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SUMMARY REPORT

CITY COUNCIL

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RECOMMENDATION / REQUESTED ACTION

Review Draft Dixon General Plan 2040 (GP 2040) and Final Environmental Impact Report (FEIR), accept public testimony and comments; and adopt two Resolutions, in this order:

- 1) Resolution Certifying FEIR, Adopting Statement of Overriding considerations and Adopting the Mitigation Monitoring and Reporting Program; and
- 2) Resolution Adopting General Plan 2040

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 Although it has been amended numerous times since 1993, the plan is greatly outdated and out of compliance with new state regulations and current trends.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 GP 2040.

- A preliminary kick off meeting with both the Commission and Council (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 2019, 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 GP 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 GP 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 GP 2040.

On March 9, 2021 the Planning Commission held a duly noticed public hearing, received testimony, and by adoption of two Resolutions, recommending to the City Council 1) Certification of the Final Environmental Impact Report, Adoption of Statement of Overriding Consideration and Approval of a Mitigation Monitoring and Reporting Program, and 2) Adoption of General Plan 2040 with certain recommended modifications.

GENERAL PLAN UPDATE SUMMARY

The Draft GP 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 GP 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 GP 2040 is organized as follows:

- GP 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 GP 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 GP 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 GP 2040 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 GP 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 GP 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 2040 was prepared to evaluate potentially significant environmental impacts associated with the adoption and implementation of the General Plan 2040.

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 GP 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_{2.5}, and a state non-attainment area for PM₁₀.

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_x), 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_x 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_x, 80 pounds per day for PM₁₀ and PM_{2.5}). 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 PM_{2.5} 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 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 the City with an opportunity to respond to written comments that were submitted on the DEIR 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 during the public review period, 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.

- 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 GP 2040 and/or the DEIR.

One additional written comment was received well after the public review period for the DEIR, at the time of the March 9, 2021 Planning Commission hearing on the Final EIR, through a letter, dated March 8, 2021, from the Solano County Counsel's office. This letter was in regard to the adequacy of the EIR with respect to storm drainage plans in relation to the Northeast Quadrant (NEQ) Specific Plan area. Staff notes that the County did not submit any oral or written comments on the Draft EIR, which would have been the appropriate time for any comments on the adequacy of an EIR. Regardless, staff and the EIR consultant have reviewed the comments and prepared a response, which has been mailed directly to the County, as well as included in the Final EIR and this report (Attachment 4). In summary:

- The General Plan and the DEIR did in fact include a two-pronged strategy for addressing the drainage issue in the NEQ, and this strategy is discussed in the Public Services and Facilities Element of the Draft General Plan 2040 (pages 6-9 through 6-13).
- General Plan Policy PSF-2.8 in the Draft GP 2040 calls for the City to collaborate with a range of responsible agencies on a sub-regional basis to develop a long-term strategy.
- Recognizing that developing an ultimate solution will require considerable time and effort, the Draft General Plan 2040 also includes Policy PSF-2.9, which articulates an interim strategy to allow development projects within the NEQ to move forward while the longer-term sub-regional solution is developed. Specifically, Policy PSF-2.9 requires that project proponents enter into development agreements with the City to ensure that improvements adequate to manage stormwater onsite and prevent downstream impacts to adjacent properties.
- The General Plan 2040 EIR discusses both the long-term sub-regional solution and interim, site-specific solutions in its analysis of stormwater drainage and water quality impacts in the NEQ, finding that existing and planned improvements would result in a less than significant impact as a result of Plan implementation.
- Therefore, the finding of the EIR that continued compliance with the existing regulations and implementation of the General Plan 2040 policies would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or generate substantial polluted runoff is valid and correct.

- The DEIR analysis reflects this two-pronged strategy, articulated in the General Plan 2040. However, to clarify and amplify the findings of the Draft EIR, the Final EIR has been amended to include additional clarifying text under the discussion section of Impact 3-9.4 (pages 3.9-40 through 3.9-44 in the Draft EIR). Specifically, detail has been added to response to comment A-5.4 in the Final EIR to clarify that there is a range of improvements being studied, including potential solutions located outside the Dixon City limit and SOI, that the long-term sub-regional solution ultimately identified will require the agreement of multiple parties, and will be subject to separate environmental review under CEQA.
- Given that this addition to the EIR is made to clarify and amplify the findings of the DEIR only and that no substantial new information has been introduced and no new or substantially greater impacts have been identified, recirculation of the Draft EIR is not required. The Final EIR has been updated with the additional clarifying language and its availability has been noticed for more than the 10 days, as required by State law.

The FEIR was originally released on February 17, 2021 prior to the Planning Commission hearing, 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 19, 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 Exhibit C of Attachment 1.

The Final EIR has since been updated after the Planning Commission meeting to include additional clarification in response to the Solano County Counsel's letter. Both the FEIR and MMRP are available for review [here](#) (or at the link address provided at the end of the report).

Statement 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 Overriding Considerations. The detailed summary of the significant and unavoidable impacts can be found in Section III of Exhibit B, Attachment 1.

A Statement 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 City Council ultimately finds that, on balance, the benefits of the project outweigh the significant unavoidable environmental impact(s).

Both Staff and the Planning Commission have determined that the benefits of the 2040 General Plan 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 because the 2040 General Plan:

- 1) Prioritizes economic development,
- 2) Facilitates planned population growth by increasing and diversifying city's housing stock;

- 3) Identifies focus areas for further development; and
- 4) Protects against adverse environmental impacts while accomplishing the City's long-term goals.

The full Statement of Overriding Considerations can be found in Section V of Exhibit B, in Attachment 1 (pages 8-10).

The Planning Commission reviewed the environmental documents in conjunction with their review and recommendation regarding the project and recommended certification of the EIR and adoption of the MMRP through adoption of [Resolution No. 2021-004](#),

PLANNING COMMISSION CONSIDERATION AND RECOMMENDATIONS

On March 9, 2021, the Commission conducted a hearing and made recommendation to the City Council regarding this matter, receiving written and oral testimony regarding the matter. As noted above, one (1) written item regarding the EIR was received. In addition, eight (8) additional letters with comments on the General Plan were received. Copies of these letters are provided (Attachment 3). In addition, six (6) members of the public spoke at the meeting, including Terry Schmidbauer, (*Solano County Director of Resource Management*), Duanne Kruum, (*Solano County Orderly Growth Committee*), Rob White (*Lewis Development*), Michael Cermello, Ross Hillesheim (*California Group*) and Chad Roberts (*on behalf of Dixon B3, LLC*).

The Planning Commission, after hearing testimony, deliberated and unanimously adopted two resolutions to reflect their recommendation. The first resolution was related to the FEIR and the Commission adopted [Resolution No. 2021-004](#), to recommend to the City Council Certification of the Final Environmental Impact Report, (2) Adoption of CEQA Findings and Statement of Overriding Considerations, and (3) Adoption the Mitigation Monitoring and Reporting Program.

The second resolution was related to the General Plan adoption and the Commission unanimously adopted [Resolution No. 2021-005](#) recommending to the City Council adoption of General Plan 2040 with certain modifications. The specific recommendations are identified in the [Planning Commission No. 2021-005](#) on pages 3-5 and summarized here:

1. Label Priority Conservation Area's (PCA's) on Figure NE-1
2. Refine the Campus Mixed Use (CAMU) land use designation definition to clarify that large single-use projects may be approved in the CAMU where desirable, specifically including warehouse and distribution facilities with inclusion of a financial mechanism to provide for ongoing revenue generation for the City and environmental review to ensure there are no new or substantially more severe impacts after mitigation than those identified in the EIR.
3. Remove reference in the Public Service and Facilities Chapter to use of school facilities, including the 12 acre Westside Park adjacent to the Dixon Montessori School"
4. Add definitions of both "community park" and "neighborhood park" from the Master Plan or current General Plan to identify 1) the minimum size for each park type and 2) types of features amenities to be included in each park type.
5. Modify the Public Service and Facilities Chapter to account for 3 acres of the 57.8-acre Hall Community Park and 4 acres of the 22.53-acre NW Community Park as Neighborhood Parks, and update the table and figure to reflect the change, including creating a half mile/10 minute walk radius around the neighborhood park portions of Hall

Park and NW Community Park. The Park Master Plan map will be used to identify where in each of the two community parks the neighborhood parks are located.

6. Modify Table PSF-1 to combine the 9.3 acres of community park required by the 2015 Parks Master Plan with the 4.08 acres of additional parkland needed (neighborhood and community park) into one category, totaling 13.38 of new parks needed to achieve the park area standard.
7. Modify Figures in the Land Use and Public Services and Facilities chapters to remove the star symbol from the map and legend indicating generalized location of potential parks.
8. Add a new Action under Goal PSF-8, called PSF-8.C to “Establish a citywide arts and culture program to increase opportunities to experience, create, and enjoy arts and culture in Dixon”.

In addition there were a number of issues discussed which the Commission did not include in their recommendation, including the following:

1. The letter received shortly before the meeting from the Solano County Counsel's office alleging that the GP 2040 EIR was insufficient in its discussion and treatment of the potential storm drainage solutions for the Northeast Quadrant. While the County did not comment on the Draft EIR, as would have been appropriate, staff has provided a full analysis of this letter following the Planning Commission meeting. A response was prepared and mailed to the County and included in this staff report (Attachment 4). The response details how the Draft EIR provided adequate analysis of the storm water impacts in the NEQ and included certain clarifications to the EIR. Given that additional clarification was added to the FEIR, the FEIR has been made available for review for more than 10 days prior to this hearing. In essence, staff notes that no commitment has been made to any specific ultimate long term storm drainage solution, specifically including a potential solution involving construction of a sub-regional basin on the east side of Pedrick Road. Much work and further environmental analysis and documentation would be required for such a solution. However, solutions to storm drain impacts and requirements for ongoing development are available and are discussed in the EIR.
2. The Solano Open Space Coalition proposed that the City initiate a voter-approved ultimate growth boundary. The General Plan provides a snapshot of the area within which growth can occur, and the City participates in greenbelt programs to the east and west, and requires mitigation of development of agricultural land through acquisition of agricultural easements. On this basis, Planning Commission did not make this recommendation.
3. The owners of the property a certain property in the Northeast Quadrant to be designated as Regional Commercial, to the east of the Walmart site, argued that Regional Commercial use is not in demand and that they desired to retain a designation that would provide for a broader range of uses as provided for by the current zoning, which allows light industrial, office, and commercial through a PD. The Planning Commission did not make this recommendation.

Since the Planning Commission meeting, continued staff review has resulted in a few additional minor clarifications/typo corrections and other modifications that staff recommends be adopted in addition to the Commission's recommendations.

These include the following corrections

- Update Acknowledgements page to remove a reference from DKS Associates

- Update coloring on Figure NE-2 to better differentiate between the colors for Sawinson's Hawk habitat and vernal pool fairy shrimp habitat.
- Remove a section of canal/creek incorrectly depicted on Figure NE-2.
- Revise policy M-1.8 to correct policy to state that City will continue to collect traffic impact fees, rather than develop and implement a new fee, since the traffic impact fee is already established.
- Revise Policy M-1.E to clarify that City already has a Transportation Advisory Committee.
- Correct spelling of community and minimize in last paragraph on Page 5-28.

The new staff recommendation for additional changes relate to a letter from Lewis Development that the Commission considered at their meeting, but did not recommend a change. Staff has re-evaluated the requests related to the minimum density range for the Corridor Mixed Use designation and the minimum Floor Area Ratio (FAR) standards listed for any designation and recommends that changes are warranted, as follows:

- For the Corridor Mixed Use land use designation (page 3-15 of Draft General Plan), reducing the minimum density for that designation from 14 to 12 units/acre is actually consistent with medium density residential type uses and typical for town home development. The designation would still maintain the upper limit for density of 28 units/acre.
- Add a new action to the Land Use Element (LCC-5.F on page 3-28) that would allow for smaller projects than the FAR range listed in any land use classification. The action would allow the City to "*consider exceptions to the minimum permitted FAR in the CMU designation on a case-by-case basis. Adopt clear economic findings that must be made prior to granting a use permit authorizing such exceptions.*"

Both the Planning Commission recommendations as well as the additional staff changes are detailed in Exhibit A to the Draft Resolution. Should the Council not agree with any of these recommended changes, they would need to be removed from the Draft Resolution. If approved, these would be incorporated into the Final General Plan 2040.

PUBLIC COMMENTS

As noted above, there have been multiple opportunities for public comments through the development of this Draft GP 2040, including:

- Citywide mail-in survey to establish core values and priorities to guide the key strategies of the Plan
- Community workshop to weigh in on land use alternatives and a vision for the future of the community.
- A General Plan Advisory Committee (GPAC), meetings composed of 14 community members met 10 times over the course of the project. 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
- Planning Commission and City Council meetings on the Vision Statement and Guiding Principles were refined and accepted

- City Council meeting on a draft land use map 2017.
- A day-long policy summit open to the public in 2018, where GPAC input and goals, policies and actions for each element of the general plan were later refined.
- Draft EIR public review period in July 2020, where public and responsible agencies were invited to comment on the adequacy of the Draft EIR

Prior to the March 9, 2021 Planning Commission hearing, a public notice was 1) mailed to all interested parties and responsible and trustee agencies on February 17, 2021, 20 days in advance (exceeding the 10 day minimum noticing requirement) of the hearing; and 2) published in the Dixon Tribune on February 19, 2021. In addition, the Draft General Plan, Final EIR and Planning Commission staff report were all made available during the public review period. Discussion on the comments received during the noticing are provided above in the Planning Commission section.

Notice of this City Council hearing was also: 1) mailed to all interested parties and responsible and trustee agencies on April 2, 2021, 18 days in advance (exceeding the 10 day minimum noticing requirement) of the hearing, and 2) published in the Dixon Tribune on April 2, 2021. The Draft General Plan, Final EIR and this staff report were all made available during the public review period.

At the time of reproduction and distribution of this staff report, (April 2, 2021), no public comments as a result of the noticing of the City Council meeting have been received. Any comments that are received prior to the hearing, will be distributed to the Council under separate cover, as well as posted to the General Plan Update web page.

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, particularly the new land use classifications. 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 and need to be programmed and budgeted in the upcoming years:

- Review and update the Zoning Code text to reflect new land use categories created by the GPU and improve the code. Given the current state of the Zoning Ordinance, it will be recommended to do a comprehensive update to the Zoning Ordinance to not only add the new land use classifications, but also eliminate the patchwork of prior Ordinance updates and create a comprehensive current and streamlined Ordinance that is useable by decision makers, staff and the public.
- Review and amend the Zoning Map to bring it into consistency with the GPU.
- Update Specific Plans (NE Quadrant and SW Dixon) for consistency with the GPU.
- Prepare and adopt a Climate Action Plan within 18-36 months.

- Prepare and adopt an updated Housing Element as required by State Law, complete by the beginning of 2023.
- Monitor and propose revisions to the City's Planned Production Area (PPA) in the NE Quad as needed.

CONCLUSION

This hearing on the Draft General Plan and its Final EIR represents the culmination of a long, extensive process that began before 2014 and predates many staff, Council members, and public who are present at this time. Although the process has included many starts and stops, the update process has 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 GP 2040 before the Council 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 Council is asked to review the Draft Plan and associated Final EIR for final adoption.

As noted above, Staff has included the seven (7) Planning Commission recommended changes to the General Plan as well as some new minor corrections and additional edits proposed by staff in the in the Draft Resolution (Attachment 2 - Exhibit A) presented to the Council.

RECOMMENDED ACTIONS

It is recommended that the City Council take the following actions, on recommendation of the Planning Commission:

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. 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) Adopt the Mitigation Monitoring and Reporting Program.
 - b. Adopt the General Plan 2040 with any desired modifications.

ATTACHMENTS

1. Draft City Council Resolution: (1) Certifying the Final Environmental Impact Report, (2) Adopting the CEQA Findings for significant environmental impacts and a Statement of Overriding Considerations, and (3) Adopting the Mitigation Monitoring and Reporting Program.
2. Draft City Council Resolution Adopting General Plan 2040.
3. Written Comments received as part of March 9, 2021 Planning Commission meeting
4. Letter response dated April 13, 2021 to County of Solano Re March 8, 2021 Comment Letter on DEIR and drainage in Northeast Quadrant

On Line Location for the Documents Referenced in this report and listed below:

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

- Draft GP 2040 (*Public Hearing Draft Published February 2021*)
- Final EIR/Response to Comments (*Published April 2021*)
- Mitigation Monitoring and Reporting Program (*Published February 2021*)
- Draft EIR (*Published July 8, 2020*)
- Planning Commission Resolution No. 2021-004 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 the Mitigation Monitoring and Reporting Program. March 9, 2021.
- Planning Commission Resolution No. 2021-005 recommending to City Council Adoption of General Plan 2040, March 9, 2021
- Planning Commission Staff Report, March 9, 2021
- Supplemental Planning Commission Staff Report, March 5, 2021
- Additional Correspondence to Planning Commission March 8,2021
- Additional Correspondence to Planning Commission March 9, 2021
- Additional Correspondence to Planning Commission March 9, 2021 – Part 2

RESOLUTION NO. 21-_____

A RESOLUTION OF 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

ATTACHMENT 1

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, 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"); and

ATTACHMENT 1

WHEREAS, after the public review period for the Draft EIR, the City received nine (9) written comment letters in advance of the March 9, 2021 Planning Commission and received six (6) oral comments during the public hearing; and

WHEREAS, on March 8, 2021, the City received a written comment letter from the Solano County Counsel's Office ("Solano County"), requesting that the Planning Commission postpone its consideration of the Final EIR and General Plan in order to revise and recirculate the EIR. Solano County alleged inadequate evaluation of the 2040 General Plan's potential hydrological impacts, specifically Impact 3.9-4 and the City's determination of a less than significant impact on existing or planned stormwater systems and on sources of polluted runoff; and

WHEREAS, Solano County did not submit any written or oral comments during the prescribed 45-day public review period of the Draft EIR, which was the appropriate time to comment on the adequacy of the Draft EIR; and

WHEREAS, the City has reviewed Solano County's comment letter and has provided a written response directly to Solano County. The City has also included its response to Solano County in the Final EIR as a clarifying update, even though Solano County submitted the comment outside of the Draft EIR public review period. The City refutes Solano County's allegations of inadequate evaluation of potential impacts to stormwater drainage systems and to sources of polluted runoff; and

WHEREAS, the Planning Commission 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, the Planning Commission, based on its independent review and judgement, unanimously voted to adopt Resolution No. 2021-004 recommending that the Dixon City Council: (1) Certify the Final EIR, (2) Adopt CEQA Findings and a Statement of Overriding Considerations, and (3) Adopt the MMRP; and

WHEREAS, following notice duly provided as required by law, the Dixon City Council held a public hearing on May 18, 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 City Council's action on these documents.

ATTACHMENT 1

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 City Council as follows:

1. **Final Environmental Impact Report.** The City Council finds that the Draft EIR and Final EIR were prepared in compliance with CEQA. The City Council hereby certifies 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 Dixon City Council hereby adopts the CEQA Findings for the Dixon 2040 General Plan. The City Council hereby also adopts 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 City Council hereby adopts 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.

PASSED AND ADOPTED AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF DIXON ON THE 18th DAY OF MAY 2021, BY THE FOLLOWING VOTE:

**AYES:
NOES:
ABSENT:**

ATTEST

Kristin M Janisch
Interim Elected City Clerk

Steven C. Bird
Mayor

ATTACHMENT 1

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 Dixon 2040 General Plan are incorporated by reference to this City Council 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 Dixon 2040 General Plan, available at <https://www.cityofdixon.us/438/General-Plan-Update>.

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.

ATTACHMENT 1

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

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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.

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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

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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.

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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.

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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

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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-113/1st 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-113/1st 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-

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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."

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EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM
FOR THE 2040 DIXON GENERAL PLAN

Mitigation Monitoring & Reporting Program

for the

Dixon 2040 General Plan

SCH No. 2018112035

City of Dixon

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

1 Purpose

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.

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

II. 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 Complete Date / Initial</i>
Agricultural Resources					
3.2-1: Implementation of the Proposed Plan would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	AG-1: 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	Submittal of documentation.	Prior to project approval.	City of Dixon Department of Community Development	

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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 / Initial</i>
	<p>the City or an agency or organization acceptable to the City. The parcels this mitigation measure applies to include: APN #s 0108040050, 0110140060, 0110140080, 0111020060, 0111020100, 0111020130, 0114020010, 0114031090, 0116030090, 0143010040, 0143020080, and 0143060060.</p>				
Air Quality					
<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>AQ-1: 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"> o Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. o Haul trucks hauling dirt, sand, or loose materials shall maintain at 	<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>	

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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 / Initial</i>
	<p>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.</p> <ul style="list-style-type: none"> • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). • Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land. • Plant vegetative ground cover in disturbed areas as soon as possible. • Cover inactive storage piles. • Sweep streets if visible soil material is carried out from the construction site. • 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. • Construction Equipment Emissions Control Measures: • Restrict unnecessary vehicle idling to 5 minutes. 				

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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 / Initial</i>
	<ul style="list-style-type: none"> • Incorporate catalyst and filtration technologies. • Modernize the equipment fleet with cleaner repower and newer engines 				
3.3-2 Development under the Proposed Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.	AQ-2: 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.	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	
3.3-2 Development under the Proposed Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.	AQ-3: 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	

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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 / Initial</i>
3.3-3 Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations.	AQ-4: 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.	AQ-5: 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.	AQ-6: 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 of the City, that the health risk exposures for potential	Submittal of documentation.	Prior to project approval.	City of Dixon Department of Community Development	

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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 / Initial</i>
	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.				
Biological Resources					
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	The following policies from the Dixon General Plan serve as mitigation: NE-1.12 In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined by the City	Submittal of documentation.	Prior to project approval.	City of Dixon Department of Community Development	

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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 / Initial</i>
U.S. Fish and Wildlife Service.	<p>to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.</p> <p>NE-1.13 Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. In new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season or by conducting a pre-construction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.</p>				
Energy, Greenhouse Gases, and Climate Change					
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.	GHG-1: 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.	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	

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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 / Initial</i>
	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.				
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.	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	
3.6-4 The Proposed Plan would not conflict with the CBC Energy Efficiency Standards, the CARB passenger vehicle GHG emission	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	

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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 / Initial</i>
reduction targets for 2020 and 2040, or any other applicable energy conservation regulations.					
Geology, Soils, and Seismicity					
3.7-5 Implementation of the Proposed Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p>GEO-1: Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions:</p> <ul style="list-style-type: none"> - 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. <p>Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within Solano County if feasible.</p>	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	

ATTACHMENT 1

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 / Initial</i>
Transportation					
3.13-2 Implementation of the Proposed Plan would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	TRANS-1: <i>Addition of fixed route transit service serving school sites.</i>	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).	TRANS-2: <i>Implementation of Commute Travel Demand Management (TDM) program.</i>	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	

RESOLUTION NO. 21-_____

**A RESOLUTION OF THE DIXON CITY COUNCIL ADOPTING THE
DIXON GENERAL PLAN 2040 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, 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 *Dixon General Plan 2040*; and

WHEREAS, the *Dixon General Plan 2040* 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 *Dixon General Plan 2040* and the corresponding Environmental Impact Report (EIR); and

WHEREAS, the City engaged the community to help formulate the *Dixon General Plan 2040*. 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 *Dixon General Plan 2040*. 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 *Dixon General Plan 2040* and provided opportunities for consultation to affected public agencies and California Native American tribes on the *Dixon General Plan 2040*; and

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

ATTACHMENT 2

and Facilities which include and address the eight (8) State-Mandated topics, including *land use, circulation, housing, conservation, open space, noise, safety and environmental justice*; and

WHEREAS, the Housing Element is not included in the updated *Dixon General Plan 2040*, as the current 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 *Dixon General Plan 2040*; and

WHEREAS, the Land Use Map for the *Dixon General Plan 2040* 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 *Dixon General Plan 2040* 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 *Dixon General Plan 2040*. 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, on March 9, 2021, the Dixon Planning Commission ("Planning Commission") held a duly noticed public hearing on the *Dixon General Plan 2040*, 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; and

WHEREAS, in conjunction with its review of the *Dixon General Plan 2040*, the Planning Commission adopted Resolution No. 2021-004, recommending 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

ATTACHMENT 2

WHEREAS, the Planning Commission, based on its independent review and judgement of the *Dixon General Plan 2040*, unanimously voted to adopt Resolution No. 2021-005, recommending that the City Council adopt the *Dixon General Plan 2040* with certain modifications. The Planning Commission's recommended modifications for incorporation into the final *Dixon General Plan 2040* are described in **Exhibit A**; and

WHEREAS, following the Planning Commission hearing, City staff has identified additional edits to be made to the *Dixon General Plan 2040*, including: 1) edits to correct references, typographical errors and other minor corrections, and 2) modification to the minimum density required for the Corridor Mixed Use designation, along with a new policy to allow flexibility for projects to be built below the minimum Floor Area Ratio (FAR), where certain conditions on and around a site may exist. These edits are included in the list of additional edits to be incorporated into the final *Dixon General Plan 2040*, attached hereto as **Exhibit A**; and

WHEREAS, following notice duly provided as required by law, the Dixon City Council (or "City Council") held a public hearing on May 18, 2021 at which all interested parties were given an opportunity to comment on the *Dixon General Plan 2040* and associated *Final EIR*, prior to the City Council's action on these documents; and

WHEREAS, by separate Resolution in conjunction with its review of the *Dixon General Plan 2040*, the Dixon City Council: (1) Certified the Final EIR, (2) Adopted CEQA Findings for Significant Environmental Impacts and a Statement of Overriding Considerations, and (3) Adopted the Mitigation Monitoring and Reporting Program; and

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** that the City of Dixon City Council finds as follows:

1. The Dixon City Council hereby finds that the *Dixon General Plan 2040* 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 City Council further finds that the six (6) chapters of the *Dixon General Plan 2040* include the eight State mandated elements required by Government Code section 65302 (including the current Housing Element, which is not part of this update).
2. The City Council hereby finds that the *Dixon General Plan 2040* will promote the public health, safety, and welfare of the City's residents by establishing updated goals, policies, and actions to guide the City's future growth and development within the City's Planning Area.

ATTACHMENT 2

3. The City Council hereby finds that the *Dixon General Plan 2040 will supersede the current Dixon General Plan 1993 in its entirety*, with the exception of the Housing Element (2015). The 2015 Housing Element is hereby incorporated into the *Dixon General Plan 2040 by reference*.
4. In accordance with the California Environmental Quality Act, by separate Resolution the City Council certified the Final EIR (*SCH No. 2018112035*), and adopted CEQA Findings and a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

BE IT FURTHER RESOLVED that the City of Dixon City Council hereby adopts the *Dixon General Plan 2040* with the modifications described in **Exhibit A**, which are to be incorporated into the final published *Dixon General Plan 2040*.

PASSED AND ADOPTED AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF DIXON ON THE 18th DAY OF MAY 2021, BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSENT:

ATTEST

Kristin M Janisch
Interim Elected City Clerk

Steven C. Bird
Mayor

ATTACHMENT 2

Exhibit A

Revisions to the Draft General Plan To Be Incorporated Into The Final *Dixon General Plan 2040*

Chapter	Page	Recommendation by	Recommendation	Edit
Acknowledgements		Staff	Remove: DKS- Reka Aczel	Remove: DKS- Reka Aczel
2 - Natural Environment	2-3	Planning Commission	Label Proposed Priority Conservation Area (PCA) on Figure NE-1	Add boundaries of proposed PCA shown in Plan Bay Area 2050 to Figure NE-1.
2 - Natural Environment	2-6	Staff	Remove northern branch of creek/canal (currently shown to the south of I-80/east of Walmart) on Figure NE-2. This is based on the fact that this creek/canal is no longer shown on CA Dept Fish and Wildlife data and no longer exists in the field. The southern branch still remains and should continue to be shown on this Figure.	Update Figure NE-2
2 - Natural Environment	2-9	Planning Commission	Revise color/pattern choices on Figure NE-3 to differentiate between Swainson's Hawk habitat and vernal pool fairy shrimp habitat	Update Figure NE-3

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
3 - Land Use and Community Character	3-15	Staff	Consider modifications to the Corridor Mixed Use designation requirements that could be made to accommodate a proposed project while still maintaining the vision for the area.	<p>Corridor Mixed Use</p> <p>The Corridor Mixed Use (CMU) designation is intended to foster a mix of retail and commercial uses, supported by housing. Mixed use can be vertical and/or horizontal, and the allowable range of uses includes large format retail, shopping centers, offices, hotels and housing. On larger sites, more than one use is required. On smaller sites, a single use may be permitted. Allowable FAR is 50% to 200% for single-use developments and 80% to 240% for mixed-use developments (combined residential and non-residential uses). Allowable residential density is 14 <u>12</u> to 28 dwelling units per acre, with densities on the lower end of that range where proposed development abuts low density residential development. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.</p>
3 - Land Use and Community Character	3-28	Staff	Add a new action to allow flexibility in minimum Floor Area Ration in the CMU designation.	<p>New Action LCC-5.F Consider exceptions to the minimum permitted FAR in the CMU designation on a case-by-case basis. Adopt clear economic findings that must be made prior to granting a use permit authorizing such exceptions.</p>

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
3 - Land Use and Community Character	3-15	Planning Commission	Refine the Campus Mixed Use land use designation definition	<p>Campus Mixed Use</p> <p>The Campus Mixed Use (CAMU) designation is intended to foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to the regional transportation network. The CAMU designation would promote clusters of related light industrial, manufacturing, office, research & development, retail, hotel, service, and residential uses on large parcels near or adjacent to I-80 and SR-113 at gateways to the city. The CAMU designation is primarily intended to support mixed-use development projects, however single-use projects may <u>also</u> be permitted so long as a mix of uses is developed throughout the CAMU designation. Mixed use can be vertical and/or horizontal. Allowable FAR is 30% to 60% (combined residential and nonresidential uses) and maximum allowable residential density is 30 dwelling units per acre. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.</p>

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
3 - Land Use and Community Character	3-27	Planning Commission	Refine Land Use Policy LCC-5.6	In the Campus Mixed Use land use designation shown on Figure LCC-4, permit warehouse and distribution uses subject to a development agreement establishing a financial mechanism to provide for ongoing revenue generation to the City from those uses and environmental review to ensure there are no new or substantially more severe impacts than identified in the 2040 General Plan EIR, which may include additional mitigation measures, to ensure there are no new or substantially more severe impacts than identified in the 2040 General Plan EIR.
5 - Mobility	5-16	Planning Commission	Policy M-1.8; Revise statement to continue to implement Traffic Impact Fees due to fees are already in place	To the extent allowed by law, develop and implement <u>use</u> the City's Traffic Impact Fee to fund bicycle, pedestrian, transit, and road improvements so that development pays its fair share toward a circulation system that optimizes travel by all modes.
5 - Mobility	5-16	Staff	Action M-1.E; Reword statement to reflect that Transportation Advisory Committee is already in place.	Create a <u>Use the</u> Transportation Technical Advisory Committee to <u>as a forum for advice</u> city on adapting to new advances in mobility technology.

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
5 - Mobility	5-28	Staff	Correct spelling; currently "community" and "minimize" in last paragraph on page	The Dixon Municipal Code designates through truck routes, for the use of trucks moving good through the city, and local truck routes for the use of trucks making deliveries within the <u>community</u> . Shown on Figure M-3, truck traffic is restricted to these designated roadways in order to <u>minimize</u> wear and tear on City streets and promote safety on residential streets. Additionally, the Municipal Code establishes an overnight truck parking program that limits where drivers may park overnight, balancing support for the goods movement industry with neighborhood livability.
6 - Public Service and Facilities Chapter	6-16	Planning Commission	Add a new Action under Goal PSF-8, called PSF-8.C that sets the stage for development of an art and culture policy program to promote art and culture programs and art within the community	<u>PSF-8.C - Establish a citywide arts and culture program to increase opportunities to experience, create, and enjoy arts and culture in Dixon.</u>

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
6 - Public Service and Facilities Chapter	6-16	Planning Commission	Eliminate the last sentence at the end of the 2nd paragraph that states: "However, the City has a joint use agreements with the Dixon Unified School District, that allow residents to use school facilities, including the 12-acre Westside Park, adjacent to the Dixon Montessori School"	The City has established a standard of 5.0 acres of community or neighborhood recreational or park facility per 1,000 residents to ensure adequate recreational open space for the enjoyment of the community. To ensure an appropriate balance of local and community-serving facilities, the Parks Master Plan recommends a target of 1.2 acres of neighborhood park per 1,000 residents and 3.8 acres of and community park per 1,000 residents for a total of 5 acres per thousand residents although this is not a mandate. With its 96.3 acres of City facility, Dixon currently has 4.8 acres of parkland for every 1,000 residents, slightly below the established service ratio standard. At 4.0 acres per 1,000 residents, the community parks ratio meets the target of 3.8, but the neighborhood park ratio is just 0.7 acres per 1,000 residents as compared to a target of 1.2 acres per 1,000 residents. However, the City has joint use agreements with the Dixon Unified School District that allow residents to use school facilities, including the 12-acre Westside Park, adjacent to the Dixon Montessori Charter School.

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
6 - Public Service and Facilities Chapter	6-16 and 6-17	Planning Commission	Add definitions of both “community park” and “neighborhood park” from the Master Plan or current General Plan to identify the minimum size and types of features amenities to be included	<p>Add a call out box to page 6-16 with the following text:</p> <p><u>The Parks Master Plan defines community and neighborhood parks as follows:</u></p> <p><u>* Community parks are designed to meet the need a large-scale recreation facilities designed to serve the entire community. Community parks are typically twenty acres or larger. These parks offer facilities that require large areas including playing fields for organized sports, such as Little League and soccer. Community parks also provide specialized facilities, such as swimming pools, which, because of costs, are most efficiently operated at centralized locations. Cultural features, including community centers, are typically located at community parks, which serve as central gathering places. Community parks typically also provide features commonly found in neighborhood parks to serve the population within about a one-half mile distance. (Res. 00-052)</u></p> <p><u>* Neighborhood parks are designed to provide informal basic outdoor recreation and leisure opportunities for all age groups within easy walking distance (approximately one-half mile) of homes. Typical neighborhood park services include children’s play areas, picnic tables and barbecues, small scale sports facilities such as basketball half courts, and turf and landscape areas for strolling and informal sports. The</u></p>

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
				<u>minimum size of neighborhood parks is about three acres. (Res.00-052)</u>
6 - Public Service and Facilities Chapter	6-18 and 6-19	Planning Commission	Count 3 acres of the 57.8-acre Hall Community Park and 4 acres of 22.53-acre NW Community Park as Neighborhood Parks	Update Table PSF-1
		Planning Commission	Update Figure PSF-2 to reflect the change, including creating a half mile/10 minute walk radius around the two.	Update Figure PSF-2
6 - Public Service and Facilities Chapter	6-19	Planning Commission	Modify Table PSF-1 to combine the 9.3 acres of community park required by the 2015 Parks Master Plan with the 4.08 acres of neighborhood and community park listings into one category, totaling 13.38 of new parks needed to reach the park area standard	Update Table PSF-1

ATTACHMENT 2

Chapter	Page	Recommendation by	Recommendation	Edit
6 - Public Service and Facilities Chapter	6-19	Planning Commission	Modify Figure PSF-1 to remove the star symbol from the map and legend for potential parks (generalized locations).	Update Figure PSF-2
	3-13	Planning Commission	Make a corresponding edit to Figure LCC-4 (Land use Map) on page 3-13. Verify that the star symbol is removed from any other Figure in the draft plan	Update Figure LCC-4
6 - Public Service and Facilities Chapter	6-20	Planning Commission	Use the Park Master Plan map to identify where in each community park the neighborhood park features are located	PSF-4.A Use the Parks Master Plan as the primary tool for planning specific capital improvements and parks and recreation programming in Dixon. <u>Update the Master Plan to plan for the additional parkland as needed to maintain the established service ratio in 2040.</u>

ATTACHMENT 3

Public Comments Received for Planning Commission Meeting, March 9, 2021

- Letter from Rob White, Lewis Land Developers, dated 3/3/21 (Attachment 3 pages 1-7)
- Email from Gary Erwin, dated 3/8/21 (Attachment 3 page 8)
- Letter from Bob Berman, Solano County Orderly Growth, dated 3/5/21 (Attachment 3 pages 9-11)
- Letter from Old Town Neighbors, dated 3/9/21 (Attachment 3 pages 12-16)
- Letter from Ginger Emerson, dated 3/9/21 (Attachment 3 pages 17-18)
- Letter from Ginger Emerson, dated 8/24/20 (Attachment 3 pages 19-26)
- Letter from Ginger Emerson, dated 7/28/18 (Attachment 3 pages 27-57)
- Letter from Shirley Humphrey, dated 3/9/21 (Attachment 3 pages 58-62)
- Letter from James Laughlin, Solano County Counsel, dated 3/8/21 (Attachment 3 pages 63-67)

Lewis Land Developers, LLC

9216 Kiefer Boulevard
Sacramento, CA 95826
(916) 363-2617

Rob White
Vice President
Lewis Planned Communities
Direct: (916) 403-1718

March 3, 2021

Mr. Joe Quinn, Chair
Commissioners Jack Caldwell, Randy Davis, Baudelio Diaz, and Janet Koster
Planning Commission
Community Development Department
City of Dixon
600 East A Street
Dixon, CA 95620

RE: Input on Corridor Mixed Use in Draft General Plan 2040 Update

Dear Dixon Planning Commission Chair Quinn and Commissioners:

Lewis Land Developers, LLC (Lewis) has been working with the staff of the City of Dixon since early 2019 on the Lincoln Square project - a mixed use residential and retail project on about 13 acres at the southwest corner of California State Highway 113 (Lincoln Highway) and North Lincoln Street (Vaughn Road). Lewis submitted an application for our project on October 6, 2020.

It has come to our attention that based on the most recent Draft General Plan 2040 Update document to be reviewed at the Planning Commission meeting on March 9, 2021, Lewis' current project application would not conform to the proposed new land use designation and thereby cause Lewis to be unable to obtain project approvals in a timely manner.

The background for how we arrived at this point is laid out below. The noted areas of concern are described on Page 2 and suggested simple solutions are described on Page 3.

BACKGROUND

Lewis initially engaged in early 2019 with the City leadership, City manager, and the previous community development director on planning of a mixed-use project. It was shared with Lewis that the City had been commencing a General Plan update since 2015 and that the project we were describing would conform with that General Plan update. The City also informed Lewis that a previous project consisting of 3-story apartment buildings had been recently denied and therefore encouraged Lewis to develop a project consisting of single-family detached homes complemented with a commercial or retail use on the corner of Hwy 113 and North Lincoln Street.

As a result of those discussions, Lewis subsequently developed a project consisting of single-family detached residential at about 8 dwelling units per acre with auto-oriented retail uses on the corner. This initial plan was shared with the City and additional input was received.

After further refining the project plan in coordination with the City staff, Lewis representatives presented development options at the Dixon Planning Commission on August 26, 2019 to gain feedback from the community. Lewis took that feedback and further developed our project plan, looking for interested retail uses that would fit the stated community desires. We also continued to work with the community development director on the residential portion of the plan, arriving at a single-family detached residential product that Lewis has successfully developed in nearby Fairfield. Small modifications were made to ensure enough parking in the driveway of each home and increase the side-yard setbacks. This resulted in a density of just under 9 units per acre.

It was our intent to submit an application in early 2020 when the pandemic changed the outlook on retail and the proposed users were no longer viable. We continued to work on the residential plan with staff while we looked for new retail uses.

Lewis was able to secure a car wash retail user in late summer 2020 and submitted an application to the City in early October 2020. We also noted for staff that the retail portion of the project plan was conceptual only as an exciting family-owned retail user was emerging for the corner that would also result in sales/use tax revenue for the City. Due to the discreet nature of the discussions, we shared this information with the City manager and just a few key staff.

With staff transition occurring at that time in the community development department, Lewis continued to focus on communicating with the City manager about the potential new retail use and stated that we would submit an updated application as soon as we had secured their development plans. After significant work with this Northern California-based retail user, Lewis has been able to secure a combination retail use of car wash (as originally planned), larger format convenience store, and fuel sales. The retail brand is one known for their recent development work with cities like Brentwood, has locations in over 30 Northern California cities, and has invested in the level of design and site planning that are reflective of an owner-user.

Over the last two months, Lewis has been in the process of updating our project application with this new user and is submitting these plans to the community development department by the end of this week (March 5th). The proposed land use map for this updated project application is attached for your reference and demonstrates how the small lot, detached residential and corner retail use can integrate seamlessly with the surrounding existing uses.

ITEMS FOR CONCERN

Based on significant input over the last 20 months from City staff and the community, Lewis has developed a mixed-use project application that reflects the transitional opportunities of moving towards a mixed-use approach for the northern Lincoln Highway corridor while still being sensitive to the existing residential and surrounding uses. We think that our current application with a residential density of about 9 dwelling units per acre reflects the transition from the less dense neighborhood to the west (at about 5 units per acre) with the City's desire for higher density along the Lincoln Highway corridor.

However, the Draft General Plan 2040 Update being reviewed by the Planning Commission has three items that are of concern to Lewis and will prevent us from being able to continue forward with our project application. These include:

- **Floor Area Ratio (FAR) and Density**
Page 3-15: Corridor Mixed Use (CMU) designation -- Figure LLC-4 (attached) designates this project site as "Corridor Mixed Use" and the description of CMU on page 3-15 (attached) includes the requirements of:

ATTACHMENT 3

- "Allowable FAR is"... "80% to 240% for mixed-use developments (combined residential and non-residential uses)."; and
 - "Allowable residential density is 14 to 28 dwelling unit per acre (DU/AC)."
- **Potential Park Location**
Page 3-13: Figure LLC-4, Land Use Designations – the southern half of the project property has a gold star indicating this as a potential park location. It is noted in the legend that this is a "generalized location." However, this property has been discussed as a residential and commercial/retail project site for many years and is not ideal for a park location.

None of these proposed conditions – FAR, dwelling units per acre, and park location – would be consistent with the Lewis project application and ignores the many months of on-going discussion that Lewis has had with the City. We assume this is merely oversight and provide a possible solution below that does not require significant work on the part of the City to modify the Draft General Plan so that Lewis would be able to proceed with our project in a timely manner.

REQUEST

There are three simple changes to the Draft General Plan 2040 Update that Lewis requests that the Planning Commission consider:

1. **FAR and Density** - For the CMU designation, Lewis requests that the Planning Commission recommend that the FAR and residential density have a similar flexible description like that proposed for "Downtown Mixed Use (DT)." On page 3-15, the DT designation states, "maximum allowable FAR is 300% (combined residential and non-residential uses) and maximum allowable residential density is 30 dwelling units per acre." For consistency, the CMU designation could similarly state the desired upper limits of FAR and density without specifying a lower threshold, providing the City with maximum flexibility as it moves towards more density.

Suggested Text Revision to CMU designation: "Maximum allowable FAR is 200% for single-use developments and 240% for mixed-use developments (combined residential and non-residential uses). Allowable residential density is up to 28 dwelling units per acre, with densities on the lower end where proposed development abuts low density residential development."

If this change to remove the lower threshold is unacceptable, we request that the Planning Commission instead implement a lower threshold FAR of 30% and density of 9 dwelling units per acre, allowing for a very small lot and dense, detached single-family residential use that is reflective of the neighborhoods to the west. As you will note on the attached Lewis' project site plan, the proposed residential lots are smaller than the existing home lots to the west and density much above this would not be reflective of providing a reasonable transition of FAR and densities from the existing neighborhoods into the proposed project.

2. **Potential Park Location** - For the generalized location of the proposed park, Lewis recognizes the City's desire to provide outdoor public amenities. However, the current site is not an appropriate location due to the interface with a large street to the east (Lincoln Highway) in juxtaposition with use by children. In reviewing the available property in this area, better locations away from the major streets exists for these neighborhood serving amenities.

Suggested Figure LLC-4 Revision: Lewis requests that the legend be even more descriptive and note that "no park location has been selected." Moving the location of the gold star is even more desirable, though not required for Lewis to successfully move forward with our project.

We realize that a significant amount of work has gone into the General Plan Update process and are encouraged by the forward momentum that the City has taken. As a developer that is assessing additional opportunities in Dixon, we try to work cohesively with the community and City staff to bring forward projects that contribute to the overall well-being and economic vitality of the City.

Lewis believes that the project application we have submitted to the City helps provide unique residential design that trends towards higher density while being sensitive to the adjacent neighborhoods. The project also provides a retail use that generates on-going revenue for Dixon while satisfying market demand for additional amenities like an up-scale car wash. With these requested minor changes to the Draft General Plan Update, Lewis can proceed forward with bringing a quality new neighborhood and family-owned retail partner to Dixon.

Lastly, this last year has demonstrated that the market has reacted in uncertain ways, with residential demand in the Sacramento Valley being at historic levels and retail users having many uncertainties. Lewis believes this project strikes a balance of providing a unique residential product that will be welcome in the Dixon market with a solid retail use that has staying power and is owned and operated by a Northern California-based family. But now that we have a solid plan, we need to move swiftly through the process to ensure that this plan can be developed. We hope to be back at Planning Commission this summer requesting approvals and having a General Plan Update that is supportive of this project will help ensure that possibility.

Thank you for your consideration. Lewis Land Developers, LLC looks forward to our continued partnership on this project.

If you have any questions, please contact me at (916) 403-1718 or rob.white@lewismc.com.

Sincerely,



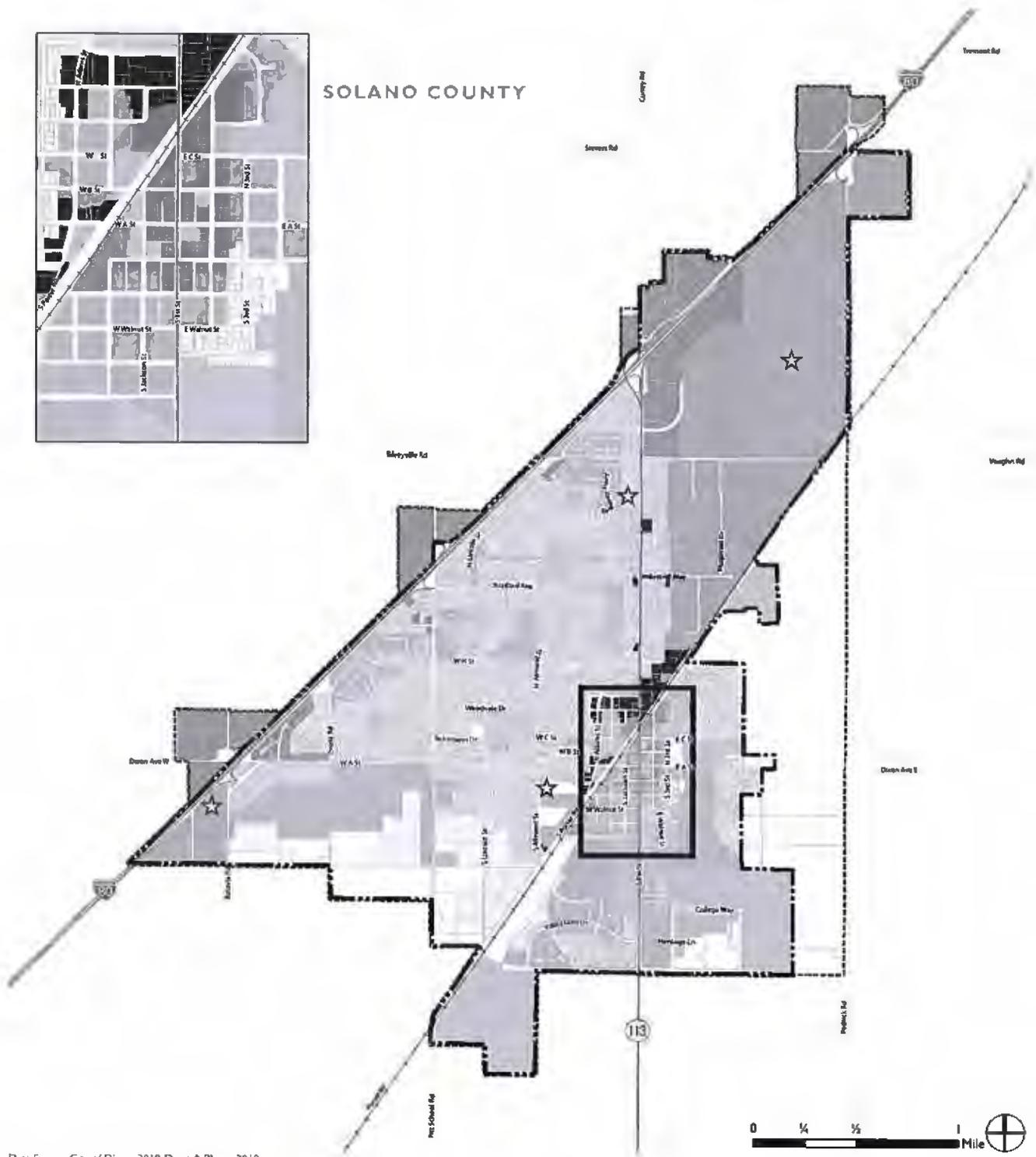
Rob White
Vice President – Lewis Planned Communities

cc: Jim Lindley, City Manager – City of Dixon
Raffi Boloyan, Community Development Director – City of Dixon
Doug Mull, Senior Vice President - Lewis Planned Communities

Attachments:

1. Lincoln Square – Proposed Land Use Plan
2. City of Dixon Draft General Plan 2040 Update; pages 3-13 (Figure LLC-4) and 3-15.

Figure LCC-4: Land Use Designations



Data Source: City of Dixon, 2019; Dyett & Blazin, 2019

Land Use Designations

- Residential**
 - Low Density Residential
 - Medium Density Residential
- Mixed Use**
 - Corridor Mixed Use
 - Downtown Mixed Use
 - Campus Mixed Use

- Commercial**
 - Neighborhood Commercial
 - Regional Commercial
 - Service Commercial
- Other**
 - Industrial
 - Public Facilities
 - Parks

- ☆ Potential Park (generalized locations)
- Railroad
- ⬜ Dixon City Limit
- ⬜ Sphere of Influence

MIXED USE

Downtown Mixed Use

The Downtown Mixed Use (DT) designation applies in Dixon's traditional downtown area and is intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. The area is envisioned as a walkable environment with direct pedestrian and bicycle connections to surrounding residential neighborhoods and to the downtown rail depot. The designation provides for a full range of retail, employment, residential, entertainment, cultural, civic, and personal service uses. Permitted non-residential uses include restaurants, apparel stores, specialty shops, theaters, bookstores, travel agencies, hotels/motels and other similar uses serving a community-wide market and a larger visitor population, as well as banks, financial institutions, medical and professional offices, and other general offices and community institutional uses. Outdoor dining, live music, and events are encouraged to support a lively atmosphere with activity throughout the day and the year. On larger sites, more than one use is required. On smaller sites, a single use may be permitted. Maximum allowable FAR is 300% (combined residential and non-residential uses) and maximum allowable residential density is 30 dwelling units per acre.

Corridor Mixed Use

The Corridor Mixed Use (CMU) designation is intended to foster a mix of retail and commercial uses, supported by housing. Mixed use can be vertical and/or horizontal, and the allowable range of uses includes large format retail, shopping centers, offices, hotels and housing. On larger sites, more than one use is required. On smaller sites, a single use may be permitted. Allowable FAR is 50% to 200% for single-use developments and 80% to 240% for mixed-use developments (combined residential and non-residential uses). Allowable residential density is 14 to

28 dwelling units per acre, with densities on the lower end of that range where proposed development abuts low density residential development. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.

Campus Mixed Use

The Campus Mixed Use (CAMU) designation is intended to foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to the regional transportation network. The CAMU designation would promote clusters of related light industrial, manufacturing, office, research & development, retail, hotel, service, and residential uses. Light industrial uses may include warehouse and distribution uses subject to a development agreement establishing a financial mechanism to provide for ongoing revenue generation to the City from those uses. While the CAMU designation is primarily intended to support mixed-use development, single larger employment-based uses on larger parcels may be considered subject to such development agreement providing ongoing revenue. Mixed use can be vertical and/or horizontal. Allowable FAR is 30% to 60% (combined residential and non-residential uses) and maximum allowable residential density is 30 dwelling units per acre. Corresponding zoning will be performance-based in order to promote issues of existing uses. Much of the Campus Mixed Use designated land in the City consists of larger parcels near, or adjacent to I-80 and SR-113, and the CAMU designation will optimize the role that these areas play as gateways to the City. Consistent with this, the CAMU designation will allow for a flexible range of complimentary uses serving regional travelers and businesses, supported by housing.

Fw: Community Center

George Osner <gosner@cityofdixon.us>

Mon 3/8/2021 11:17 AM

To: Raffi Boloyan <rboloyan@cityofdixon.us>

Cc: Andrew Hill <[REDACTED]>; Brandi Alexander <BAlexander@cityofdixon.us>; Nubia Goldstein <[REDACTED]>; Barbara Brenner <[REDACTED]>

From: Gary Erwin <[REDACTED]>

Sent: Monday, March 8, 2021 9:00 AM

To: George Osner <gosner@cityofdixon.us>

Cc: Joe Craven <[REDACTED]>; Pamela Craven <[REDACTED]>

Subject: Community Center

Hello Mr. Osner,

Dixon is in need of a Community Center where music, theater, arts, performances, lectures, workshops can be held and presented.

This should be at the top of the list of community needs. We currently have ample parks and outdoor sports fields and no Community Center.

We should consider a 500 seat proscenium theater, a black box studio/theater with lobbies, shop, green rooms and storage spaces.

The thought of using the (small) 300 seat high school stage for community performance is not a good plan. There is no lobby, no rehearsal space, limited green room space, no storage and alcohol can not be served there.

Thank you for your work with the community.

Gary Erwin
Stagehand and resident

Sent from my iPhone



March 5, 2021

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

Via email

Subject: *Hearing Draft General Plan 2040 and Final EIR*

Dear Mr. Osner:

It is our understanding that the Dixon Planning Commission will hold a public hearing on March 9, 2021 to consider the City of Dixon's *Hearing Draft General Plan 2040 and Final EIR*. The Solano County Orderly Growth Committee (SCOGC) has the following comments in addition to our comments dated August 24, 2020 regarding the adequacy of the Draft EIR. We request that all these comments be made a part of the City's public record regarding the General Plan.

Our comments are as follows:

Priority Conservation Areas

The Priority Conservation Area (PCA) program was initiated in 2007 by the Association of Bay Area Governments (ABAG) to identify Bay Area open spaces that: 1) provide regionally significant agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions; 2) are in urgent need of protection due to pressure from urban development or other factors; and 3) supported by local consensus.

The original PCAs in Solano County were approved in 2008.

In 2019 the Solano County Board of Supervisors recommended approval of one revised PCA and at least two new ones – including the Dixon Agricultural Service Area. The ABAG Executive Committee approved these requests in February 2020.

It is our recommendation that the Dixon Agricultural Service Area PCA be incorporated into the City's *General Plan 2040* and be shown on the document's relevant figures. At a minimum we recommend that the PCA be shown on:

George Osner
March 5, 2021
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Figure 1-2 - Planning Area Boundaries
Figure NE-1 - Open Space and Agricultural Land
Figure LCC-4 - Land Use Designations

The approximate boundaries of the Dixon Agricultural Service Area PCA are shown below:



x06364876.04 641 822.08

It is recommended that the Solano County Department of Resource Management be contacted for the precise boundaries of the PCA.

Establishment of an Urban Growth Boundary

Our EIR comment letter discussed the possibility of a City sponsored voter approved Urban Growth Boundary (UGB).

George Osner
March 5, 2021
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UGBs can be used to separate urban land from surrounding agricultural land or other lands. The purpose of the boundaries is to contain urban growth for the period of time specified by the voter approved measure. The land within the boundaries—the urban growth area—is generally designated for a combination of purposes: provision of services, compact urban form, siting of future development, or protection of resource lands and environmentally sensitive areas. The cities of Benicia and Vacaville have such voter approved lines. The city of Fairfield’s voter approved UGB expired at the end of 2020.

A Dixon UGB would support the City’s commitment to focus growth and prevent urban sprawl. It would recognize the City’s limited ability to extend services (i.e., sewer, water, police, etc.) and its desire to protect agricultural and ecologically sensitive land.

We recommend that the City pursue putting on the ballot for voter approval a Dixon UGB. The exact location for the UGB should be determined through a city sponsored public review process. We recommend that consideration be given to a UGB that is conterminous with the City’s current Sphere of Influence boundary. Based on the *Draft General Plan 2040* a UGB conterminous with the City’ Sphere of Influence would give the city adequate land for growth for the next 19 years (or until 2040).

Agricultural Mitigation Measures

Mitigation measure AG-1 sets forth the requirement for mitigating the impacts of the loss of agricultural land. Although as stated in the Final EIR, even with this mitigation measure, the loss of agricultural land would be a significant and unavoidable impact.

As we stated in our EIR comment letter we believe that mitigation measure AG-1 is inadequate and should be revised as follows:

1. Require that mitigation lands be preserved at a ratio of two acres protected for every one acre lost to development.
2. Require that the acquired or preserved lands be within the Planning Area, not up to ten miles away.

Yours truly,

Bob Berman
Solano County Orderly Growth Committee



ATTACHMENT 3

March 9, 2021

City of Dixon Planning Commissioners
600 East A Street
Dixon, California 95620

Dear Commissioners:

As members of an informal neighborhood group known as the Old Town Neighbors, we have a number of comments regarding the proposed 2040 General Plan. Before proceeding, we would like to introduce our group to those who may not be familiar with our activities.

Background

Formed well over a decade ago, one of our missions has been to keep our neighbors informed of land use issues that pertain to the older residential areas that surround downtown. A number of years ago at the direction of a former Planning Commission, the City's Community Development Director kept us updated on a variety of land use matters. For example, during the lengthy Omnibus V Zoning Amendment process, representatives of our group met regularly with the Director. At the request of our representatives, the Community Development Director also held a series of at-large neighborhood meetings pertaining to the proposed zoning amendments as related to our neighborhood.

Over the years in an ongoing effort to keep the neighborhood informed and involved, members of our group have also collected signatures on numerous petitions pertaining to land use matters. Petitions have been presented to the Planning Commission, the Transportation Advisory Commission, the General Plan Committee and the City Council.

Comments about the General Plan process

We were surprised to learn that the City is moving forward with the General Plan Update process while restrictions on social gathering are still in place. Many of the Covid 19 orders have not been lifted; and as a result, we have been unable to go door to door to gather signatures related to the 2040 General Plan Update. In an August, 2020 letter to one of our members, the City Attorney acknowledged the right of the people to petition their government and offered assurance that those rights would not be forfeited.

We would also point out that sustaining public interest in a General Plan Update process that has been underway since 2007 has been problematic. We have documentation from the initial

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years of the process which highlights far greater community involvement than in later years (2015 onward). In that regard, a former Community Development Director publicly acknowledged that the workshop at Anderson School was poorly promoted and attended. At the time, more workshops were promised but never came to pass. We would also add that several members of the GPAC were highly critical of the Community Survey citing very limited participation by “disadvantaged” groups within Dixon.

In the event that the Commission decides to proceed with recommendations to forward the Plan to the City Council without benefit of input collected by petition, we have summarized a few of the issues that we know to be of the greatest concern to many of the residents of Old Town.

Comments Related to Density

From its beginnings, our Old Town Neighbors’ group has raised objections to any plan that would increase density in our neighborhoods. For instance, we collected signatures on numerous occasions opposing the designation of the downtown residential neighborhoods as part of a Priority Development Area. We raised concerns about increased density in the planned mixed-use zones in downtown. We were also involved when residents objected to an increase in the number of Accessory Dwelling Units (ADU’s) per lot in our area. Other examples of our participation are likewise documented in the public record.

Increased density impacts the neighborhood in many undesirable ways, including more traffic, parking problems, increased noise, sanitation issues, public safety issues and historic preservation. We would add that certain of the census tracts discussed in the General Plan under Environmental Justice are in our downtown neighborhoods.

Specifically, designating planned mixed-use corridors in the downtown area should be re-examined. Since the proposed Plan extends mixed use along the North First Street corridor, we see no reason to impact areas of Old Town with a designation that does not reflect the preferred single family use of land along sections of North and South Second Street, East and West Mayes Street and South First Street. For instance, three new single-family homes have recently been constructed along East Mayes and South Second Streets. Another historic home on South First Street has been converted back to a single-family residence, as has a home on East A Street adjacent to the back of the Catholic Church. Clearly, the market and the community support the area as residential rather than mixed use. We would add that public documents reveal that there was opposition to the planned mixed-use designation in 1993, particularly in regard to extending mixed use zoning on South A Street between Mayes and Broadway. The older homes on that block are significant in their contribution to the historic character of the downtown area and their continued use as single family residences should be encouraged.

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We want to reiterate our longstanding concern that increasing density with plans such as the Priority Development Area (PDA) could lead to displacement of “disadvantaged” residents, particularly in certain census tracts in the downtown area. The smaller, fixer upper homes have long provided an opportunity for members of those “disadvantaged” groups to obtain home ownership. Similarly, the smaller, older homes have served as affordable rental housing for other “disadvantaged” families. Encouraging the investment in greater density may well lead to the demolition of too many of those older, fixer uppers, thereby denying other “disadvantaged” families similar opportunities.

We would point out to new members of the Planning Commission, that allowing unsprinklered ADU's was opposed at the State level by firefighter associations. Legislation at the time allowed the City to limit areas where ADU's would be allowed. In addition to the fire hazard issues, shared sewer laterals are common in the older areas of town and should be a consideration as to where ADU's are located.

While we strongly support the preservation of agricultural land, it shouldn't come at the expense of disrupting and destroying long established neighborhoods that are home to many disadvantaged families. Rather than using infill to accommodate density, we would ask that you take another look at new developments such as the Southwest in terms of its inadequate contribution to meeting multiple family and affordable housing demands.

Comments on Noise

While the older residential neighborhoods near downtown are zoned as planned mixed use and multiple family (RM1 and RM2), in reality the area was historically single family homes. Thankfully, in recent years, new affordable single-family homes have been constructed on numerous vacant lots throughout the downtown residential area. Taking that into account, we would lobby that noise levels should be in keeping with allowances for single family neighborhoods.

In regard to noise, we also have concerns about some of the uses proposed for downtown Dixon. Economic development of the downtown area should take into account the close proximity of residential uses. Increased traffic, overflow parking into neighborhoods, frequent large events, live entertainment, etc. all contribute to increased noise for residents in the vicinity. The quality of life of those residents shouldn't be sacrificed for the sake of economic interests. Many residents of the area do not have the economic means to escape new sources of noise by moving to more privileged neighborhoods such as the Southwest Development area.

Make no mistake, we would like to see downtown thrive. We only ask for consideration of those who live nearby.

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Comments on Public Safety

We have already discussed our concerns about unsprinklered Accessory Dwelling Units in our neighborhood. We would also point out that our older residential neighborhoods, as well as the downtown commercial area, are more vulnerable to fire and earthquake hazards. For that reason, we continue to question the location of both fire stations on the north and west sides of the railroad tracks. Even with the eventual completion of the Parkway Boulevard overcrossing, emergency access to our older downtown neighborhoods and the commercial downtown area, is restricted by the bottleneck created where South First Street drops from four lanes near the Brookfield and Valley Glen subdivisions to two lanes near the fairgrounds. Similarly, there is a bottleneck on North First Street entering the downtown area. Depending on vehicular traffic and the rail activity at the crossing on First Street, emergency access to our neighborhoods could be delayed or cut off. Years ago, the City had fire stations located on both sides of the railroad tracks providing all residents of town better access to emergency services.

We are also alarmed to learn that certain census tracts in the downtown area are among the most impacted by environmental hazards including air, noise and water pollution. No doubt, density exacerbates some of those hazards and would be more appropriate in newer areas of town.

Comments on Traffic

We would suggest that there has been one unspoken “silver lining” to the pandemic lockdown. With schools not in session, our neighborhoods have experienced a significant reduction in traffic. With the high school and elementary schools in or near our older neighborhoods reopening, traffic will once again become a major issue. The relocation of the junior high school to the campus of the old high school will compound the problem, as will the construction of more and more new homes to the South and West of our Old Town neighborhoods.

Not long ago, the City reduced the Level of Service (LOS) in order to avoid widening of streets. The reality for our older neighborhoods meant accepting a further decline in our quality of life and public safety associated with ever increasing traffic (LOS issues) OR sacrificing the historic character of our neighborhoods and losing much needed on street parking by widening streets to accommodate more traffic. The idea that the opening of the Parkway Boulevard overcrossing will alleviate the traffic issues is nothing more than a pipe dream. It won't address traffic created by more and more families from throughout town needing to access the junior high school.

Traffic in the downtown area diverting onto local residential streets has been another longstanding concern as it relates to public safety and quality of life for residents of the downtown neighborhoods. The 1993 General Plan addressed that issue and we would suggest that goals to limit such traffic diversion be included with the current Plan.

Comments on Historic Preservation:

We would request that you to review the 1993 General Plan in terms of its emphasis on historic preservation. The draft 2040 General Plan is very lacking in provisions to encourage the preservation of our historic structures and homes. We were unable to find an appendix to the 2040 Plan with an inventory of historic homes and structures in Dixon. Over the course of time since the 1993 General Plan, many more homes should have been added to that inventory. Any claims to maintain the small-town character of Dixon are disingenuous without an emphasis on the historic preservation of the older neighborhoods surrounding downtown Dixon and their contribution to the City's charm and uniqueness.

The history of the Carnegie Library (as presented in the General Plan) should recognize the group that saved the historic resource from demolition. While the Women's Improvement Club was instrumental in securing a Carnegie Library for Dixon, the Dixon Carnegie Library Preservation Society formed many years later in order to ensure that the Carnegie was spared from demolition and took its rightful place on the National Register of Historic Places. For the City to recognize one group for its contribution and slight another is inappropriate.

Conclusion

While we have highlighted a number of longstanding concerns shared by many of our neighbors, we would respectfully suggest that you hold off on recommending the General Plan Update to the City Council until such time as groups such as ours can exercise our right to petition our government.

Thank you for your consideration of our comments.

Old Town Neighbors

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March 9, 2021

Members of the Planning Commission
City of Dixon
600 East A Street
Dixon, California 95620

Re: Agenda Item 9.1 Public Hearing on the General Plan Update

Dear Commissioners:

Please find attached my response to the General Plan Draft Environmental Impact Report that I submitted in August of 2020.

I am also providing comments that I presented as a GPAC member in August of 2018 following the last meeting of the Committee. The comments are in a rough, note format and the policy and action references correspond with the version of the General Plan that was discussed at that meeting. The yellow highlighting was added to mark issues that community members (who reviewed the notes) considered of utmost significance. It is my hope that you will explore whether issues raised at that time have been reconciled in the version of the Plan that is before you this evening.

As a member of GPAC, I am concerned that the Committee has not met for over two and a half years. For whatever reason we have not been dismissed and are still required to complete a Form 700. The requirement to submit Form 700 would imply that we are still actively involved as a Committee in the General Plan process. That has not been the case since the Fall of 2018. Even at that time, certain members had resigned and other had not attended a number of the meetings, up to and including, the August, 2018 meeting.

As mentioned in the introduction to my comments on the Draft Environmental Report of August 2020, I am also very concerned that the City is proceeding with a Plan that will impact residents for the next 19 years without affording them the opportunity to address and engage with the Planning Commission at a physical meeting. As established members of the Planning Commission should be well aware, many members of the public want the opportunity to address matters of significance before their elected and appointed bodies at physically open meetings, rather than virtually by ZOOM.

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I would also note that the new City website has been very difficult for some community members to navigate. It is unfortunate that the debut of the new website coincides with community members attempts to access information relevant to your agenda this evening.

Thank you for your consideration of my comments and the attachments I am providing.

Ginger Emerson

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August 24, 2020

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

Re: General Plan Draft EIR

Dear Mr. Osner:

We are living in unprecedented times.

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

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

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

SO WHY NOW...

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

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

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

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

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

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

See further density related comments under Transportation.

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

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

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

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

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

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

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opposition. And at least two petitions were presented to GPAC objecting to the designation. As mentioned, in other comments, transit-oriented development is the focus of a PDA. The efficacy of such development in downtown Dixon is not only questionable, but highly controversial (with many members of the community opposed while City Officials promote it).

MIXED USE: Mixed use areas with efforts to reduce parking near commercial enterprises can result in spillover to nearby residential streets. Downtown mixed use is of particular concern considering the close proximity of the surrounding residential neighborhoods.

OPEN SPACE: Quoting from the draft EIR: "Public facilities and parks can be found in many of the residential neighborhoods across the city with some of the largest parks including Northwest Park, Hall Memorial Park, Westside Park and Silveyville Cemetery." Referring to the Silveyville Cemetery as a park drew the ire of not only the public but the cemetery district. While the land is owned by the cemetery district, plots there are deeded for a specific purpose: to be used by the owner of the plot to legally bury human remains and to memorialize the departed with a headstone. The Silveyville Cemetery is not a PARK, it is a final resting place which must be respected. It should not be considered a park for the Proposed General Plan purpose of meeting requirements for open space.

HISTORIC PRESERVATION: Implementation of the Plan may indeed cause a substantial adverse impact in the preservation of historical resources. Preservation of the historic homes in the neighborhoods surrounding downtown depends on taking into account the negative impacts that certain plans for the adjacent downtown area will have, as well as impacts from further development to the Southeast. Traffic congestion, overflow parking, noise from entertainment venues, frequency of events, issues with security and waste management all have a negative impact on nearby residents, including but not limited to those residing in historic homes. Restoration and maintenance of historic homes is a painstaking process and those who commit themselves to that preservation should be respected and considered. As it is now, many residents in the downtown area leave when events are held downtown. And the City has already received complaints about noise generated by certain downtown businesses.

I would point out that without the hard work and dedication of the Dixon Carnegie Library Preservation Society, the historic Carnegie Library (highlighted in the Proposed Plan) would have been demolished during the last General Plan cycle with the blessing

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 3

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

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

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

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

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

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

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

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

Ginger Emerson, General Plan Advisory Committee Member

ATTACHMENT 3

Additional Comments Regarding July 28, 2018 meeting of GPAC

E 1

Policies:

- 1 Residential uses should not be sacrificed for business uses. Residents rely on zoning to distinguish housing from business districts. Consideration should be given in regard to how much and what type of business use to allow in residential zones. Maintain and enforce strict restrictions on HOP to alleviate impact on other residents (parking, noise, privacy, security, etc.)
- 2 Residential accesses from freeway interchanges should be given more consideration. Residents, such as those from the Valley Glen and Brookfield developments and Heritage Commons ,use Midway Road; and, other residents use Pedrick Road to avoid congestion at other interchanges like Pitt School and North First Streets. At times, freeway traffic also diverts onto roads at perimeter of city to avoid congestion on I-80. For example, Pedrick Road.
- 3 Consider that rail service for freight takes priority over passenger service.
- 4 What about Development pays for itself? The longstanding policy that development pay for itself should not be abandoned.
- 5 What about workforce housing near business development (not across town)?
- 6 The development process should start with proper vetting of applicants.
- 7 Longstanding businesses such as Superior meat packing plant should be considered in planning before the permitting of sensitive uses in the vicinity.
- 8 Downtown is a bottleneck and also severely impacted by school traffic.
- 9 I have been asked if cannabis is considered an agricultural use? I have heard objections to land suited for traditional agricultural uses being used for cannabis cultivation.

Actions:

- A How will delays to existing passenger rail service be mitigated?
- B What about development pays for itself?
- C Emphasis on parking, trees screening, lot coverage and building heights to maintain small town atmosphere for city.

E 2

ATTACHMENT 3

Policies:

- 1 Notification of other businesses or residents in area should not be eliminated. Impacts on others must be considered.
- 2 Concerns of nearby residents regarding impacts should NOT be considered an unnecessary business constraint.
- 3
- 4 Maintain opportunity for public input.

Actions:

A Impact fees should be collected even in cases of redevelopment of lots with preexisting homes. For example, more bathrooms mean more impact on older City sewer and water lines.

B

C Feedback from residents should be encouraged as well.

E 3

Policies:

- 1 Focus on location of such business within City to mitigate impacts.
- 2 Encourage Chamber and other groups to vet member businesses to ensure that they are operating legitimately and in compliance with City codes and regulations.
- 3
- 4 How much staff time will be given to such assistance?
- 5
- 6 What is current ratio of residential to business development? Isn't Dixon a bedroom community?
- 7 While I support the policy, I do question its viability. How do neighborhood markets compete with Walmarts and other large chains for business. Higher prices at neighborhood markets discourage shopping, particularly by low or fixed income residents. How do such markets serve low income populations or people such as seniors on a fixed income?
- 8
- 9 How???

ATTACHMENT 3

Actions:

A

B Developmental Impact Fee Deferral Program??? Impacts affect local residents (for example failure to have Parkway Blvd in place before opening of new high school and expanded development in South east area).

C & D Is this the City's role?

E Local procurement program? Needed to be defined for committee.

F Bad idea! Neighborhood residents should be allowed to address their concerns about a business operation in homes near them (parking, traffic, privacy, security, etc)

. No description of these types of businesses provided to GPAC members. I have heard from neighbors of one local HO business that should move out of neighborhood and use retail space due to expansion of its business.

G

H Local business cannot compete price wise. Hardship on low income and senior fixed income residents.

I

J

E 4

Policies:

1 Pay higher than average wages. What employer will do that considering cost of health care, liability insurance etc etc. How realistic is this?

2

3 Examples of such "placemaking and community development projects" were not provided to GPAC members.

4

5 Where do resources come from to have sites shovel ready?

6

Actions:

ATTACHMENT 3

A How long has the university been a neighbor? Why do you think this can be accomplished now? Especially after such fiascos as racetrack and movie studio

B Development Impact Fee deferral again????

C Customize incentives???

D Need to recognize impacts and protect community from unwanted consequences

E

F Grants are taxpayer monies . Development is not paying for itself.

G

H

I

J

K Embarrassment of Dixie the Dinosaur which 3 members of Council jumped on Failure to vet movie studio project.

E 5

Policies:

1 Traffic bottlenecks for local residents at those interchanges. People running stop signs near Pitt School Road. Local people try to avoid traffic at those interchanges

2 Street dividers on 113 that make ingress and egress issues for access to certain businesses .

3

4 Access issues along certain commercial corridors such as to North Lincoln Street where existing auto dealership is located. Also to strip mall area along freeway out by Carl Junior's where another car dealership was located.

5 Downtown commercial area does not serve needs of nearby residents . Most nearby residents are not served by the overconcentration of bars in the downtown area. Downtown has a low income and senior population that is not served by the current commercial sector. Downtown also does not serve younger families with no businesses such as bakeries, ice cream parlors, etc. Efforts to do so have failed.

Actions:

A Visibility needs to be coupled with easy access. See number 4 above.

B

C Retain Milk Farm sign. It is a landmark and efforts should be undertaken to have it placed on the registries for its historic significance. The same goes for the Orange on West A Street.

D As stated above, the Milk Farm sign has been a locator sign for many years and continues to be so. It is unique and long associated with Dixon. I have been in conversation with people in areas outside of Dixon who share the concern about the removal of that sign.

E Clarify business improvement districts and where does funding come from.

F Daily needs of downtown residents not currently met by commercial downtown area. Specialty shops, restaurants and bars do not meet daily needs of nearby residents especially low and fixed income residents or those without vehicles.

E 6 *****

Policies:

1 This is a community that would have stood by and allowed the demolition of the historic Carnegie Library were it not for the efforts of a group of nearby neighborhood residents and Library staff. The current work on the old high school, replacing the roof with a modern, industrial looking metal one shows ignorance on the part of City regarding historic character. Over the years too many older homes have been demolished to make way for multiple family housing. Lots have been joined to make way for more units. Education on historic significance should be undertaken.

There is an unacknowledged Impact of evening uses in downtown: overflow parking into nearby neighborhoods, noise, etc. must be considered. Residents near downtown are just as entitled to a quality of life as residents in newer areas of the City.

2 Where would parking for mixed used sites be located? . . Example: mixed use on corner of East A and Second Streets (evening and weekend parking of residents along those streets competing for spots with business, church and other nearby residential) Some mixed used sites are not directly adjacent to downtown commercial but separated by current residential (in historic homes) which should be maintained. Mixed use is inappropriate along South First Street between Mayes and Broadway. There are several historic homes in that block and parking

issues along a major, highly travelled arterial making it inappropriate for mixed use.

3 Residents in downtown neighborhoods have the same type of needs as those in newer residential development. One senior apartment complex is located near downtown as is the farmworker housing. There is nothing downtown to serve the everyday needs of those residents as well as the needs of other downtown residents. Concentrating restaurants, bars and entertainment downtown ignores those needs.

4 The streets downtown are not safe. It is nearly impossible to cross First Street anywhere other than at the light at First and A. Relocating Hwy 113 will not address the traffic impact of the schools and newer neighborhoods developed to the South on the downtown area.

5 Comments from residents presented previously (at GPAC meetings) regarding "cultural" as a description of anything other than the Library in the downtown area

6 Regular events impact nearby residents with street closures, parking restrictions, noise, trash, stangers etc, etc etc. What about QUALITY OF LIFE of residents living in nearby neighborhoods?

Actions

A Where would needed parking for offices and particularly residences in upstairs spaces downtown be located? Currently, on weekends and in the evenings, parking is impacted all along both sides of Second Street to accommodate residents of the established mixed use on the corner of East A and Second Streets. It conflicts with parking for the Catholic Church services and functions.

B WHERE, WHERE WHERE? Parking??? This idea has been considered before. Cinemas are complexes now, not single theaters. When the new high school was built the auditorium was to be shared with the community for performing arts. The High School has parking for such events. As WITH MANY IDEAS FOR DIXON THAT USE WAS NOT SUSTAINED.

C Rejection of associated PDA by local residents both in the area and throughout town. Too many strings attached in terms of density, etc. Residents in the area should be considered stakeholders as well.

D At one time the wine stroll included an art show. Consider the comment about the wine stroll by Council member Minnema. He referred to the event as the

“wine stagger.” Events more focused on art and culture may be better venues for local artists to display their works.

MT 1

Policies:

- 1 Current non operational train station location does not accommodate intracity travel. Realistically, buses do not want to navigate local residential streets and traffic.. They want easy on/off access to the freeway. They use the Pitt School Road location instead. The current, non operational train station is surrounded by residential uses. It is at a BAD LOCATION with its only access through long established residential neighborhoods
- 2 The current GP calls for traffic not diverting onto local residential streets. This is a safety and a quality of life concern. It is particularly concerning for local residential streets that parallel arterials with people looking to avoid traffic on arterials. Also East Chestnut Street is an example of where property values and neighborhood appearance have declined with the use of that local residential street for high school and a community park access..
- 3 Due to traffic, arterial and collector streets are not safe for pedestrians to cross. Not just 113 which we talk of moving but also on A Street. School traffic is a big issue as well as traffic from newer residential development.
- 4 Level of service affects pedestrian safety. Example: trying to cross South First Street when traffic is at a standstill in one direction but travelling in the other. It is not safe to cross to the middle of street and be left standing there because of oncoming traffic.
- 5 What type of roadway modifications and improvements would be made in established older neighborhoods. As discussed at the July meeting, parking is at a premium for residents in certain older residential neighborhoods. Many homes either do not have off street parking or parking may be alley loaded which residents do not feel comfortable using due to visibility (line of sight) issues. Also many of the duplexes, triplexes, fourplexes, etc. do not have enough off street parking for the number of residents.
- 6 Connecting neighborhoods is a problem for the older neighborhoods downtown. For example, connecting Valley Glen through the older neighborhood west of 113 contributes to increased traffic on residential streets as people use streets such as South Jackson to avoid Hwy. 113.

ATTACHMENT 3

7 Bottleneck of downtown is a hindrance in regard to emergency services

8 Clarify

9

10 Too late for many streets in older neighborhoods. The City used to abate the weeds growing in the streets, but no longer sees fit to do so.

11

Actions

A As one committee member pointed out, a study determined that a considerable amount of traffic was local, particularly considering locations of new high school and new residential development. Rerouting 113 will not address those issues.

B I absolutely understand concern about truck traffic, but at least to some extent the issue seems to be addressing itself since truckers don't want to be held up in local traffic either. Many trucks were found to be serving the local community not just passing through. As stated at the meeting, we don't know the degree of business generated from Hwy 113 traffic. I have been downtown on numerous occasions and been asked for restaurant recommendations by people travelling through. I have also been asked where the historical sites are that the signs direct people downtown to see.

C Disruption to downtown business with a lengthy project a West A would be difficult to recover from. The West B street undercrossing is less than ½ block away.

D Where and at what expense? What is the usage at the West B Street undercrossing?

E Are we recommending something that we have never been provided for review?

MT 2

Policies

1 How exactly do you intend to make First Street and A Streets safe in the downtown area and to the residential areas to the South, West and East? The only somewhat safe place to cross is at the light downtown. Anywhere else is not at all safe for pedestrians, especially children and seniors.

ATTACHMENT 3

2 How do you promote safety over traffic flow? Bear in mind the recent road rage incident on North First Street in Dixon? Haven't you experienced road rage from impatient drivers?..

3 Arterial or collector traffic should not be diverted onto local residential streets.

This comes from the current GP and should definitely be incorporated into the new Plan.

4 We are already at a level of service D and we haven't seen the impacts of moving the junior high on the same side of the tracks as the new high school. We have a lot of residential development underway in the Southeast and we haven't even begun developing the Southwest area. Traffic bottlenecks in the older areas nearer down town are already an issue. I understand that at a TAC meeting residents were scared about the possibility of front yards being taken by eminent domain to accommodate traffic should the level of service continue to deteriorate.

5 Many people consider the promise of such an improvement a pipedream!

6 What strategies? The School District is talking about a 15 minute difference in start times. That just traps areas residents even longer in certain neighborhoods that are bordered by both South First Street and East A Street. While the startup times may help parents and students commuting to schools, it will do nothing to address quality of life issues experienced by residents in certain neighborhoods..

7 Our junior and senior high schools are not located to accommodate walking or biking from all neighborhoods in Dixon. Apparently, attempts to encourage carpooling of students to school were not successful.

8 How will a development agreement accomplish this? What about the impacts of smaller infill development not subject to formal development agreements?

9 Traffic from the freeway often uses Kidwell and Pedrick roads to escape all too frequent jams. What about farm equipment? Do we want to preserve agriculture or not? What about big rigs from the tomato plant and the new truck facility north of town.

10 By locating a second fire station where? On what side of the tracks?

Actions

A Do roadway improvements mean widening streets? Where? See number 4 above.

B Examples of "best practices" were not presented to committee for discussion.

ATTACHMENT 3

C How much funding are we talking about? Again, many residents consider this a “pipedream”. Actions should be realistic.

D

E This should have been considered before the bond went on the ballot. The School Board doesn’t show any interest in working with the City or with the residents . They claim that they don’t control the streets.

F Has this been discussed and mitigated in the District’s so called traffic study?

MT 3

1 How will you do this? What about people from out of town? They won’t be walking or biking to events, etc. Once again, the older neighborhoods that border downtown need on street parking to accommodate residents. Some older homes do not have adequate off street parking. Eliminating parking in those areas to accommodate bicycle and transit connections would pose a hardship for some residents, many of whom are low income or seniors.

2. Some of those physical connections just increase traffic in once peaceful, established neighborhoods.

3 Where would trails be put in established areas? What works in areas of new development will not work in established areas.

4

5 People working in certain jobs like carpenters and landscapers can’t use regional transit. This is a problem in Marin County that impacts Hwy 37 with workers living in Solano County (Vallejo) in order to find more affordable housing. Expanding shuttle service to Amtrak would be helpful for people travelling out of Dixon for whatever reason.

6 What ever happened to carpooling? My Dad was carpooling in the 50’s and 60”s before the term was probably even used. What about carpooling of students to the schools. At one time the District was promoting it, but apparently it was a dismal failure.

7 READI RIDE wasn’t intended as a school bus but the City allows the School District to get away with not providing school buses. Doesn’t funding for READI RIDE come from sources intended to serve our senior, disabled, minority, low income and transit dependent persons?

8 Continue door to door pickup of disabled and seniors who would have difficulty accessing sites for a fixed route service..

9

ATTACHMENT 3

Actions:

A A central location, such as downtown would result in delays and impacts on residential neighborhoods. (The location of the current train station is in downtown surrounded by residential uses and impacted by traffic congestion)

B

C Can this be done without eminent domain?

D

E See 7 and 8 above.

F Walking and bike trails in certain areas starting by the Dixon Lumber have been used by the homeless and drug addicts. Access to residential backyards has been a problem with those trails.

MT 4

1 Speaking from the personal experiences I have had with my Dad, walking in Dixon is not safe for the elderly. Cyclists and skateboarders do not yield to pedestrians on the sidewalks. The schools and PD should educate and then enforce regulations for yielding to pedestrians.

2 Four fatalities in less than a month. Two involving accidents caused by younger drivers, probably distracted. Education and enforcement needs to concentrate on teaching drivers to yield to pedestrians at intersections.

3 Focusing on safety issues such as yielding to pedestrians and obeying vehicular rules and regulations such as stopping at stop signs not racing through.

4

5 What about trees in the downtown area, both in commercial zones and residential neighborhoods bordering downtown? We have potted plants for trees in the downtown that provide no shade whatsoever. All kinds of trees have been lost in downtown neighborhoods due to sidewalk repairs and threats to property owners of their liability in regard to sidewalks.

6 See above comments regarding safety conflicts between cyclists and pedestrians.

7 What traffic calming? Striping lines in streets has done little to calm traffic.

8 What about trees instead of structures for shade?

Actions:

A Consider the impact on residential areas in terms of the loss of on-street parking if bike lanes are installed.

Consider bicycle/ pedestrian conflicts on sidewalks and trails. Special concerns for seniors on sidewalks with cyclists or skateboarding uses sharing the space. Education should be the focus in regard to yielding to pedestrian and efforts to educate need to be followed by strict enforcement of the rules.

B Seniors live throughout Dixon not just at senior living centers or near the Senior Center. What about their needs? Example of my Dad: My husband and I had to be bodyguards for him even though he was quite capable mentally and physically to walk downtown for a haircut, to the bank or library; but we needed to go with him to protect him from traffic issues: car drivers, cyclists and skateboarders who do not yield to pedestrians. . His quality of life suffered in that he did not feel the independence that he was otherwise capable of due to our legitimate concerns for his safety as a pedestrian. Many seniors take blood thinners. A fall from being hit by a cyclist or skateboarder resulting in a bump on the head or some internal injury could be fatal for someone on blood thinners. Seniors should be safe all over town (particularly in their own neighborhoods), not just in specific areas. It is ridiculous to only focus on certain routes particularly when we claim to encourage aging in place.

MT 5

Policies:

1 Current Multi modal center is not on an arterial street but impacts residents of a residential neighborhood (children playing, older adults driving, limited off street parking for historic residences and existing multiple family housing) Needs of area residents should be balanced as well. Furthermore, intra city buses use area off Pitt School Road for easy on/off freeway access

2 Difficulty crossing arterials of First Street (hwy 113) and A streets needs to be addressed by education of drivers and enforcement of pedestrian right of way. In case of First Street, increase in local traffic due to residential development south of town.

ATTACHMENT 3

- 3 Downtown streets do not lend themselves to safe bicycle use/no space for bike lanes without restricting parking for downtown area or impacting nearby residential streets with loss of on street parking in front of homes.
- 4 Passenger rail to downtown Dixon comes with strings attached in terms of PDA which residents of area do not support.
- 5 Concerns expressed in past by downtown merchants and employees when it was suggested they park across tracks by train station. They did not want to cross tracks via tunnel after dark.
- 6 Where? Parking at Pardi Market site will be limited. Residents in areas bordering downtown should not have to contend with overflow parking to accommodate economic development in the area.
- 7 How do you encourage people to walk between locations? Walking downtown in the summertime is miserable with very limited shade and in the wintertime there is little shelter from the weather.
- 8 Shared mixed use parking may work in the daytime but not in the evenings or weekends when residents are home

Actions:

- A How realistic is a grade separated crossing at A Street? How long have we been waiting for funding for Parkway Blvd? Lengthy disruptive construction downtown discourages business in the area.
- B Event management parking? What about spill over onto local residential streets?. Downtown residential areas south of A Street are sandwiched between downtown, Hall Park and the Fairgrounds and are heavily impacted by events in those areas. Many residents rely on on-street parking. They can't leave home during events and come back to find parking anywhere near their homes. What about the quality of life of those residents? Shared parking (see above). Look at current mixed use development at the corner of East A and Second streets (in the evenings vehicles belonging to residents of the upstairs mixed use housing line the streets). Parking in that area is also impacted by Church events.
- C As agreed at GPAC July 2018 meeting, buffered bike lanes will not work in established areas due to need to eliminate parking to accommodate such dedicated lanes. Speed on South First Street is a problem and not safe for cyclists, particularly children.

MT 6

ATTACHMENT 3

Policies

1 Freight service slows passenger rail service.

2

3 same as above.

4 How will noise be mitigated? When West B Street undercrossing was being built, neighborhood residents were told to shut their doors and windows and turn up their TV's to mitigate noise. The sound barrier was a chain link fence with astro turf on it. Vibration from the construction was also felt blocks away.

5 The older historic and low income neighborhoods are predominately affected.

6

Actions

A Pie in the sky promise.. And what about local traffic on First Street (Hwy 113)? Continuing to focus on moving 113 is diverting attention away from resolving local traffic issues along that route.

B What school is separated by the tracks at First Street from a residential neighborhood?

C

PSF 1

Policies

1 The efforts made at enforcement are appreciated, but need to be extended to focus on pedestrian safety as well. Drivers need to be trained by enforcement to stop for pedestrians at intersections. Also, cyclists need to be cited if seen not obeying vehicular code at stop signs, etc. The ordinance in downtown forbidding riding bicycles on the sidewalks also needs to be enforced.

2 Fire prevention and emergency services require another fire station east of the RR tracks and the bottlenecks of traffic downtown need to be addressed. The HS being at one end of town poses a problem in an emergency.

3 same as above

4 Mutual aid has benefited the community for years and should be continued.

5 New development must absolutely be committed to such fair share funding.

ATTACHMENT 3

- 6 Complying with Crime Prevention Through Environmental Design principles should be part of the review process.
- 7 Good idea but specifics should have been discussed with Committee. Neither the Committee members nor even the member of the PC had any idea what Crime Prevention Through Environmental Design entails. Both elected and appointed officials need to be educated about CPTED.
- 8 The difficulty of neighborhood watch in areas of multiple family housing with frequent turnover of residents should be acknowledged. Both RM 1 and RM 2 zoning districts are a mix of single family homes and multiple family units.
- 9 How long have residents been waiting for Parkway Blvd.?

Actions

- A A necessity especially considered so many recent catastrophes in other communities. We are all more susceptible than we realize.
- B Who would pay for an incentive program? "Encouragement" is key rather than a requirement.
- C Encourage police officers to wave at residents like in the old days. Friendliness goes a long way with residents of all ages.
- D

PSF 2

Policies

- 1 Isn't Cal water more costly?
- 2 Who pays for this ? Will development continue to pay for itself?
- 3 Who pays for this considering that it is for future demand?
- 4
- 5 The Plan adopted in April of 2018 wasn't detailed for the Committee for comment.
- 6 Who pays for this, particularly as it related to future need?
- 7 Same comment as 6 above.
- 8
- 9 Isn't this done now?

ATTACHMENT 3

10 Development should pay for itself. Recently the costs have been met by establishing Community Facilities Districts. If that is what is actually meant by the policy, it should say so.

11

12 This should be done. People are complaining about the cost of present service.

Actions

A Development should cover the cost.

B

C Should have been elaborated on for Committee.

D Wasn't this resolved?

E Again, who pays for this considering it is for future growth?

F Who pays?. People are already upset with increases for service. It is very hard on low and fixed income property owners

PSF 3

Policies

1 Everything should not all be concentrated in the older, east side of town. Better placement would provide access for the entire community and less impact on older areas.

2 Examples of co locating should have been clarified.

3 Main school sports and recreational facilities areas are all located on one side of town. Using the new HS auditorium has not been successful for performing arts as was planned.

4 Too too late. The location of schools that serve the entire community has ruined the quality of life for residential neighborhoods near downtown with increased traffic.

Actions

A The current Multi use center is small and without good parking during the daytime and during events at the north side of Hall Park by the swimming pool.

B

ATTACHMENT 3

C. Where are the public services districts and why allow senior housing there?. This should have been elaborated on.

PSF 4

Policies:

1 Community parks should be located in areas that are more easily accessible off arterial and collector streets without impacting local residential streets.

2

3 In lieu fees do not ensure development of parks.

4

5 Vehicular access should not be via local residential streets for community parks which provide for a variety of activities for all city residents and people from out of town.

6 I have heard numerous complaints about the restroom facilities at Veterans' Park in Valley Glen area.

7

Actions

A

B Funding ??? If such funding is so available why hasn't it been used to refurbish parks? People are complaining about trees dying, other maintenance shortcomings ,etc. etc.

C Where?

D

E

F

Accessibility is a key issue.

PSF 5

Policies

1 Examples of possible locations would have been helpful in terms of eliciting Committee comments.

ATTACHMENT 3

2 Why would the School District be involved in providing activities for seniors?

3

4

Actions

A

B What is a Police Activities League? This is another example of actions which were not defined for the Committee for comment. And time was very short on July 28 to cover all the proposed policies and actions.

C This would be a good use for HS auditorium.

D

E This seems like a function of the school district more than the City.

F

G How will City support the Library with such programs.

H

I The Library already provides free WiFi.

PSF 6

Policies

1 How is this the City's business?

2

3

4 We used to have an urgent care facility here. One needs to be re-established, but I don't know the City's role in doing so.

Actions:

A What is an Electronic Benefit Transfer?. Again this was not defined for the Committee.

B What are urban agricultural regulations and incentives? Not explained to the Committee.

C Would this be on DUSD land?

ATTACHMENT 3

D Isn't the sale of tobacco near schools prohibited and shouldn't it remain so? Afterall, we are talking about healthy eating but considering allowing the sale of tobacco near schools, etc. Talk about contradictory!!!

E

PSF 7

Policies

1 Im sorry but this is a misleading policy considering how the City actually conducts its business, for example losing public comment addressed to the GPAC committee.

2 Same as above.

3 The City used to alert Old town area residents through contact with the Old Town Neighbors group to upcoming changes, projects or issues, but has failed to do so for a number of years. Such contact should be re established.

4

Actions

A At what cost?. Consider the poor response to GP survey.

B But, do not discourage input from people without access to internet. According to information from another library, 40 % of the population does not have internet access at home. As a member of TAC, a resident complained to me that the recent Read Ride survey was only available on-line. She does not have internet access at home and as a result did not fill out the survey even though she is a frequent user of Read Ride with valuable input.

C Holding meetings in various locations must take into account video recording of meetings.

What happened to PSF 8 and 9? *****

PSF 10

Policies:

1

ATTACHMENT 3

2

3

4 What business is it of the City who a local business hires and how will it be enforced?.

5 Council has not seemed receptive to that idea, particularly on commissions with decision making matters such as the PC.

Actions:

A

B Identify public and private spaces throughout the community, not just in downtown.

NESH 1

Policies:

1

2

3

4

5

6

7 For new construction and extensive rehabilitation.

8 More significant for areas subject to catastrophic fires like we have seen far too much of lately.

9 Prepare for emergencies, especially for notification of those likely to be affected. Notification was a major downfall during Sonoma fire disasters.

10

11 Difficult with already in place facilities.

12 Consider that certain disasters occur at night such as the fires in Santa Rosa. Smoke also disoriented evacuees.

Actions:

A

B

C This seems to be a very worthy action.

NESH 2

Policies:

1 Too often wording such as “to the greatest extent feasible” becomes a cop out.

2 Should be for infill as well.

3

4 Very important.

5

6

7 I would have appreciated more information on this policy before commenting.

8

9 How?

10

11 Far too many trees have been lost in the older residential neighborhoods near downtown. Property owners are fearful of liability related to damage to sidewalks and some have removed trees out of that concern. City should take care in vetting tree service companies to ensure that they do not damage trees in landscape strips in older part of town. Those trees provide much needed shade for pedestrians and for parked cars.

12 See above.

13. I am unaware of the requirement of the replacement of trees. When trees in Old Town were lost due to sidewalk repairs, the City made no accommodations for their replacement.

14 Where are street trees in new development?

Actions:

A

B I believe this has been done. My issue is that some of the species are more ornamental rather than adequate for providing much needed shade (especially with a goal of making the neighborhoods and community more walkable).

C Maintenance is critical. What is the point of planting trees without a program for their maintenance?

D

NESH 3

Policies

1

2 When possible (such as with new or infill development) buffers should be in place from the RR as well.

3 This has been lacking in development projects such as those in the Valley Glen area. Dust was a major issue with the construction of the Valley Glen Apartments a number of years ago. The dust affected the residents in the nearby older neighborhood which included those in the rest home off of Cherry Street.

4 This should be from the RR as well.

5 Noise was a major issue during the construction of the West B Street undercrossing with serious impacts on nearby residents and an insensitive response by the City, STA and the RR.

6 RM 1 and RM 2 neighborhoods should not have different noise standards than those in single family neighborhoods.

7 Studies should have been conducted for both noise and vibration during the West B Street undercrossing project.

8 Restricting hours of operation may not be enough to address issues for noise sensitive receptors. People living near downtown and the Fairground events have babies and take care of terminally ill family members just like people in other parts of town do.

9

10 Setbacks need to be sufficient before development is approved in such areas.

11

12

Actions:

A

B At what cost and to whom?

C

D

E

F

ATTACHMENT 3

NESH 4

Policies:

- 1
- 2
- 3
- 4
- 5

Actions:

- A
- B
- C
- D More information would have been helpful for Committee member comments.

NESH 5

Policies:

- 1
- 2
- 3

Actions

- A This should have been done a long time ago, when residents were required to have blue toters.
- B Education for residents so as not to impact neighbors
- C

LGC 1

Policies:

ATTACHMENT 3

- 1 Maintain agriculture without increasing density in older neighborhoods, allow for higher density only in new development
- 2 How was this addressed in sphere of influence discussions and decisions?
- 3 Compact development should be considered for new development, not in established areas within ½ mile of train station (whether it is ever operational or not). Our older neighborhoods contribute most to our small town atmosphere. If we truly care about a small town feel (or whatever), as survey respondents indicated and public input has made clear over the years, it is only found in the older areas of town and efforts should be made to preserve those neighborhoods rather than increasing density within and around them.
- 4 Preserve what is left of quality of life for residents in older neighborhoods. Public comment has been consistent for many years that residents do not want to see the older neighborhoods near downtown densified and residences and additional units squeezed in with reduced setbacks.
- 5 What about discussion related to Measure B?
- 6
- 7 The mistake of Parkway Blvd. cannot be allowed to repeat in the future. Development agreements should have better provisions.
- 8 There should not be an exception for infill in downtown neighborhoods where traffic is already a problem and parking is an issue (as well as security).
- 9 Requiring a conditional service agreement seems to run counter to limiting “leapfrogging” as mentioned in #3.

Actions:

A

B

C Development is outpacing public facilities in Planning Areas already in regard to roadway infrastructure.

D This is already taking place but we are not meeting our goals.

E This is Important not only for commercial development but for residential development as well

F This is not really development paying for itself in terms of the developer footing the costs, but instead passing costs along to new residents.

G Any revisions to the ZO should be undertaken only with ample opportunity for public input (such as the meetings former Community Development Director Dowswell had with Old Town property owners and residents).

H Would this be going back in time or from now on only? I question whether the public records will reflect past exceptions made. What about variances made without proper findings over the years? Such variances should not be considered.

LGC 2

Policies

1 How? "Small town character" was never defined. As it stands, it is too subjective.

2 Examples should have been provided for the Committee to discuss.

3 Again, examples would be helpful in order to provide appropriate input.

4 How is this compatible with reducing front yard setbacks in Downtown residential areas as proposed in LGC 3. Once again, residents have consistently rejected the idea of reduced setbacks in the older neighborhoods. Reduced setbacks will contribute to a mass affect. Look at the mass of the new hotel in Winters or some of the new residential development in downtown Davis. Dixon is not Davis and does not have to ruin our older neighborhoods near downtown by reducing setbacks and squeezing more housing in. As one former resident repeatedly stated at public meetings, the City needs to stop trying to squeeze "square pegs into round holes" when it comes to making housing denser in older neighborhoods.

5 Scale is important and setbacks contribute to maintaining a scale.

6 Obviously, this fits with provisions for Crime Prevention Through Environmental Design which the Committee was entirely unfamiliar with. Selectively installing fencing and landscaping would help in crime prevention and enforcement and would also maintain the character of our neighborhoods, particularly the older, established neighborhoods.

7 How would this be enforced? Selectively?

8 How can scenic vistas be preserved with development at interchanges that are relatively close together?

Actions

A Citywide design guidelines should not be applied to older established neighborhoods. Areas such as those older neighborhoods may benefit from particular guidelines.

B All design review should be a public process. Currently, I have heard complaints from neighbors of infill and remodeling projects that they find out of scale with the surroundings.

LGC 3*****

Policies

1 What about parking and overflow into residential neighborhoods? What about noise? Dixon's small downtown is in very close proximity to residential uses and that needs to be taken into consideration

2 How do policies for making Downtown Dixon the city's primary district for specialty retail, dining, entertainment, civic, social and cultural uses support the nearby residential areas?. How do those uses support the transitional and supportive housing that is being concentrated downtown, or the low income, senior and farmworker housing that is within blocks of the downtown commercial areas?

3 Adaptive reuse has not worked. The two homes that were turned into offices some years ago have both been converted back to residential use. One is the house behind the Catholic Church which required extensive remodeling to restore a kitchen.

Until recently all infill was duplex, triplex or larger projects. The type of infill that people appreciate are the single family homes that Ascher has built on South Jackson and South Jefferson Streets. Both homes were market rate housing much more affordable than what is being built in planned developments. Members of the committee and the public have stressed that the city needs smaller, more affordable, market rate housing. Ascher's infill homes meet that criteria while respecting setbacks in our older neighborhoods.

4 There is one block of commercial along east A street Where would you put outdoor dining on Jackson Street. As a pedestrian, try to get by when people are congregating between the fenced in dining areas and the potted trees and cyclists are on the sidewalks.

ATTACHMENT 3

5 Such as????? The emphasis is on restaurants and bars. The residential areas are still family oriented and with many low income or fixed income residents without disposable income for restaurants and bars.

6 Transit oriented, high density development 1/2 mile of the train station would entirely change the character of Dixon's oldest neighborhoods. Such development would be out of place with small town character that is most apparent in the older neighborhoods.

7 The PDA plan was objected to time and again. Lost or more likely destroyed letters attest to that. There are too many strings attached that increased density in our older, more historic neighborhoods and in those areas that are predominately low income. The train station is on the residential side of the tracks with access through a tunnel that many people will not use. Disabled or senior access is too long and fraught with conflicts with bicycles and skateboarders and drunks.

8 Why does the DDBA have influence over mixed use and residential when those uses border on other residential zoning and should be compatible with those residential uses?

Actions:

A Regular events create noise, traffic, parking, trash, security issues for nearby residents but those residents are not consulted or asked for feedback.

B What is a pedestrian overlay? This was not discussed with the Committee.

C Mixed use designation south of A Street is an area of many historic and older homes used as single family residences. Mixed use zoning is not compatible with those homes.

What sites adjacent to the downtown area? Areas adjacent to downtown are residential, except for north on 113. What happened to Backwards L PMU designation north of East A Street? It is also an area of older or historic homes used as single family residences.

D Second story offices and housing need parking. Nearby residents do not want overflow parking in their neighborhoods. Where do residents of housing work? There is no real downtown business to support their employment. The buildings would require extensive retrofitting to be used for housing and disabled access would have to be provided for either housing or office space..

E Proposing curb extensions on Hwy 113 or even on A Street fails to take into account the volume of traffic. There has already been a loss of parking spaces on the street with turn lanes at First and A streets.

F We have a park a block away that is for the most part underutilized except for some drug activity along with other illegal activities.

G What are considered the downtown zones? Are PMU 1 and 2 considered downtown zones? Why reduce the front yard setbacks? Residents have been adamant that they don't want setbacks reduced. Doing so would contribute to a mass look so close to the street. We are not Davis where new development overwhelms the older nearby homes there. What is an auto oriented use? Isn't a restaurant or a specialty store that serves the community auto oriented?

H How is affordable housing compatible with specialty shops, restaurants and bars? How does greater density of affordable housing support downtown? Explain value capture strategies. Terms are used that most people won't understand when reviewing the plan.

LGC 4

Policies

1 How does the new truck sales and service facility at Pedrick Road fit in as a gateway?

2 Aren't we talking about moving 113 including between RR tracks and Walmart?

3 **Why establish zoning that will require exceptions?**

4

5

6 Would mixed use include workforce housing?

7

8

Actions:

A Neither North 113 or Pitt School Road interchange areas are attractive gateways. Areas near interchanges support freeway users and usually focus on needs for fast food and gasoline.

B How will maintenance of murals be enforced?

C Preserve Milk Farm sign.

D

E Home Occupation Permits should continue to emphasize business that is basically unnoticed by other residents and that do not contribute to traffic, parking, security and other issues. Care should be taken to preserve quality of life in residential areas over addressing barriers for small businesses in those areas.

F

LGC 5

Policies

1 What about already established neighborhoods where this has not been done? Also, people travel by car to find the best price.

2 What about transitional and supportive housing or will it continue to be concentrated in the older downtown neighborhoods?

3 Nice ideas for quality of life for certain residents, unfortunately not those near downtown. How do you discourage pass through traffic?. You are actually promoting it by the connection between Valley Glen and the older parts of town

4 What? For years old town investors have bought property to tear down homes in order to make way for more multiple family units . Also when you detract from people's quality of life they lose interest in maintaining their property. Consider never knowing if or when the property around you will be torn down to make way for investment properties. How much are you as a homeowner willing to invest maintaining your property with that uncertainty.

5 Again, this is part of Crime Prevention Through Environmental Design.

Unfortunately, the Committee members had no understanding of the concept and commented as if it had to do with backyard fencing..

6 Explain to the Engineering Department that trees are important in Old Town as well. How do you foster a walkable neighborhood without street trees for shade?

7 Again CPTED is critical.

8 Neighborhood watch is difficult in neighborhoods impacted by investment units and too many duplexes, triplexes, fourplexes and larger complexes amongst single family homes..

9 What about impacts on other residents?. As community members in one town where Vacation Home Rentals are on the ballot point out, there is a reason for the distinction between residential and commercial zoning districts

Actions

- A And, maintain front yard setbacks, as well as other setbacks.
- B How often and with what input from neighbors? What about neighbors with other needs, such as those caring for a terminally ill family member who requires the services of health care providers on a daily basis who need access.
- C
- D Does this mean not notifying the neighbors and not soliciting input? I hope not.

LGC 6

Policies:

- 1 The maps provided are difficult to see (too small). It is difficult to distinguish the different areas. Again and again, this plan does not address that downtown Dixon does not serve the needs of the nearby residents, particularly those of low or fixed income or seniors.
- 2 The people in the nearby residential neighborhoods need a downtown area that is compatible with their needs. The idea of making downtown “party central” for the rest of the community with nightlife, an overconcentration of bars and restaurants does nothing to provide for the needs of nearby neighborhood residents.
- 3 Good. While I recognize the need for public restrooms, I am very aware of the issues related to the maintenance of those facilities and their use by the homeless which discourages family use
- 4 For example? Difficult to do in already established neighborhoods.

Actions

- A Neighborhood centers should be used for office and start up businesses rather than those uses in residential zoned neighborhoods.
- B For quite some time centers like Safeway Center have not been well maintained. The same is true for the strip like mall on Pitt School Road across from the Safeway Center. The businesses or owners of the Centers should be keeping the sidewalks clean to make the areas more welcoming.

LGC 7

Policies

1 Compatible reuse hasn't happened for residences (see earlier comment regarding residences in the PMU 1 zoning area). The two that were at one time used for offices have been converted back to residences, much to the satisfaction of their neighbors.

2

3

4 This is important for sites not governed by CEQA (such as under 5 acres, infill, etc.

Actions

A It is my understanding that many buildings and residences in Dixon do not qualify for the National Registry due to insensitive remodeling over the years. However, the Old GP had local registry which should be maintained. And all homes over a certain age should be considered, not just those of a grander scale.

B See above. What is meant by a qualified historic building? Just because a building home doesn't qualify for the National Registry doesn't mean it doesn't have local historic significance.

C Again is this for buildings and home that meet the National Registry designation or also for those of more local interest?. Many homes and buildings have been too altered to qualify, but they still have have local historic significance.

D

E This has been done to some degree but is not inclusive enough. Carriage blocks, hitching posts, etc. should be noted as well as Silveyville properties moved to Dixon and other historic homes, even if altered. What are the other community groups? To my knowledge, the only group that has succeeded to any degree in historic preservation was a group formed to save the Carnegie Library. The Dixon Carnegie Library Preservation Society worked to secure a place for the Carnegie on the National Registry. No other groups stepped up to the plate.

ATTACHMENT 3

Brandi Alexander

From: Shirley Humphrey <[REDACTED]>
Sent: Tuesday, March 9, 2021 12:10 PM
To: Planning Commission
Subject: Comments on General Plan
Attachments: General Plan Comments.docx

Enclosed are my comments on the General Plan.

Shirley Fanning Humphrey

ATTACHMENT 3

Parkway

The Parkway Boulevard should be completed now. This project was supposed to be finished in August 2007. It has been impossible for the public to find out how much money has been collected and spent, yet one councilman asked for this information. Come to find out Dixon City did not do project accounting (which every other town in the county has done for at least 15 years) so it has been impossible to get accurate information.

During this time the town has loaned funds for Parkway to the B Street undercrossing and Core Drainage project.

Following is a story which shows why Parkway should have been finished before now. The story was related to me and a colleague by a former fire chief who has years of experience with public safety:

An Interview with former Fire Chief Bill Fairfield Are Many Dixon Residents Being Put at Risk by Delaying the Parkway Overpass by Loran Hoffmann and Shirley Humphrey, November 16, 2020

Recently we were interviewing a long time Dixonite for an article to be published by the Dixon Historical Society. During that interview, we were asked by our interviewee who was a former Dixon fire chief about what we thought about the danger to the residents of Dixon who live east of the railroad tracks. He went on to explain that in the 1980's there was a fire in Dixon which involved a propane tank, and the tracks had to be completely shut down. People coming into town from the west could not cross the rail tracks. Thus, the fire trucks could not drive to the following areas in town—Collier Manor, Valley Glen, May Fair, Country Fair, Brookfield, etc.

We had not given the question much thought, but after contemplation, we realized he was right. Dixon fire trucks could not reach those houses without going out to I-80 and then going to the Midway area (or Pedrick Road) to reach the east side of town. A little further thought reveals that if a rail car goes off the tracks in Dixon, access to these houses is very limited. If a propane tank goes off on a rail tracks, there is a huge danger because a propane fire on a rail car can create a large bomb. Plus, rail cars transport ammunition through Dixon. These accidents are rare but Dixon should make sure that all areas in Dixon can be reached by fire trucks.

How did we get into this situation? If we look back to the 1990's, Dixon had a fire substation on both sides of the railroad track. There was a substation on North Adams; the main station was located at 140 North Jackson Street. When the new station was built off of North First Street, the substation and main fire station were sold. It is not clear where the funds gained by selling the fire stations are now?

Residents were told that a fire station would be built with the funds received from the Bertolero property and fees for the Brookfield homes. The Bertolero Property Proposal was

ATTACHMENT 3

published on April 21, 2004. Just below a picture, the following is listed: Dixon Unified School District; **City of Dixon**; Brookfield Homes. On Page 17, Table 2 Brookfield's Bertolero Property Milestone Timeline. Item #16. **City to complete Parkway Boulevard, Railroad Grade Separation by 8/2007**. On page 13, under Enhanced Benefits Provided by Brookfield, item 3 lists "Parkway Blvd. Grade Separation Contribution, \$900,000.

At a city council meeting a few years ago, the current city manager referred to a report, "The Bertolero Report" mentioned above. In this report which was passed during meeting before the new high school was built, people who attended the meeting on the new high school were told that the Parkway Overpass Boulevard would be completed in 2007.

At a meeting a later meeting, the city manager said the report was just a marketing piece, and people who were buying houses should have known that. It was also pointed out to the city council audience that even though the city is listed on the front cover of the report, the report has no legal standing. Wonder if the people who attended the meeting before the high school was built were told that the city's name on the report was meaningless. Did the folks who bought those homes receive a warning message that an accident on the railroad tracks could make it impossible to reach the east area of town?

In discussions with Police Chief Thompson, when I asked him if the town is prepared to deal with a hazardous materials accident, he said, "We recognize the vexing situation, we can dealing with. We are prepared to deal with such a situation." But like most of us, he wonders how we got here.

Is it possible that state and county folks who reviewed the plans for houses on the west side of town could be accessed by the planned Parkway Overpass which was planned but never built?

What training have the fire and police received on hazardous materials fires? How often do they receive training? What is their plan to reach all areas of town? The police chief believes the department is prepared.

How seriously has the city council evaluated the risk of having part of town closed off because of a railroad hazardous materials accident?

It has been 17 years since the Parkway Overpass should have been finished. It has been longer since the city sold off a fire station that could have avoided this problem. Ask our council what priority is being given to solve the problem? Ask for a time table on when Parkway will be completed.

Before the first of the year, Dixon's General Plan should be finished. You may want to evaluate this situation and write or attend meetings to make your views known.

Small Town Character

ATTACHMENT 3

Change “Preserve Small Town Character” to “Preserve Dixon’s Unique Character.” During the past few months the City Council has approved over 1000 new houses. With Dixon’s population over 21,000, Dixon will soon no longer be a small town. In fact, USDA states that town that over 25,000 are not small town.

Level of Traffic Service Should Not be Moved to Level D

Last time, I looked the Level of Service would be allowed to move down to Level D. This should be avoided and should stay at Level of Service C. I would comment further, but your web site is not working today and I cannot access the web.

Jobs/Housing Balance

(Dixon is a bedroom community. Currently, 7,000 residents leave the community to work in other towns. 3500 people work in Dixon. It is not known if these are Dixon residents or if they commute to Dixon.)

The General Plan must emphasize the need for a **jobs/housing balance**. Recent housing growth has not been offset by jobs growth. Recently, the community development director stated that the city has approved the building of over 1,000 new houses – where are the plans for the new jobs?

Conversely the recent residential growth has not brought the economic growth in commercial and industrial uses that will be necessary for the long-term growth of Dixon

Improve economic development through establishing a goal of 0.9 jobs for every member of the labor force by 2025.

1. Economic Development: City Must Take Proactive Steps and Be Evaluated on Economic Development

Strategic Planning: The current strategic planning process is flawed. Each year the city council/departments hold a strategic planning process. The public is invited, but in some cases, the city department heads/council must give permission for the citizens to participate in the process. The current progress allows the department heads to set their own goals. The process also makes elected representatives superior to those that elected them.

This may be appropriate but the citizens must have an opportunity for their input into priority items. After the initial process is finished, workshops with residents in all 4 districts should be held with citizens indicating what they agree with and what should be change.

ATTACHMENT 3

The town must develop short term, mid-term and long term strategic planning. (The town of Dixon has suffered from a series of unfortunate economic development proposals which have had an adverse effect on Dixon—Dixon Downs, Clarissa Carpenter proposal for a movie studio (note: Carpenter is jail for numerous fraud counts), magic bean proposal (Innovation project UCD, businesses, student housing, etc. –note the UC Innovation Center—Aggie Square Village was established between the city of Sacramento and UC Davis around June. The state legislature approved \$2.5 million as start-up funds for the project).

The Cities of Woodland and West Sacramento are going forward with Innovation Centers, as well as the Aggie Square Village in Sacramento. Dixon highlighted a proposal going forward in an address by the mayor and city manager in January. A couple of months later, a Stronach representative presented some preliminary information. Since then, there is little evidence any progress has been made.

These poorly though plans/efforts have resulted in embarrassment for the community and have been costly to the taxpayers. A process must be developed to vet projects in the early stage, and city leadership must be held accountable for these project success/failures.

Transportation

Travel and economic management is most effective when it is part of an integrated program rather than on an ad hoc basis. Demographic and economic trends are changing. Dixon should develop a 10-year transportation plan by hiring an outside company to evaluate if Dixon's ride-Ride is meeting the demands of citizens, if bus transportation is needed between Amtrak stations in Dixon and Fairfield.

Innovation

Plan for change. Driverless cars may be available by 2025. The General Plan should note this development and provide a plan. Establish a Transportation Technology Committee to make recommendations as driverless cars are on the road.

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March 8, 2021

City of Dixon Planning Commission
600 East A Street
Dixon, CA 95620

fax: (707) 678-0960

Re: Dixon General Plan 2040 Environmental Impact Report

Honorable Chair and Members of the Dixon Planning Commission:

The County of Solano supports the City of Dixon's efforts to update its general plan, but the potential environmental impacts of that update must be fully evaluated in compliance with the California Environmental Quality Act (CEQA; Pub. Res. Code, § 21000, et seq.) before the City takes action to approve that project. The County has reviewed the Environmental Impact Report (EIR) prepared for the City's proposed General Plan 2040 and found the EIR's evaluation of certain potential environmental impacts to the unincorporated area adjacent to the City to be woefully inadequate. The County requests that the Planning Commission postpone its consideration of the proposed Final EIR and General Plan, and instead direct its staff to revise and recirculate the EIR in a manner that fully complies with CEQA.

As currently written, the EIR fails to comply with CEQA and should not be certified due to its inadequate evaluation of the project's potential hydrological impacts, particularly Impact 3.9-4. Without evidentiary support and contrary to law, the EIR incorrectly concludes that development under the proposed General Plan would have a less than significant impact on existing or planned stormwater drainage systems and would not provide substantial additional sources of polluted runoff. While this conclusion may be valid for some areas of the City, its validity is not demonstrated by the EIR for the Northeast Quadrant (NEQ) area.

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At page 3.9-40, the DEIR describes Watersheds D as including about 2,700 acres of agricultural land in the unincorporated area north of the City and 580 acres of urban and agricultural lands mostly within the City's NEQ area. The DEIR discloses that drainage facility improvements are needed to mitigate the drainage impacts caused by anticipated development within this watershed, both within the County's unincorporated Agricultural Industrial Services Area and within the City's NEQ area. The DEIR further discloses that these needed improvements "are currently being evaluated in a drainage study by the Dixon Regional Wastewater Joint Powers Authority (DRWJPA) and in a study being sponsored by the Solano County Water Agency" and that "these ongoing studies will identify the needed drainage improvements to eliminate impacts from the Proposed Plan."

This description and evaluation of the potential drainage impacts of development within Watershed D fails to comply with CEQA in two ways. First, CEQA requires the City's EIR to discuss and evaluate the direct and reasonably foreseeable indirect drainage impacts that may be caused by the City's General Plan project, and to discuss separately the cumulative drainage impacts of the City's project together with the drainage impacts caused by other projects, such as development in the County's Agricultural Industrial Services Area. By describing only the cumulative drainage impact of new development within all of Watershed D, the EIR fails to describe how development within the NEQ area under the updated general plan will impact drainage within that area and within the unincorporated area downgradient.

Second and more importantly, the EIR fails to comply with CEQA because it relies entirely on studies not yet completed, projects still being designed, and environmental reviews of those projects yet to be undertaken in order to evaluate the potential significance of these unquantified drainage impacts. An EIR cannot rely on optimism and hypotheticals to evaluate the potential significance of project impacts or to judge the effectiveness of potential mitigation measures.

New development within the NEQ area under the updated general plan *will* cause drainage impacts within both the NEQ area and the downgradient unincorporated area. The EIR must discuss these project impacts and evaluate their potential significance based on solid evidence rather than mere hope. If the project would have significant adverse impacts, the EIR must identify feasible measures which could minimize those adverse impacts. Because the proposed project is a general plan, the mitigation measures must be fully enforceable through explicit policies in the general plan or through other mechanisms identified in the Mitigation Monitoring and Reporting Plan. If implementation of a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the environmental impacts of the mitigation measure must be discussed in the EIR. Chapter 3.9 of

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the EIR and its discussion and evaluation of Impact 3.9-4, as currently written and proposed for certification, does not satisfy these legal requirements of CEQA.

At pages 3.9-8 and 3.9-9, the Draft EIR (DEIR) states that DRWJPA has identified several major drainage projects intended to reduce flooding in and downstream of the City, including the NEQ Detention Pond and the Eastside Drain Project, the latter of which consists of three components. The DEIR discloses that both the NEQ Detention Pond and the Eastside Drain Project are still being designed and that a full evaluation of the potential environmental impacts of those facilities has not been completed. In a letter dated August 24, 2020, the Dixon RCD commented that the Eastside Drain Project "is no longer a viable project and new projects and drainage limits are in development." (Final EIR, comment A5-3.) In response to this comment, the Final EIR deleted the DEIR's disclosure that design and environmental review of the NEQ Detention Pond was still incomplete. Sweeping this critical fact under the rug does not make it go away. Utilization of the unstudied and unapproved NEQ Detention Pond to mitigate the drainage impacts caused by new development in the NEQ area cannot be said to have a less-than-significant impact or no impact on the environment unless construction of that new facility will have also have a less-than-significant impact or no impact, which is an unknown at this time.

At page 3.9-8, the DEIR makes the following disclosure regarding funding for construction of the NEQ Detention Pond: "It has been assumed that this pond will be funded and constructed by development in and near the NEQ. However, this pond is a large regional facility, and it may be difficult for a single developer to successfully implement the NEQ Detention Pond." Despite this disclosure of uncertainty, the DEIR makes the following statement at page 3.9-40: "The City is implementing a Northeast Quadrant Finance District Infrastructure Phasing and Reimbursement Schedule and has a development impact fee that will generate the funds needed to construct the required drainage improvements." The NEQ area is described on both pages as approximately 580 acres. The EIR does not describe whether the NEQ Detention Plan can be constructed in phases, as each new development project within the NEQ area contributes its fair share towards funding, or whether the first new developer in the NEQ area is expected to fund construction of the entire pond and be reimbursed from development impact fees paid by subsequent developers.

In *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, the California Supreme Court articulated a four-part test for evaluating whether an EIR for a community plan adequately evaluated the potential impacts of relying on uncertain water sources to support new development within the plan area. By substituting the words "drainage" and "drainage facilities" for "water" and "water supplies," the Supreme Court's test is directly applicable to the City's General Plan EIR, as follows:

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First, CEQA's informational purposes are not satisfied by an EIR that simply ignores or assumes a solution to the problem of supplying [drainage] to a proposed land use project. Decision makers must, under the law, be presented with sufficient facts to evaluate the pros and cons of supplying the amount of [drainage] that the project will need.

Second, an adequate environmental impact analysis for a large project, to be built and occupied over a number of years, cannot be limited to the [drainage facilities] for the first stage or the first few years. While proper tiering of environmental review allows an agency to defer analysis of certain details of later phases of long-term linked or complex projects until those phases are up for approval, CEQA's demand for meaningful information is not satisfied by simply stating information will be provided in the future.... An EIR evaluating a planned land use project must assume that all phases of the project will eventually be built and will need [drainage], and must analyze, to the extent reasonably possible, the impacts of providing [drainage] to the entire proposed project.

Third, the future [drainage facilities] identified and analyzed must bear a likelihood of actually proving available; speculative [facilities] ... are insufficient bases for decisionmaking under CEQA. An EIR for a land use project must address the impacts of likely future [drainage facilities], and the EIR's discussion must include a reasoned analysis of the circumstances affecting the likelihood of the [facility's] availability.

Finally, where even a full discussion leaves some uncertainty regarding actual availability of the anticipated future [drainage facilities], CEQA requires some discussion of possible replacement [facilities] or alternatives ... and of the environmental consequences of those contingencies. The law's informational demands may not be met, in this context, simply by providing that future development will not proceed if the anticipated [drainage facility] fails to materialize. But when an EIR makes a sincere and reasoned attempt to analyze the [drainage facilities] the project is likely to use, but acknowledges the remaining uncertainty, a measure for curtailing development if the intended [facilities] fail to materialize may play a role in the impact analysis.

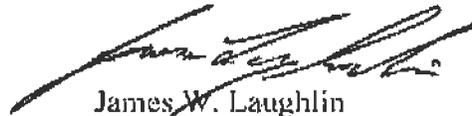
It is uncertain whether the NEQ Detention Pond will be available when needed to take the drainage that will be generated by new development in the NEQ area. This uncertainty exists because that facility is still being designed, has not yet undergone environmental review or been

Dixon Planning Commission
Re: Dixon General Plan 2040 EIR
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approved, and there is no clear mechanism in place to ensure that construction can be funded when the facility is needed.

Under the Supreme Court's four-part test, the General Plan 2040 EIR is legally inadequate and should not be certified. The County respectfully request that the Planning Commission postpone taking action on the proposed EIR and General Plan while you give these comments consideration. We anticipate you will recognize the need to revise and recirculate the EIR, and possibly revise the proposed General Plan, before taking action. The Planning Commission's role is to make a fully informed recommendation to your City Council regarding the merits of the proposed General Plan, and you are unable to perform that vital function in the absence of a complete and legally adequate EIR.

Sincerely,



James W. Laughlin
Deputy County Counsel

cc: Supervisor John Vasquez
Birgitta Corsello
Bill Emlen
Terry Schmidtbauer

Jim Lindley, City Manager
Raffi Boloyan, Community Development Director
Kelly Huff, DRWJPA
Roland Sanford, SCWA
Daryl Halls, STA

MAYOR STEVEN C. BIRD
VICE MAYOR JIM ERNEST
COUNCILMEMBER DON HENDERSHOT



COUNCILMEMBER KEVIN JOHNSON
COUNCILMEMBER SCOTT PEDERSON
CITY TREASURER JAMES P. WARD JR.

April 13, 2021

James William Laughlin
Deputy County Counsel
County of Solano
675 Texas St, Ste 6600,
Fairfield, CA 94533-6342
JWLaughlin@solanocounty.com

VIA: US MAIL & EMAIL

Re: Dixon General Plan 2040 Environmental Impact Report

Dear Mr. Laughlin:

Thank you for your March 8, 2021 letter to the Dixon Planning Commission regarding the County's comments on the Dixon General Plan 2040 Draft Environmental Impact Report (DEIR). The letter contends that the DEIR's evaluation of environmental impacts related to drainage on the unincorporated area adjacent to the City are inadequate and requests that the Commission postpone consideration of the EIR and instead, direct staff to revise and recirculate the DEIR.

The City received your letter an hour before the Planning Commission meeting, but staff was able to provide a copy to the Commission, and it was discussed during the meeting. While we would have anticipated a letter on the adequacy of the DEIR during the prescribed 45 day public review period for the DEIR, which occurred from July 8, 2020 through August 24, 2020, we acknowledge your comments and have reviewed them.

City staff provided the Commission with a copy of the letter and provided an update to the Commission during the meeting. Ultimately, staff did not concur with the alleged inadequacy of the Draft EIR and therefore did not recommend to the Planning Commission that the matter needed to be continued, nor was there a need for recirculation. The Commission in this case served as a recommending body for the certification of the EIR and the adoption of the General Plan. Staff indicated that as a follow up, staff would review the letter in detail, review the DEIR and the comment regarding inadequacy prior to the City Council meeting and if staff found any inadequacies, staff would stop, go back and update and recirculate the DEIR.

Since the Commission hearing, staff and the City's EIR Consultant have reviewed the letter in greater detail and concluded that the DEIR is very clear and adequately assesses the drainage situation in the North East Quadrant. In summary:

- The Draft General Plan does not propose any expansion of the City boundary or its sphere of influence. The plan does not propose any regional solution in any specific area, but rather sets a policy to study a regional solution. Any such regional solution would require separate environmental review and depending on the solution, could require expansion of the city's boundaries or sphere of influence
- The General Plan and the DEIR did in fact include a two-pronged strategy for addressing the drainage issue in the NEQ, and this is discussed in the Public Services and Facilities Element of the Draft General Plan 2040 (pages 6-9 through 6-13).
- Policy PSF-2.8 in the Draft General Plan 2040 calls for the City to collaborate with a range of responsible agencies on a sub-regional basis to develop a long-term strategy. Recognizing that developing an ultimate solution will require considerable time and effort, the Draft General Plan 2040 also includes Policy PSF-2.9, which articulates an interim strategy to allow development projects within the NEQ to move forward while the longer-term sub-regional solution is developed. Specifically, Policy PSF-2.9 requires that project proponents enter into development agreements with the City to ensure improvements adequate to manage stormwater onsite and prevent downstream impacts to adjacent properties.
- The General Plan 2040 EIR discusses both the long-term sub-regional solution and interim, site-specific solutions in its analysis of stormwater drainage and water quality impacts in the NEQ, finding that existing and planned improvements would result in a less than significant impact as a result of Plan implementation.
- Therefore, the finding of the EIR that continued compliance with the existing regulations and implementation of the General Plan 2040 policies would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or generate substantial polluted runoff is valid and correct.
- The DEIR analysis reflects the two-pronged strategy articulated in the General Plan 2040; however, to clarify and amplify the findings of the Draft EIR, the Final EIR has been amended to include additional text under the discussion section of Impact 3-9.4 (page 3.9-40 in the Draft EIR).
- Given that no new impacts were identified nor the level of significance of any impacts changed, recirculation of the Draft EIR is not required. The Final EIR will be updated with the additional clarification and it's availability will be been noticed for at least the 10 day required by state law.

I have attached the more comprehensive response to your letter to this email. We will once again provide the County, along with all interested parties, responsible and trustee agencies, a notice of availability of the updated Final EIR and notice of public hearing before the Council. We are tentatively scheduled to have this item before the City Council on May 18, 2021 for their review and adoption. If you plan to submit comments prior to the City Council meeting, please submit such comments in accordance with the instructions for submitting comments included in the Notice of Availability/Notice of Public hearing notice that will be mailed in advance of the meeting

Should you have any questions, please feel free to reach out to me at (707) 678-7000 x1114 or rboloyan@cityofdixon.us

Sincerely,



Raffi Boloyan
CITY OF DIXON
Community Development Director

Attachment: Memo response to County Counsel Letter on Inadequacy of Draft EIR, April 2, 2021, with Attachment A outlining further edits to Final EIR

cc: Via Email only

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Doug White, Dixon City Attorney
Scott Alman, Dixon Interim City Engineer
George Osner, Contract Planner,
Andrew Hill, Dyett & Bhatia, EIR Consultant

M E M O R A N D U M

To: Raffi Boloyan, Community Development Director, City of Dixon
From: Andrew Hill, Principal
Re: Response to March 8 Letter from Solano County Counsel
Date: April 2, 2021

On March 9, 2021 Solano County Counsel submitted a letter to the City of Dixon claiming that the 2040 General Plan Environmental Impact Report (EIR) had not fully identified and mitigated potential environmental impacts related to drainage in the Northeast Quadrant (NEQ) and requesting that City action on the EIR be delayed. Specifically, the County claimed that the EIR does not adequately address impacts related to stormwater drainage and pollutants on an unincorporated area adjacent to the NEQ. The County had not raised this issue previously in the CEQA process or submitted comments during either the scoping period or the public comment period on the Draft EIR.

The County letter was received by City staff hours before the Planning Commission was due to consider the 2040 Draft General Plan and EIR, and as such there was insufficient time to review the contents and prepare a response ahead of the Planning Commission hearing. Subsequently, however, the consultant team have reviewed the letter in detail and prepared this memo in response.

Contrary to County claims, the 2040 General Plan in fact includes a two-pronged strategy for addressing the drainage issue in the NEQ, discussed in the Public Services and Facilities Element on pages 6-9 through 6-13. Policy PSF-2.8 in the Draft Plan calls for the City to collaborate with a range of responsible agencies on a sub-regional basis to develop a long-term strategy. Recognizing that developing an ultimate solution will require considerable time and effort, the Plan also includes Policy PSF-2.9, which articulates an interim strategy to allow development projects within the NEQ to move forward while the longer-term sub-regional solution is hammered out. Specifically, Policy PSF-2.9 requires that project proponents enter into development agreements with the City to ensure that improvements adequate to manage stormwater onsite and prevent downstream impacts to adjacent properties. The full text of policies PSF-2.8 and PSF-2.9 is provided below for reference.

- PSF-2.8 Coordinate with the Dixon Regional Watershed Joint Powers Agency, the Solano County Water Agency, the Solano Irrigation District and other responsible agencies to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.
- PSF-2.9 Require through development agreements that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.

For additional context, the long-term solution likely involves the construction of a detention basin (with drainage pipes and a pumping system) either between Pedrick Road and the railroad, within the NEQ, or at some other location in the vicinity as yet to be determined. As an interim solution, however, individual projects can construct retention basins (allowing for natural evaporation of collected stormwater and percolation to the soil) on individual parcels as they develop. This type of interim solution is envisioned in Policy PSF-2.9 and in fact this approach has already been successfully used in the NEQ, including for the Walmart Development, the Dixon Crossing Development, and the TEC Equipment Development. The City's engineering standards define the sizing criteria for retention basins, and essentially require the retention basin to hold all the runoff for an entire year based on the wettest year out of a hundred years (like sizing for the 100-year design storm but for a duration of a full year). The retention basins are emptied by evaporation and percolation into the ground. The percolation rates can vary significantly by individual sites, which controls the overall sizing of the retention basin. Retention basins were also used in the City's Watershed E (located just south of the NEQ), and the retention basins have operated successfully since they were constructed in the early 1990s. Once the long-term sub-regional strategy has been put in place, property owners could remove the retention ponds and connect to the subregional detention facility or they could elect to continue operating the retention ponds.

The 2040 General Plan EIR discusses both the long-term sub-regional solution and interim, site-specific solutions in its analysis of stormwater drainage and quality impacts in the NEQ, finding that existing and planned improvements would result in a less than significant impact as a result of Plan implementation. On pages 3.9-42 and 3.9-43 of the Draft EIR, it is noted that studies are currently underway to evaluate a series of specific actions to address potential stormwater impacts on a sub-regional basis and then further notes that site-specific solutions will be required for individual projects, including compliance with the City of Dixon's Phase II Small MS4 General Permit requirements and Title 16 of the Municipal Code. Specifically, compliance with MS4 General Permit requirements would require that individual projects prepare a stormwater pollution prevention plan that outlines methods to detain storm runoff with bioretention facilities, minimize surface flow velocities, and make use of all applicable LID techniques during both construction and operational phases; while compliance with Title 16 would require that individual projects be designed by a registered civil engineer for ultimate development of the watershed to convey runoff generated by the ten-year flood and to provide for the protection of abutting and off-site properties, using retention ponds, drainage swales, check dams, and/or off-site storm drain improvements to reduce the off-site peak storm flow that projects contribute to the historic flow.

Therefore, the finding of the EIR that continued compliance with the existing regulations and implementation of the General Plan 2040 policies would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or generate substantial polluted runoff is valid and correct. The analysis reflects the two-pronged strategy articulated in the 2040 General Plan; however, to clarify and amplify the findings of the Draft EIR, the Final EIR has been amended to revise the discussion of Impact 3.9-4 on pages 3.9-40 through 3.9-44 of the Draft EIR as shown in strikethrough and underline Attachment A.

This additional text does not change the findings of the Draft EIR or introduce substantial new information, rather it clarifies aspects of the analysis previously presented in response to public comments, as is appropriate under the California Environmental Quality Act. As such, the EIR is adequate and complete, and it would be appropriate for the City Council to certify the document.

Attachment A – Revised Draft EIR text for pp. 3.9-40 through 3.9-44.

Impact 3.9-4 Development under the Proposed Plan would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
(*Less than Significant*)

Buildout of the Proposed Plan is expected to generate an increase in impervious surfaces with the development of up to 3,022 new housing units and up to 2,568 new jobs. These impervious surfaces would include new buildings, roads, sidewalks, pathways, parking areas and similar improvements. Unless properly treated, runoff from these surfaces could include various pollutants, such as asbestos, oils, solvents and other pollutants that could be transported through drainage channels and ultimately the Sacramento River. By implementing these long-term changes to streetscapes and pedestrian walkways, increasing parking spaces, building new residential developments, and otherwise introducing new impervious surfaces, implementation of the Proposed Plan could create or contribute polluted runoff. This additional runoff could also exceed the capacity of existing or planned stormwater drainage systems within the City of Dixon.

The City's storm drain system includes 63 miles of storm drain piping ranging in size from 12 inches to 84 inches in diameter. The stormwater system also includes three major detention basins (Detention Basins A, B, and C; sometimes called Ponds A, B, and C). There are two pump stations, one pumps water out of Detention Basin B, and the other pumps water from the Valley Glen development into Detention Basin A. Additionally, there are several smaller detention basins within the City that serve individual residential, commercial, or industrial development projects.

The Dixon Storm Drain Report (DSDR) (City of Dixon, 1999a) divided the City into eight separate watersheds, Watersheds A through H (sometimes called Basins A through H). Figure 3.9-2 shows the location of these watersheds. The three major watersheds (Watershed A, Watersheds B/C, and Watershed D/G/H) drain into three Dixon Resource Conservation District (DRCD) agricultural drains (drainage ditches), called Lateral 1, Lateral 2/3, and Tremont 3, respectively. These major watersheds and drains are described below. The City also includes two smaller watersheds, including: 1) Watershed E, in which all runoff is retained on site and no runoff is released to either the City's storm drain system or the DRCD agricultural drains, and 2) Watershed F, which drains to the DRCD's Tremont 3 Drain and DRCD's Lateral 2/3 Drains.

The western side of the City is in Watershed A. Watershed A generally drains from the north to the south. Watershed A includes about 2,640 acres, including about 760 acres of agricultural land upstream (north) of I-80 and 1,880 acres of urban and agricultural lands downstream (south) of I-80, but within the City. This watershed mostly flows to the City's Detention Basin A, which provides 640 acre-feet of storage volume. Detention Basin A flows to the DRCD Lateral 1. The DSDR recommended several drainage projects to improve the drainage within the existing City areas (primarily the enlargement of Pond A and DRCD's Lateral 1, which have been constructed).

Most of the future development in this watershed is in the Southwest Dixon Development Specific Plan Area. The developers of the Southwest Dixon Development Specific Plan Area are currently preparing a drainage study that further refines the recommended improvements from the DSDR, including the diversion of the Almond Street Area from Watershed C into Pond A to eliminate minor flooding in Watershed C.

Thus, for Watershed A and DRCD Lateral 1, drainage improvements that eliminate impacts from the Proposed Plan have been identified and several have been constructed. The others will be

constructed by the City or by the Southwest Dixon Development Specific Plan Area developers. Consequently, there will be no impact from the Proposed Plan in this watershed.

The central area of the City is in the Watersheds B and C. These watersheds generally drain from the north to the south. These watersheds include about 2,190 acres, including about 750 acres of agricultural land upstream (north) of I-80 and 1,440 acres of urban lands downstream (south) of I-80, but within the City. The northern part of this watershed drains to Detention Basin B. From there, the water is pumped into DRCD's Lateral 2. The southern part of this watershed (but within the City) is called Watershed C, which also drains to Lateral 2. The combined flow is then detained in Detention Basin C. From Detention Basin C, the runoff is released into DRCD's Laterals 2/3 system.

The DSDR recommended two drainage projects to improve the drainage within the existing City areas and accommodate future development within these watersheds, including: 1) the diversion of the Almond Street Area from Watershed C into Pond A (which will be implemented by the Southwest Dixon Specific Plan developers), and 2) The Pond C detention basin (which was previously constructed by the City).

Thus, for Watersheds B and C the drainage improvements that eliminate impacts from the Proposed Plan have been identified and will soon be or have been constructed. Consequently, there will be no drainage impacts from the Proposed Plan in this watershed.

Watersheds D/G/H constitute the northern watersheds within the City and just north of the City, including the County's Agricultural Industrial Services Area (AISA). Watershed D includes about 3,280 acres. This watershed generally drains from the northwest to the southeast. This watershed includes about 2,700 acres of agricultural land upstream (north) of I-80 and 580 acres of urban and agricultural lands downstream (south) of I-80, mostly within the City's Northeast Quadrant. Watershed D flows to the DRCD Tremont 3 Drain. The smaller Watersheds G and H combine with Watershed D between Pedrick Road and the railroad; consequently, they are sometimes collectively called Watershed D.

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

- A linear detention basin along the north and ~~/or~~ south sides of Interstate 80.
- A trunk storm drain from the south linear detention basin to the regional detention basin
- A regional detention basin between Pedrick Road and the railroad (set about 800 feet back from Pedrick Road).
- A trunk storm drain system serving the Northeast Quadrant.
- Connection of two existing retention basins to the trunk storm drain system.
- A flow basin release at the sub ~~structure at the~~ regional detention basin that releases flow to the railroad ditch that approximately matches the agricultural runoff from north of I-80 or meets Dixon Resource Conservation District's downstream channel design flow rate of 11 cfs/square mile into the northern I-80 detention basin and diverts the rest of the flow to the regional basin.

- ~~An option improvement that may be included is a small~~ pump station that would allow the sub-regional detention basin to be deeper than the culvert under the railroad, thereby ~~reducing the area of the sub-regional basin improving the performance of~~ and providing increased flood protection for the Tremont 3 watershed downstream of the railroad.
- Preliminary concepts from the SCWA study include downstream channel and culvert improvements, flood-managed aquifer recharge, and a diversion of flood water from the Tremont 3 drain to Putah Creek.

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

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

The southeast portion of the City is in the Watershed F. Watershed F includes about 810 acres of agricultural land that drains to the east and then southward in DRCD's Laterals 2 and 3. The DSDR determined that the about 260 acre-feet of detention storage will be needed to reduce the post-development runoff to a flow rate of about 11 cubic feet per second per square mile, which is the design flow rate of the DRCD drainage channels, and is much lower than the agricultural runoff rate from this watershed. Thus, the development in Watershed F with the required detention storage will not cause drainage impacts, and in fact will reduce the downstream flooding. Consequently, there will be no drainage impacts from the Proposed Plan in this watershed.

Based on these existing and planned stormwater improvements, there will be a less than significant impact on the capacity of Dixon's stormwater drainage systems due to implementation of the Proposed Plan.

Further, required compliance with existing local regulation would reduce the risks of the Proposed Plan contributing significant additional polluted runoff. Any new development resulting from the Proposed Plan would be required to comply with best practices for stormwater treatment, as

required by the City of Dixon's Phase II Small MS4 General Permit. These stormwater treatment guidelines would require new development within the City of Dixon to detain storm runoff with bioretention facilities, minimize surface flow velocities, and make use of all applicable LID techniques. New development, during both construction and operations phases, would be required to comply with the City of Dixon's Stormwater Management Standards, which require the preparation of a SWPPP and implementation of BMPs to mitigate risks of polluted runoff.

In addition, new inputs to the stormwater drainage system must comply with Title 16 of the Municipal Code, which requires a new stormwater drainage system to be designed by a registered civil engineer for ultimate development of the watershed, to convey runoff generated by the ten-year flood. Per Title 16, the stormwater drainage system must also be designed to provide for the protection of abutting and off-site properties, and off-site storm drain improvements may be required to satisfy this requirement. In addition, under Title 16, retention ponds, drainage swales, and/or check dams may be required to reduce the off-site peak storm flow that projects contribute to the historic flow.

Policies and actions in the Proposed Plan would further mitigate risk of polluted runoff. The Proposed Plan would require implementation of Low-Impact Development (LID) techniques and green infrastructure such as bioretention, porous paving and green roofs (NE-1.8, PSF-2.11, MT-1.9, and MT-4.8); maintenance and planting of urban trees, reducing runoff through evapotranspiration (NE-1.4, NE-1.5, NE-1.6, NE-1.7, NE-1.F, NE-1.G, and NE-2.7); promote rainwater reuse and retention through rainbarrels and other and other rainwater reuse systems (NE-2.4 and NE-2.D); and by requiring that development agreements require new developments to provide stormwater treatment (PSF-2.9).

With continued compliance with the existing federal, State, and local regulations identified above, and with implementation of the policies and implementing actions of the Proposed Plan, projects within the City of Dixon would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or generate substantial polluted runoff. Therefore, the impact of the Proposed Plan as related to increased runoff would be less than significant.

Mitigation Measures

None required.