was discovered that the City's traffic model was out-of-date and overestimated future traffic volumes. Therefore, the City commissioned DKS Associates, a transportation engineering firm, to design and build a new citywide traffic model. The process of building and validating the model took about 10 months from early 2019 through to October of that year, and a corridor safety study focused on South First Street was also completed during that period to identify key improvements to the network and inform development of the Mobility Element of the General Plan. At the end of 2019, with the new traffic model ready work on the EIR was able to resume.

The public review Draft General Plan 2040 and associated Draft EIR were released on July 8, 2020 and the public comment period ran for 45 days through August 21, 2020. Following the close of the public comment period, City staff and the consultant prepared responses to comments received and completed a Final EIR.

A hearing on the Draft General Plan before the Solano County Airport Land Use Commission (ALUC) was held on December 10, 2020, resulting in adoption of a finding of conformance to the Travis Air Base ALUC plan.

Since the publication of the public review draft, the Advocacy Groups, consultant and City staff have made various refinements, edits and clarifications to the Draft Plan based on input received through the review process, resulting the Final Public Review Draft General Plan 2040.

## **GENERAL PLAN UPDATE SUMMARY**

The Draft General Plan 2040 is a comprehensive update of the existing plan that incorporates changes to the policy framework and land use designations intended to guide development and conservation through 2040 and to comply with new State regulations that have come into force since the plan was last updated, including new requirements for addressing geologic hazards, flooding, and wildland and urban fires, and environmental justice. This upcoming section of the staff report summaries each of the chapters of the Draft Plan. For details, please see the entire Draft General Plan document [here](#) (or using the link at the end of this staff report).

The General Plan 2040 envisions that future growth and development will be focused primarily in the Southwest Specific Plan Area, the Northeast Quadrant, Downtown Dixon, and the SR 113 corridor north of downtown. The Plan seeks to preserve and enhance the quality of life in existing neighborhoods within the City limit and to preserve the natural open space and agricultural lands that surround Dixon.

The Draft General Plan 2040 is organized as follows:

- General Plan 2040 is organized into six chapters, an introduction plus five (5) chapters that address seven (7) of the eight (8) State-mandated elements required for all General Plans, including *Land Use, Circulation, Conservation, Open Space, Safety, Noise and Environmental Justice*.
- While Dixon does not have any designated "disadvantaged communities," defined by the California Environmental Protection Agency as census tracts with high concentrations of low-income households disproportionately burdened by environmental pollution, some tracts in Dixon are among the most impacted in the state for drinking water contaminants, threats to groundwater, and exposure to pesticides. As such, goals and policies to address these environmental justice issues have been incorporated into the plan and address the state mandated *Environmental Justice* Element, as well as to address other topics required under Senate Bill 1000.
- The eight State-mandated element of a General Plan, the *Housing Element*, follows a separate timeline, as it is required to be updated every eight (8) years. Dixon's *Housing Element* was most recently updated in 2015 and therefore, was not included as part of the overall General Plan update. The [\*Dixon Housing Element Update \(2015-2023\)\*](#) is a stand-alone document which addresses the City's housing needs, constraints and resources. The current *Housing Element* is certified through 2023, and an update will be initiated in late 2021. Dixon is also a partner with all Solano County cities and the County itself to: 1) create a sub region for the assignment/distribution the County's allotment of the Regional Housing Needs Allocation (RHNA); 2) hire a Housing consultant to perform much of the common housing element background work throughout the County that cities can then use to update their Elements.
- While not required under State law, the Draft Plan also includes an optional Economic Development and Community Character Elements, which address these important community priorities.

Following is an outline of each chapter in the General Plan 2040, including an overview of the key goals, policies and actions and a description of the statutory requirements satisfied.

### **Chapter 1 – Introduction:**

This chapter provides the history and background of Dixon, the planning context for the city and its surroundings, summary of the update process and a primer on General Plan basics 101. To evaluate the General Plan, it is important to understand its purpose and framework:

- A General Plan is a long range planning document that each city and county in California is required to adopt and maintain.
- A General Plan is a high level policy document that serves to guide physical development of a city for its current boundaries, along with areas outside city limits, but within the city's sphere of influence.
- A General Plan establishes a long range vision for the community, usually a 15-20 year timeframe, through the goals, policies and actions included in the plan.
- The Dixon General Plan 2040 groups the eight mandated Elements into five chapters, with each chapter including the goals, policies and actions.
- Goals are the major high level aspirations of a community; Policies are the specific targets or desired outcomes; and Actions are steps needed to realize the policies and goals.
- The General Plan, once adopted, does not immediately achieve all of the goals or policies. It is similar to a work plan, and outlines the vision and the steps needed for the City to take during the 15-20 year life of the plan to achieve those goals.

- Those steps are what the City uses to guide staff work plans, but implementation of the General Plan is dependent on various factors, including staffing, funding, the economy, and grants/outside funding.
- It is also important to note that the City is required to review its General Plan on an annual basis, with a more comprehensive review every 5-10 years, to assess its implementation and confirm the goals, policies and actions.

### **Chapter 2 - Natural Environment:**

This chapter addresses conservation of open space, agriculture, water, energy, and biological resources in Dixon and its Sphere of Influence (SOI). It also deals with natural and human-made hazards, noise, emergency preparedness, and public safety in the face of natural disasters, as well as climate change and environmental justice. In so doing, it satisfies legal requirements for the Conservation, Open Space, Safety, Noise, and Environmental Justice elements of the General Plan. It lays out the following 5 goals, supported by policies and implementing actions:

- Preserve, protect, and enhance natural resources, habitats, and watersheds in Dixon and the surrounding area, promoting responsible management practices.
- Use energy and water wisely and promote reduced consumption.
- Optimize the use of available resources by encouraging residents, businesses and visitors to reuse and recycle.
- Protect life and property from natural and human-made hazards and provide quick, effective response to disasters and emergencies.
- Minimize air, soil, noise, and water pollution as well as community exposure to hazardous conditions.

The goals, policies and actions in this chapter emphasize preserving and protecting the agricultural and open space lands that surround Dixon through cross-jurisdictional cooperation, the dedication of easements, the implementation of agricultural mitigation, and the adoption of a right to farm ordinance. They also emphasize the long-term health and viability of groundwater through continued work with the Solano Subbasin Groundwater Sustainability Agency (GSA) Collaborative, promotion of low impact development practices in new development, and requirements for the regular repair and maintenance of drainage ditches in open space areas. Additionally, the policies and actions focus on strategies and funding programs that local residents and businesses can make use to reduce energy and water use, including promoting rainwater reuse systems, greywater systems, and establishing a Community Emergency Response Team program to train volunteers in disaster preparedness. A focus on community-based initiatives to expand tree canopy coverage and address increased urban heat is also included.

### **Chapter 3 – Land Use and Community Character:**

This chapter presents a framework to guide future development and conservation in Dixon and its sphere of influence (SOI), designating the location and mix of uses desired as well as the density and intensity of development. It outlines a strategy for managing growth that involves preserving agricultural and open space lands around the city while concentrating new development primarily in focus areas within the City limit to support efficient delivery of public services and infrastructure, reduce the need for vehicle trips, and improve air quality. It also addresses small town character, historic resources, downtown vitality, and neighborhood livability with the following 7 goals, supported by policies and actions:

- Focus future development so that it is contiguous to existing developed areas and supports efficient delivery of public services and infrastructure.

- Promote and enhance Dixon’s quiet, safe, family-friendly small-town character.
- Protect, preserve, and enhance the significant cultural and historic features of Dixon, recognizing their importance to the character of the community.
- Reinforce the downtown area as the physical and cultural center of the city, recognizing its importance to the community’s sense of place.
- Focus new development that makes a positive contribution to the community along key corridors and at principal gateways into Dixon.
- Foster residential neighborhoods with attractive design, safe streets, access to shopping and services, and gathering places for the community.
- Foster neighborhood commercial centers throughout Dixon that provide services and amenities locally and contribute to a sense of community.

In order to realize these goals, the 2040 General Plan includes three new land use designations to guide new development in key areas of the city.

- The Downtown Mixed Use (DMU) designation applies in the traditional downtown area and will promote Downtown Dixon as an attractive destination for residents and visitors to the community.
- The new Corridor Mixed Use (CMU) designation, which applies on North First Street, North Lincoln Road, and West A, will foster a mix of retail and commercial uses, supported by housing.
- The Campus Mixed Use (CAMU) designation, which applies in portions of the Northeast Quadrant and Southwest Dixon Specific Plan areas, will foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to the regional transportation network with clusters of related light industrial, manufacturing, office, research & development, retail, hotel, service, and residential uses. In all three, mixed use can be in either horizontal or vertical configuration and single uses are allowed on smaller lots. This will provide property owners and developers with the flexibility to design projects in line with market conditions while also satisfying community objectives. Because this designation allows for residential uses as a part of the mix, it is not consistent with the Planned Production Area designation given the Northeast Quadrant SP area by ABAG/MTC; this may result in a revision of the boundaries of the PPA as a follow up step.

The Land Use Map and description of the land use categories for all land use categories in the City can be found on pages 3-13 through 3-17 of the General Plan 2040.

This chapter also contains a strong set of policies and actions (located under Goal LCC-1) to coordinate provision of infrastructure with new development and to provide effective growth management over time. There are also policies and actions to integrate new development and ensure visually attractive buildings at prominent locations, such as Action LCC-5.D that will establish performance standards for industrial uses near housing, and LCC-5.A that will establish design guidelines to ensure a high-quality visual character at the northern and southern gateways to Dixon and on the SR113 corridor.

Additionally, the Plan includes specific strategies for Downtown Dixon that will strengthen its role as a hub for the community, including requiring active ground floor uses along First Street, East A Street and Jackson; facilitating outdoor seating, dining, art and live music along main streets and side streets; prioritizing public realm improvements; and promoting housing development.

#### **Chapter 4 - Economic Development:**

This chapter lays out a strategy that seeks to grow the local economy and enhance the quality of life in Dixon, while respecting the community's history and agricultural heritage. The strategy seeks to build on local strengths in manufacturing, logistics, food processing, and agricultural technology and to leverage Dixon's ready connections to the regional roadway and rail network and its proximity to the University of California at Davis to attract new businesses. Recognizing that large tracts of land in the northeast and southwest of Dixon represent an important opportunity, the policies and actions in this chapter emphasize development readiness and focus on improvements to water, sewer, and stormwater infrastructure are needed to support private development. It lays out the following 6 goals, supported by policies and implementing actions:

- Ensure development readiness and position Dixon to capitalize on its strengths.
- Support local business retention and growth to expand employment opportunities in Dixon, increase the City's tax base, and enhance quality of life.
- Grow a diverse primary job base by attracting new businesses that build on Dixon's strengths.
- Establish and support Downtown Dixon as the city's cultural focal point, the dominant community event area, and a destination business and entertainment center that attracts both residents and visitors.
- Leverage the value of Dixon's location along major regional transportation corridors to promote commercial development.
- Partner with businesses and entrepreneurs to make Dixon an attractive, easy place to do business.

In order to realize these goals, key initiatives include actively promoting certified opportunity sites by maintaining and publicizing an inventory of available land and pursuing funding and financing opportunities that can provide the infrastructure needed to support development. An important focus is on local business support and workforce development, with actions to implement a local procurement program, "shop local" campaigns, and tools that provide assistance for starting and growing a business in Dixon, as well as training initiatives.

The Plan also recognizes that Downtown Dixon can be an economic engine for the city, drawing local residents and visitors from surrounding communities to restaurants, shops and entertainment options with its historic charm. It includes actions improve the public realm, promote events and festivals, and attract new community-oriented business such as theatre/cinema, brew pub, or ice cream shop. The Plan also seeks to build on the nucleus of successful regional retail businesses on North First Street and Lincoln Street and create attractive thriving commercial gateways easily visible from I-80 and SR 113 through highway signage standards, a facade improvement program, and business improvement districts.

#### **Chapter 5 - Mobility:**

This chapter addresses mobility and transportation (known as circulation) in Dixon, including road, rail, transit, and biking and walking facilities. It includes strategies to promote the efficiency of the circulation system, reduce congestion, improve connectivity by a variety of transportation modes, and manage the transport of goods through and around Dixon. The chapter identifies specific improvements to the local transportation network needed to support the planned development pattern, and it includes a circulation diagram showing the location and extent of existing and proposed major thoroughfares and transportation routes, correlated with the land use element of the plan. It lays out the following 6 goals, supported by policies and implementing actions:

- Plan, design, construct, and maintain a transportation network that provides safe and efficient access throughout the city and optimizes travel by all modes.

- Manage the city's transportation system to minimize congestion, improve flow and improve air quality.
- Facilitate convenient and safe pedestrian, bicycle, transit, and vehicular connections between neighborhoods and to destinations in Dixon and neighboring communities.
- Facilitate travel within the city and to surrounding communities by alternatives to the automobile to reduce vehicle miles travelled.
- Ensure Downtown Dixon is an inviting place where it is safe and easy to walk, bike, drive, and park.
- Provide for safe, efficient goods movement by road and rail.

The circulation diagram is included as Figure M-1, on page 5-4 of the plan. The goals, policies and actions in this chapter address new State requirements for "complete streets" and will guide future improvements intended to facilitate safe and efficient travel for all modes of travel. The development of the policy framework was closely coordinated with the *Solano Transportation Authority's Countywide Active Transportation Planning* effort.

The General Plan 2040 maintains a minimum standard of level of service 'D' at all intersections citywide for planning purposes, while also introducing the concept of Vehicle Miles Travelled (VMT), the new State required performance metric for environmental analyses pursuant to the California Environmental Quality Act (CEQA). VMT describes the overall amount of travel in the City and region based on distance and is directly related to fuel consumption, air pollution, and GHG emissions. The City will use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as reductions in GHG emissions.

Importantly, the chapter identifies a series of short-term and long-term actions to improve roadway safety and efficient mobility on SR 113, including high-visibility crosswalks at key locations, curb bulb-outs, and targeted roadway widening and restriping. These improvements will enhance First Street's performance as a multi-modal corridor and make it safer for all users. The chapter also provides a framework of policies and actions that will guide City decision-making on key concerns such as managing school traffic, re-routing SR 113 away from Downtown Dixon, and improving the safety and efficiency of the rail crossing at Pedrick Road, particularly during the harvest months. This will allow for the incorporation and use of a range of strategies to address these community priorities as funding is available in the coming years, including the use of intelligent transportation technology, expanded Redit-Ride Service, and other strategies.

### **Chapter 5 - Public Facilities and Services:**

This chapter addresses public facilities and services in Dixon, including parks, schools, libraries, and recreational facilities as well as delivery of public services including law enforcement, fire protection, water and sewer service, and stormwater facilities. It also addresses community health and engagement in civic life, essential aspects for a high quality of life in the community. The chapter satisfies State requirements for utility circulation, public safety, and open space for recreational purpose. It lays out the following 8 goals, supported by policies and implementing actions:

- Provide police and fire services that are responsive to community needs and ensure a safe and secure environment for people and property in Dixon.
- Plan and provide utilities and infrastructure to deliver safe, reliable and adequate services for current and future residents and businesses.
- Locate and design schools and other public facilities as contributors to neighborhood quality of life, identity and pride.

- Provide and maintain a comprehensive system of quality parks and recreational facilities to meet the needs of Dixon's current and future population.
- Provide community services that support families and meet the needs of community members of all ages, backgrounds and interests.
- Promote the health and welfare of all community members.
- Encourage the active participation of Dixon residents and businesses in civic life.
- Embrace differences and serve all in the community equally.

Recognizing that the improvement and expansion of utility infrastructure is critical for economic development and quality of life in Dixon, the goals, policies and actions in this chapter identify a range of actions the City will take in coordination with other service providers to ensure safe and reliable service. These include establishing a new metered interconnection with the Cal Water system to augment the backup source of water available, studying options for diversifying and expanding water supply sources, identifying and prioritizing capital and maintenance improvement program elements based on the performance metrics in the Water System Strategic Asset Management Plan, and preparing a Sewer Master Plan and computer model of the sanitary sewer system. The policies and actions provide a framework for collaboration with other public agencies and the private sector to facilitate the cost effective, efficient provision of utility and stormwater improvements needed to support development in the Northeast Quadrant, which will require sub-regional collaboration and innovative funding and financing strategies.

As the community grows, new parks will need to be provided in order to maintain the established standard of 5 acres of parkland per thousand residents. The Parks Master Plan will continue to be the primary tool for planning specific capital improvements and parks and recreation programming in Dixon, however, it will need to be updated to reflect projected growth patterns. As such, the 2040 General Plan identifies potential locations for new parks, based on an analysis of underserved areas and projected new development, and it provides policies and actions to guide an update to the Parks Master Plan and the planning and design of future facilities. The Plan also includes policies to ensure sufficient resources and equipment for efficient delivery of public safety services to the community.

## **ENVIRONMENTAL REVIEW**

Pursuant to California law, a programmatic Environmental Impact Report (EIR) for the Dixon General Plan Update was prepared to evaluate potentially significant environmental impacts associated with the adoption and implementation of the 2040 General Plan.

### **Notice of Preparation (NOP):**

Consistent with the California Environmental Quality Act (CEQA) Guidelines a Notice of Preparation (NOP) for the EIR was publicized and circulated to State and local agencies between November 13, 2018 and December 20, 2018. A Scoping Meeting conducted by the Planning Commission was held December 12, 2018 to receive public comments on the scope and content of the EIR. The purpose of the NOP process/scoping meeting was to establish the scope and context of the Draft EIR.

### **Draft EIR:**

Based on the input received, a detailed environmental analysis was conducted and the Draft EIR was released for a 45 day public review period commencing on July 8, 2020 and concluding on August 24, 2020. A copy of the Draft EIR can be viewed at [here](#) (link address provided at the end of the staff report). The analysis in the Draft EIR found that the majority of impacts associated with implementation of the General Plan 2040 would be less-than-significant or less than significant with mitigation.

However, there were seven (7) impacts that were identified as significant:

- One significant impact conflicts with Californian Air Resources Board passenger vehicle GHG emission reduction targets for 2020 and 2040 but can be reduced below the threshold of significance with implementation of recommended mitigation measure MM GHG-1, requiring the preparation of a Climate Action Plan consistent with State mandates and targets within 36 months of adoption of the General Plan.
- Six other impacts were found to be significant and unavoidable, meaning that even after implementation of all feasible mitigation measures the impacts could not be reduced to a less than significant level.

These significant and unavoidable impacts are described below and a Statement of Overriding Considerations has been prepared.

#### Agricultural Resources

Implementation of the Proposed Plan would allow for the conversion of Prime Farmland to non-agricultural uses. Under the Proposed Plan, urban development could occur on 98 acres of these farmlands designated by the Farmland Mapping and Monitoring Program (FMMP). Urban development could further result in indirect impacts that exert pressure on agricultural lands to convert to non-agricultural use. Even after implementation of MM-AG-1, which requires project proponents to offset the loss of Prime farmland through either 1) acquisition of land or dedication of a conservation easement within a ten-mile radius of the City; or 2) payment of an in-lieu fee

Conversion of agricultural land to urban use is not fully mitigatable, as agricultural land is a finite and irreplaceable resource. Beyond limiting the amount of total growth permitted, there are no feasible mitigation measures for agricultural land conversion that would also fulfill the objectives of and implement the Proposed Plan. The impact would remain significant and unavoidable.

#### Air Quality

Development under the Proposed Plan could violate air quality standards or contribute substantially to an existing or projected air quality violation. Any development under the Proposed Plan that would exceed Yolo-Solano Air Quality District (Yolo-Solano AQMD) regional significance thresholds would contribute to the non-attainment designation of the Air Basin, which constitutes an air quality violation. The Yolo-Solano Air Quality Management District area is currently classified as a federal and state non-attainment area for ozone, a federal non-attainment area for PM<sub>2.5</sub>, and a state non-attainment area for PM<sub>10</sub>.

Construction activities associated with the Proposed Plan would cause short-term emissions of criteria air pollutants, including the temporary generation of ozone precursors (ROG, NO<sub>x</sub>), CO, and particulate matter emissions that could result in short-term impacts on ambient air quality in the Planning Area. While policies in the Proposed Plan would enforce air quality standards during construction, with respect to ROG, NO<sub>x</sub> and PM exhaust emissions, there could be foreseeable conditions under the Proposed Plan where the amount of construction activity for an individual development project, or a combination of these projects, could result in the generation of these pollutant emissions that exceed their respective Yolo-Solano AQMD significance thresholds (10 tons per year for ROG and NO<sub>x</sub>, 80 pounds per day for PM<sub>10</sub> and PM<sub>2.5</sub>). Emissions of these pollutants may not be reduced to levels below Yolo-Solano AQMD's thresholds when multiple construction projects are concurrently ongoing in Dixon. Therefore, the Proposed Plan could potentially result in a cumulatively considerable contribution to the non-attainment designations of the Air Basin during construction, which would constitute a significant and unavoidable impact.

In addition to the short-term construction emissions, buildout of the Proposed Plan would generate long-term air emissions, and has the potential to result in air quality impacts from mobile, area, and energy sources. Future development under the Proposed Plan would be required to comply with applicable air quality plans, State Implementation Plan (SIP), California Air Resources Board (CARB) motor vehicle standards, Yolo-Solano AQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and the Proposed Plan policies; however, there is no guarantee that emissions would be mitigated below Yolo-Solano AQMD thresholds. Current non-attainment status and projected ROG, PM10, and PM2.5 emissions at buildout in combination with past, present, and reasonably foreseeable projects elsewhere within the Yolo-Solano AQMD area demonstrate that the Proposed Plan, even with implementation of applicable regulations and Proposed Plan's policies and actions that would reduce impacts associated with long-term operational criteria pollutant emissions, could potentially result in a cumulative exceedance of the standards. Therefore, development under the Proposed Plan could result in a cumulatively considerable net increase of criteria pollutants for which the General Plan region is non-attainment under an applicable federal or State ambient air quality standard. Even with the mitigation measures in the Proposed Plan, the impact would be significant and unavoidable.

Additionally, level of service impacts at three intersections under the Proposed Plan meet the screening criteria utilized by Yolo-Solano AQMD to provide a conservative indication of whether project-generated traffic will cause a potential carbon monoxide (CO) hot spot. As discussed in Chapter 3.3-13, signalization of these intersections is not recommended. Therefore, development under the Proposed Plan could expose sensitive receptors to substantial concentrations of CO. Even with the mitigation measures in the Proposed Plan, the impact would be significant and unavoidable.

#### Energy, Greenhouse Gases and Climate Change

Through implementation of the Proposed Plan policies aimed at reducing greenhouse gas (GHG) emissions, the Proposed Plan would serve to implement numerous strategies and mitigation measures aimed at reducing these emissions. However, even accounting for State and federal standards and for policies within the Proposed Plan that can be quantified, the resulting 2040 emissions are still greater than the Statewide percentage reduction target and the CARB Scoping Plan per capita target. This means that, absent additional measures at the State level, development under the Proposed Plan would conflict with CARB's 2017 Scoping Plan, AB 32, EO S-03-05, Plan Bay Area, and SB 375, as the City does not have direct control over certain aspects of transportation emissions, such as vehicle fuel efficiency standards or regional traffic.

Further action is necessary at the State and federal levels to achieve the deep cuts to emission sources outside the City's jurisdictional control to meet the GHG emissions reductions targets laid out by the State. Given that, at this time, there are no post-2030 State or federal measures that would assist the City in achieving the efficiency target in 2040, the potential exists for the Proposed Plan to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Even with the mitigation measures in the Proposed Plan, the impact remains significant and unavoidable.

#### Transportation and Traffic

Implementation of the Proposed Plan would contribute to population and job growth, resulting in projected increased amounts of traffic generation and congestion in the City of Dixon. More specifically, it would cause a significant impact by causing several local intersections to perform below level of service (LOS) standard policy established by the General Plan, and causing a conflict with these established measures of effectiveness of the circulation system.

Ten intersections were studied as part of the analysis under the General Plan Buildout. Five of the intersections are reported as operating at a deficient LOS during either Existing Conditions or future conditions under the Proposed Plan:

- Jackson Street & W A Street,
- First Street & B Street,
- First Street & Chestnut Street,
- First Street & W Cherry Street, and
- First Street & Valley Glen Drive.

The intersection of First Street and Valley Glen Drive is planned for signalization, which will eliminate the operational deficiency. However, the intersections of First Street & B Street and First Street & West Cherry Street do become deficient under the future Proposed Plan resulting in a potentially significant impact.

The Proposed Plan includes multiple policies and implementing actions that would seek to minimize this congestion on the transportation network through a series of efforts to reduce single occupancy vehicle trips, improve circulation throughout Dixon, and promote walking, bicycling and transit trips as viable transportation options. It also contains multiple implementing actions that identify mechanisms for funding actions designed to alleviate transportation impacts resulting from new development under the Proposed Plan. Nevertheless, even with Proposed Plan policies and implementing actions, impacts at the above stated intersections would remain significant and unavoidable.

#### Alternatives

CEQA requires the analysis of alternatives that could reduce or avoid the significant impacts of the Proposed Plan. Accordingly, the EIR considered three alternatives, in addition to the required No Project alternative, that could potentially avoid or substantially reduce significant impacts:

- No Project (no changes to General Plan);
- Transit Oriented Development Alternative;
- Compact Growth Alternative; and
- Balanced Jobs-Housing Ratio Alternative.

These alternatives were developed with an intent to avoid the conversion of Prime Farmland and substantially reduce daily VMT per service population. However, VMT analysis conducted on these alternatives determined that none of three would avoid or substantially reduce 2040 per service population VMT as compared to the Proposed Plan.

By contrast, the No Project Alternative could feasibly address the significant and unavoidable impact related to conversion of Prime Farmland that would result from the Proposed Plan and is fully analyzed in this EIR. Given that the three aforementioned alternatives were deemed infeasible, only the No Project Alternative was analyzed in detail.

CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed. Overall, the Proposed Plan was found to have a similar impact profile as the No Project Alternative. The Proposed Plan would concentrate development along key mixed-use corridors and in downtown and would result in more multi-family housing units.

The Proposed Plan would ultimately be more successful in achieving the objectives of the General Plan update including fostering economic growth, encouraging careful stewardship of resources like water and energy, promoting high-quality development, and allowing convenient and safe travel. Given that the Proposed Plan would be more successful in achieving these objectives, the Proposed Plan is found to be environmentally superior in more cases and thus determined to be the environmentally superior alternative

**Final EIR:**

The Final EIR (FEIR) provides an opportunity to respond to written comments that were submitted on the DEIR for the project received during the 45-day comment period (July 8, 2020 to August 24, 2020). The FEIR also provides an opportunity to make clarifications, corrections or revisions to the DEIR, as needed, based on the comments received.

The City received 18 written comments on the DEIR, 15 from public agencies and community organizations and three from individual community members. Based on the comments provided during the public review period on the DEIR, the FEIR provides responses to these comments only.

- Responses focus on comments that raise environmental issues or pertain to the adequacy analysis in the Draft EIR.
- Comments that address policy issues, opinions or other topics outside the purview of the Draft EIR or CEQA, are noted as such.
- None of the comments identified any missing information or inadequacies of the DEIR.
- Therefore, responses have been provided and additional edits have been made to the Draft General Plan 2040 and/or the DEIR.

The FEIR was released on February 16, 2021 for public review and a Notice of Availability of the FEIR/Response to Comments was mailed to responsible/trustee agencies, other public agencies, as well as those who commented on the DEIR and other interested persons. A Notice of Availability was also published in the Dixon Independent Voice on February 17, 2021.

Additionally, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared that describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Proposed Plan and the methods of monitoring such actions, and is included as part of Attachment 2, Exhibit C.

Both the FEIR and MMRP are available for review [here](#), or at the link address provided at the end of the report

**Statement of Findings of Overriding Considerations:**

As noted above, the EIR concludes that the project would result in significant, unavoidable impacts to following topic areas: 1) Agricultural Resource 2) Air Quality 3) Energy, Greenhouse Gases and Climate Change 4) Transportation and Traffic; and 5) Alternatives. In order for the City to approve the project, the City will have to adopt a Statement of Finding of Overriding Considerations. The detailed summary of the impacts that are significant and unavoidable can be found in Section III of Exhibit B, Attachment 1.

A Statement of Findings of Overriding Considerations reflects the ultimate balancing of competing public objectives (including environmental, legal, technical, social, and economic factors). Adopting a Statement of Overriding Considerations would mean that the ultimately the City Council finds that, on balance, the benefits of the project outweigh the significant unavoidable environmental impact(s).

Staff recommends that benefits of the General Plan update outweigh the impacts given that the City has imposed all feasible mitigation measures and recognized all significant unavoidable impacts. In the City's judgement, the benefits of the 2040 General Plan outweigh its unavoidable impacts based on the 2040 General Plan:

- 1) Prioritizes economic development
- 2) Facilitates planned population growth by increasing and diversifying city's housing stock and
- 3) Focus areas for further development.
- 4) Protect against adverse environmental impacts while accomplishing the City's long-term goals.

The detailed draft findings used in this decision can be found in Section V of Exhibit B, Attachment 1.

## **SUBSEQUENT ACTIONS**

Adoption of the General Plan Update will set the stage for Dixon's continuing growth and development. It is a part of an ongoing process, and as such will require several follow-on actions. Following adoption of the General Plan, there will be some potential conflict in the zoning maps and zoning ordinance and specific plans, from the changes that result from the new General Plan. Staff is starting to evaluate the scope and breadth of those changes necessary and will be presenting a work plan for consideration in upcoming budgets

The Following is a summary of major actions that will be required going forward:

- Review and update the Zoning Code text to reflect new land use categories created by the GPU and improve the code.
- Review and amend the Zoning Map to bring it into consistency with the GPU
- Update Specific Plans (NE Quad and SW Dixon) for consistency with the GPU
- Prepare and adopt an Climate Action Plan within 18-36 months
- Monitor and propose revisions to the City's Planned Production Area (PPA) in the NE Quad as needed
- Prepare and adopt an updated Housing Element as required by State Law, complete by the beginning of 2023

These items will need to be programmed and budgeted in the upcoming years.

## **CONCLUSION**

This hearing on the Draft General Plan and Final EIR represents the culmination of a long, extensive process that began before 2014 and predates many staff, Commissioners and public whom are present at this time. Although the process has included many start and stops, the update process incorporated a great deal of public comment and participation through various means.

The update of the Dixon's General Plan is long overdue and the entire update process needs closure, to afford Dixon a current and compliant General Plan, incorporating many of the state requirements currently lacking. Closure is also needed to allow the city to start some of the next steps that are required to begin implementing the plan. Additionally, a General Plan is not a stagnant document, but will be reviewed periodically, and updates can be made.

The Draft General Plan 2040 before the Commission for consideration reflects the vision for the City discerned through the process leading to its preparation, and provides goals, policies, and implementing actions to bring that Vision to reality. Although it has been a long road to this point, the process has

included a great deal of input from residents, businesses, the Steering Committee and staff along with prior Commissions and Councils. Broad policy documents such as this rarely achieve complete agreement in every facet amongst all those involved. This update has found consensus on the main goals and visions for the plan and represents a solid compromise of the various opinions and advocacies. This update brings the City's General Plan into the modern era and sets the stage for the coming years of the City's development. On this basis, the Commission is asked to review the Draft Plan and associated Final EIR and provide input that will be forwarded to the City Council for final adoption.

## **RECOMMENDED ACTIONS**

It is recommended that the Planning Commission take the following actions:

1. Accept the staff report and presentation
2. Open and close the public hearing to accept public comments
3. Adopt the following resolutions, in this specific order, by separate vote:
  - a. Recommending to the City Council, pursuant to CEQA for the General Plan 2040: 1) Certify the Final Environmental Impact Report, (2) Adopt CEQA Findings and Statement of Overriding Considerations, and (3) Adoption MMRP Program.
  - b. Recommending to the City Council adopt the General Plan 2040.

## **ATTACHMENTS**

1. Draft Resolution recommending to the City Council: (1) certification of the Final Environmental Impact Report, (2) adoption of CEQA Findings for significant environmental impacts and a Statement of Overriding Considerations, and (3) adoption of the Mitigation Monitoring and Reporting Program.
2. Draft Resolution of the Planning Commission recommending to the City Council adoption of the General Plan 2040.

### **On Line Location for the Documents Referenced in this report:**

<https://www.ci.dixon.ca.us/438/General-Plan-Update>

- Draft General Plan 2040 (*Public Hearing Draft Published February 2021*)
- Mitigation Monitoring and Reporting Program (*Published February 2021*)
- Final EIR /Response to Comments (*Published February 2021*)
- Draft EIR (*Published July 8, 2020*)

**DIXON PLANNING COMMISSION**

**RESOLUTION NO. 2021-\_\_\_\_\_**

**A RESOLUTION OF THE CITY OF DIXON PLANNING COMMISSION  
RECOMMENDING TO THE DIXON CITY COUNCIL, PURSUANT TO THE CALIFORNIA  
ENVIRONMENTAL QUALITY ACT FOR THE DIXON 2040 GENERAL PLAN UPDATE:**

- (1) CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT,  
(2) ADOPTION OF CEQA FINDINGS FOR SIGNIFICANT ENVIRONMENTAL IMPACTS AND  
A STATEMENT OF OVERRIDING CONSIDERATIONS, AND  
(3) ADOPTION OF THE MITIGATION MONITORING AND REPORTING PROGRAM**

**WHEREAS**, in 2014, the City of Dixon ("City") began the process of comprehensively updating the City's General Plan, and since this time City officials, employees, and community members have been actively involved in the preparation of the 2040 General Plan Update ("2040 General Plan"); and

**WHEREAS**, the 2040 General Plan applies to lands within City limits and also certain lands outside City limits, which collectively comprise the City's Planning Area. The City's Planning Area covers a total of 5,522 acres (8.6 square miles) of land within and outside City limits; and

**WHEREAS**, the 2040 General Plan is a comprehensive, long-term plan for the City's future growth and development. The 2040 General Plan establishes goals, policies, and actions relating to the City's natural environment, land use, economic development, mobility, and public facilities and services. At buildout, the 2040 General Plan projects a population of approximately 29,000 residents due to increases in housing and jobs compared to existing levels; and

**WHEREAS**, the City is the lead agency for the 2040 General Plan project pursuant to the California Environmental Quality Act ("CEQA"); and

**WHEREAS**, the City has completed the 2040 General Plan and analyzed potential environmental impacts in compliance with CEQA. The 2040 General Plan and corresponding environmental review documents are now before the City's decision-making bodies for consideration, certification, and adoption; and

**WHEREAS**, on November 12, 2018, the City filed a Notice of Preparation ("NOP") with the State Office of Planning and Research ("OPR") to determine the scope of environmental review for the 2040 General Plan. The NOP was circulated to the relevant state and local public agencies, as well as to interested organizations and members of the public between November 13, 2018 and December 20, 2018. On December 12, 2018, a scoping meeting was conducted by the City's Planning Commission ("Planning Commission") to receive public comments on the scope and content of the environmental impact report; and

**WHEREAS**, the City prepared a Draft Environmental Impact Report ("Draft EIR") (*SCH No. 2018112035*) for the 2040 General Plan; and

**WHEREAS**, on July 1, 2020, the City filed the Notice of Completion ("NOC") informing OPR that the City had completed the Draft EIR, and recommending distribution of the Draft EIR to certain state agencies for review; and

**WHEREAS**, prior to circulating the Draft EIR for public review, the City distributed and published the Notice of Availability (“NOA”) for the Draft EIR to all interested groups, organizations, and individuals; and

**WHEREAS**, the Draft EIR was available for public review and comment for forty-five (45) days, between July 8, 2020 and August 24, 2020; and

**WHEREAS**, the City received a total of eighteen (18) comments, comment letters, and emails relating to the 2040 General Plan Draft EIR during the public review period; and

**WHEREAS**, the City has evaluated and responded to the comments received on the Draft EIR; and

**WHEREAS**, the City has prepared the Final Environmental Impact Report (“Final EIR”) for the 2040 General Plan, which incorporates the Draft EIR, contains the City’s responses to written comments received on the Draft EIR, and identifies revisions to the Draft EIR; and

**WHEREAS**, pursuant to California Code of Regulations, title 14 (“CEQA Guidelines”), section 15090, the lead agency’s decision-making bodies shall review the Final EIR and certify that the Final EIR was prepared in compliance with CEQA; and

**WHEREAS**, pursuant to CEQA Guidelines section 15091, the City has prepared findings regarding the significant adverse environmental impacts that may result from approval and implementation of the 2040 General Plan (“CEQA Findings”); and

**WHEREAS**, pursuant to CEQA Guidelines sections 15091 and 15093, the City has prepared a Statement of Overriding Considerations for environmental impacts that are expected to remain significant and unavoidable; and

**WHEREAS**, pursuant to CEQA Guidelines section 15091 and 15097, the City has prepared a Mitigation Monitoring and Reporting Program (“MMRP”) for mitigation measures imposed to avoid or mitigate significant environmental impacts; and

**WHEREAS**, the Planning Commission has reviewed the Final EIR (incorporated hereto as **Exhibit A**), the CEQA Findings and the Statement of Overriding Considerations (attached hereto as **Exhibit B**), and the MMRP (attached hereto as **Exhibit C**); and

**WHEREAS**, following notice duly provided as required by law, the Planning Commission held a public hearing on March 9, 2021 at which all interested parties were given an opportunity to comment on the Final EIR, CEQA Findings, Statement of Overriding Considerations, and MMRP prior to the Planning Commission’s recommendation to the Dixon City Council (“City Council”).

**NOW, THEREFORE**, upon its review of all documents and exhibits contained herein, and after due deliberation and based on its independent judgment, **BE IT RESOLVED** by the City of Dixon Planning Commission as follows:

1. **Final Environmental Impact Report.** The Planning Commission finds that the Draft EIR and Final EIR were prepared in compliance with CEQA. The Planning Commission

hereby recommends to the Dixon City Council certification of the Final EIR. The Final EIR, which includes the Draft EIR, is incorporated hereto as **Exhibit A**.

2. **CEQA Findings Regarding Significant Environmental Impacts & Statement of Overriding Considerations.** The Planning Commission hereby recommends to the Dixon City Council adoption of the CEQA Findings for the 2040 General Plan. The Planning Commission hereby also recommends adoption of the Statement of Overriding Considerations finding that certain economic, legal, social, and technological considerations outweigh remaining significant environmental impacts. The CEQA Findings and Statement of Overriding Considerations are attached hereto as **Exhibit B**.
3. **Mitigation Monitoring and Reporting Program.** The Planning Commission hereby recommends to the Dixon City Council adoption of the MMRP describing the mitigation measures imposed that avoid or lessen the extent of remaining significant environmental impacts. The MMRP is attached hereto as **Exhibit C**.
4. **Location and Custodian of Documents.** The record of the 2040 Dixon General Plan project approval and Final EIR shall be kept at Dixon City Hall, 600 East A Street, Dixon, CA 95620.

**THE FOREGOING PLANNING COMMISSION RESOLUTION IS HEREBY ADOPTED** at a regular meeting of the Planning Commission of the City of Dixon, State of California, on the 9th day of March 2021:

**AYES:**

**NOES:**

**ABSENT:**

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Joe Quinn, Chair  
Dixon Planning Commission  
ATTEST:

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Brandi Alexander, Secretary  
Dixon Planning Commission

**EXHIBIT A**

**FINAL AND DRAFT ENVIRONMENTAL IMPACT REPORT (SCH No. 2018112035)**  
**FOR THE 2040 DIXON GENERAL PLAN**

The Final EIR and Draft EIR (SCH No. 2018112035) for the 2040 Dixon General Plan are incorporated by reference to this Planning Commission Resolution and shall be kept at Dixon City Hall, 600 East A Street, Dixon, CA 95620.

Public review copies of the Final EIR and Draft EIR were also made available during the Planning Commission and City Council public hearing process at the City's web page for the 2040 General Plan Update, available at <https://www.ci.dixon.ca.us/438/General-Plan-Update>.

DRAFT

## EXHIBIT B

### **CEQA FINDINGS & STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE DIXON 2040 GENERAL PLAN**

#### **I. INTRODUCTION**

The Final EIR for the 2040 General Plan evaluates the potentially significant adverse environmental impacts that could result from adoption and implementation of the 2040 General Plan. The Final EIR determined that adoption and implementation of the 2040 General Plan could result in certain significant environmental impacts. Therefore, the City is required under CEQA to make findings with respect to remaining significant environmental impacts. (CEQA Guidelines, § 15091.) CEQA allows a lead agency to approve a project with significant unavoidable impacts if the lead agency identifies in writing, based on substantial evidence in the record, specific economic, legal, social, technological, or other benefits that outweigh the significant unavoidable impacts. (CEQA Guidelines, § 15093.)

The 2040 General Plan is a long-term planning document. The Final EIR for the 2040 General Plan provides a programmatic analysis of the environmental impacts associated with implementation of the goals, policies, actions, and projected buildout of the 2040 General Plan. The following CEQA Findings address significant environmental impacts that will directly or indirectly result from adoption and implementation of the 2040 General Plan. The City is adopting a Statement of Overriding Considerations for significant impacts that could not be reduced to levels below significance. The City is also adopting a Mitigation Monitoring & Reporting Program (“MMRP”) that describes the Mitigation Measures (or “MM”) imposed to avoid or reduce significant impacts to the extent feasible.

#### **II. PROJECT DESCRIPTION**

A general plan is the primary policy document that guides growth and development in California cities and counties over a long-range time horizon. The 2040 General Plan provides a long-term framework for the City of Dixon’s (“City”) growth and development through its policies and implementing actions. Together with the City’s Specific Plans, Zoning Ordinance, and related sections of the Municipal Code, the 2040 General Plan would serve as the basis for planning-related decisions made by City staff, the Planning Commission, and the City Council. Specific plans, zoning changes, and land use applications shall be consistent with and advance the goals and policies of the 2040 General Plan.

The City of Dixon is located in northeastern Solano County. City limits cover an area of approximately 7.25 square miles. The 2040 General Plan also applies to the City’s Planning Area, which includes certain lands outside City limits bearing relation to the City’s land use decisions and future growth. The City’s Planning Area comprises a total of 8.6 square miles of both incorporated and unincorporated lands.

The 2040 General Plan would replace the existing general plan and all its elements, which was last comprehensively updated in 1993. The 2040 General Plan makes changes to the City’s land use designations and buildout projections, and establishes new goals, policies, and actions for its various elements. Three (3) new mixed-use land use designations are included in the 2040 General Plan and the prior agricultural land use designation has been removed. The 2040

General Plan prioritizes certain types of growth in the City's Planning Area, and therefore increases the percentage of lands designated for residential, mixed-use, commercial, and industrial uses. Regarding buildout, the 2040 General Plan has planned for a population of approximately 28,890 residents, compared to the existing 20,130 residents. The City has also prioritized economic development, projecting approximately 6,640 jobs at buildout compared to the existing 5,360 jobs.

The 2040 General Plan contains five (5) chapters: (1) *Natural Environment*, (2) *Land Use & Community Character*, (3) *Economic Development*, (4) *Public Facilities & Services*, (5) *Mobility and Transportation*. These five chapters integrate seven (7) of the eight (8) State-mandated elements for a General Plan: Land Use, Circulation, Conservation, Open Space, Safety, Noise, and Environmental Justice (a newly-required element as of 2018). The Housing Element, the 8th mandated element, was recently updated in 2015 and has a life span until 2023. Therefore, the Housing Element was not included in the 2040 General Plan, but remains in full force and effect and addresses the City's housing obligations and policies.

Guiding objectives under the 2040 General Plan include:

- *Preserving and enhancing Dixon's small-town character;*
- *Fostering economic development and building a strong, diverse economy with quality jobs for local residents;*
- *Ensuring a sustainable, measured rate of growth and efficient delivery of public services;*
- *Promoting high-quality development that respects and complements Dixon's historic context and natural environment;*
- *Preserving and protecting surrounding agricultural and open space lands;*
- *Encouraging careful stewardship of water, energy, and other environmental resources.*

Due to impacts of projected buildout and the goals, policies, and actions contained in the 2040 General Plan, the Final EIR determined that certain significant environmental impacts cannot be mitigated to a level below significance. The CEQA Findings below discuss the significant environmental impacts resulting from the 2040 General Plan and mitigation measures that avoid or serve to lessen the extent of those impacts.

### **III. FINDINGS FOR SIGNIFICANT ENVIRONMENTAL IMPACTS**

The following section addresses significant impacts that are unavoidable, as well as significant impacts that can be mitigated below levels of significance with mitigation measures:

1. Agricultural Resources (Impact 3.2-1): Implementation of the Proposed Plan would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. **(Significant and Unavoidable)**

Conversion of prime and unique farmland would occur under the 2040 General Plan. Under the 2040 General Plan, urban development can occur on 98 acres of farmlands designated by the Farmland Mapping and Monitoring Program ("FMMP"). The 2040 General Plan does not leave any land with an agricultural land use designation in the City's Planning Area. Numerous policies in the 2040 General Plan would help reduce the impact, for example, ensuring that Dixon remains a community ringed by open space and agricultural land. Even with the implementation of such policies, however, the impact is expected to remain significant and unavoidable.

Mitigation Measure (or “MM”) AG-1 establishes the City’s agricultural land mitigation policies that involve acquisition of off-site prime farmland, conservation easements, or participation in the City’s Agricultural Mitigation Program. Still, implementation of the 2040 General Plan would redesignate the existing agricultural land use to a non-agricultural land use. The 2040 General Plan reflects a policy determination to allow a certain amount of growth to occur within the City’s Planning Area, which necessitates conversion of farmland to urban uses. The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V.

2. Air Quality (Impact 3.3-2): Development under the Proposed Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation. **(Significant and Unavoidable)**

Construction of individual projects associated with implementation of the 2040 General Plan could temporarily emit criteria air pollutants through the use of heavy-duty construction equipment, vehicle trips generated from workers and haul trucks, and demolition and various soil-handling activities. Operation of projects envisioned under the 2040 General Plan would generate criteria air pollutant emissions from plan-generated vehicle trips traveling within the City, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. A quantitative analysis found that operational emissions for the 2040 General Plan would exceed project-level regulatory thresholds for certain pollutants.

Mitigation Measures AQ-1, AQ-2, and AQ-3 are required to ensure that future development projects incorporate measures to reduce emissions from construction activities, and also serve to reduce operational emissions on a project-by-project basis. Even with the above Mitigation Measures, the total criteria air pollutant emissions from the construction and operation of future development under the 2040 General Plan could increase concentrations of air pollutants that violate clean air standards. Therefore, the Final EIR determined that impacts to air quality would remain significant. The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V.

3. Air Quality (Impact 3.3-3): Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations. **(Significant and Unavoidable)**

Areas of vehicle congestion have the potential to create pockets of Carbon Monoxide (“CO”) called hotspots. Hotspots are typically produced at intersections where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Level of service impacts at three intersections under the 2040 General Plan meet or exceed the screening criteria utilized by Yolo-Solano Air Quality Management District, and therefore potentially expose sensitive receptors to significant pollutant concentrations.

Mitigation Measures AQ-4, AQ-5, and AQ-6 are required in order to reduce potential impacts from particular air contaminants to sensitive receptors. While implementation of applicable 2040 General Plan policies and the foregoing Mitigation Measures would reduce potential health risks from such emissions, there is no feasible mitigation that can prevent significant and unavoidable impacts resulting from CO hotspots. Furthermore, some of the impacts to air quality are regionally generated and outside the control of the City of Dixon, given the presence of a State highway and a rail line through the center of the City, and also an Interstate Highway along the northern border.

The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V below.

4. Energy, Greenhouse Gases, and Climate Change (Impact 3.6-1): Development under the Proposed Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. **(Significant and Unavoidable)**

Construction activities associated with future individual development projects under the 2040 General Plan would generate greenhouse gas (“GHG”) emissions during the construction period. The operation of the land uses introduced by the 2040 General Plan would also generate direct and indirect GHG emissions. Sources of direct emissions would include mobile vehicle trips, natural gas combustion, and landscaping activities. Indirect emissions would be generated by electricity consumption, waste and wastewater generation, and water use. The 2040 General Plan contains multiple policies promoting infill development, multi-modal and efficient transportation, and energy conservation. However, it is unlikely that the City can reduce GHG impacts below levels of significance due to planned development activities.

Mitigation Measure GHG-1 requires the adoption of a Climate Action Plan within 36 months of adopting the 2040 General Plan. The Climate Action Plan will lay out a series of goals, policies, and actions to reduce GHG emissions to a level that is consistent with State GHG reduction goals. Policies within the Climate Action Plan must set specific targets for GHG reductions where possible. The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V.

5. Energy, Greenhouse Gases, and Climate Change (Impact 3.6-2): Development under the Proposed Plan would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. **(Significant and Unavoidable)**

Development under the 2040 General Plan has the potential to conflict with multiple applicable plans of other agencies regarding reduction of GHG emissions. Development within the City’s Sphere of Influence has the potential to conflict with reduction goals established under the Solano County Climate Action Plan. Buildout of the 2040 General Plan has the potential to be inconsistent with overarching goals of Plan Bay Area and SB 375, although the 2040 General Plan contains policies promoting sustainability and multi-modal transportation. Buildout of the 2014 General Plan also is unlikely to meet the GHG thresholds established in the 2017 CARB Scoping Plan, AB 32, and Executive Order S-03-05.

Mitigation Measure GHG-1 requires the adoption of a Climate Action Plan for the City. Implementation of MM-GHG-1 would help to reduce conflict with the GHG reduction trajectories articulated in the foregoing plans and regulations to the extent practicable. However, even with MM-GHG-1, the 2040 General Plan would likely remain in conflict with other plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V.

6. Energy, Greenhouse Gases, and Climate Change (Impact 3.6-4): The Proposed Plan would not conflict with the CBC Energy Efficiency Standards, the CARB passenger vehicle GHG emission reduction targets for 2020 and 2040, or any other applicable energy conservation regulations. **(Less Than Significant with Mitigation)**

All future development under the 2040 General Plan would be required to comply with the latest California Building Code (“CBC”) requirements, including CBC Energy Efficiency Standards, as well as all federal, State, and local rules and regulations pertaining to energy consumption and conservation. The 2040 General Plan potentially conflicts with California Air Resources Board (“CARB”) passenger vehicle GHG emission reduction targets. The 2040 General Plan includes policies that emphasize vehicle trip reduction strategies and does not contain policies that would conflict with existing energy conservation regulations. Despite implementation of policies aimed at reducing VMT and GHG emissions, implementation of the 2040 General Plan would likely conflict with CARB passenger vehicle GHG emissions reduction targets and thus be significant and unavoidable without mitigation.

Mitigation Measure GHG-1 would require the City to develop a Climate Action Plan that specifies a goal in line with State GHG reduction targets, which establish CARB passenger vehicle GHG reduction targets. By explicitly requiring that this target be included in the Climate Action Plan, the 2040 General Plan would become consistent with the CARB passenger vehicle GHG emission reduction targets. Therefore, this impact would be less than significant with mitigation.

7. Geology, Soils, and Seismicity (Impact 3.7-5): Implementation of the Proposed Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. **(Less Than Significant with Mitigation)**

Future development and redevelopment allowed under the 2040 General Plan could result in direct or indirect impacts on paleontological resources. Construction activities such as grading, excavation, and ground-disturbing activities may result in the accidental destruction or disturbance of paleontological resources. Although development on public lands would be subject to various regulations requiring paleontological studies and preservation, there are no existing or proposed policies that would protect paleontological resources that may be destroyed through development on privately-owned land. No paleontological resources have been discovered within the Planning Area to-date, but there is potential for discovery of paleontological resources in the City’s Planning Area. This impact has the potential to be significant without mitigation.

Mitigation Measure GEO-1 establishes a procedure for the management of paleontological materials found onsite during development activities. Discovered paleontological materials would have to be prepared, catalogued, and archived at the applicant’s expense and retained within Solano County if feasible. Therefore, MM-GEO-1 shall be imposed to ensure that impacts remain less than significant.

8. Transportation (Impact 3.13-1): Implementation of the Proposed Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. **(Significant and Unavoidable)**

Implementation of the 2040 General Plan would cause several local intersections to perform below level of service (“LOS”) standards established by the City. Ten intersections were studied as part of the analysis under the 2040 General Plan Buildout. It was found that the intersections

of First Street & B Street and First Street & West Cherry Street become LOS deficient under the 2040 General Plan resulting in a potentially significant impact.

The 2040 General Plan includes multiple policies and actions that seek to minimize congestion on the transportation network through a series of efforts to reduce single occupancy vehicle trips, improve circulation, and promote walking, bicycling and transit trips as viable transportation options. The 2040 General Plan also contains multiple actions that identify possible funding mechanisms designed to alleviate such transportation impacts. The City evaluated possible mitigation measures, such as signalization at these two intersections, but found that such measures were infeasible. Due to the infeasibility of mitigation measures, impacts of deficient LOS at particular intersections would remain significant. The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V.

9. Transportation (Impact 3.13-2): Implementation of the Proposed Plan would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). (**Significant and Unavoidable**)

Vehicle Miles Travelled (“VMT”) is expected to increase under implementation of the 2040 General Plan. While the 2040 General Plan will reduce the VMT per service population to 30.4, an almost 12 percent reduction over existing conditions, it does not achieve 15 percent reduction required to avoid a potentially significant impact. Numerous proposed policies in the 2040 General Plan would help reduce the impact, such as developing a multi-modal transportation network, implementation of the City’s complete streets policy, and land uses and development encouraging live/work proximity.

Mitigation Measures TRANS-1 and TRANS-2 impose the implementation of fixed-route transit service serving school sites and a commute travel demand management program, respectively. Such Mitigation Measures serve to reduce vehicular trips and peak period congestion. However, even with implementation of the above Mitigation Measures in addition to the other mobility-related policies, this impact likely remains significant and unavoidable. The City has determined that other benefits of the 2040 General Plan override remaining significant impacts, as more fully described in the Statement of Overriding Considerations in Section V.

#### **IV. FINDINGS REGARDING PROJECT ALTERNATIVES**

CEQA requires an analysis of project alternatives that could reduce or avoid the significant impacts of the 2040 General Plan as proposed. The Final EIR considered three alternatives that could potentially avoid or substantially reduce significant impacts: (1) a Transit-Oriented Development Alternative; (2) a Compact-Growth Alternative; and (3) a Balanced Jobs-Housing Ratio Alternative. The City also evaluated the No Project alternative. These alternatives were developed to avoid the conversion of prime farmland and to substantially reduce daily VMT per service population. However, the VMT analysis for these alternatives determined that none of them would avoid or substantially reduce 2040 per service population VMT as compared to the 2040 General Plan as proposed. While the No Project Alternative could feasibly address the significant and unavoidable impact related to conversion of prime farmland that would result from the 2040 General Plan as proposed, this alternative would not further the project objectives.

The City finds that the 2040 General Plan as proposed would ultimately be more successful in achieving the objectives of the General Plan update process including fostering economic growth, encouraging careful stewardship of resources like water and energy, promoting high-quality

development, and allowing convenient and safe travel. Given that the 2040 General Plan would be more successful in achieving these objectives and was also found to be environmentally superior in most cases, the 2040 General Plan as proposed was determined to be the preferred and environmentally superior alternative.

## V. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, adoption and implementation of the 2040 General Plan will result in significant environmental impacts relating to certain aspects of the following topic areas, as noted in Section III above: *Agricultural Resources, Air Quality, Greenhouse Gas Emissions, and Transportation*. Pursuant to CEQA Guidelines section 15093, the City may approve a project where it finds that specific economic, legal, social, technological, or other benefits outweigh unavoidable significant environmental impacts. The City has imposed all feasible mitigation measures and recognized all significant unavoidable impacts. In the City's judgment, the benefits of the 2040 General Plan outweigh its unavoidable significant impacts for the following reasons:

### 1. The 2040 General Plan Prioritizes Economic Development.

A key objective of the 2040 General Plan is promoting high-quality jobs and diversifying the local economy, while also retaining and supporting local businesses. The 2040 General Plan projects approximately 6,640 jobs at buildout compared to the existing 5,360. The City is focused on building its primary job base and expanding opportunity for Dixon residents. By expanding jobs, more local residents can work in Dixon and support an increased jobs/housing balance and reduction of VMT. By attracting new businesses and maintaining existing businesses, the City seeks to foster new employment opportunities, increase its human capital, and continue to grow its sales and property tax revenues. The City has identified potential opportunities for increasing its retail, manufacturing and logistics, and agricultural technology presence. The City plans to ensure development readiness by maintaining a mix of commercial and industrial land uses to implement its economic development goals. With an advantageous location along Interstate 80 and a major rail corridor in a region experiencing economic growth, the City finds itself in a position to advance its economic development goals. The City has prioritized economic development in its 2040 General Plan, and finds that it can do so while maintaining its community character and conserving environmental resources.

### 2. The 2040 General Plan Facilitates Planned Population Growth by Increasing and Diversifying the City's Housing Stock.

Regarding buildout, the 2040 General Plan has planned for a population of approximately 28,890 residents compared to the existing 20,130 residents. The City anticipates continued population growth consistent with prior trends, and therefore seeks to plan for manageable growth through the 2040 time horizon and meet its regional housing needs. The City seeks to increase and diversify its housing stock to preserve affordable cost-of-living for residents and to complement the City's planned economic development efforts. Most of the City's housing stock is single-family homes. The 2040 General Plan identifies new types of development to diversify the housing stock to accommodate anticipated population and economic growth. The City has created three (3) new mixed-use land use designations. These mixed-use designations serve to create a range of retail, employment, residential, and entertainment uses. Despite no longer having a land use designated for agriculture, the City finds that further residential and economic

development outweighs accompanying significant environmental impacts, and that other policies and mitigation measures adequately offset the removal of the agricultural land use designation.

### 3. The 2040 General Plan Identifies Focus Areas for Further Development.

The 2040 General Plan seeks to continue developing four (4) key focus areas: Downtown, the SR-113/1<sup>st</sup> Street Corridor, the Northeast Quadrant, and the Southwest Quadrant.

- Downtown is envisioned to continue its traditional role as the heart of the City, with actions to revitalize and enhance the area. There are opportunities for existing vacant and underutilized land to provide new uses and amenities.
- The Corridor Mixed-Use land use designation is intended to foster a mix of retail, commercial, and residential uses along the SR-113/1<sup>st</sup> Street Corridor. This serves to create a vibrant land-use mix to fill out development in the area and also invite visitors into the City.
- The Northeast Quadrant will be an important mixed-use employment area and gateway to the City. Regional commercial, industrial, and mixed-use land use designations will foster a range of employment and housing uses that produce tax revenue and provide convenient access to the regional transportation network.
- In the Southwest Quadrant, growth will continue to be primarily residential, but will be supported by nearby commercial and mixed land uses along Interstate 80 and West A St that can also serve as a gateway to the City.

The City finds that these focus areas of growth advance the objectives of the 2040 General Plan, and therefore outweigh the accompanying significant environmental impacts.

### 4. Goals, Policies, and Actions of the 2040 General Plan Protect Against Adverse Environmental Impacts While Accomplishing the City's Long-Term Goals.

Alongside the City's economic development, community development, and housing efforts are a number of policies relating to sustainable growth, preserving the City's small-town character, conserving agriculture and natural resources, and maintaining an efficient transportation network. Examples of such goals and policies in the 2040 General Plan include:

- Preserve, protect, and enhance natural resources, habitats, and watersheds in Dixon and the surrounding area, promoting responsible management practices. (Goal NE-1)
- Minimize air, soil, noise, and water pollution as well as community exposure to hazardous conditions. (Goal NE-5).
- Recognize and maintain Dixon as a community surrounded by productive agricultural land and greenbelts. (Policy LCC-1.1)
- Encourage compatible new development that respects and complements Dixon's historic context and natural environment. (Policy LCC-2.2)
- Maintain a transportation network that is efficient and safe, that removes barriers, and that optimizes travel by all modes. (Policy M-1.1)
- Manage the City's transportation system to minimize congestion, improve flow and improve air quality. (Goal M-2)
- Continue to coordinate with State and regional agencies on the planning and implementation of the regional transportation system. (Policy M-6.2)

- Plan and provide utilities and infrastructure to deliver safe, reliable and adequate services for current and future residents and businesses. (Goal PSF-2)
- Expand the network of parks and public spaces and ensure they are equitably distributed throughout the City so that every Dixon resident can access a neighborhood park within one half mile of their home. (Policy PSF-4.1)

In accordance with CEQA Guidelines section 15093, the City hereby finds that the benefits of the 2040 General Plan outweigh its significant and unavoidable environmental impacts and that such impacts may be considered “acceptable.”

DRAFT

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM  
FOR THE 2040 DIXON GENERAL PLAN

**Mitigation Monitoring & Reporting Program**

*for the*

Dixon General plan 2040

*SCH No. 2018112035*

*City of Dixon*

December 2020

DRAFT

# I Purpose

State of California Public Resources Code Section 21081.6(a)(1) requires a lead or responsible agency that approves or carries out a project subject to the California Environmental Quality Act (CEQA) to adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The City of Dixon (the "City") is the lead agency for the Environmental Impact Report (EIR) prepared for the General Plan 2040 (SCH No. 2018112035), hereafter referred to as "Proposed Plan," and therefore is responsible for the adoption and implementation of the required mitigation monitoring and reporting program. An EIR has been prepared for the Proposed Plan that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts.

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Public Resources Code Section 21081.6(a)(1). It is the intent of this program to:

1. Verify satisfaction of the required mitigation measures of the EIR;
2. Provide a methodology to document implementation of the required mitigation;
3. Provide a record of the monitoring program;
4. Identify monitoring responsibility;
5. Establish administrative procedures for the clearance of mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize existing review processes wherever feasible.

The MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Proposed Plan and the methods of monitoring such actions. A monitoring program is necessary only for impacts which would be significant if not mitigated.

If, during the course of project implementation, any of the mitigation measures identified cannot be successfully implemented, the City shall immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required, and/or whether alternative mitigation is appropriate.

The following consists of a monitoring program table noting the responsible entity for mitigation monitoring, the timing, and a list of all project-related mitigation measures.

## 2 Mitigation Monitoring and Reporting Plan

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Date</i>	<i>Complete Initial</i>
<b>Agricultural Resources</b>						
3.2-1: Implementation of the Proposed Plan would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	<b>AG-1:</b> Any developer seeking to develop parcels designated as agricultural by the 1993 General Plan that contain FMMP-designated Prime farmland must acquire off-site Prime farmland or a conservation easement on such land within the Planning Area or within a ten-mile radius of the City, or each developer will participate in the City's Agricultural Mitigation Program. Each developer will 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. The parcels this	Submittal of documentation.	Prior to project approval.	City of Dixon Department of Community Development		

Impact	Mitigation Measure	Method of Verification	Timing of Verification	Responsibility for Verification	Verification Date	Complete Initial
	mitigation measure applies to include: APN #s 0108040050, 0110140060, 0110140080, 011020060, 011020100, 011020130, 0114020010, 0114031090, 0116030090, 0143010040, 0143020080, and 0143060060.					
<b>Air Quality</b>						
3.3-2 Development under the Proposed Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.	<p><b>AQ-I:</b> Implement construction dust control mitigation measures described in Yolo-Solano’s AQMD’s CEQA Handbook. The following construction dust and construction equipment exhaust control measures will be implemented, when feasible, to reduce the amount of dust emissions from construction activities in the Planning Area</p> <p>Dust Control Measures</p> <ul style="list-style-type: none"> <li>○ Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.</li> <li>○ Haul trucks hauling dirt, sand, or loose materials shall maintain at least 2 feet of freeboard or shall be covered. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.</li> <li>○ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</li> </ul>	Submittal of documentation demonstrating inclusion of requirements in construction contractor specifications.	Prior to issuance of a construction permit.	City of Dixon Department of Community Development		

Mitigation Monitoring and Reporting Program for the City of Dixon General Plan 2040

Impact	Mitigation Measure	Method of Verification	Timing of Verification	Responsibility for Verification	Verification Date	Complete Initial
	<ul style="list-style-type: none"> <li>○ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.</li> <li>○ Plant vegetative ground cover in disturbed areas as soon as possible.</li> <li>○ Cover inactive storage piles.</li> <li>○ Sweep streets if visible soil material is carried out from the construction site.</li> <li>○ Treat accesses to a distance of 100 feet from the paved road with a 6 to 12 inch layer of wood chips, mulch or gravel.</li> </ul> <p>Construction Equipment Emissions Control Measures:</p> <ul style="list-style-type: none"> <li>○ Restrict unnecessary vehicle idling to 5 minutes.</li> <li>○ Incorporate catalyst and filtration technologies.</li> <li>○ Modernize the equipment fleet with cleaner repower and newer engines</li> </ul>					
<p>3.3-2 Development under the Proposed Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.</p>	<p><b>AQ-2:</b> Require that applicants proposing development of projects within the City of Dixon require contractors, as a condition of contract, to reduce construction related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less be used during construction. All project applicants shall submit evidence of the use of low-VOC coatings to Yolo-Solano AQMD prior to the start of construction.</p>	<p>Submittal of documentation demonstrating inclusion of requirements in construction contractor specifications.</p>	<p>Prior to issuance of a construction permit.</p>	<p>City of Dixon Department of Community Development</p>		

Mitigation Monitoring and Reporting Program for the City of Dixon General Plan 2040

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Initial</i>
3.3-2 Development under the Proposed Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.	<b>AQ-3:</b> Require all development applications with the potential to create point-source air quality impacts be referred to the Yolo-Solano Air Quality Management District (Yolo-Solano AQMD) for review and comment to ensure compliance with Yolo-Solano AQMD requirements prior to approval of the project.	Submittal of documentation to Yolo-Solano AQMD.	Prior to project approval.	City of Dixon Department of Community Development		
3.3-3 Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations.	<b>AQ-4:</b> Require development projects to meet CARB setback recommendations from air contaminant sources for sensitive uses, or conduct specific air quality and health risk impact analyses and identify project specific mitigation measures.	Plan check.	Prior to project approval.	City of Dixon Department of Community Development		
3.3-3 Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations.	<b>AQ-5:</b> To protect sensitive receptors require discretionary projects in proximity to SR-113 and I-80 to include an analysis of mobile source toxic air contaminant health risks. The analysis, if necessary, shall identify feasible mitigation measures to reduce health risks to acceptable levels.	Submittal of documentation.	Prior to project approval.	City of Dixon Department of Community Development		
3.3-3 Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations.	<b>AQ-6:</b> All applicants proposing development of projects that may include sensitive receptors within 1,000 feet of existing stationary sources of substantial TACs shall prepare a site-specific construction health risk assessment (HRA) taking into account both project-level and cumulative health risks (including existing TAC sources). If the HRA demonstrates, to the satisfaction	Submittal of documentation.	Prior to project approval.	City of Dixon Department of Community Development		

Impact	Mitigation Measure	Method of Verification	Timing of Verification	Responsibility for Verification	Verification Date	Complete Initial
	<p>of the City, that the health risk exposures for potential receptors will be less than Yolo-Solano AQMD project-level and cumulative thresholds (as appropriate), then additional mitigation would be unnecessary. However, if the HRA demonstrates that health risks would exceed Yolo-Solano AQMD project-level and/or cumulative thresholds (as appropriate), additional feasible on- and offsite mitigation shall be analyzed by the applicant to help reduce risks to the greatest extent practicable.</p>					
<b>Biological Resources</b>						
<p>3.4-1 Implementation of the Proposed Plan would have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>The following policies from the Dixon General Plan serve as mitigation:</p> <p><b>NE-1.12</b> In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined by the City to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.</p> <p><b>NE-1.13</b> Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. In new development, avoid disturbance to and loss of bird nests in active use by scheduling</p>	<p>Submittal of documentation.</p>	<p>Prior to project approval.</p>	<p>City of Dixon Department of Community Development</p>		

Mitigation Monitoring and Reporting Program for the City of Dixon General Plan 2040

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Complete Initial</i>
	vegetation removal and new construction during the non-nesting season or by conducting a pre-construction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.					
<b>Energy, Greenhouse Gases, and Climate Change</b>						
3.6-1 Development under the Proposed Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<b>GHG-1:</b> The City of Dixon shall adopt and begin to implement a Climate Action Plan within a goal of 18 months, but no later than 36 months, of adopting the Proposed Plan update to address the GHG reduction goals of Executive Order B-30-15, Senate Bill 32, and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The Climate Action Plan shall include a community inventory of GHG emission sources, and quantifiable GHG emissions reduction targets for 2030 and 2050, and an interim target for the General Plan buildout year 2040, that are consistent with the statewide GHG reduction targets and SB 375 Regional Plan Climate Targets. The City shall monitor progress toward its GHG emissions reduction goals and prepare reports every five years detailing that progress.	Adoption of a Climate Action Plan by the Dixon City Council.	No later than 36 months following adoption of the Proposed Plan.	City of Dixon Department of Community Development		
3.6-2 Development under the Proposed Plan would conflict with an applicable plan, policy, or regulation	Mitigation Measure GHG-1.	Adoption of a Climate Action Plan by the Dixon City Council.	No later than 36 months following adoption of	City of Dixon Department of		

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Initial</i>
adopted for the purpose of reducing the emissions of greenhouse gases.			the Proposed Plan.	Community Development		
3.6-4 The Proposed Plan would not conflict with the CBC Energy Efficiency Standards, the CARB passenger vehicle GHG emission reduction targets for 2020 and 2040, or any other applicable energy conservation regulations.	Mitigation Measure GHG-1.	Adoption of a Climate Action Plan by the Dixon City Council.	No later than 36 months following adoption of the Proposed Plan.	City of Dixon Department of Community Development		
<b>Energy, Greenhouse Gases, and Climate Change</b>						
3.7-5 Implementation of the Proposed Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<b>GEO-1:</b> Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions: - If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource. - If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within Solano County if feasible.	Submittal of documentation demonstrating inclusion of requirements in construction contractor specifications.	Prior to issuance of a construction permit.	City of Dixon Department of Community Development		
<b>Transportation</b>						

Mitigation Monitoring and Reporting Program for the City of Dixon General Plan 2040

Impact	Mitigation Measure	Method of Verification	Timing of Verification	Responsibility for Verification	Verification Complete Date Initial
3.13-2 Implementation of the Proposed Plan would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	<b>TRANS-1:</b> Addition of fixed route transit service serving school sites.	Implementation of City-run fixed route transit service via Read-Ride to/from school sites.	Not less than 24 months from adoption of the Proposed Plan.	Dixon City Engineer / Public Works	
3.13-2 Implementation of the Proposed Plan would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	<b>TRANS-2:</b> Implementation of Commute Travel Demand Management (TDM) program.	Adoption of an ordinance requiring employers with more than 100 employees to offer trip reduction incentives such as parking cash-outs, guaranteed-ride-home, taxi vouchers, and message boards/marketing materials. The ordinance shall also specify mandatory reporting requirements for employers.	Not less than 24 months from adoption of the Proposed Plan.	City of Dixon Department of Community Development	

## DIXON PLANNING COMMISSION

### RESOLUTION NO. 2021-\_\_\_\_\_

#### A RESOLUTION OF THE CITY OF DIXON PLANNING COMMISSION RECOMMENDING TO THE DIXON CITY COUNCIL ADOPTION OF THE 2040 GENERAL PLAN UPDATE

**WHEREAS**, Government Code section 65300 requires the City of Dixon (“City”) to adopt and maintain a General Plan that contains certain elements, describes the City’s long-term goals for growth and development, and identifies policies and programs to achieve those goals; and

**WHEREAS**, under State law and the Dixon Municipal Code, the Dixon Planning Commission (“Planning Commission”) is charged with reviewing updates and amendments to the City’s General Plan, and making recommendations to the Dixon City Council (“City Council”); and

**WHEREAS**, the last comprehensive update to the City’s General Plan was in 1993; and

**WHEREAS**, in 2014, the City began the process of comprehensively updating the City’s General Plan, and since this time City officials, employees, and community members have been actively involved in the preparation of the 2040 General Plan Update (“2040 General Plan”); and

**WHEREAS**, the 2040 General Plan applies to lands within City limits and also certain lands outside City limits, which collectively comprise the City’s Planning Area. The City’s Planning Area covers a total of 5,522 acres (8.6 square miles) of land within and outside City limits; and

**WHEREAS**, in October 2014, the City selected the urban and regional planning firm Dyett & Bhatia to assist with the preparation and drafting of the 2040 General Plan and the corresponding Environmental Impact Report; and

**WHEREAS**, the City engaged the community to help formulate the 2040 General Plan. Throughout the process, the City Council and Planning Commission held multiple hearings, a visioning workshop was held at Anderson Elementary School, and a community survey was circulated to households within the City; and

**WHEREAS**, the City formed a General Plan Advisory Committee (“GPAC”) made up of thirteen (13) members from the community to provide input and review the policy directions contained in the 2040 General Plan. The GPAC met ten (10) times throughout the 2040 General Plan process; and

**WHEREAS**, in accordance with Government Code sections 65351 through 65352.5, the City has provided opportunities for public input and involvement on the 2040 General Plan, and provided opportunities for consultation to affected public agencies and California Native American tribes on the 2040 General Plan; and

**WHEREAS**, in conformance with Government Code section 65302 describing the mandatory elements of a general plan, the 2040 General Plan contains the following chapters, which address the mandatory elements: Natural Environment, Land Use and Community Character, Economic Development, Mobility, and Public Services and Facilities; and

**WHEREAS**, the Housing Element is not included in the updated 2040 General Plan, but the Housing Element is valid through 2023 and remains in full force and effect. The City last updated the Housing Element in 2015, as certified by the California Department of Housing and Community Development; and

**WHEREAS**, no changes to the City's Sphere of Influence or applications to the Solano County Local Agency Formation Commission accompanied the 2040 General Plan; and

**WHEREAS**, the Land Use Map for the 2040 General Plan adds, consolidates, and eliminates certain land use designations compared to the City's prior General Plan. New land use designations include Corridor Mixed-Use, Downtown Mixed-Use, and Campus Mixed-Use. Residential, Commercial, and Industrial land use designations have been consolidated into fewer designations. Agriculture will no longer be a land use designation within City limits; and

**WHEREAS**, the 2040 General Plan will supersede the 1993 General Plan text and maps and all subsequent amendments thereto; and

**WHEREAS**, pursuant to the California Environmental Quality Act ("CEQA"), the City prepared a Draft Environmental Impact Report ("Draft EIR") (*SCH No. 2018112035*) for the 2040 General Plan. The Draft EIR was circulated for public review from July 8, 2020 to August 24, 2020. The City has considered and evaluated the comments received on the Draft EIR during the period of public review; and

**WHEREAS**, the City has prepared the Final Environmental Impact Report ("Final EIR") for the 2040 General Plan, which incorporates the Draft EIR, contains the City's responses to written comments received on the Draft EIR, and identifies revisions to the Draft EIR; and

**WHEREAS**, prior to recommending adoption of the 2040 General Plan, the Planning Commission reviewed and considered the analysis contained in the Final EIR. By separate resolution, the Planning Commission recommends that the City Council (1) certify the Final EIR, (2) adopt CEQA Findings for Significant Environmental Impacts and a Statement of Overriding Considerations, and (3) adopt the Mitigation Monitoring and Reporting Program for the 2040 General Plan; and

**WHEREAS**, on March 9, 2021, the Planning Commission held the duly noticed public hearing on the 2040 General Plan, considered all written and oral reports of City staff, provided opportunities for the public to speak, and considered all comments on the matter as reflected in the record.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Dixon Planning Commission as follows:

1. The Planning Commission hereby finds that the 2040 General Plan and all its elements comprise a comprehensive, long-range, internally consistent statement of the City's goals, policies, and actions relating to Natural Resources, Land Use & Community Character, Economic Development, Mobility, and Public Services & Facilities. The Planning Commission further finds that the five (5) chapters of the 2040 General Plan include the elements required by Government Code section 65302.

2. The Planning Commission hereby finds that the 2040 General Plan will promote the public health, safety, and welfare of the City's residents by establishing goals, policies, and actions to guide the City's future growth and development within the City's Planning Area.
3. The Planning Commission hereby recommends that the Dixon City Council adopt the 2040 General Plan Update.

**THE FOREGOING PLANNING COMMISSION RESOLUTION IS HEREBY ADOPTED** at a regular meeting of the Planning Commission of the City of Dixon, State of California, on the 9th day of March 2021:

**AYES:**

**NOES:**

**ABSENT:**

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Joe Quinn, Chair  
Dixon Planning Commission

**ATTEST:**

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Brandi Alexander, Secretary  
Dixon Planning Commission