

# **Southwest Dixon Specific Plan**

**DRAFT – August 2005**

# TABLE OF CONTENTS

<b>1</b>	<b>PLAN OVERVIEW</b>	<b>1-1</b>
1.1	THE SOUTHWEST DIXON SPECIFIC PLAN .....	1-1
1.2	THE PLAN AREA .....	1-1
1.3	THE PLANNING PROCESS FOR SOUTHWEST DIXON .....	1-2
1.4	PLANNING CONSTRAINTS.....	1-6
1.5	SPECIFIC PLAN GOALS.....	1-6
1.6	SPECIFIC PLAN “PROPOSED LAND USE PLAN” .....	1-8
1.7	HOW TO USE THIS SPECIFIC PLAN.....	1-15
1.8	RELATIONSHIP TO OTHER PLANS AND REGULATIONS .....	1-15
1.9	RELATIONSHIP TO OTHER DOCUMENTS .....	1-16
<b>2</b>	<b>URBAN DEVELOPMENT AND COMMUNITY DESIGN</b>	<b>2-1</b>
2.1	URBAN GROWTH AND DEVELOPMENT .....	2-1
2.3	OPEN SPACE.....	2-9
<b>3</b>	<b>NATURAL ENVIRONMENT.....</b>	<b>3-1</b>
<b>4</b>	<b>RESIDENTIAL ENVIRONMENT.....</b>	<b>4-1</b>
4.1	RESIDENTIAL VARIETY .....	4-1
4.2	AFFORDABLE HOUSING .....	4-3
<b>5</b>	<b>ECONOMIC DEVELOPMENT .....</b>	<b>5-1</b>
5.1	COMMERCIAL LAND USE.....	5-1
5.2	EMPLOYMENT CENTER .....	5-3
<b>6</b>	<b>TRANSPORTATION AND CIRCULATION .....</b>	<b>6-1</b>
6.2	BICYCLE CIRCULATION .....	6-12
6.3	PEDESTRIAN CIRCULATION.....	6-16
6.4	PUBLIC TRANSIT .....	6-17
6.5	PARKING.....	6-18
<b>7</b>	<b>PUBLIC FACILITIES and SERVICES.....</b>	<b>7-1</b>
7.1	PUBLIC FACILITIES AND SERVICES .....	7-1
7.2	WATER SERVICE.....	7-2
7.3	IRRIGATION WATER.....	7-6
7.4	WASTEWATER.....	7-7
7.5	DRAINAGE.....	7-9
7.6	PARKS AND RECREATION.....	7-13
7.7	PUBLIC SAFETY .....	7-16
7.8	PUBLIC SCHOOLS .....	7-18
7.10	OTHER COMMUNITY FACILITIES AND SERVICES .....	7-19
<b>8</b>	<b>ADMINISTRATION, FINANCING AND IMPLEMENTATION.....</b>	<b>8-1</b>
8.1	GOVERNMENT ACTIONS .....	8-1
8.2	FINANCING.....	8-3
8.3	SPECIFIC PLAN ADMINISTRATION .....	8-5

## LIST OF TABLES

Table 1-1	Southwest Dixon Land Use Summary.....	1-11
-----------	---------------------------------------	------

## LIST OF FIGURES

### Chapter 1

Figure 1-1	Vicinity Map .....	1-3
Figure 1-2	Southwest Dixon Plan Area .....	1-4
Figure 1-3	Aerial Photo .....	1-5
Figure 1-4	Site Constraints .....	1-7
Figure 1-5	Land Ownership .....	1-10
Figure 1-6	Land Use Plan .....	1-12
Figure 1-7	Proposed Zoning .....	1-14

### Chapter 2

Figure 2-1	Existing General Plan Land Use Diagram .....	2-3
Figure 2-2	Community Design Plan .....	2-7
Figure 2-3	Open Space Plan .....	2-13

### Chapter 3 – No Figures

### Chapter 4 – No Figures

### Chapter 5 – No Figures

### Chapter 6

Figure 6-1	Traffic Circulation Plan .....	6-4
Figure 6-2A	Street Sections - Arterial .....	6-5
Figure 6-2B	Street Sections – Major Collector .....	6-6
Figure 6-2C	Street Sections – Minor Collector .....	6-7
Figure 6-2D	Street Sections – Minor Collector .....	6-8
Figure 6-2E	Street Sections – Local Street/Cul-De-Sac .....	6-9
Figure 6-3	Bicycle & Pedestrian Circulation Plan .....	6-14

### Chapter 7

Figure 7-1	Water & Drainage Service Areas .....	7-3
Figure 7-2	Conceptual Water Master Plan .....	7-5
Figure 7-3	Conceptual Sewer Master Plan .....	7-8
Figure 7-4	Conceptual Drainage Master Plan .....	7-11

## **1 PLAN OVERVIEW**

### **1.1 THE SOUTHWEST DIXON SPECIFIC PLAN**

#### **What is a Specific Plan?**

A specific plan is a detailed document to guide development of a particular area. A specific plan provides direction for all facets of future development, including the distribution of land use, the location of streets and other infrastructure, financing mechanisms, and development standards.

The Specific Plan in this instance acts as an implementation tool for development in the Plan Area and is used to further refine the policies of the General Plan relating to the area. The City of Dixon has determined that this Specific Plan is consistent with the General Plan.

The Specific Plan for the Southwest Dixon area provides for the development of residential, commercial and employment center uses within approximately 477± acres. The policies and implementation programs described in the document are established to guide land use location, intensity and density, necessary infrastructure requirements and the overall circulation pattern of the area. Development standards and design guidelines (the “Design Guidelines”) are included by reference. The Specific Plan is a bridge between the General Plan and the City’s Zoning Ordinance. For example, the precise alignment for a local street may be slightly modified as a result of specific site design for a project.

#### **Legal Basis for the Specific Plan**

All specific plans must meet the standards set forth by California law<sup>1</sup>. There is considerable latitude in what information is required. However, certain basic material must be included, including the following:

- The distribution, location, and extent of the uses of land, including open space.
- The extent of public and/or private, sewage, water, drainage, and solid waste disposal.
- Standards and criteria by which development will proceed.
- A program of implementation measures, including regulations, programs, public works projects, and financing measures.
- A statement of the relationship of the specific plan with the general plan.

### **1.2 THE PLAN AREA**

Figure 1-1 and Figure 1-2 show the location of the Plan Area in relation to the existing community of Dixon.

As shown on Figure 1-3, most of the site is currently used for agriculture, with level terrain. The site includes about 477 acres.

---

<sup>1</sup> California Government Code, Section 65451

### 1.3 THE PLANNING PROCESS FOR SOUTHWEST DIXON

The Southwest Dixon Specific Plan is the product of a four-step planning and environmental review process.

- Step 1 Opportunities and Constraints:** Existing conditions were identified with an emphasis on opportunities and constraints for development.
- Step 2 Alternative Development Concepts:** Various alternatives were reviewed by the City and by property owners and analyzed in the EIR for the Plan Area. A preferred development concept which balanced the public objectives of the City with the private objectives of the property owners was identified. The Southwest Dixon Land Use Plan and Circulation Plan in this report are the outcome of this process.
- Step 3 Environmental Impact Report:** A program EIR was prepared to assess the impacts of the proposed project, as represented in the Draft Specific Plan document dated March 2003, and to recommend measures to reduce impacts in the Specific Plan Area. The Specific Plan provided for a community park and neighborhood park, and fire station, with residential, commercial and employment center uses balanced throughout the site. The Final EIR on the Draft Specific Plan was certified by the City Council in September 2004.
- Step 4 Final Plan:** The Draft Specific Plan was refined into a Final document in response to comments provided during its review in a series of workshops and public hearings.

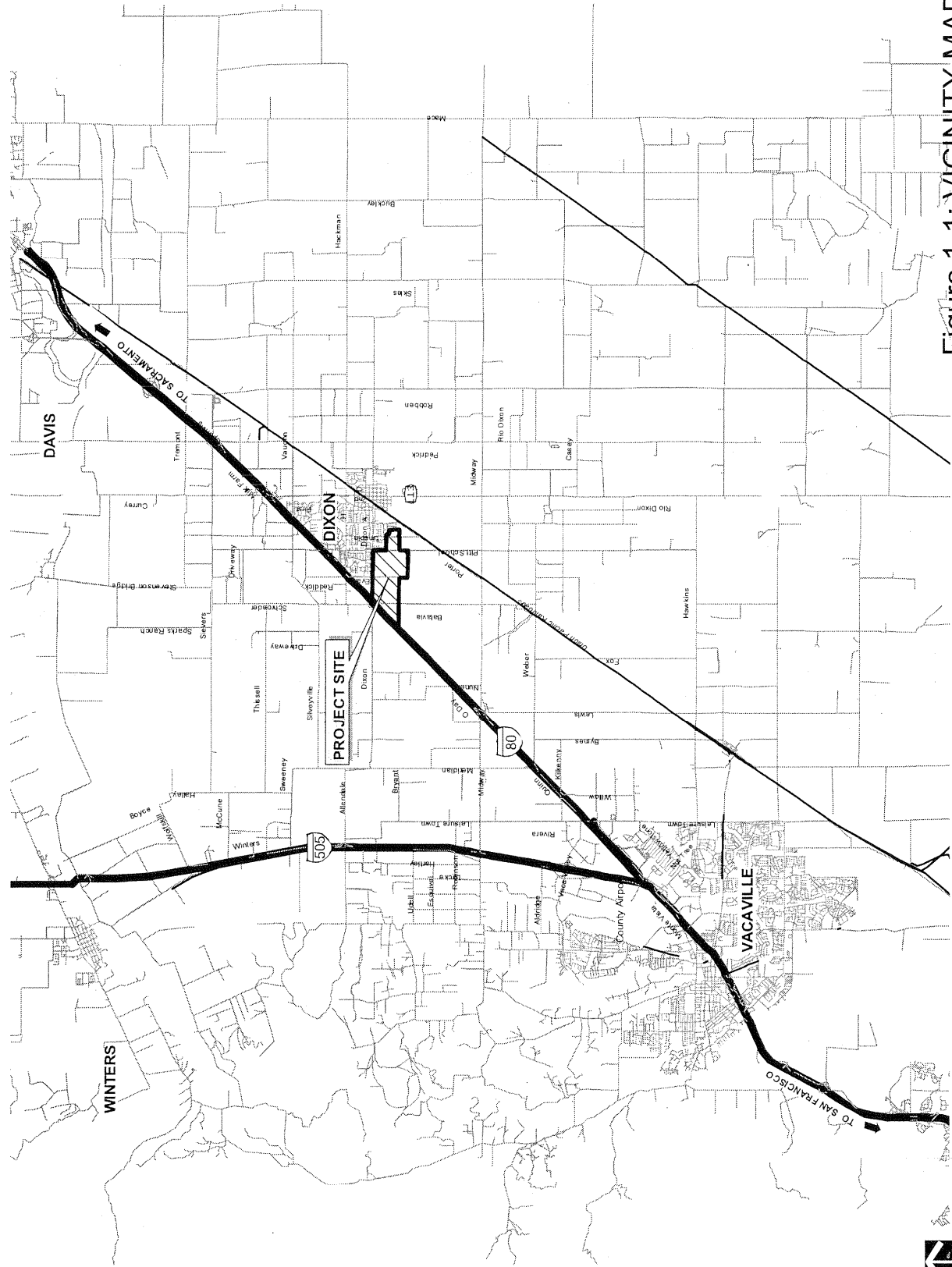


Figure 1-1: VICINITY MAP

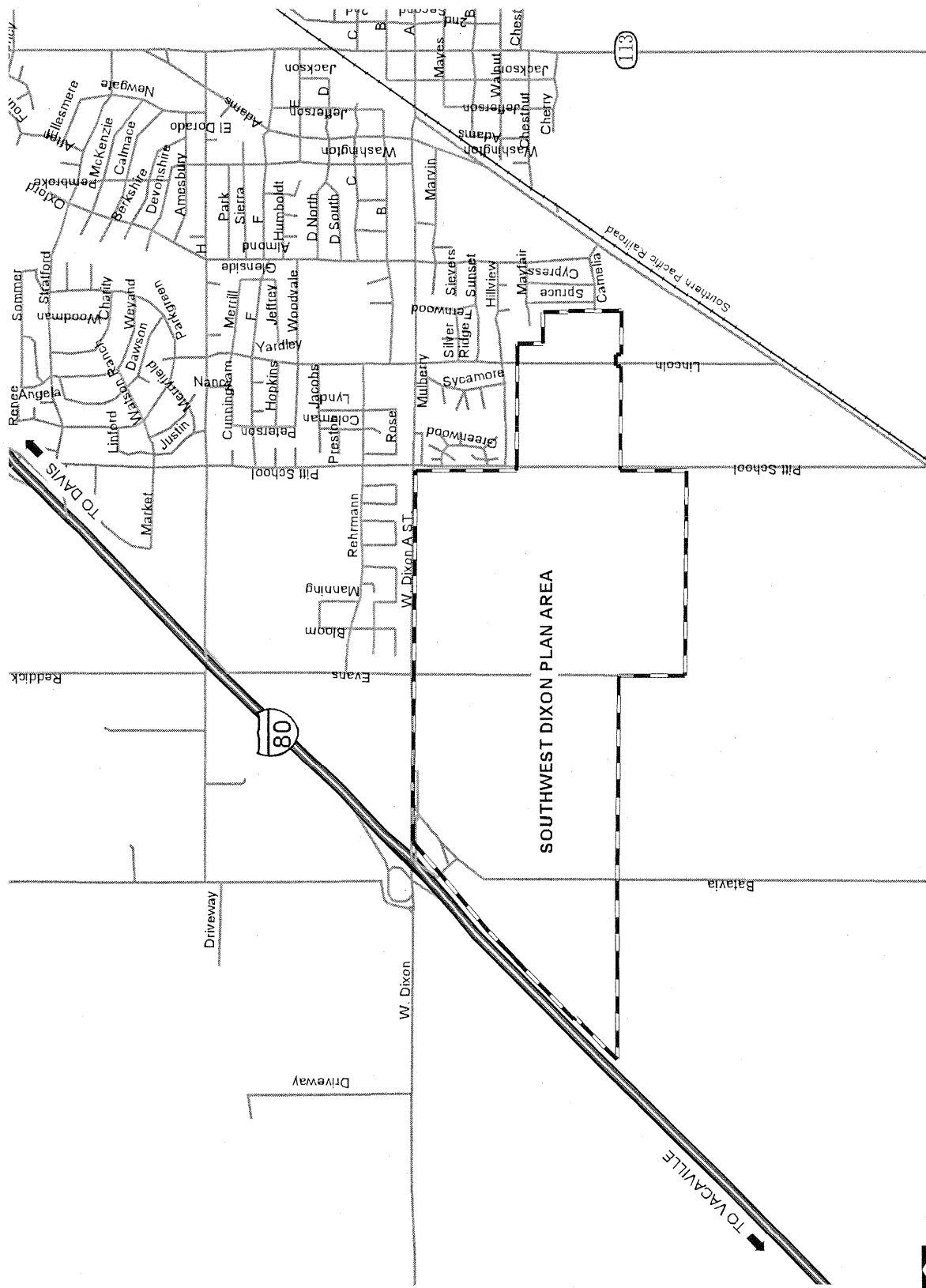


Figure 1-2: SOUTHWEST DIXON PLAN AREA



SOURCE: U.S. Census Tiger 1995 Data

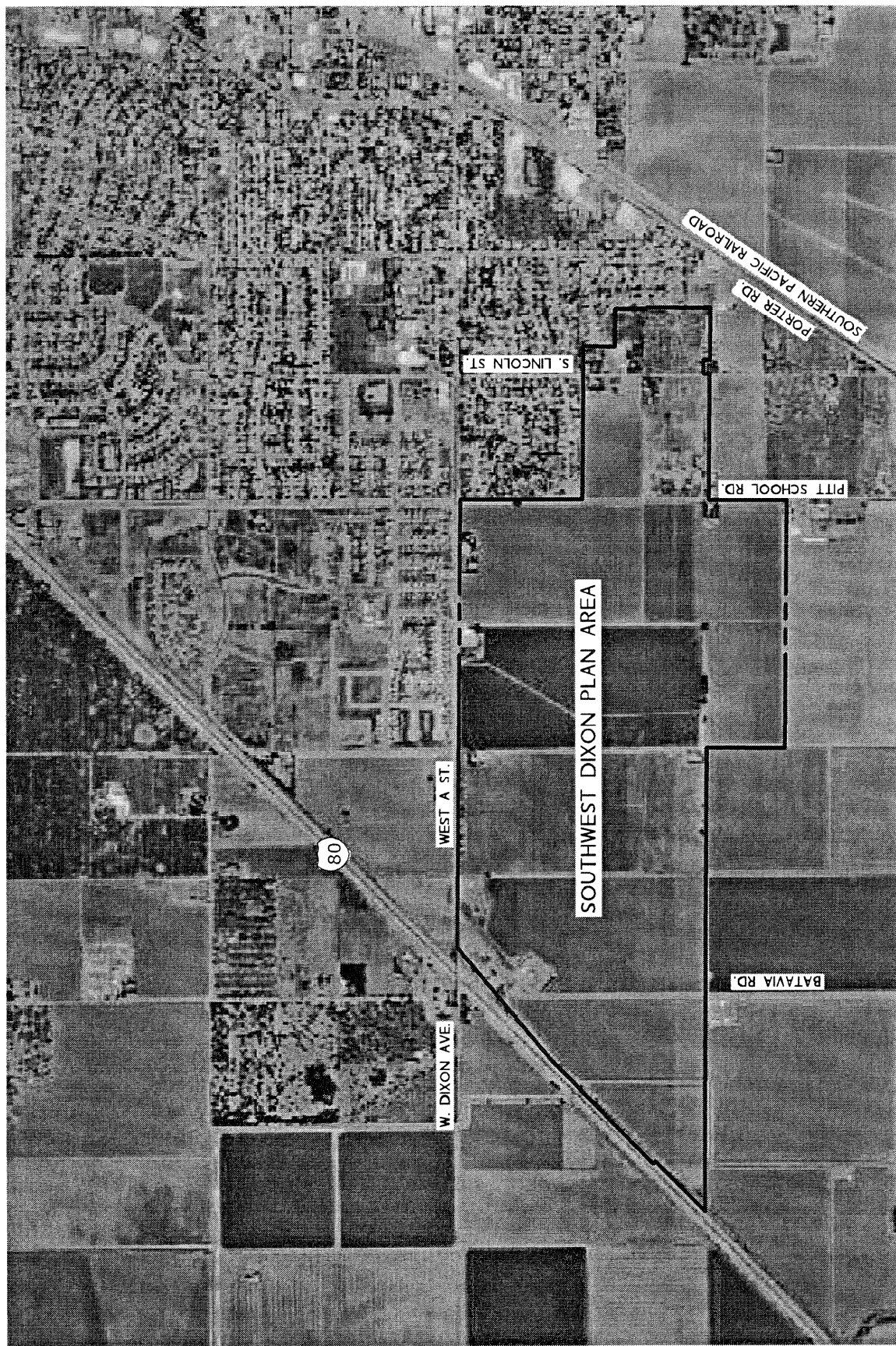


Figure 1-3: AERIAL PHOTO

## 1.4 PLANNING CONSTRAINTS

Figure 1-4 illustrates key planning constraints for the Plan Area:

Prime Farmland: Most of the site is in agricultural use.

Noise: Freeway, street noise, and intermittent trains are a constraint for noise-sensitive uses.

Potential Hazardous Material Sites: Agricultural chemicals or other hazardous materials may need cleanup at the locations indicated on Figure 1-4.

Vegetation and Wildlife: The small number of trees on the site has value for wildlife and provides visual contrast. The Plan Area includes foraging habitat for the Swainson's Hawk and burrowing owls.

Obsolete Interchange: The existing ramps for the West A Street/Dixon Avenue freeway interchange do not meet current design standards.

Drainage: The nearly level terrain and the need to handle a proportion of upstream runoff crossing the project site dictate drainage options.

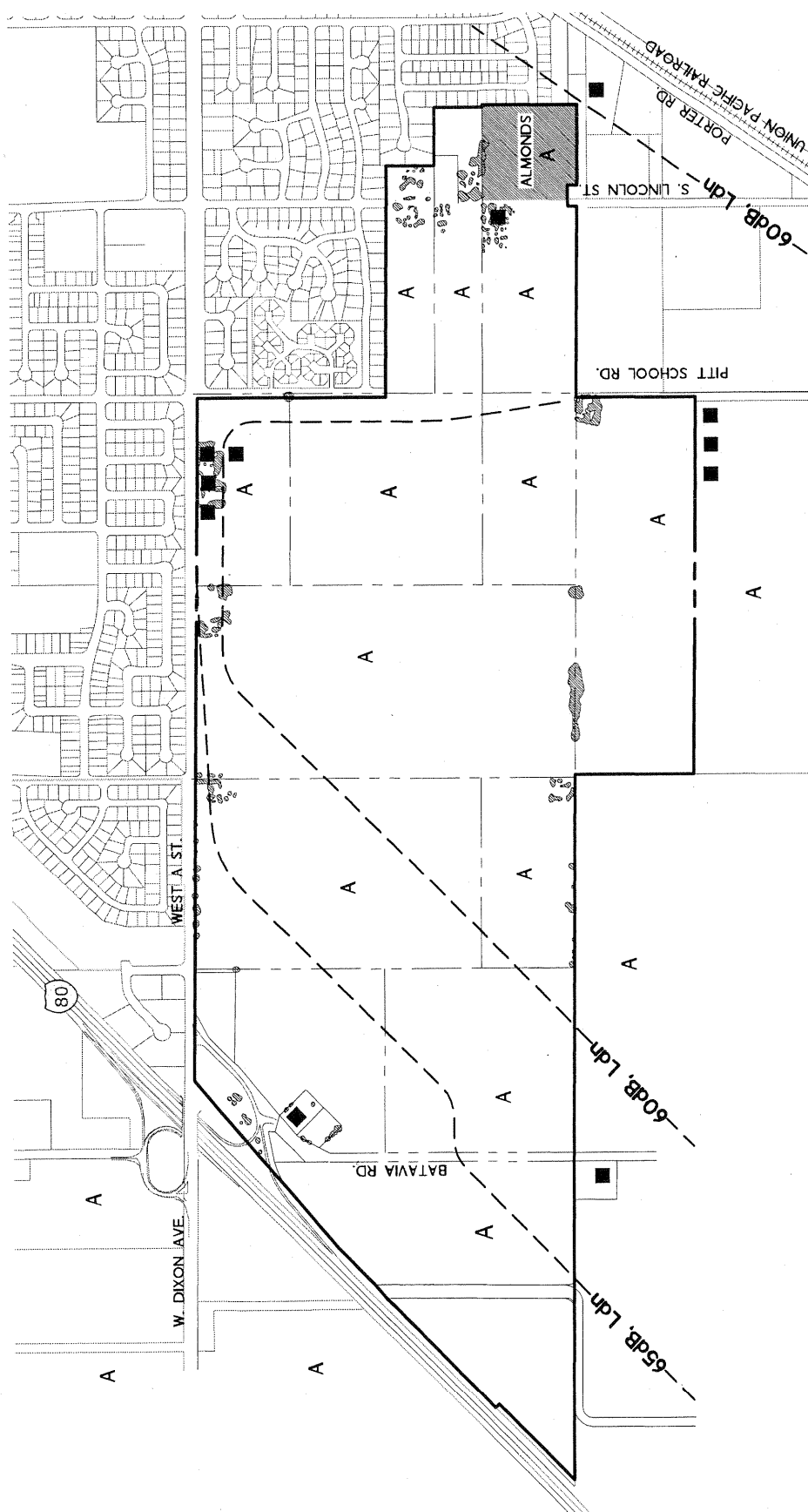
## 1.5 SPECIFIC PLAN GOALS

The Specific Plan sponsors are the City of Dixon and the property owners in the Plan Area. The landowners propose to implement the development described in the Specific Plan document.

### Goals and Objectives

The fundamental City goals and objectives for the Specific Plan are listed below. More detailed goals also are included in individual chapters of the Specific Plan.

- Goal 1** Implement the City's General Plan by establishing a balanced mix of employment, commercial and residential uses in the Plan Area.
- Goal 2** Provide the transportation and public service systems needed to support development of the plan area and limit impacts of site development on the surrounding community.
- Goal 3** Reserve land as needed for community and recreational facilities that will serve Southwest Dixon development and benefit the surrounding community.
- Goal 4** Development of Southwest Dixon should contribute to and enhance the identity and livability of the community as a place to visit, work and live.
- Goal 5** Establish a high level of quality in the design of Southwest Dixon developments to serve as a standard for the community as a whole.
- Goal 6** Contribute to the overall infrastructure plans for the City and the circulation routes described in the General Plan.



- LEGEND
- A Prime Farmland/Potential Swainson's Hawk Foraging Habitat
  - Estimated Year 2010 Noise Levels (dB, Ldn)
  - Southwest Dixon Plan Area
  - Potential Hazardous Materials Sites
  - Existing Trees



Figure 1-4: SITE CONSTRAINTS

## Project Objectives

The following objectives for the Specific Plan are listed below.

- Provide residential, commercial, and employment center development which is responsive to the needs of the surrounding community.
- Implement the Specific Plan as the comprehensive, cohesive plan for the physical and economic development of the project site and surrounding community.
- Implement and establish a development that is consistent with the City's General Plan.
- Establish a plan that will provide well-integrated land uses compatible with the surrounding area.
- Maintain a high level of quality in planning, design, landscaping and architecture in the project.
- Provide a variety of residential unit types, located close to shopping areas and public facilities.
- Provide a sufficient pedestrian, bicycle and vehicle circulation system and connections to existing and planned activity nodes.
- Implement individual developments that are compatible with the land use designations shown in the City's adopted General Plan and Specific Plan.

### 1.6 SPECIFIC PLAN “PROPOSED LAND USE PLAN”

Figure 1-6 illustrates the Proposed Land Use Plan for Southwest Dixon. Within this larger community, smaller sub-neighborhoods will provide a small-scale sense of identity for residents. Key features of the Proposed Land Use Plan include:

- **Community Commercial:** Located along West A Street and the Gateway Drive extension. Commercial uses are provided to offer goods and services, and entertainment for the local community, the Plan Area and visitors.
- **Parks:** A community park site is located along the major roadway (West A Street), while a neighborhood park is provided east of Pitt School Road.
- **Public Facilities:** Build out of the Specific Plan Area will require the development of public service and infrastructure facilities. Areas designated for public facilities include a fire station located near the neighborhood park in the eastern portion of the Plan Area. The water system to store and pump water includes water tanks and a well. A storm water detention basin is provided to serve the western portion of the Southwest Dixon area.
- **Residential Community:** Residential communities are planned throughout the Plan Area. A variety of densities and housing types are envisioned.

## Land Use Designations

The following land use designations are used on Figure 1-6, Proposed Land Use Plan. Table 1-1 summarizes land use acreages, densities, and intensities of the various uses called for by the Specific Plan. More specific descriptions of these land use categories are found in Chapter 4 (residential), Chapter 5 (commercial and employment center), and Chapter 7 (public facilities).

The City's Measure B Implementation Ordinance establishes a twenty percent multifamily housing target in future growth areas in the City of Dixon. The Southwest Dixon Specific Plan area and Southpark (Valley Glen) Planned Development area are described in the City's Ordinance as future growth areas. The SWDSP initially proposes 1,139 residential units, including 231 multifamily/high density units. Build out of the specific plan area beyond the initial stage would result in 1,365 residential units in the SWDSP area.

### ***Residential*** (net site area per unit)

The Specific Plan establishes a range of housing densities and types to help alleviate current housing deficiencies and to offer quality housing for all income levels in the City of Dixon. The Plan envisions sub-neighborhoods in the plan area with different architectural themes and styles.

LD	Low Density - 7,000-19,999 S.F. {Single Family Residential (R1) Zoning District}
MDL	Medium Density Low - 3,000-6,999 S.F. {Planned Multi-Residential (PMR) Zoning District}
MDH	Medium Density High - 2,000-2,999 S.F. {Multi-Family (RM) Zoning District}

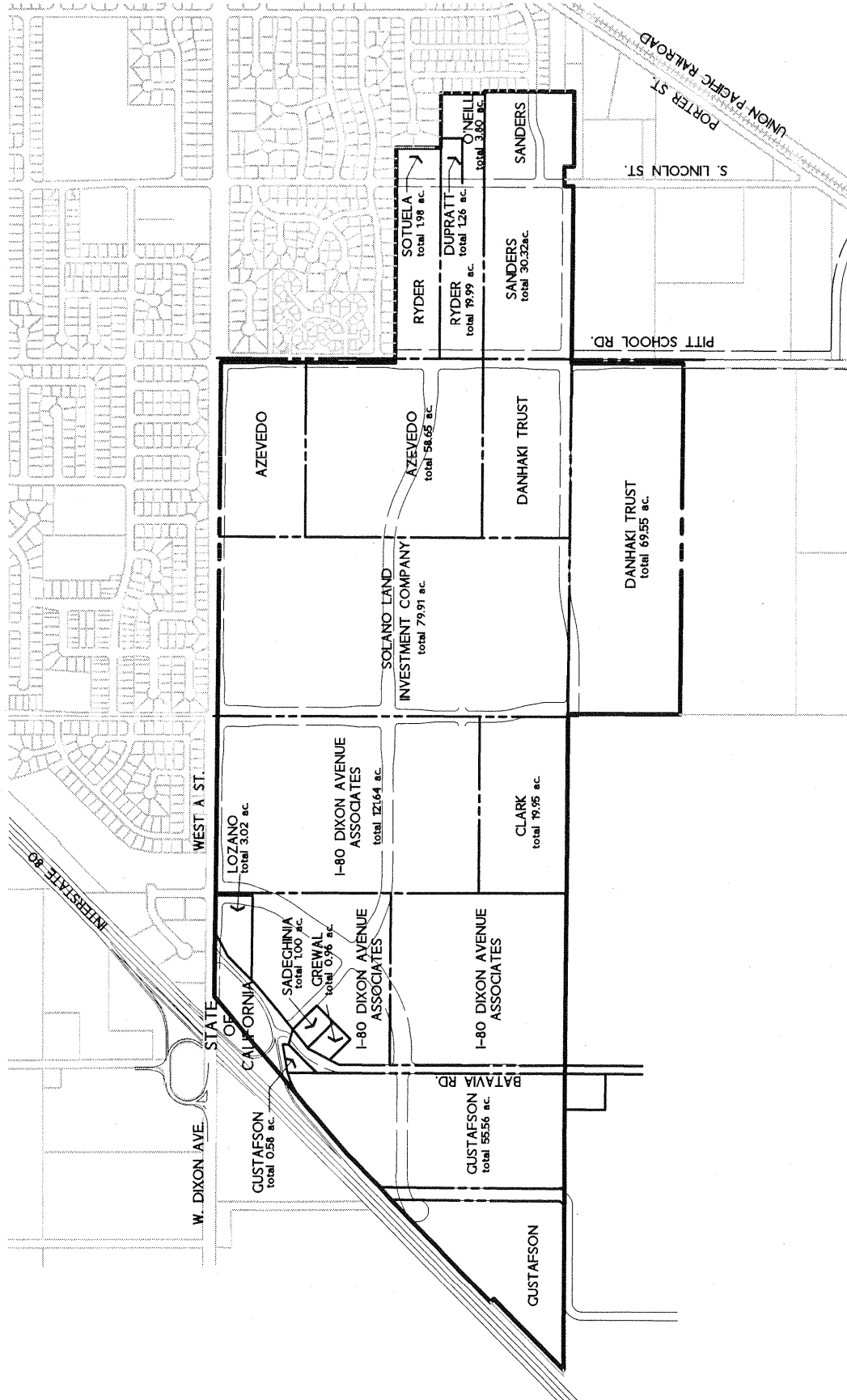


Figure 1-5: LAND OWNERSHIP



SOURCE: SOLANO COUNTY ASSESSOR'S OFFICE

---

**Southwest Dixon Land Use Summary**


---

**Table 1-1**

<b>Bldg. SF</b>	<b>Symbol</b>	<b>Land Use</b>	<b>Baseline Density (approx)</b>	<b>Dwelling Units</b>	<b>Area Gross Acres</b>
266,800	CC	Community Commercial	--	--	20.85
185,130	HC	Highway Commercial	--	--	11.30
	MDH	Med. Density - High Residential	13.5 du/ac	131	9.70
	MDL	Med. Density - Low Residential	5.74 du/ac	644	112.04
	LD	Low Density Residential	3.18 du/ac	590	185.53
511,830	E	Employment Center			41.83
	FS	Fire Station			0.47
	F	Functional Buffer			9.19
	P	Community and Neighborhood Parks			23.0
		Streets (Arterials and Collectors)			50.6
		Detention Basin			9.44
		Canal			2.64
		Water Well/Tank Site			0.81
<b>963,760</b>	<b>TOTAL</b>			<b>1,365</b>	<b>477.40</b>

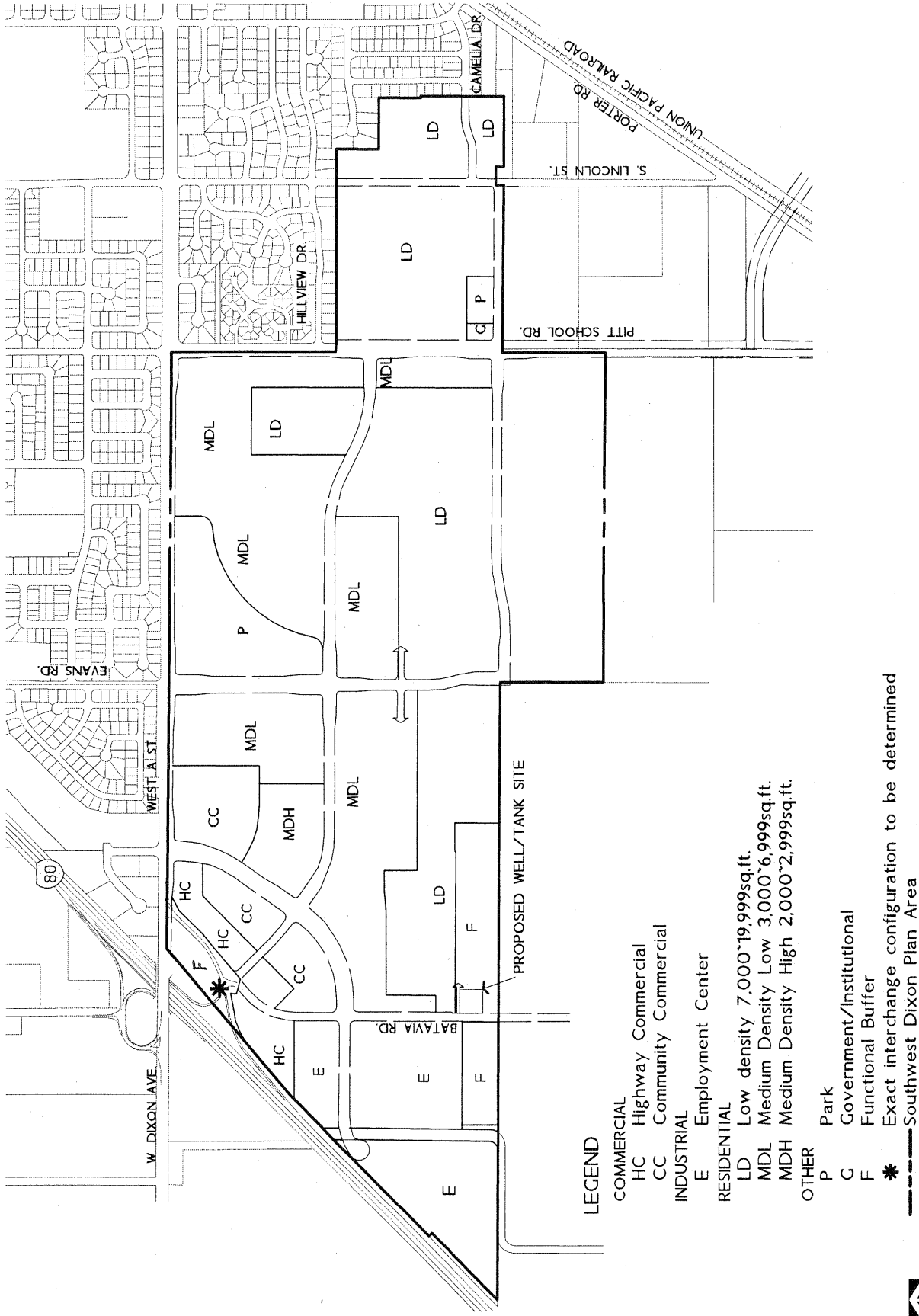


Figure 1-6: PROPOSED LAND USE PLAN



**Commercial**

The Plan provides for commercial development in a well-defined location along West A Street and Gateway Drive. Future commercial uses are intended to provide goods and services to residents, workers and visitors in the Plan Area.

- CC Community Commercial {Neighborhood Commercial (CN) Zoning District}
- HC Highway Commercial {Highway Commercial (CH) Zoning District}

**Industrial**

The employment center designation is intended to provide a flexible zone for primarily employment generating uses adjacent to the freeway and to act as a buffer between the freeway and residential communities.

- E Employment Center {Highway Commercial / Light Industrial / Professional & Administrative Office (CH-ML-PAO) Zoning District}

**Other**

- G/I Governmental/Institutional
- P Parks
- F Functional (Buffers)

**Specific Plan Zoning**

Figure 1-7 identifies proposed zoning for land uses in the Southwest Dixon Specific Plan:

- CH Highway Commercial
- CN Neighborhood Commercial
- CH-ML-PAO Highway Comm./Light Industrial/Professional Adm. Office
- R-1 Single Family Residential District
- PMR Planned Multiple Residential District
- RM Multiple Family District

**Population**

Less than fifty people now live in the Plan Area. Using baseline densities, a total of 1,139 dwelling units are projected for the Plan Area at build out. The Dixon General Plan assumes an average density of three persons per dwelling unit. Based on this assumption, total population for the Southwest Dixon Plan Area would be about 3,417. Full build out of the plan area beyond the initial development would permit 1,365 residential units in the Plan Area and a resulting build out population of 4,095.

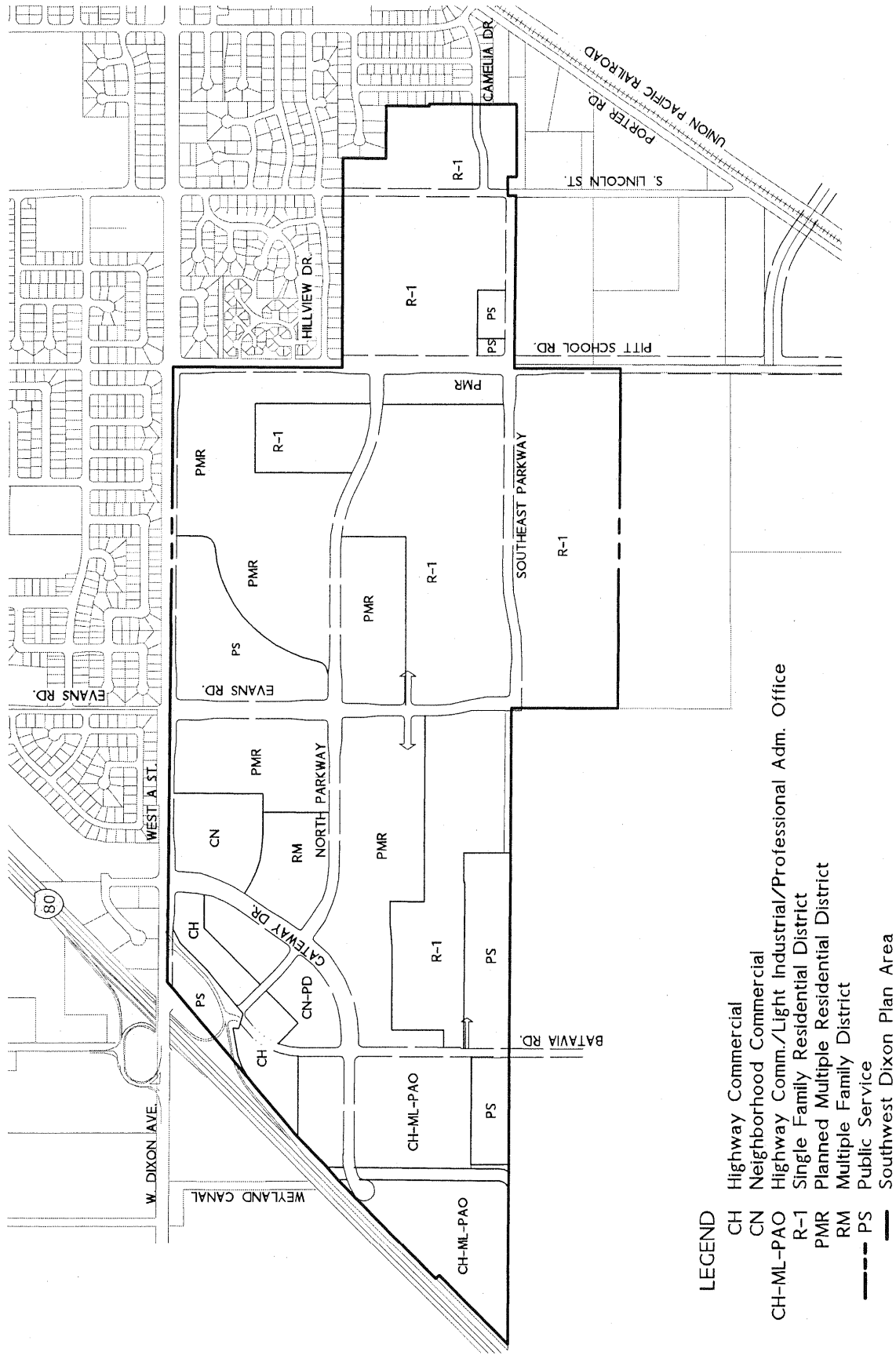


Figure 1-7: PROPOSED ZONING

## 1.7 HOW TO USE THIS SPECIFIC PLAN

This report is organized by topic. After the introduction, Chapters 2 through 8 cover various areas ranging from land use to circulation and financing. In each topical chapter, there are goals, policies, and implementation programs provided to give clear guidance for development. The Goals, Policies and Implementation Programs along with certain maps and figures are the operating public policy statements in this document. Other text or graphics are informational or contextual only. These items are presented as follows:

Goals: Items shown in the middle of the section in bold type with a shaded background. They state a basic intent of the City.

Policies: Policies provide direction to project applicants and City staff regarding the City's position on a given issue. Policies are intentionally general in nature, without specific measurements, which are more appropriate for action programs. Recognizing the need for flexibility in planning, policies also do not typically state an absolute position.

Implementation Programs: Action programs that provide specific implementing procedures to carry out City policies. Chapter 8 discusses the implementation strategies that are needed for the plan to succeed.

Design Guidelines: Included by reference in the Specific Plan. These guidelines provide more detailed direction for architectural design, signage, landscape design and other facets of new development.

## 1.8 RELATIONSHIP TO OTHER PLANS AND REGULATIONS

### Dixon General Plan

The General Plan provides the impetus for this Specific Plan, by noting that a specific plan is required in this area of the City. State law stipulates that specific plans can be adopted or amended only if they are consistent with the community's general plan. The City of Dixon has determined that this Specific Plan is consistent with the General Plan.

For proposed projects in Southwest Dixon, the Specific Plan provides more detailed guidance than the Dixon General Plan. For conditions where policies or standards on a given issue are not provided in the Specific Plan or the Design Guidelines, the standards in the General Plan would continue to apply.

### Zoning Ordinance

The City's Zoning Ordinance provides land use districts and detailed land use regulations to carry out the policies of the General Plan. A Planned Development overlay district, which provides for flexibility in standards under certain circumstances is also available. The Design Guidelines included by reference in this document are companions to the Zoning Ordinance.

## Dixon Design Standards

The City of Dixon has established standards for construction of streets, utilities, and other improvements. The Specific Plan street sections (Section 6) include modifications to the City's street standards, in order to accommodate special conditions in Southwest Dixon Specific Plan Area.

## City Bikeway Master Plan

The City's master plan for bikeways is described in Section 6.2 of the Specific Plan. The provisions of this plan would apply to the Plan Area. Amendments to the Bikeways Master Plan have been made to include proposed routes in Southwest Dixon

### **1.9 RELATIONSHIP TO OTHER DOCUMENTS**

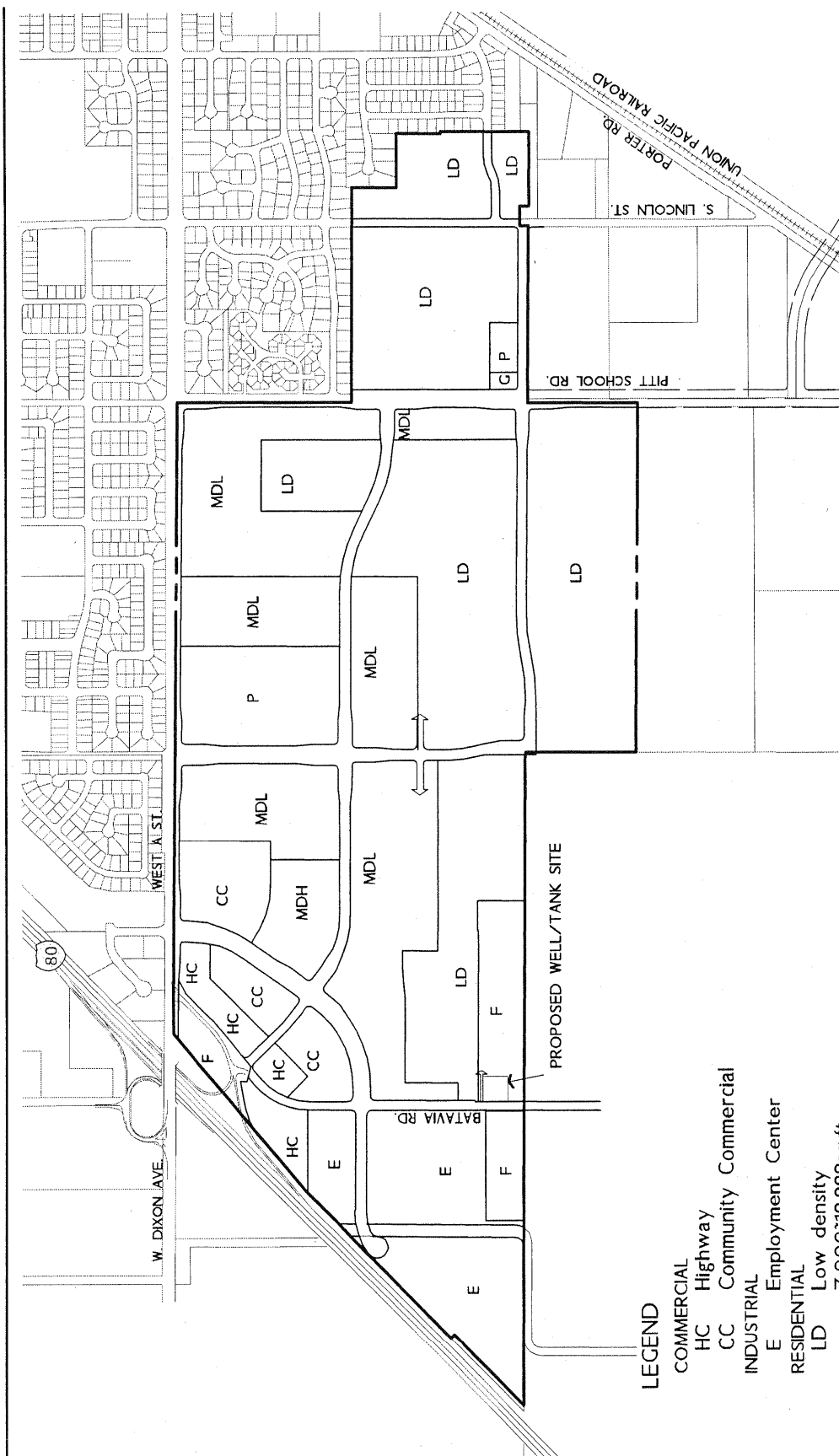
A Specific Plan must be consistent with the City's General Plan pursuant to Section 65454, California State Law. In addition to the General Plan document, there are a number of documents and actions that facilitate implementation and development in the Plan Area. These include the following:

- The certified Final Environmental Impact Report
- "Backbone" Master Infrastructure Plans for the Southwest Dixon Plan Area
- Financing Plan for public improvements and infrastructure
- Rezoning to establish consistency with the Specific Plan
- Development Agreement

- 2.1.3 Public Services and Facilities** - New development may occur only in areas where municipal services are available, and where adequate service capacity exists.
- 2.1.3 Interim Uses** - Agricultural uses may continue in all undeveloped areas designated for future urban use in Southwest Dixon.
- 2.1.4 Contamination Protection** - Use appropriate tests and precautions to protect future construction workers and area occupants from existing contaminants.

### Implementation Programs - Urban Growth and Development

- 2.1a Rezoning** - The City shall rezone the Specific Plan area as may be needed to achieve consistency with the Specific Plan.
- 2.1b Phase 1 Studies** - A Phase I Environmental Site Assessment of the Specific Plan area or for each project shall be prepared pursuant to the requirements set forth in ASTM E 1527-97. If this Site Assessment determines there is potential soil or groundwater contamination, the areas of contamination shall be evaluated to determine the level of remediation needed to satisfy the requirements of the Solano County Department of Environmental Management and the recommended measures shall be implemented.
- 2.1c Risk Assessments** - Risk Assessments of each project site shall be conducted to determine the health risk from workers and residents being exposed to chemical residues in the soil. Even if those Risk Assessments determine that chemical residue levels are not a significant health risk and are below Proposition 65 no significant risk levels, the City may require that Engineering Department controls, as recommended by the Solano County Department of Environmental Management, and warnings to workers and future residents be implemented.
- 2.1d Agricultural Spraying** – Once residential development commences on any portion of a residentially designated property, agricultural use of Category One and Category Two materials shall be discontinued on the remainder of that property.



**LEGEND**

- COMMERCIAL
- HC Highway
- CC Community Commercial
- INDUSTRIAL
- E Employment Center
- RESIDENTIAL
- LD Low density
- 7,000\*19,999sq.ft.
- MDL Medium Density Low
- 3,000\*6,999sq.ft.
- MDH Medium Density High
- 2,000\*2,999sq.ft.
- OTHER
- P Park
- G Government/Institution
- F Functional Buffer
- Southwest Dixon Plan Area



**Figure 2-1: EXISTING GENERAL PLAN  
LAND USE DIAGRAM**

## 2.2 LAND USE REGULATION

Existing residential neighborhoods are located north and east of the Plan Area. The cluster of homes along Lincoln Avenue form a rural residential landscape characterized by widely spaced structures and established landscaping.

### *Land Use Regulations*

Dixon General Plan: Dixon's General Plan includes a number of policies relating to visual quality and community design. The General Plan also provides implementation programs for these General Plan policies.

Zoning Ordinance: The City's Zoning Ordinance includes various requirements to protect the visual environment through controls on signage, lighting, height limits, setbacks, and landscape treatment.

- **Land Use Regulation** - Provides the development standards for individual zoning districts.
- **Sign Regulation** – Presents signage regulations for all zoning districts.
- **Off-Street Parking** – Gives the City standards for parking and loading.
- **Screening and Landscaping Regulations** – Details the requirements for screening, landscaping, fencing and walls.
- **Energy and Water Conservation Regulations** – Outlines the City's energy and water conservation standards for private and public uses.

The Zoning Ordinance requires site plan and design review for most new uses. The Dixon Planning Commission serves as the Design Review Commission.

Community Design Plan: Implementation of the Southwest Dixon Specific Plan Area will result in a cohesive neighborhood centered on a community park with neighborhood shopping. Within this larger community, smaller sub-neighborhoods will provide a sense of identity for residents.

The Community Design Plan is shown on Figure 2-2. Key design elements include: --

- **Community Park and Neighborhood Park** - The community park provides the primary focal point for activities in the Plan Area. The Neighborhood Park is a smaller open space element located in the eastern portion of the Specific Plan Area.
- **Gateway** - The West A Street interchange provides the initial image for motorists entering the City from the west.
- **West A Street Corridor** - The Specific Plan calls for special design treatment along this key access street to the City.

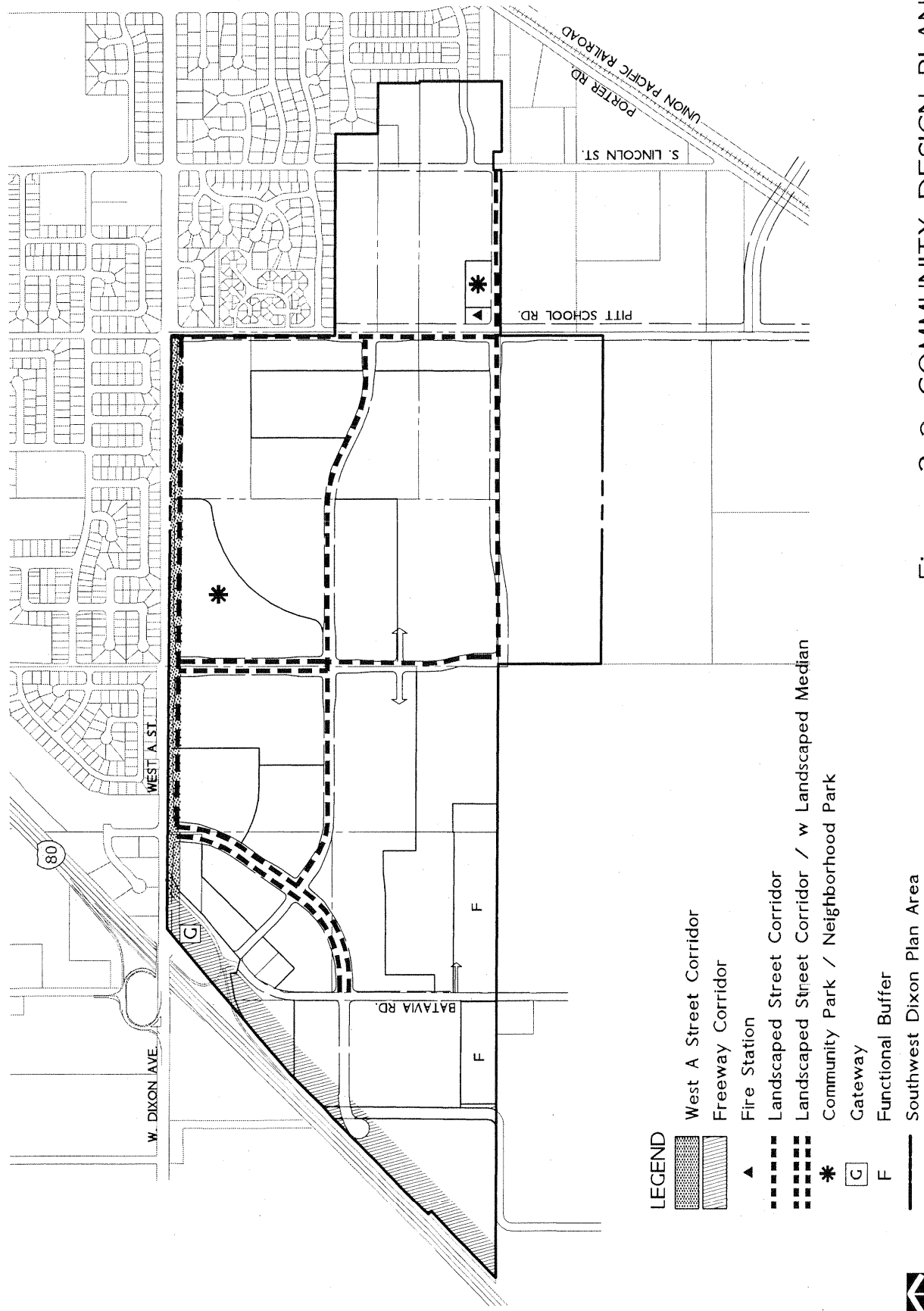


Figure 2-2: COMMUNITY DESIGN PLAN

- **Freeway Corridor** - The General Plan and Specific Plan emphasize the need for high-quality community design in this highly-visible corridor.
- **Linear Parkways** - Special landscape treatment and pedestrian paths are provided adjacent to these streets.
- **Buffers** - These areas are included to improve compatibility between urban and agricultural uses. The Specific Plan also calls for buffering to separate commercial and residential uses.
- **Fire Station** - A fire station is planned adjacent to the Neighborhood Park.

## Goal - Community Design

**Goal 2.2 Achieve superior community design with Southwest Dixon serving as a gateway to the City.**

## Policies - Community Design

- 2.2.1 Community Character** - Development in Southwest Dixon shall maintain the feeling of the older parts of Dixon through the use of human scaled buildings, pedestrian oriented ambience, and generous use of landscaping.
- 2.2.2 Gateway Treatment** - Provide special treatment along West A Street, particularly in the vicinity of the Interstate 80 interchange, in order to provide a positive community image at this entry point to the City.
- 2.2.3 Interstate 80 Corridor** - New development adjacent to Interstate 80 shall have an attractive appearance or shall be screened from view. Maintain visual separation between developed areas of Southwest Dixon and the freeway corridor through the use of landscaping, berms, and other alternatives to standard acoustical walls.
- 2.2.4 Signs and Billboards** - To enhance the visual environment of Southwest Dixon, strictly regulate signs and billboards.
- 2.2.5 Utilities** - Require the undergrounding of utilities in all new developments in keeping with City standards.
- 2.2.6 Community Design and Transportation** - Promote development concepts that are conducive to use of public transit, bicycles, and other alternative transportation modes. Emphasize pedestrian oriented development through the use of well-designed walkways, paths, and open areas.
- 2.2.7 Existing Homes** - New development shall be designed and landscaped to protect privacy and minimize visual intrusion for existing residents in the area.

- 2.2.8 Land Use Incompatibilities** - Provide buffering where necessary between incompatible land uses such as residential and some forms of business development. Provide visual privacy and reduce noise, light and other impacts on residences through public streets and recreation corridors, landscape screening, berms, walls, setbacks, and/or height limits. Provide landscape screening for parking lots and other uses that detract from scenic qualities.
- 2.2.9 Sound Walls** - Select noise barriers with consideration of visual quality. Where feasible explore alternatives to standard sound walls, including landscaped earth berms and building setbacks. Where sound walls are required, use vines or other landscape treatment to soften their appearance. Provide frequent offsets and architectural treatment to provide visual interest.
- 2.2.10 Light and Glare** - Control light and glare generated by new development through attention to light fixture location, orientation, and shielding.
- 2.2.11 Residential Community Identity** - Provide an identity and destination place for each residential community throughout the Plan Area.

### Implementation Programs - Community Design

- 2.2a Design Review** - Continue to require design review of new development before the issuance of a development permit, in keeping with the Zoning Ordinance and the requirements of this Specific Plan. Use the Design Guidelines included by reference in the Specific Plan for guidance in design review, including recommendations for coordinated signage.

Special design review considerations include:

- 1) **Interstate 80 Corridor:** See the Design Guidelines for treatment of this area.
- 2) **West A Street Corridor:** Provide center median, landscape treatment, and other facilities according to Specific Plan standards in Chapter 6.
- 3) **Neighborhood Commercial:** See Chapter 5 of the Specific Plan for implementation programs.
- 4) **Employment Center:** See Chapter 5 of the Specific Plan for detailed implementation programs.
- 5) **Development Near Existing Residences:** New development shall be designed to protect privacy and minimize loss of visual quality for existing residents bordering the plan area. Provide special features including landscape screening and height limits as needed.

- 6) **Neighborhood Identity and Character:** New development shall incorporate attractive design features and nodes to establish neighborhood character and identity throughout residential communities. Examples of these could include art in public places, coordinated street tree plantings, extensive landscaping, separated sidewalks, paving alternatives, architectural detailing on buildings, and traffic calming techniques.
  - 7) **Residences On Major Streets:** Prepare design criteria and development standards for projects building housing that will adjoin arterial or collector streets. Design criteria shall reflect applicable mitigation measures adopted by the City from the Final EIR concerning traffic, air quality, noise, and aesthetics.
- 
- 2.2b **Gateway Treatment** - Require special design treatment and coordinated signage at the West A Street Gateway, as identified in the Southwest Dixon Specific Plan and Design Guidelines.
  - 2.2c **Sign Ordinance** - Strictly enforce Dixon's Sign Ordinance in the Southwest Dixon Plan Area. Apply the Southwest Dixon Design Guidelines to achieve coordinated signage.
  - 2.2d **Light and Glare** - Require proposed projects that generate significant light and glare to provide detailed control measures such as landscape screening, setbacks, use of directional and shielded fixtures, and use of low-intensity lamps where appropriate. Preference shall be given to fixtures that direct most light downward to areas of use, rather than unshielded fixtures that lose light to the night sky.
  - 2.2e **Commercial Signs** - Commercial signs facing residential areas shall be limited in size and illumination so as to limit visual and light intrusion into residential areas. The signs can announce the presence of a business or subdivision but should not be so large or bright as to be visually prominent from adjacent residential areas.
  - 2.2f **Commercial Lighting** - A lighting plan shall be required for night lighting of non-residential buildings, incorporating the lighting measures recommended by EIR mitigation measure 3.7-A.4.
  - 2.2g **West A Street Commercial Landscaping** – The landscaping along the south edge of West A Street will include shrubs and small trees planted between the larger trees proposed in the Specific Plan. The aim of this landscaping will be to provide a vegetative screen towards the commercial center and highway commercial uses. The landscaping buffer along the frontage of the commercial development shall be of sufficient width to allow screening of parked cars; this width may exceed the minimum widths set forth in the Dixon Zoning Ordinance. While the screening will not be total due to intervening streets and driveways, the resulting screening will soften the appearance of the new commercial development and parking lots. This additional landscaping will be included as a component in a landscaping plan which will be required for all new non-residential development fronting West A Street. The landscaping could also include low-growing flowering plants. All landscaping will be subject to a landscape maintenance plan.

- 2.2h Community Commercial Design Plan** - An overall design plan shall be prepared by the developer for the Community Commercial development on the Evans Ranch property. Subsequent applications to develop other Community Commercial, Highway Commercial, and Employment Center development will be required to be consistent with the design motif of the commercial development on the Evans Ranch site unless the City determines that an alternative design motif is aesthetically pleasing and acceptable.
- 2.2i Community Park Lighting Plan** - Prior to development of the Community Park, a lighting plan shall be prepared consistent with Implementation Program 7.6e. As far as feasible, ballfield lighting shall be directed and/or shielded so as to not create glare at existing residences on the north side of West A Street and the east side of Pitt School Road south of West A Street. Developers of all residences adjacent to the community park that are to be constructed prior to full park development shall notify in writing potential buyers that a park complete with lighted ballfields will be constructed on the park site.
- 2.2j Commercial Landscaping Plan** - A landscaping plan shall be required for all new Community Commercial and Employment Center projects. The landscaping plan will include tree screening and other landscaping similar to that described in Implementation Program 5.2a regarding Interstate 80 frontage landscaping between all non-residential buildings and adjacent residential areas.
- 2.2k Residential Lighting Protection** - Lighting facing residential areas shall be kept to a minimum and shielded so no glare extends to residential areas.

## 2.3 OPEN SPACE

### Setting

Currently, open space is predominant in the Plan Area, with only small areas devoted to non-agricultural use. With new development in the Plan Area, open space uses such as buffer areas and parks will be essential to provide visual contrast and recreational opportunities. These areas will include:

- **Community and Neighborhood Parks** - Section 7.5 in the Plan includes a more detailed description of proposed new parks.
- **Functional Buffer/Ponds** - These areas are intended to provide a buffer between agricultural and urban uses.
- **Linear Parks** – these open space corridors link major activity centers in the Plan Area.
- **Functional Buffer Freeway** – This designation applies to state owned land at the West A Street freeway interchange.

## Goal – Open Space

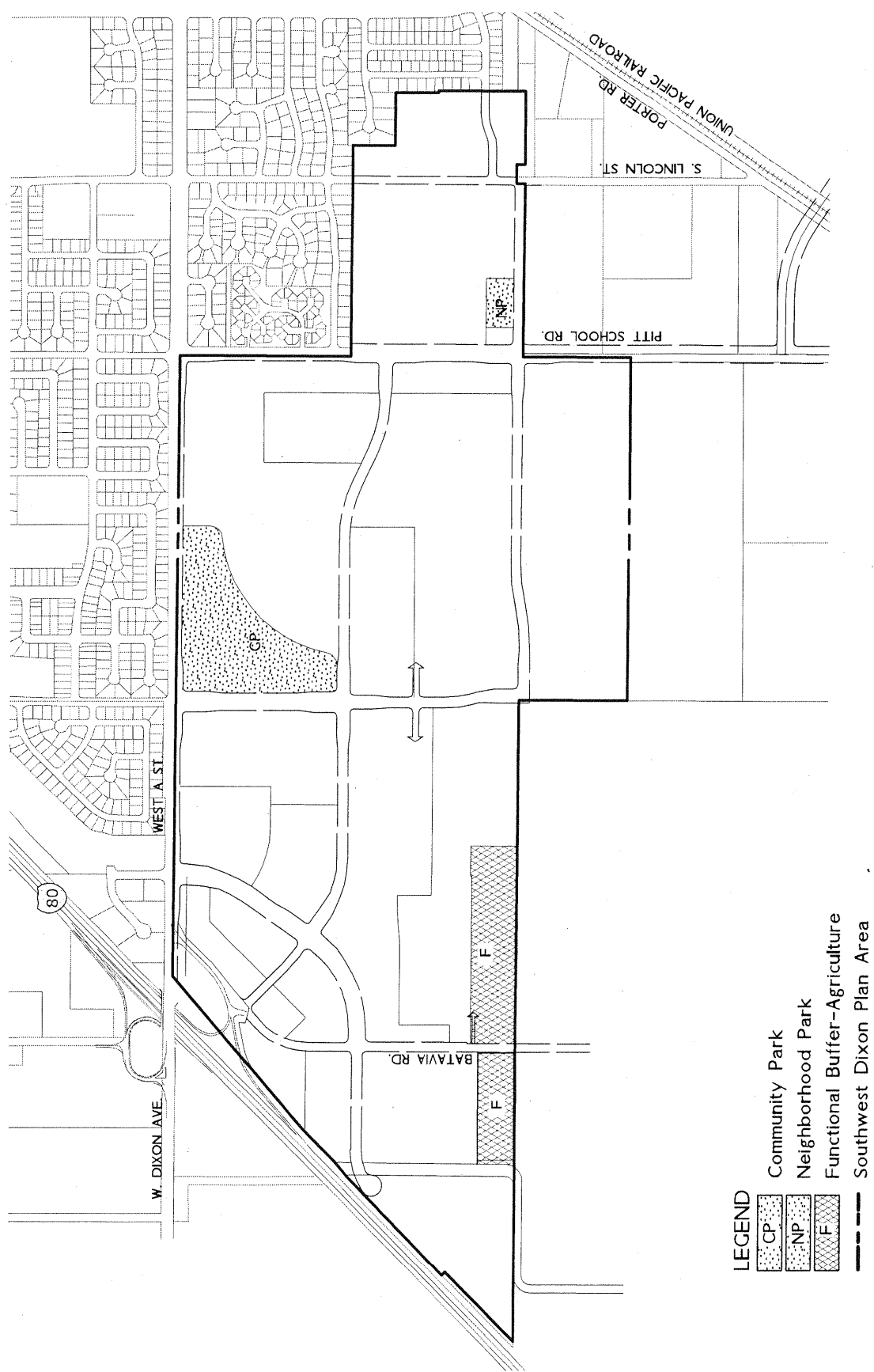
**Goal 2.3** Promote healthy urban open spaces to enhance the quality of life in the Plan Area and the overall Dixon community.

## Policies - Open Space

- 2.3.1 Open Space Uses** - Plan parks in Southwest Dixon as part of Dixon's open space system, with neighborhood and community parks linked by pedestrian and bikeways.
- 2.3.2 Landscape Corridors** - Provide intensive landscape treatment in designated open space corridors to provide a visual amenity and help define the City's urban boundary.
- 2.3.3 Functional Buffers** - Provide open space buffers in Southwest Dixon to help define the City's urban boundary.
- 2.3.4 Streets - Landscape Treatment** - Enhance the visual quality of Southwest Dixon through the generous use of street trees and other appropriate plant materials. In particular, make extensive use of canopy shade trees.
- 2.3.5 Private Open Space** - Encourage the inclusion of private open space in new development, particularly in multifamily residential, commercial and employment center projects.

## Implementation Programs – Open Space

- 2.3a Functional Buffers** - Provide open space buffers as shown in Figure 2-3, Southwest Dixon Open Space Plan. Require detailed planting and maintenance plans for these areas, consistent with the needs of nearby agricultural and urban uses. Include wildlife habitat where feasible. Buffers may take the form of dedicated open space, easements, or setbacks on private property.
- 2.3b Street Trees** - Require planting of street trees as part of subdivision map approvals for developments in Southwest Dixon, following the Design Guidelines incorporated into this Plan by reference.
- 2.3c Coordination** - Work with Caltrans to enhance plantings and landscape treatment on land along Interstate 80, consistent with City policies and guidelines.



*This page intentionally left blank.*

### 3 NATURAL ENVIRONMENT

#### 3.1 AGRICULTURE

##### *Land Use Plan*

**Agricultural Use** - At build-out, no agricultural uses are included in the Plan Area. The area to the south is planned to remain in agricultural use.

##### Goal – Agriculture

**Goal** Minimize conflicts between agricultural and urban uses.

#### 3.1

##### Policies – Agriculture

**3.1.1 Agricultural-Urban Conflicts** - The City shall implement measures to reduce conflicts between new urban development and existing agricultural activities in the vicinity of the Specific Plan Area.

##### Implementation Programs - Agriculture

**3.1a Urban/Agricultural Interface** – Proposed developments next to agricultural operations can face issues such as noise, odors and dust. For projects bordering agricultural use, the following as conditions should be implemented with project approval, as appropriate:

- **Security Fencing and Signage** - Permanent security type fencing shall be installed and no trespass signage posted along the interface between the project site and adjacent agricultural land, to prevent trespassing and littering on the agricultural landside of the fence.
- **Right-to-Farm Notification** - New residents shall be notified that the County has adopted a Right-to-Farm Ordinance to protect farmers from nuisance suits as a result of normal farming practices. Notification shall be provided in all Department of Real Estate Reports and in sales purchase agreements between builder/developer home sellers and buyers.
- **Disclosure Statement** - All proposed residential properties within 500 feet of adjoining agricultural properties should have a disclosure statement regarding nearby agricultural use. This disclosure statement shall disclose that possible inconveniences to the occupants could arise from nearby agricultural uses, and that occupants should be prepared to accept intermittent inconveniences as a normal and necessary occurrence because of their proximity to agricultural land. Applicants shall furnish for the City's review and approval a procedure to ensure that future occupants of all affected dwelling units would be notified of this disclosure statement.

- **Spray Warning Signs** - If pedestrian paths and/or bike lanes are provided along South Parkway or any other part of the southern boundary of the Specific Plan Area, then the pedestrian and bicycle facilities shall be signed to warn users of spray operations when Category One or Two materials will be sprayed within 200 feet of the path or bike facility. Signs shall be placed at each street intersecting South Parkway or providing access to the path or bike facility.

### 3.2 WILDLIFE HABITAT

#### Goal – Wildlife Habitat

**Goal 3.2 Recognize the importance of existing wildlife habitat in Southwest Dixon through enhancement and replacement**

#### Policies - Wildlife Habitat

- 3.2.1 Existing Trees** – Protect existing healthy trees in the Plan Area where feasible, and require tree plantings with new development.
- 3.2.2 Wildlife Habitat** – Include plantings for urban adapted wildlife habitat in open spaces and buffers in the Plan Area, consistent with safety and security needs.

#### Implementation Programs - Wildlife Habitat

- 3.2a Existing Trees** - For sites where there are existing trees, development plans shall indicate the species, location, size, and general health of trees. Unless there are compelling reasons for tree removal, existing trees shall be protected. Before beginning construction, provide fencing at the drip line of the trees.
- 3.2b Existing Trees** - A detailed tree inventory by a certified arborist identifying species and health will be completed for each project. No trees will be removed prior to the completed development approval process or without approval from the City Community Development Director.
- 3.2c Wildlife Habitat** - Utilize planned detention basins and Functional Buffers to encourage wildlife habitat use. Where appropriate, the preservation of off-site wildlife habitat should be encouraged.

## Goal – Cultural Resources

### **Goal Recognize the value of historic and archaeological resources.**

#### **3.3**

## Policies – Cultural Resources

### **3.3.1 Historic Resources** – Document older structures in the Plan Area.

### **3.3.2 Archaeological Resources** – Follow established procedures for dealing with archaeological resources discovered during construction.

## Implementation Programs – Cultural Resources

**3.3a Documentation of Historic Structures** - Prior to approval of tentative subdivision maps for any property containing a structure over 50 years old in the Plan Area, a qualified architectural historian will conduct a preliminary assessment of each structure to determine whether its structural integrity is intact (i.e., that it has not been modified, thereby destroying its historic integrity). If the structural integrity remains, then the architectural historian will prepare a Historic Evaluation Report on each of those structures. This Evaluation will include a discussion of the construction of the building, an architectural description, an architectural evaluation, drawings of the building and its important features, and photographs to document the structure. Once this Historic Evaluation Report is completed and accepted by the City, the structures can either be demolished, restored, rehabilitated, reconstructed, or moved. If the structure is restored, reconstructed, or rehabilitated, the work shall comply with the Secretary of Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

**3.3b Treatment of Archaeological Discoveries** – The following procedures shall be followed regarding any archaeological artifacts or human remains uncovered during construction:

- If archaeological artifacts are encountered during project construction, work in the area shall halt until a qualified archaeologist evaluates the nature and significance of the find.
- If archaeological artifacts are encountered, a qualified archaeologist shall monitor subsequent excavations and spoils in the vicinity of the find for additional archaeological resources.
- If the archaeologist determines the discoveries are of importance, the resources shall be properly recovered and curated. The archaeologist shall prepare a summary outlining the methods followed and summarizing the results of the mitigation program. The report shall outline the methods followed, list and describe the resources recovered, map their exact locations and depths, and include other pertinent information. The lead agency shall submit the report to

the appropriate Information Center and the California State Historic Preservation Officer.

- If human remains are encountered, the state shall contact the Solano County Coroner in accordance with Section 7050.5 of the State Health and Safety Code.

## 4 RESIDENTIAL ENVIRONMENT

### 4.1 RESIDENTIAL VARIETY

A wide variety of housing types is important to meet the needs of families, senior citizens, disabled individuals, and other residents. Adequate land and appropriate government policies are needed in order to provide a diverse housing stock. The Specific Plan includes a predominance of residential uses, with an emphasis on low and medium-density residential categories.

#### *Proposed Land Use Plan*

With assumed baseline densities used in this Plan, 1,365 residential units will ultimately be developed in the Plan Area. The Land Use Plan (Figure 1-6) includes three residential land use designations. These categories conform to the General Plan residential land use descriptions. Approximate lot sizes and densities are indicated below. Actual residential densities may vary from the designated baseline density within the General Plan range when merits of individual project applications are considered. For the Plan Area, base line density is defined as maximum normal gross density, net of arterial and major collector streets. (See Table 1-1, “Land Use Summary”. on page 1-11)

Low Density (LD) - This land use type is characterized by detached single-family homes on relatively large lots. Low-density residential use is designated on 185 acres in the southeast and southwest part of the Plan Area. About 48 percent of the dwelling units for Southwest Dixon will be in this category.

- Site area per unit: 7,000 to 19,999 square feet.
- Baseline density: 3.25 units per net acre.

Medium Density - Low (MDL) - This category includes detached single-family homes on smaller lots, and low/medium-intensity attached dwellings. This land use designation includes 112 acres in the central part of the Plan Area. About 43 percent of the dwelling units proposed for Southwest Dixon will be in this category.

- Site area per unit: 3,000 to 6,999 square feet.
- Baseline density: 5.03 units per net acre.

Medium Density - High (MDH) - This residential category is generally characterized by townhouses and garden apartments but may also support high density detached development. This land use designation is planned for 9.7 acres in the western part of the Plan Area. About 8 percent of the total dwelling units in Southwest Dixon will be in this category.

- Site area per unit: 2,000 to 2,999 square feet.
- Baseline density: 21.8 units per net acre.

## Goal – Residential Variety

- Goal** Provide a variety of residential types, in order to meet the needs of all groups expected to reside in Southwest Dixon.

## Policies - Residential Variety

- 4.1.1 Housing Opportunity** - The City shall promote housing opportunities in Southwest Dixon for persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or income.
- 4.1.2 Housing Density** - The City shall encourage new residential development in Southwest Dixon that is compatible with the City's predominantly low density character and scale.
- 4.1.3 Moderate Density Housing** - The City shall permit moderate density residential development in those portions of the Southwest Dixon Plan Area characterized by a transition from single-family to multiple family or nonresidential uses.
- 4.1.4 High-Density Housing** - Locate high-density housing in Southwest Dixon in areas convenient to community services, along collector and arterial streets, and within walking distance of shopping areas.
- 4.1.5 Housing and Public Services** - A Financing Plan will be required by the City to ensure that adequate services are provided and funding is available.
- 4.1.6 Innovative Design** - Encourage innovation in design as a means to provide variety in housing.
- 4.1.7 Housing Types** - Support the development of townhouses, split-lot duplexes, cluster designs, condominiums and apartments in suitable locations in Southwest Dixon, subject to appropriate review considerations.
- 4.1.8 Special Housing Needs** – The provision of housing for special population groups shall be encouraged in the Plan Area as provided for in the City's 2002 Housing Element.

## Implementation Programs -Residential Diversity

- 4.1a Growth Management** - Apply the standards of Measure B to development in Southwest Dixon as they may be implemented by development agreements.
- 4.1b Second Units** - Second units shall be encouraged as a means of providing additional housing opportunities, including affordable housing.

## 4.2 AFFORDABLE HOUSING

### Setting

There is a limited supply of housing affordable to lower and moderate income households in the Dixon area. The Measure B Ordinance applies the following standards for identifying people with housing affordability needs, based on the region's median income (adjusted for family size):

- **Very Low Income Household** 50% or less of median income.
- **Low Income Household** 51-80% of median income.
- **Moderate Income Household** 81-120% of median income.

### Goal – Affordable Housing

**Goal 4.2** Provide a range of housing types, densities, designs, and prices to meet housing needs in Southwest Dixon, including affordable housing for lower-income residents.

### Policies - Affordable Housing

- 4.2.1 Housing Types** - The City shall promote a variety of housing types, densities, and costs in Southwest Dixon, including very low, low and/or moderate-income units, to meet the need for affordable housing.
- 4.2.2 Residential Land Inventory** - Maintain appropriate residential land use designations and zoning categories to accommodate projected household growth in Southwest Dixon.
- 4.2.3 Housing Assistance** – The City will assist developers in seeking state and federal housing funds to develop affordable housing in Southwest Dixon.
- 4.2.4 Home Ownership** - Promote homeownership in new housing constructed for low and moderate-income households in Southwest Dixon.
- 4.2.5 Affordable Housing Distribution** - Encourage housing for moderate income households in all residential developments in Southwest Dixon, in order to avoid a concentration of such housing in any one area.
- 4.2.6 Non-Profit Housing** - The City shall work with and assist non-profit housing providers, both public and private, to reduce development costs in order to encourage production of below-market rate housing.
- 4.2.7 Coordination** - The City shall participate in and help to coordinate intergovernmental agency efforts that address housing needs.

## Implementation Programs - Affordable Housing

- 4.2a Financing** – Assist the development community to secure funding using a variety of available finance mechanisms, such as mortgage revenue bonds or other mortgage-backed securities, to develop affordable housing in Southwest Dixon.
- 4.2b Funding Sources** - Monitor State and federal housing legislation and program development to identify and request funding resources available for housing projects.
- 4.2c Permit Processing** - Provide expedient permit processing to development applications that would materially contribute to meeting the City's need for affordable housing in Southwest Dixon.
- 4.2d Development Agreements** - Include provisions for affordable housing in development agreements for residential projects.
- 4.2e Density Bonus** - Where applicable, apply the density bonus for affordable housing units in Southwest Dixon, as defined by state law.

## 4.3 RESIDENTIAL ENERGY EFFICIENCY

### Goal – Residential Energy Efficiency

**Goal Promote residential energy efficiency in Southwest Dixon.**

#### 4.3

### Policies - Energy Efficiency

- 4.3.1 Energy Conservation Applications** - Promote energy conservation and the use of solar energy and other alternative energy applications in Southwest Dixon.
- 4.3.2 Solar Orientation** - Promote subdivision design to emphasize the provision of solar-oriented lots, which enable housing units to be designed for energy efficiency.
- 4.3.3 Shading and Wall Treatment** - Promote the widespread use of shade trees and light-colored building and paving surfaces, in order to reduce summer heat buildup and energy use.

### Implementation Programs - Energy Conservation

- 4.3a Lot Orientation** - Review residential development applications for conformance with City General Plan policies requiring lot orientation for energy conservation. Recommend plan revisions if needed to provide subdivisions with a preponderance of lots with proper solar orientation.

- 4.3b Energy Conservation** - Enforce State energy conservation requirements through implementation of the California Uniform Building Code and issuance of building permits
- 4.3c Design Review** – Require the use of energy efficient design features in all residential structures and amenities. Features such as street tree planting programs, adherence to parking lot shading requirements, use of light colored building materials and hardscape, etc. will emphasized.

*This page intentionally left blank.*

## 5 ECONOMIC DEVELOPMENT

### 5.1 COMMERCIAL LAND USE

#### *Proposed Land Use Plan*

The plan concept for Southwest Dixon would provide two basic types of commercial uses. Community commercial areas would serve the needs of future residents, while freeway-oriented commercial uses would be located near the Interstate 80 interchange to meet the needs of freeway motorists as well as City residents.

Community Commercial: This designation is applicable only to parcels exceeding 15 acres. Centers of this size typically serve a larger population and trade area than a Neighborhood Commercial center, and accommodate stores requiring a larger site area than are usually located in such centers. Commercial centers usually include a supermarket, super-drugstore, and similar stores in addition to a limited number of smaller stores and service establishments. The area indicated for Community Commercial uses are located on the south side of West "A" Street. The City's Zoning Ordinance does not currently contain provisions for a District specifically governing centers of this type, although the requirements defined in the Neighborhood Commercial Districts will be applicable. Commercial development will be subject to requirements in the Zoning Ordinance. The corresponding zoning district would be CN.

Highway Commercial: uses cater primarily to the traffic passing Dixon on I-80. Examples of establishments that provide services to tourists and travelers include motels, fast food and other restaurants, and gas stations. The areas indicated for Highway Commercial uses lie in proximity to I-80 and its access ramps where they are easily accessible by car and highly visible from the roadway. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Highway Commercial District. The corresponding zoning district would be CH. Development in this land use designation shall comply with the City Zoning Ordinance.

#### Goal – Commercial Land Use

**Goal** Provide adequate land and support for the development of commercial uses in Southwest Dixon, in order to serve local residents and freeway motorists.

#### Policies - Commercial Land Use

- 5.1.1 Community Commercial Center** - Plan this center to be a commercial node for neighborhood convenience for Southwest Dixon. Emphasize the need for pedestrian linkage to surrounding residential neighborhoods.
- 5.1.3 Land Use Compatibility** - Protect nearby residential uses from possible adverse effects through the design review process.
- 5.1.4 Landscape Treatment** - Ensure that landscaping on commercial properties meets City standards for water conservation, maintenance, and other factors.

- 5.1.5 Highway Commercial Uses** - Auto-oriented commercial uses fronting on arterial and collector streets shall present high-quality design and shall be adequately screened from adjacent uses. Control access to minimize circulation conflicts.
- 5.1.6 Service Stations** - City policy prohibits the location of more than one service station at any intersection.
- 5.1.7 Interim Use** – Allow agriculture as an interim use in vacant areas so long as compatible with surrounding uses.

### Implementation Programs - Commercial Land Use

- 5.1a Community Commercial Center Standards** - The following submittals shall be required for design review:
- Site plan, with designation of pedestrian corridors and links to adjacent residential areas. Parking shall be buffered from West A Street by landscape treatment.
  - Master landscape plan, with attention to providing shade for parking lots and pedestrian pathways, use of landscaping for energy conservation, solar access, water-conserving features, and perimeter treatment to maintain visual quality along adjacent streets.
  - Proposed detailed design standards to assure the project is well designed for pedestrians.
  - Signage plan, with an emphasis on clear orientation.
  - Lighting plan, with illumination designed to minimize light and glare impacts.
  - Service provisions, including screening of trash areas and mechanical equipment.
  - Noise control and security plan, with standards and long-term provisions to control parking lot cleaning, after-hours loitering, noise from commercial operations, and graffiti.
  - Compliance with other requirements of the Dixon Zoning Ordinance and other City ordinances, including the water efficient landscape ordinance.
- 5.1b Highway Commercial Projects** - The City shall provide design review for highway commercial projects near the West A Street interchange and adjacent to the freeway corridor. City design review will ensure Specific Plan policy consistency, a City entrance design theme, visual quality and traffic safety at this gateway into the City.
- 5.1c Agriculture** – Review all proposed agricultural activities for compatibility with surrounding commercial and residential uses.
- 5.1d Hazardous Materials**
- a) Each project proposal shall provide the Solano County Department of Environmental Management with a complete list of all chemicals and other potentially hazardous materials that will be used, stored, or sold on the project site.

- b) If the Solano County Department of Environmental Management determines that the materials used, stored, or sold could pose a potential safety hazard, the applicant shall provide a Hazardous Materials Business Plan with the Solano County Department of Environmental Management, and the applicant shall implement the adopted plan. Such a plan will identify the plans, as applicable, for storage and use of all hazardous materials, describe the safety procedures to be employed by workers, and detail the proposed notification and emergency response actions in the event of an accidental release of chemicals from the facility. The plan shall contain similar information pertaining to the storage and use of gasoline, diesel fuel, or other fuels. Material storage areas shall include appropriate containment for hazardous materials used in the operation of each project.
- c) Each project will comply with all pertinent State and Federal laws regarding hazardous materials transport, handling, and storage and worker safety. Each project shall prepare any additional information requested by the Solano County Department of Environmental Management and shall comply with any additional requirements established by the City and/or the Solano County Department of Environmental Health.

## 5.2 EMPLOYMENT CENTER

### *Proposed Land Use Plan*

The Southwest Dixon Specific Plan includes 41 acres for an employment center in the western part of the Plan Area, adjacent to Interstate 80.

The Dixon General Plan describes the Employment Center classification as follows:

Employment Center (E) - This designation is applicable only in those areas for which a Specific Plan is to be prepared for future adoption by the City, and represents an 'umbrella' designation pending the submission of more detailed patterns of specific land uses. This designation includes only non-residential uses consistent with the types included under the Planned Business/Industrial (PI), the Professional/Administrative Office (O), and the Highway Commercial (HC designations defined above and below). The requirements defined in the City's Zoning Ordinance –in the Light Industrial, Professional & Administrative, and Highway Commercial Zoning Districts shall provide the general framework for compliance. The standards of building intensity, height, and coverage, and of employee density for Employment Center uses shall fall within the ranges defined for these component designations and shall not exceed them.<sup>3</sup>

---

<sup>3</sup> Dixon General Plan, Page 50.

## Goal – Employment Center

- Goal 5.2 Provide for industrial and other employment-generating uses in Southwest Dixon which create jobs and enhance the local economy.**

## Policies - Employment Center

- 5.2.1 Local Employment** - Actively encourage new employment uses in Southwest Dixon that could provide jobs for local residents, including residents of the Plan Area.
- 5.2.2 Development Standards** - Encourage the development of well-designed and planned business and industrial areas in Southwest Dixon.
- 5.2.3 Land Use Compatibility** - Ensure that there is compatibility between employment and adjacent uses.
- 5.2.4 Performance Standards** - Require development to meet performance standards for noise, odor, light, glare, traffic generation, air emissions, soil contamination, and surface and groundwater contamination in order to minimize impacts on the environment and on adjacent uses. Require the screening and control of unsightly or excessively noisy operations.
- 5.2.5 Prohibited Uses** - Do not allow uses that create noxious or nuisance conditions to locate within the Plan Area.
- 5.2.6 Interim Use** - Allow agriculture as an interim use in vacant areas designated for employment uses so long as compatible with surrounding uses.
- 5.2.7 Access** - Plan employment-generating development to facilitate future use of transit by workers.
- 5.2.8 Hazardous Materials** - Strictly regulate production, storage and transport of hazardous materials.

## Implementation Programs - Employment Center

- 5.2a Employment Center Design Guidelines and Standards** - Prior to development in the Employment Center land use area, design guidelines and standards shall be prepared including but not limited to the topics outlined below:

### Land Use

- a) Proposed land uses
- b) Provision for private and/or public recreational facilities where applicable

Circulation Standards

- a) Street standards, where variations from City standards are proposed
- b) Pedestrian and bicycle circulation and plan
- c) Public transit and/or private transit arrangements

Natural Resources

- a) Energy and water conservation provisions in keeping with the City's Zoning Ordinance
- b) Other resource conservation provisions where applicable

Noise Management Plan

This plan would be required in mixed-use areas where noise sources would be in close proximity to sensitive receptors. The objectives of the noise management plan would be to provide a high-quality acoustic environment for tenants and workers. A qualified acoustic consultant would prepare the plan.

Public Safety and Other Standards

- a) Heat, glare, and humidity-producing operations: standards for conditions at property line
- b) Vibration: prohibition on discernible vibration at property line
- c) Fire, safety and explosion: requirements for safety devices and equipment
- d) Restrictions on hazardous materials

Architectural Design Information

- a) Architectural features, including visual considerations, energy conservation, and water conservation
- b) Exterior lighting

Landscape Plan

- a) Special provisions for highly visible areas adjacent to the freeway, with landscape screening as needed.
- b) Plantings to soften the visual effect of structures, and shall have strategically located trees and shrubs to reduce glare impacts where needed.
- c) Plantings and irrigation systems designed to provide water conservation benefits. Emphasize the use of drought-tolerant native plants, with little or no irrigation requirements once established.
- d) Safety considerations, including selection and placement of plants to allow clear vision at intersections.
- e) Landscape management program to guarantee establishment and continued care of plantings, including replacement of plants as needed, reseeding of eroded or disturbed slopes, and general maintenance of landscaping in open space areas.

**5.2b Interstate 80 Frontage Landscaping** - Prior to approval of development in the area designated Employment Center a landscaping plan for the Interstate 80 frontage shall be designed by a qualified landscape architect. This plan shall include provisions for the following:

- a) The species of trees to be planted will be trees capable of growing and surviving in the Dixon climate.
- b) The trees will be capable of growing to a height of at least 30-feet tall within the shortest time feasible, but no more than ten years.
- c) Trees shall be planted close enough together to provide thorough screening. Alternatively, the trees that will eventually provide canopy screening can be interplanted with shrubs or small trees in the foreground that will provide dense screening from 6-12 feet in height.
- d) The City should consider whether the landscaping should provide more than a "screen." Given the importance of this freeway frontage, the landscaping plan should include a variety of native and non-native shrubs west of the trees. These shrubs should include flowering species. The City may also wish to require plantings of native and non-native wildflowers west of the shrubs to provide additional color and visual interest.
- e) The landscaping plan shall show how each of these landscape components would be placed within the landscaping buffer. If the City requires more than simply a line of screening trees, then the buffer may need to be widened in order to provide foreground flowers, midground flowering shrubs and small trees, and background taller evergreen trees. The width of the landscaping buffer will be determined once a satisfactory landscaping plan is designed and adopted by the City. In some locations, it is expected that the buffer would need to be at least 50-feet wide.
- f) A complete fertilization, irrigation, and landscape maintenance program shall be included for all landscape components.

**5.2c Hazardous Materials**

- a) Each project proposal shall provide the Solano County Department of Environmental Management with a complete list of all chemicals and other potentially hazardous materials that will be used, stored, or sold on the project site.
- b) If the Solano County Department of Environmental Management determines that the materials used, stored, or sold could pose a potential safety hazard, the applicant shall provide a Hazardous Materials Business Plan with the Solano County Department of Environmental Management, and the applicant shall implement the adopted plan. Such a plan will identify the plans, as applicable, for storage and use of all hazardous materials, describe the safety procedures to be employed by workers, and detail the

proposed notification and emergency response actions in the event of an accidental release of chemicals from the facility. The plan shall contain similar information pertaining to the storage and use of gasoline, diesel fuel, or other fuels. Material storage areas shall include appropriate containment for hazardous materials used in the operation of each project.

- c) Each project will comply with all pertinent State and Federal laws regarding hazardous materials transport, handling, and storage and worker safety. Each project shall prepare any additional information requested by the Solano County Department of Environmental Management and shall comply with any additional requirements established by the City and/or the Solano County Department of Environmental Health.

*This page intentionally left blank.*

## 6 TRANSPORTATION AND CIRCULATION

### 6.1 TRAFFIC CIRCULATION

#### *Proposed Traffic Circulation Plan*

Street Classification System: Street classifications proposed within the Plan Area include Arterial (Landscaped Street Corridors), Major Collector (Commercial), Major Collector, Minor Collector, and Local.

The proposed roadway network is shown on Figure 6-1.

Street Sections: Figures 6-2A through 6-2E show proposed street sections for Plan Area streets. The street sections are based on City of Dixon standards. Some modifications specific to this Plan Area have been made to accommodate the unique requirements of the plan. Additional right-of-way width and improvements are indicated for those streets designated as landscaped street corridors.

#### *Arterial Streets*

West A Street: This east-west route, “A” Street bordering the Plan Area on the north, is classified as a minor arterial in the City's General Plan and the Specific Plan. The center median east of the Plan Area will be extended to the West A Street frontage along the north boundary of the Plan Area. Bike lanes are provided east of the I-80 interchange, with no on-street parking.

Pitt School Road: This north-south minor arterial will be improved to City Standards through the Plan Area. The Specific Plan calls this street in the Plan Area to be designated as a landscaped street corridor. Existing improvements on the east side, south of West A Street will remain and continue southward along the east side. Arterial-landscaped street corridor improvements will be installed on the west side in the Plan Area.

Gateway Drive Extension: This street will extend southwest from West A Street past Batavia Road, to possibly become a frontage road along Interstate 80. Special safety provisions are needed, due to anticipated truck traffic on this route.

- West A Street to Batavia Segment: Minor arterial with landscaped street corridor status and Class II bike lanes on both sides of the street. No on street parking shall be allowed in this segment.
- Intersection and driveway approaches should be sufficiently wide to accommodate turning movements of large trucks and farm equipment.

Evans Road from West A Street to South Parkway is classified as an arterial from West A Street to North Parkway, and a Major Collector from North Parkway to South Parkway. Class II bikeways are designated on both sides of the street.

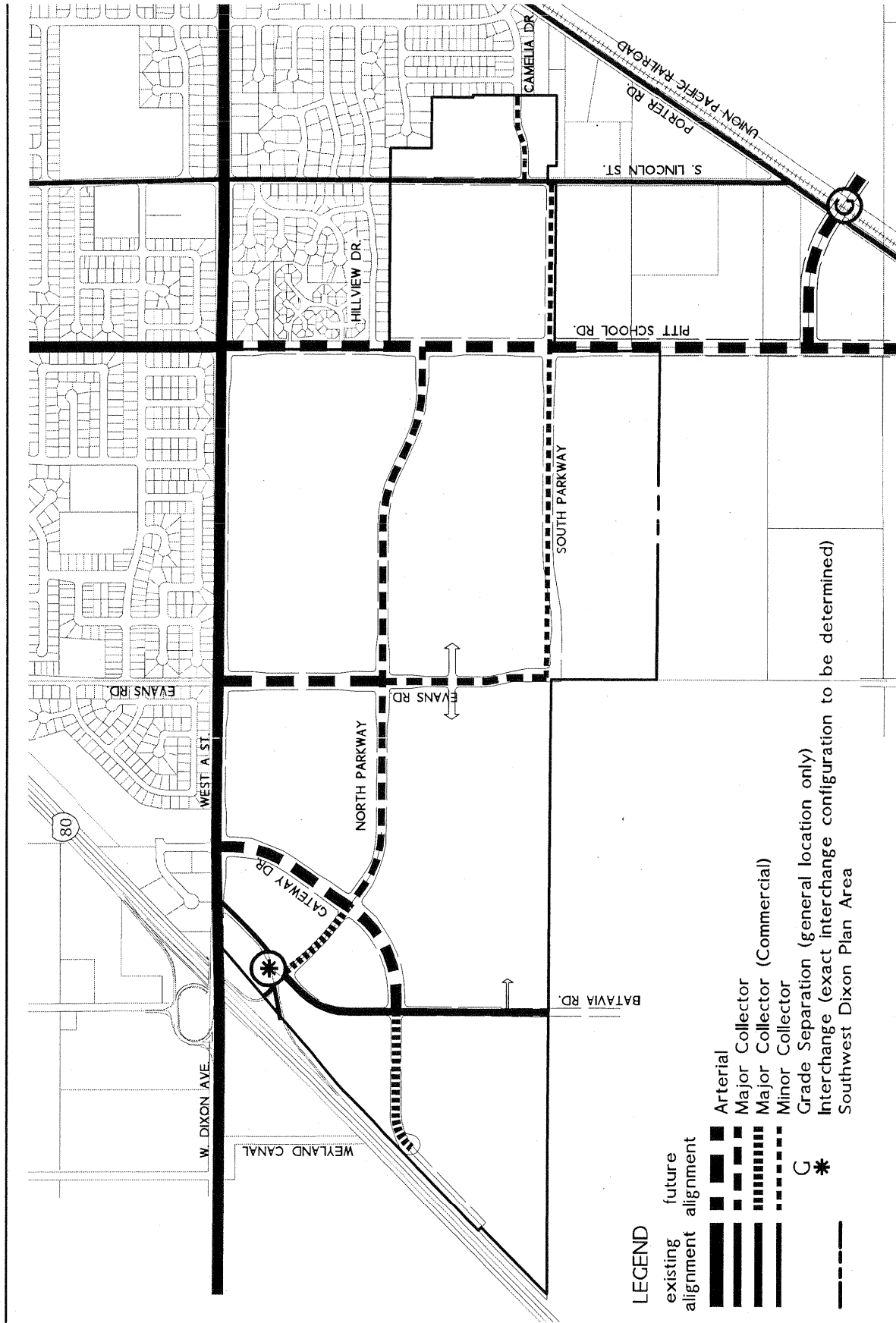
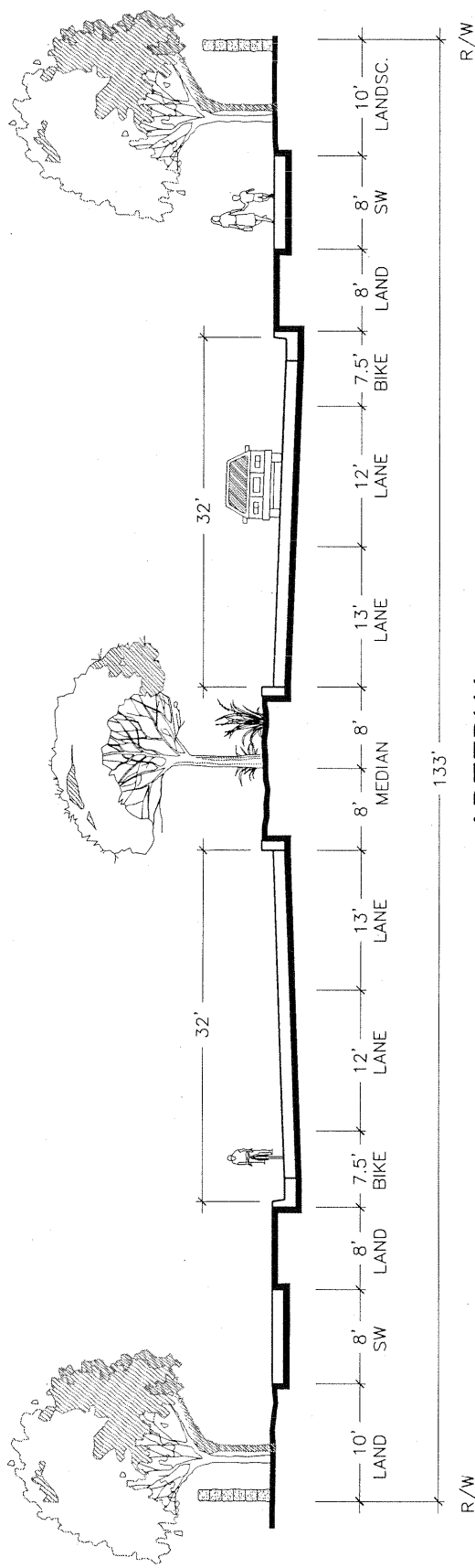
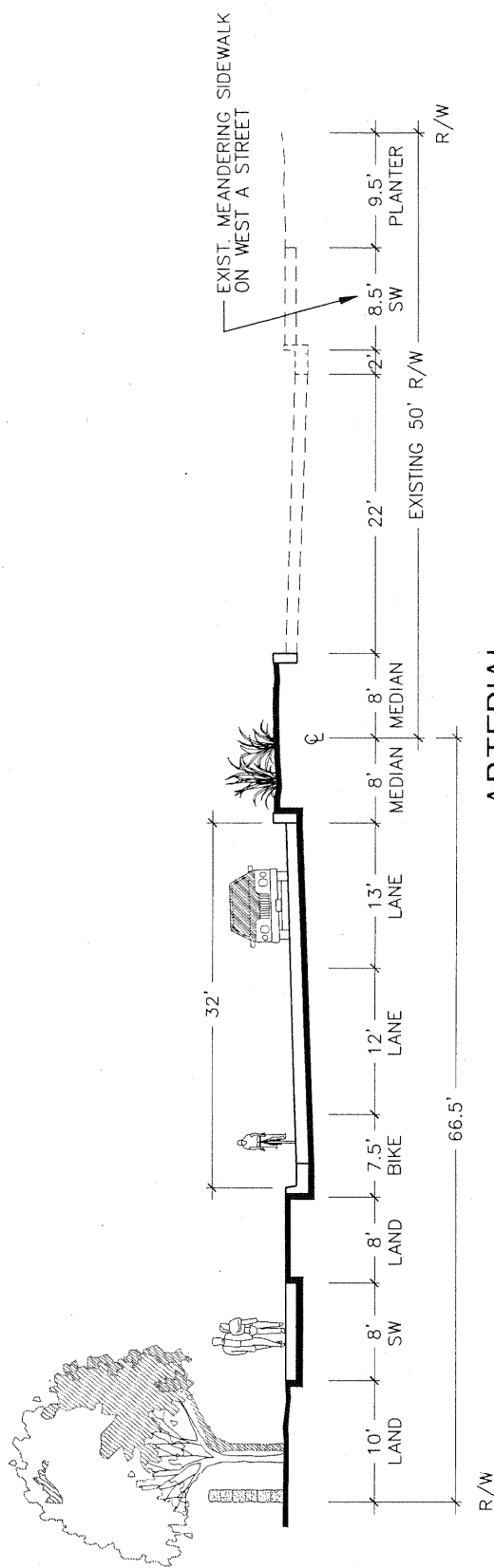


Figure 6-1: TRAFFIC CIRCULATION PLAN CONCEPT



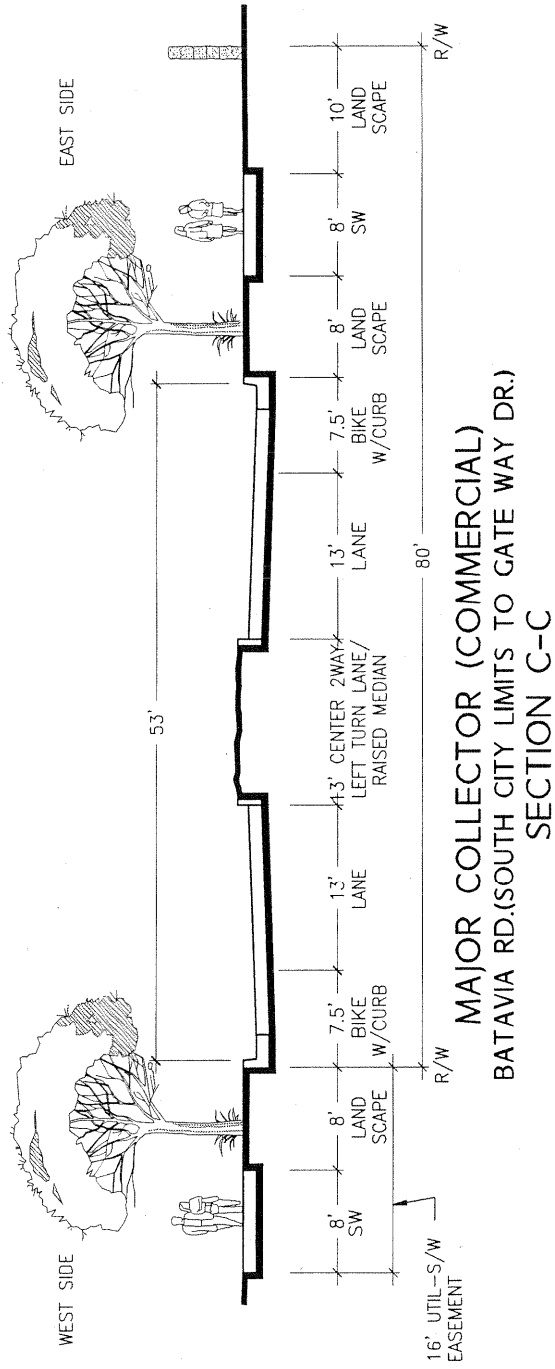


**ARTERIAL**  
 PITT SCHOOL RD. (WITHIN EX. DEVELOPMENT BOUNDARY)  
 GATEWAY DRIVE(BATAVIA RD. TO WEST A ST.) & EVANS RD. ( NORTH PKWY TO WEST A ST.)

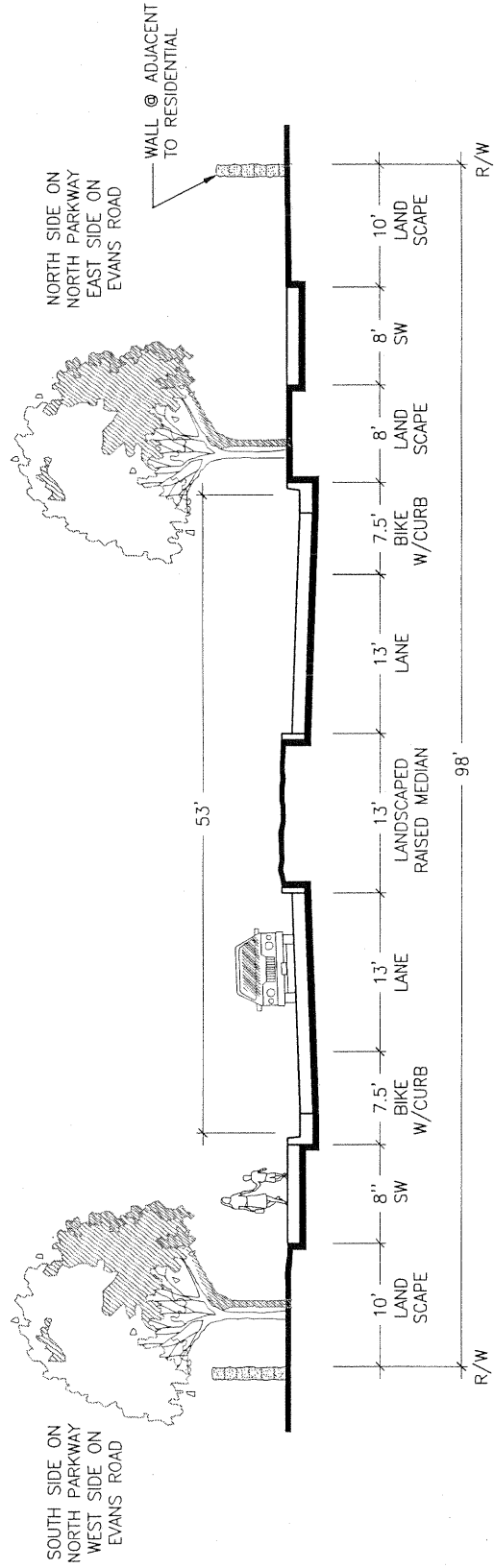


**ARTERIAL**  
 WEST A STREET(1-80 TO PITT SCHOOL RD.)  
 PITT SCHOOL RD.(WEST A ST. TO SOUTH EXISTING DEVELOPMENT BOUNDARY AT HILLVIEW DR.)  
 Figure 6-2A: STREET SECTION CONCEPTS





MAJOR COLLECTOR (COMMERCIAL)  
BATAVIA RD.(SOUTH CITY LIMITS TO GATE WAY DR.)  
SECTION C-C



MAJOR COLLECTOR (LANDSCAPED STREET CORRIDOR)  
NORTH PARKWAY(GATEWAY TO PITT SCHOOL RD.) & EVANS RD. (SOUTH PARKWAY TO NORTH PARKWAY)  
SECTION D-D



Figure 6-2B: STREET SECTION CONCEPTS

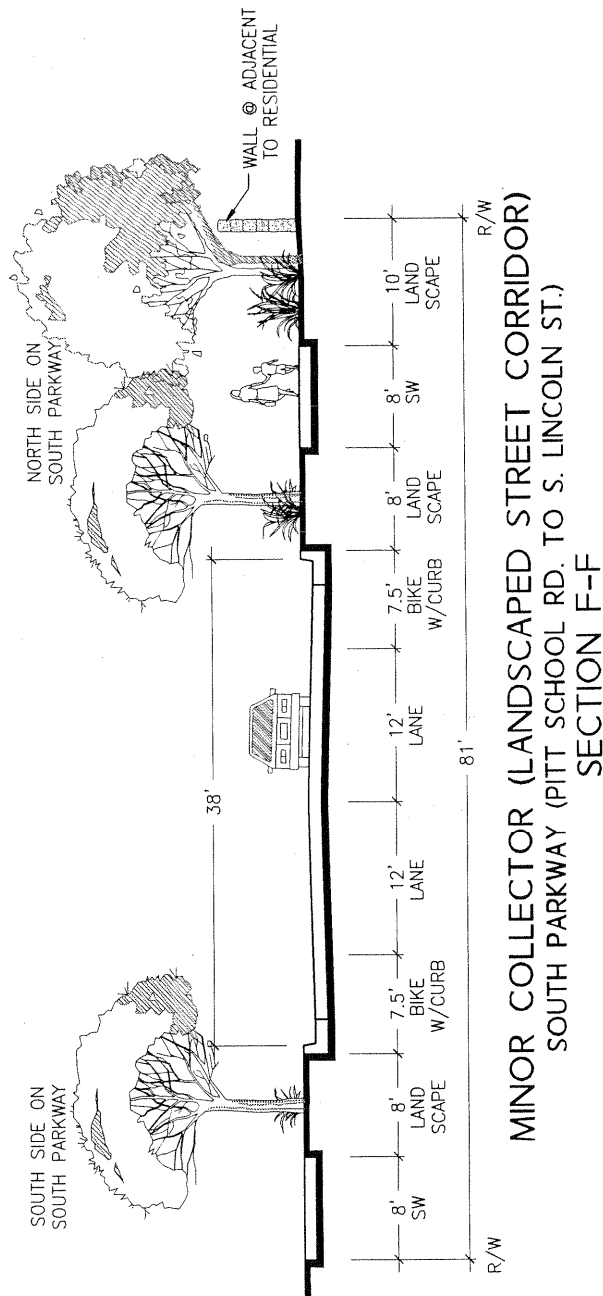
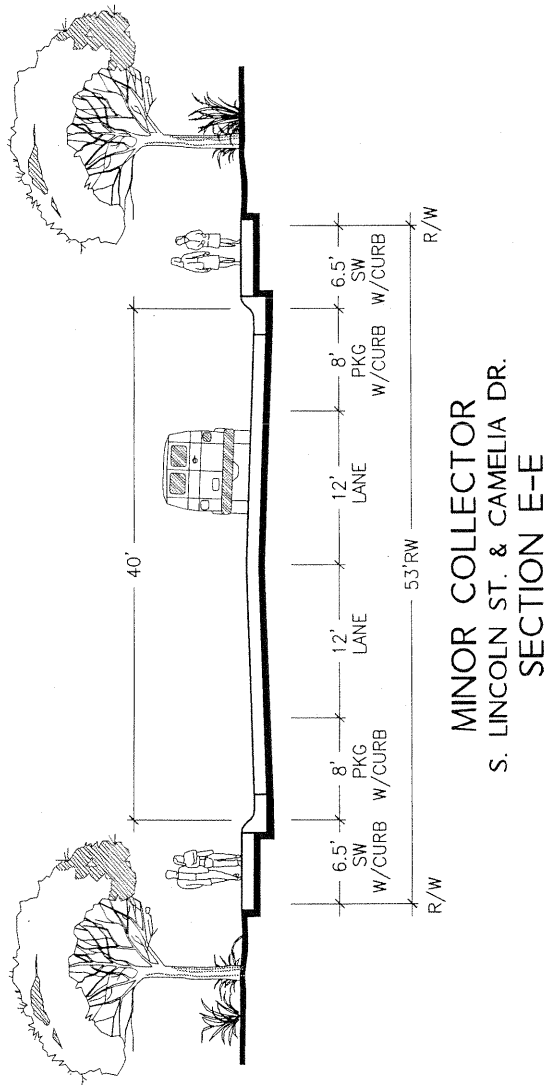


Figure 6-2C: STREET SECTION CONCEPTS



**6.1h Agricultural Equipment:** Street improvements shall include the following considerations:

- Take care in the placement of light standards and poles to insure that they do not obstruct wide loads.
- Insure that designated roadways are sufficiently wide to allow passenger traffic to pass agricultural traffic.
- Apply truck turn templates on designated roads similar to those used for industrial traffic (minimum 25' radius curb returns) to insure that agricultural traffic can use roads when necessary.
- Consider the needs of agricultural traffic in the design and selection of median island treatments.
- Consider installing signs to educate and alert motorists to the presence of agricultural traffic.

## **6.2 BICYCLE CIRCULATION**

### ***Land Use Regulations***

Dixon General Plan: The City's General Plan includes Policy VI.E.4 to promote bicycling in the City.

The City shall support cycling as a transportation mode that promotes personal health, recreation and enjoyment while minimizing energy consumption and air pollution.

City Bikeways Master Plan: In 2005, the City of Dixon amended its Bikeways Master Plan to reflect the development envisioned by the Specific Plan. The bikeway system is intended to provide opportunities for commuting, connections to intermodal routes such as bus and carpool systems, and recreational enjoyment.

The Bikeways Master Plan recognizes that encouragement of bicycle riding can conserve energy, improve air quality, and reduce traffic congestion. It is also recognized as an important element of the City's vehicle trip reduction ordinance when used as an alternate mode of transportation. The City's bikeways classification system is based on the California Department of Transportation (Caltrans) recommended minimum design criteria.

- **Class I Bikeway (Bike Path or Bike Trail)** - A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with crossflows by motorists minimized. Generally, paths provide for two-way bicycle travel and are ten to twelve feet in width. None are proposed in the Plan Area.
- **Class II Bikeway (Bike Right-of-Way)** - A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, with vehicle parking and crossflows by pedestrians and motorists permitted. The street is striped on each side for one-way bicycle travel.

- **Class III Bikeway (Bike Route)** - A preferred bike route designated by signs and shared with pedestrians or motorists. Specific bike routes are not designated in the Bikeways Master Plan.
- **Suggested Route to School** - Certain streets are designated for this purpose.

The Bikeways Master Plan describes costs, funding, and implementation of the plan, with the following bikeways designated on existing Southwest Dixon area streets:

- Pitt School Road - Class II
- West A Street – Class II
- Evans Road north of West A Street - Class II

### ***Proposed Bicycle and Pedestrian Circulation Plan***

The Southwest Dixon Bicycle and Pedestrian Circulation Plan is shown in Figure 6-3. The Specific Plan incorporates the City's Bikeway Master Plan designations, and provides additional bikeways. These include:

West A Street: There is a proposed bike lane along the south side of this street. Provide Class II bikeway along south side.

Pitt School Road (west A Street to North Parkway): Provide a Class II bikeway along each side of the street in the Plan Area, to match street improvements north of A Street.

Plan Area

Pitt School Road (between South and North Parkway) and North Parkway: Provide Class II bikeway connecting the south neighborhood park, and community park, west to Gateway Drive Extension.

Gateway Drive Extension: Provide Class II bikeway from West A Street to Batavia Road on both sides of the street.

Batavia Road: Provide Class II bikeways on both sides of Batavia Road south of Gateway Drive.

Lincoln Street: Provide Class II bike lanes south of Hillview Drive.

Gateway Drive Extension: West A Street to Batavia Road provides Class II bikeways on both sides of the street.

### **Goal – Bicycle Circulation**

- |                     |  |
|---------------------|--|
| <b>Goal<br/>6.2</b> | <b>Support bicycling as a transportation mode which promotes personal health, recreation and enjoyment while minimizing energy consumption and air pollution in Southwest Dixon.</b> |
|---------------------|--|

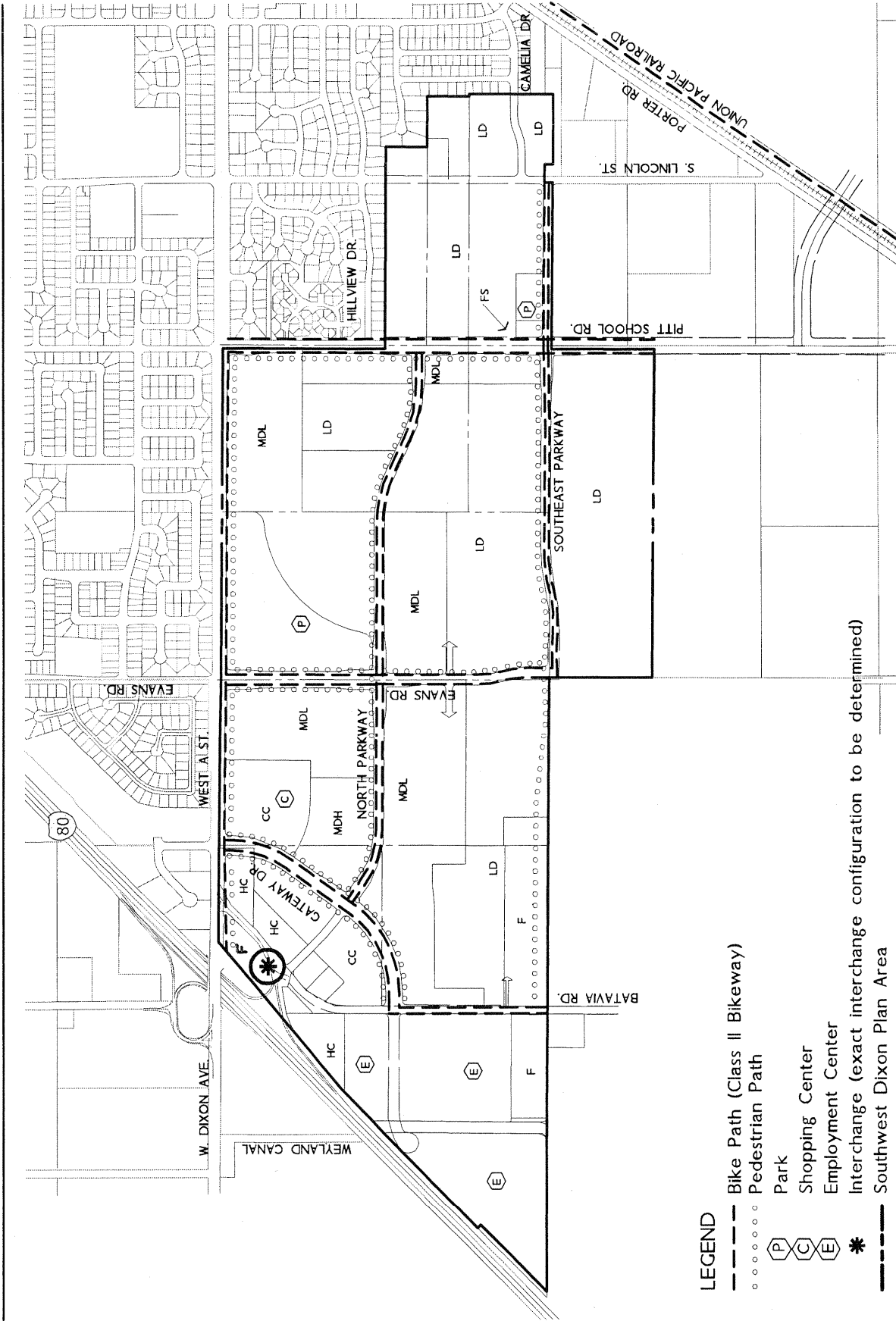


Figure 6-3: BICYCLE & PEDESTRIAN CIRCULATION CONCEPT



## Policies – Bicycle Circulation

**6.2.1 Bicycle Network** - Establish a safe and convenient network of bikeways in Southwest Dixon.

- Provide direct connections from residential areas to recreation, shopping, and employment centers.
- Provide bicycle circulation links between Southwest Dixon and the rest of the City.

**6.2.2 Bicycle Routes** - Limit on-street bicycle lanes to those streets where available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.

**6.2.3 Safety** - Plan bikeways to minimize the potential for accidents.

- Keep the number of street crossings to a minimum.
- Provide traffic control devices at crossing points.
- Provide and maintain suitable paving surfaces for bikeways.
- Provide marked crossings at major intersections, rather than using mid-block crossing points.

**6.2.4 Security** - Locate bikeways where there is good visibility from streets or other high-activity areas, with appropriate lighting.

**6.2.5 Bicycle Parking** - Include convenient and secure bicycle parking facilities at key destinations.

**6.2.6 Bicycles and Pedestrians** - Plan bikeway system to reduce conflicts between bicyclists and pedestrians.

## Implementation Programs - Bicycle Circulation

**6.2a Bicycle Circulation** - Require dedication and improvement of bike lanes and facilities as conditions of development approval, based on the Southwest Dixon Bicycle Circulation Plan map and standards.

**6.2b Intersections** - Where bike lanes cross intersections with designated vehicular right turn lanes the street design shall include “bike pockets” for bicyclists, with a 4-foot minimum striped bike lane. Provide a smoother surface, with no gutter lip.

**6.2c Bicycle Parking** - As a condition of approval, require appropriate bicycle parking at major destinations.

**6.2d Financing** - Require developers to contribute their fair share to bicycle circulation improvements, including bike path construction, striping, signage, crossing controls, and other measures.

### 6.3 PEDESTRIAN CIRCULATION

#### *Pedestrian Circulation Plan*

The Southwest Dixon Pedestrian Circulation Plan is illustrated on Figure 6-3. Key features of the plan include designated pedestrian walkways along the following streets. These walkways at times are separated from the street by landscaping, rather than being located immediately adjacent to the curb.

- West A Street
- Batavia Road
- Gateway Drive Extension
- North and South Parkways
- Evans Road
- Pitt School Road

The Pedestrian Circulation Plan also designates perimeter paths around neighborhood parks.

In addition to these designated pedestrian routes, sidewalks will be required along all other streets in Southwest Dixon. Pedestrian paths, located away from streets, will be used where appropriate in parks.

#### Goal – Pedestrian Circulation

**Goal** Support walking as a transportation mode which promotes personal health and recreational enjoyment while minimizing energy consumption and air pollution in Southwest Dixon.

#### Policies - Pedestrian Circulation

- 6.3.1 Pedestrian Network** - Establish a system of pedestrian pathways linking city parks, the neighborhood commercial center, and other key destinations, as designated on the Southwest Dixon Pedestrian and Bicycle Circulation Plan Map.
- 6.3.2 Sidewalks** - Provide sidewalks or pedestrian paths along all streets in Southwest Dixon. Separated sidewalks should be encouraged on local streets within residential communities in Southwest Dixon.
- 6.3.3 Pedestrian Links** - Plan "pedestrian-friendly" links between residential areas and the neighborhood commercial center. Avoid long barriers between residential and shopping. Group stores and offices along pedestrian routes, and minimize pedestrian circulation through or along parking lots.

**6.3.4 Safety** - Plan pedestrian circulation to reduce the potential for accidents. Provide clearly-marked and convenient places for pedestrians to cross arterial streets.

**6.3.5 Security** - Locate pedestrian paths where there is adequate lighting and good visibility from streets or other high-activity areas.

### Implementation Programs - Pedestrian Circulation

**6.3a Public Improvements** - As a condition of project approval, require adequate right-of-way and construction of pedestrian paths for streets with pedestrian routes designated on the Southwest Dixon Bicycle and Pedestrian Circulation Plan.

**6.3b Pedestrian Circulation** - Evaluate development applications for pedestrian circulation, including links with residential areas and provision of "pedestrian-friendly" routes. Require revisions if needed to achieve satisfactory pedestrian circulation arrangements.

**6.3c Financing** - Require developers to construct pedestrian circulation improvements, including clearly-marked and convenient crosswalks, signs for motorists, pedestrian-activated crossing lights at signalized intersections, and other measures.

## 6.4 PUBLIC TRANSIT

### Goal – Public Transit

**Goal** Plan for public transit service that provides an effective alternative to private automobile use.

### Policies - Public Transit

**6.4.1 Public Transit** - Encourage the development and expansion of local public bus/van transit systems in Southwest Dixon.

**6.4.2 Transit Stops** - Provide for future transit stops adjacent to the neighborhood commercial center and other key locations.

**6.4.3 Park and Ride Facility** - Develop a park-and-ride facility within the Plan Area, near West A Street/I-80 interchange, potentially in the commercial development. Encourage the use of the City's Multi-Modal facility in downtown.

**6.4.3 Transit and Land Use** - New development shall be designed to maximize access and use of public transit, where feasible.

## Implementation Programs - Public Transit

- 6.4a A Park-and-Ride Lot** should be constructed within the Plan Area, near the West A Street interchange. Consideration could be given to allocating a certain number of spaces within the neighborhood commercial center parking lot for weekday (commuter) park-and-ride use.
- 6.4b Public Transit** - Where feasible, coordinate efforts with Public transit agencies to include satisfactory provisions for transit. Require bus turnouts and shelters where needed. If feasible, provide transit stops adjacent to the shopping center, community park, and at locations convenient to the employment center.

## 6.5 PARKING

### Goal - Parking

- Goal 6.5 Ensure the adequate provision of on-street and off-street parking, consistent with environmental and economic concerns.**

### Policies - Parking

- 6.5.1 Parking Requirements** - Require all new development to provide an adequate number of off-street parking spaces, in conformance with the Zoning Ordinance, to accommodate the parking demands of the proposed land use.
- 6.5.2 Landscape Treatment** - Require parking lot landscape treatment, with shade trees and perimeter screening.
- 6.5.3 Clustered Parking** - Plan commercial uses with clustered parking, in order to maintain pedestrian-friendly street frontages.
- 6.5.4 On-street parking** will be prohibited throughout the Plan Area on West A Street, Gateway Drive, Batavia Road, Evans Road, North Parkway, South Parkway and Pitt School Road to facilitate the flow of traffic and to maximize sight distances at intersections and to and from commercial driveways.

### Implementation Programs – Parking

- 6.5a Parking Standards** - Parking for development in the Plan Area shall be reviewed for consistency with the Zoning Ordinance and Design Review requirements. Flexibility in establishment of parking standards will be permitted. Parking requirements for non-residential developments shall be established based on project-specific needs. All residential developments shall include adequate parking as determined by individual project designs.

## 7 PUBLIC FACILITIES and SERVICES

### 7.1 PUBLIC FACILITIES AND SERVICES

#### Goal – Public Facilities and Services

**Goal** Provide an adequate level of public services and facilities in Southwest Dixon to ensure the continued health, education, welfare, and safety of residents, visitors, and employees.

#### Policies –Public Facilities and Services

**7.1.1 Public Service System** - The City shall create a system of public services in Southwest Dixon that will:

- Support and encourage a contiguous pattern of land use, and discourage premature development.
- Maintain or improve current service standards, and
- Minimize potential environmental, fiscal and social impacts.

**7.1.2 Facility and Service Expenses** - New development in Southwest Dixon shall pay its fair share of the costs of all required public facilities and services by means of adequate mitigation fees or other appropriate financing mechanisms. An equitable basis for allocating costs between new development and existing areas will be considered by the city where capital improvements raise the quality of existing service or remedies an existing problem in service provision.

**7.1.3 Economic Development** - The City shall ensure that public facilities in Southwest Dixon are planned to promote economic development consistent with the economic policies of the General Plan and the Specific Plan.

**7.1.4 Growth Management** - The City shall encourage and control growth in Southwest Dixon to the extent that local service networks can support it.

**7.1.5 Financing** - Establish an equitable means of financing facility expansion and capital improvements in Southwest Dixon, based on the policies and programs of the Specific Plan.

**7.1.6 Public-Semi Public Land Use** - In addition to the land designated for major facilities on the Specific Plan Map, encourage provision of adequate land, appropriately located, for other public and institutional facilities in Southwest Dixon. The City shall cooperate with land owners and developers to establish quasi-public uses such as churches, private schools, and day care centers in appropriate locations.

**7.1.7 Access to Public Facilities** - In considering appropriate locations for public and quasi-public uses, the City shall consider the need for access and safety of all residents, especially young families, the elderly, and pedestrians.

## Implementation Program -Public Facilities and Services

Implementation programs for specific public facilities and services are listed under Sections 7.2 through 7.9.

### **7.2 WATER SERVICE**

#### Setting

The Southwest Dixon Plan Area is within the service area of the Solano Irrigation District (S.I.D.). Irrigation for agricultural areas is provided by the Weyand Canal and a series of underground pipelines. Existing commercial and residential uses are served from individual wells.

The Dixon-Solano Municipal Water Service (DSMWS) is operated through a Joint Exercise of Powers Agreement between the Solano Irrigation District and the City of Dixon. The areas south of West A Street and west of South Lincoln Street are in the service area of the DSMWS. The areas east of South Lincoln Street in the Plan Area are within the franchise area of the California Water Service Company (Cal Water) as shown in Figure 7-1.

#### *Projected Water Demand*

At full build-out, the annual average potable water demand is estimated to be approximately 1,146 acre-feet (as calculated in the Water Master Plan prepared in conjunction with the Specific Plan). The average daily demand is estimated to be 3.14 acre-feet. Although the City has three potential sources of water supply (groundwater extraction, Lake Berryessa and the California North Bay Aqueduct), groundwater will continue, for the near term, to be the principal source of water for the City. The City of Dixon is not a member unit of the Solano Project that supplies water from Lake Berryessa. It would have to be provided by the Solano Irrigation District.

#### *Proposed Water Master Plan*

The majority of the Southwest Dixon Plan Area will be served by DSMWS with the proposed water grid system shown in Figure 7-2. Portions of the project lying east of South Lincoln Street will be served by California Water System. The grid extends south from Gateway Drive, Evans Road and Pitt School Road into the proposed area to be developed and forms a primary 12-inch looped main. The system will be connected to systems constructed in the southeast Dixon area, consistent with the DSMWS master plan. The system will be designed to meet the requirements of the DSMWS, with fire hydrants and mains installed to meet current fire prevention standards and a fire flow of 3,500 gpm for land use areas other than single family residential. Existing wells will be abandoned as the area is converted from agricultural to urban areas.

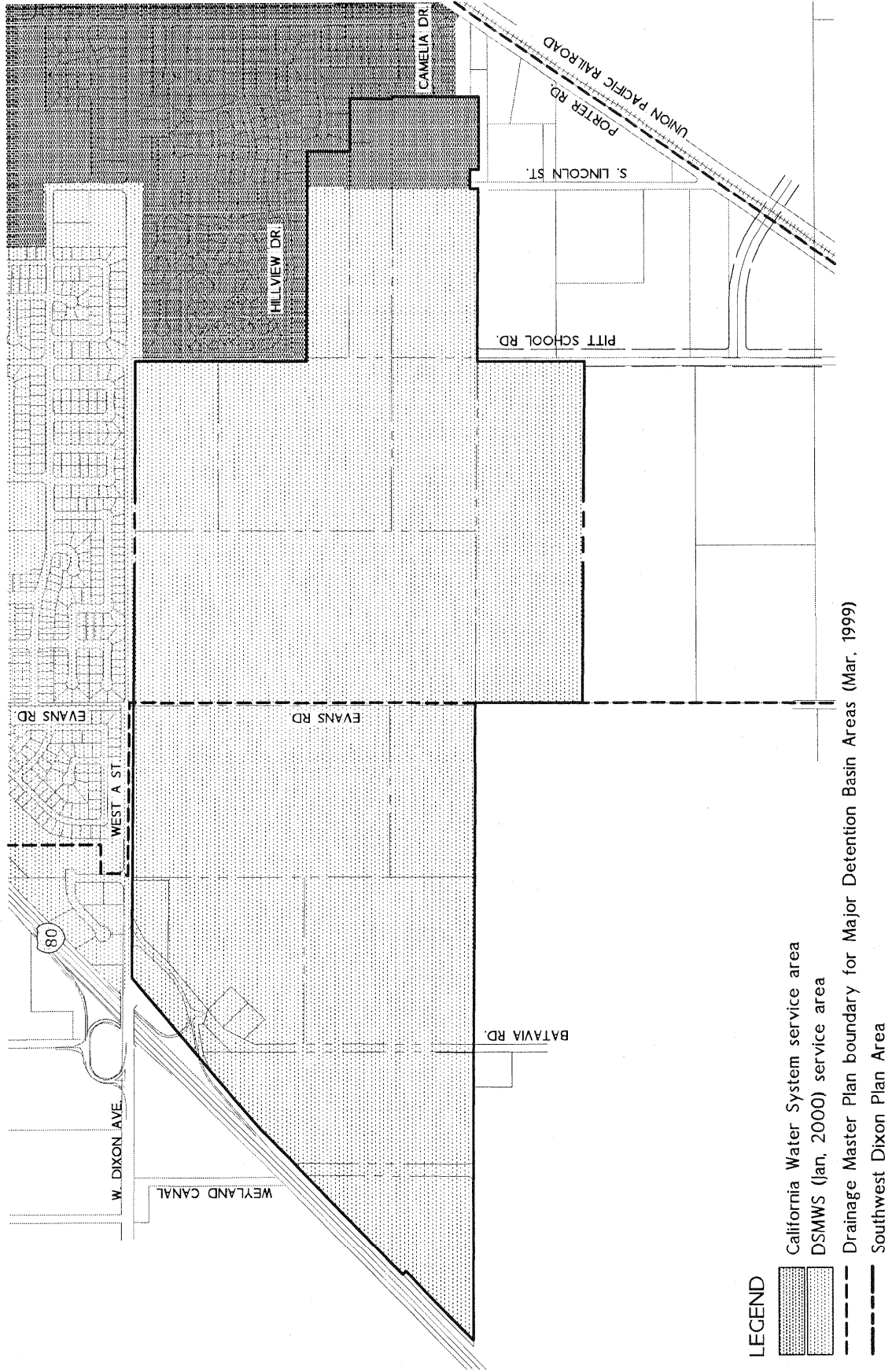


Figure 7-1: WATER & DRAINAGE SERVICE AREAS



SOURCE

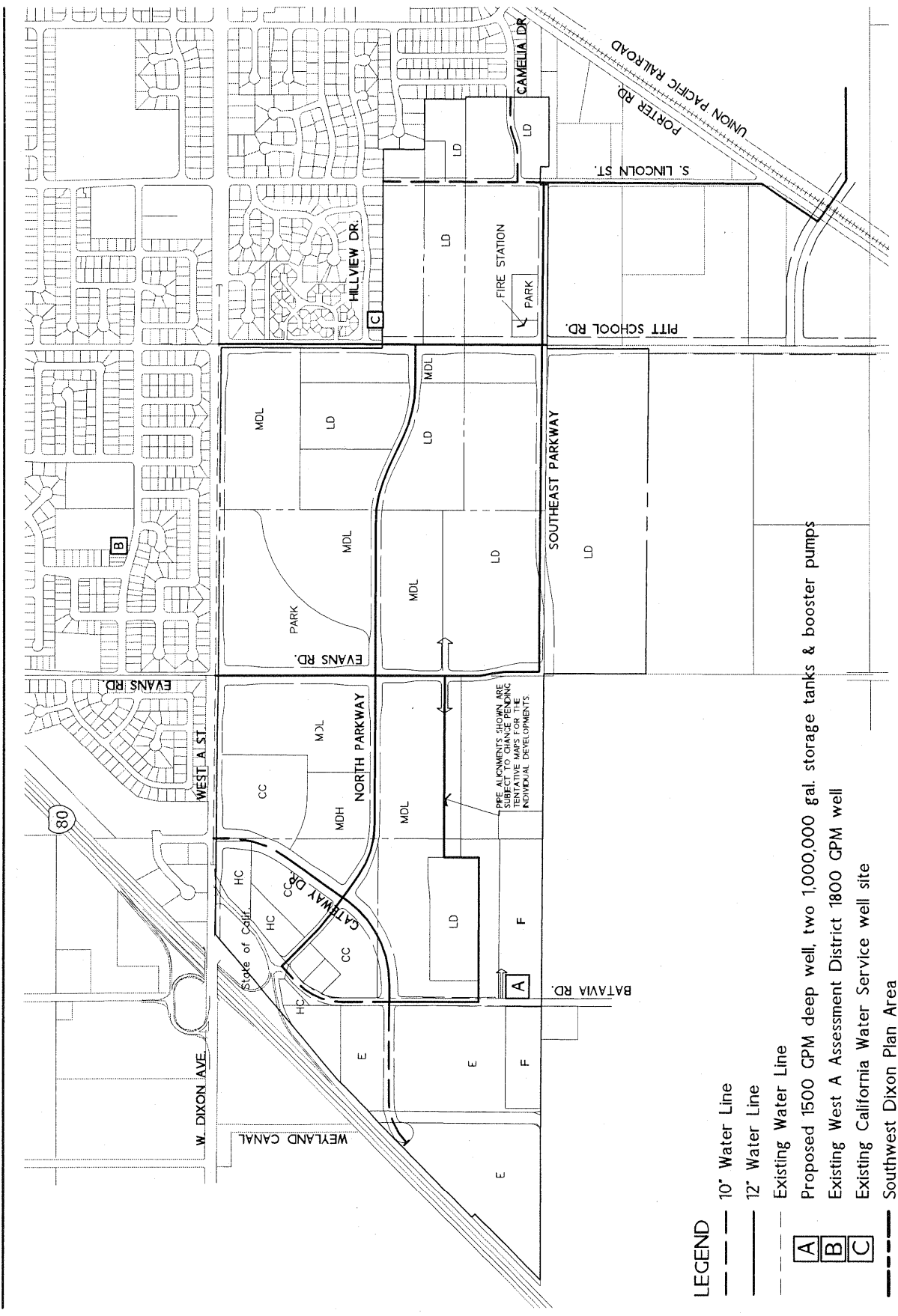


Figure 7-2: CONCEPTUAL WATER MASTER PLAN



Groundwater is the current source of water supply for the City of Dixon. A study entitled Report on Groundwater Resources of North Central Solano County has been prepared for the Solano Water Authority, as part of work on a groundwater management plan, and evaluates long-term availability of groundwater. Quality of the groundwater is generally good.

Southwest Facility – This new well will be constructed to serve the Southwest Dixon Specific Plan Area. The Southwest facility will include a 1,800-gpm groundwater well; two 1,000,000-gallon welded steel storage tanks, and booster pumps. The distribution system will connect this well and tanks to the DSMWS system north of “A” Street, and a 12-inch main to the south and east will connect with the existing Southpark well.

## Goal – Water Service

**Goal 7.2 Provide adequate water serve to serve development in Southwest Dixon in a timely, cost-effective and environmentally sound manner.**

## Policies - Water Service

- 7.2.1 Water Supply** - Ensure that adequate water supply can be provided for Southwest Dixon, concurrent with service area expansion and population growth.
- 7.2.2 Water Storage and Distribution** - Develop new water production, storage facilities and major distribution lines as necessary to meet new development in Southwest Dixon.
- 7.2.3 Private Wells** – Although the City does not currently restrict private wells, a restriction on private wells may be implemented in the future.
- 7.2.4 Coordination** - The City shall consult with water purveyors to assure that adequate service is provided to Plan Area residents and businesses.
- 7.2.5 Water Conservation** - Water conservation features shall be incorporated into structures and landscaping.
- 7.2.6 Financing** - Finance water improvements and service with impact fees, service charges, developer funding as conditions of project approval, and Development Agreement and/or development-related bond financing.

## Implementation Programs - Water Service

- 7.2a Water System Master Plan** - Project proponents shall prepare a Water System Master Plan in accordance with Standard Specifications, for approval in conjunction with the Southwest Dixon Specific Plan. The project proponents and successors-in-interest shall implement this Master Plan, as needed, to serve the demand of individual developments. The preparation of this Master Plan shall be by a civil engineer and shall evaluate the appropriate design (size) and location of adequate water system facilities in accordance with City policy and DSMWS standards. Final water system designs recommended by

such Master Plan shall be confirmed by and implemented as part of the design of individual developments.

- 7.2b Water Conservation** - The City shall require that project developments promote water conservation to the maximum extent possible to minimize project demand on groundwater and as a means to delay the need for new water sources. Residential and commercial developments within the Plan Area shall comply with State and/or City of Dixon requirements for installation of water conserving fixtures and drought tolerant landscape.
- 7.2c Coordination** - Work closely with the Dixon-Solano Municipal Water Service to provide orderly extension of water service and to ensure that the safe yield of the groundwater aquifer is not jeopardized.
- 7.2d Timing of Improvements** - The DSMWS Governing Board has established that the capacity in the Core Zone not be used to serve early development in the Southwest area except for use as fire protection. As part of the joint water committee's recommendation, the Southwest facility must be in service, including connection to the existing DSMWS system, before any above-ground structures are occupied.

### 7.3 IRRIGATION WATER

#### Goals – Irrigation

**Goal 7.3A** Translate irrigation flows currently entering the Plan Area at the up stream end of the systems, through the Plan Area undiminished, to the point in the existing system where they currently exit the Plan Area

**Goal 7.3B** Reconstruct irrigation pipelines through the Plan Area to provide adequate alignment, depth and strength and of pipe.

#### Policies – Irrigation

- 7.3.1 System Integrity:** The City and the Solano Irrigation District shall insure the continued integrity of irrigation service through the Plan Area, to areas down stream of the Plan Area.
- 7.3.2 System Capacity:** The replacement system will provide sufficient capacity to convey flows that currently enter the Plan Area, through the Plan Area, undiminished.
- 7.3.3 Interim Service:** Insure that existing agricultural lands within the Plan Area have adequate access to irrigation service until such time as they develop.

## Implementation Programs – Irrigation

- 7.3a Irrigation System Master Plan** – Project proponents shall prepare a comprehensive Irrigation Master Plan, defining facilities necessary to relocate or reconstruct existing facilities in the Plan Area. The Master Plan will provide for continued service through the Plan Area, with sufficient capacity to convey current flow rates entering the Plan Area, through the Plan Area. The Master Plan will demonstrate the ability to provide continued service to existing properties within the Plan Area until those properties develop.
- 7.3b Capital Improvement Plan, Financing Plan** – Project proponents shall prepare a Capital Improvement Plan that identifies the system requirements and estimated construction costs. A project-financing plan will be developed, demonstrating viable financing mechanisms, which equitably spread the costs for the system to affected Plan Area landowners.

## 7.4 WASTEWATER

### *Proposed Sewer Master Plan*

The Draft Sewer Master Plan for the Southwest Dixon Plan Area is shown in Figure 7-3. New development in the Plan Area would generate approximately 0.64 mgd of additional, average dry weather (ADW), wastewater flows as reported in the Draft Sanitary Sewer Master Plan Report for the Southwest Dixon Specific Plan Area.

The previously planned Pitt School Road sewer extension was originally sized to handle the land within the West A Assessment District boundary. The pipe for the Pitt School Road sewer extension will need to be upsized from that originally calculated to accommodate the additional area included in the Southwest Dixon Plan Area boundary. The Draft Sanitary Sewer Master Plan for SWDSP has shown the anticipated line size.

The proposed sewer line will extend from Pitt School Road and West A Street south and east where it will cross the railroad in the proposed alignment of the extension of South Parkway Boulevard. From that point, it will continue easterly to South First Street (see Figure 7-3). At that point, it will connect to the recently constructed East/West trunk and continue east to the recently constructed South Dixon trunk line running directly south to the City's Wastewater Treatment Plant.

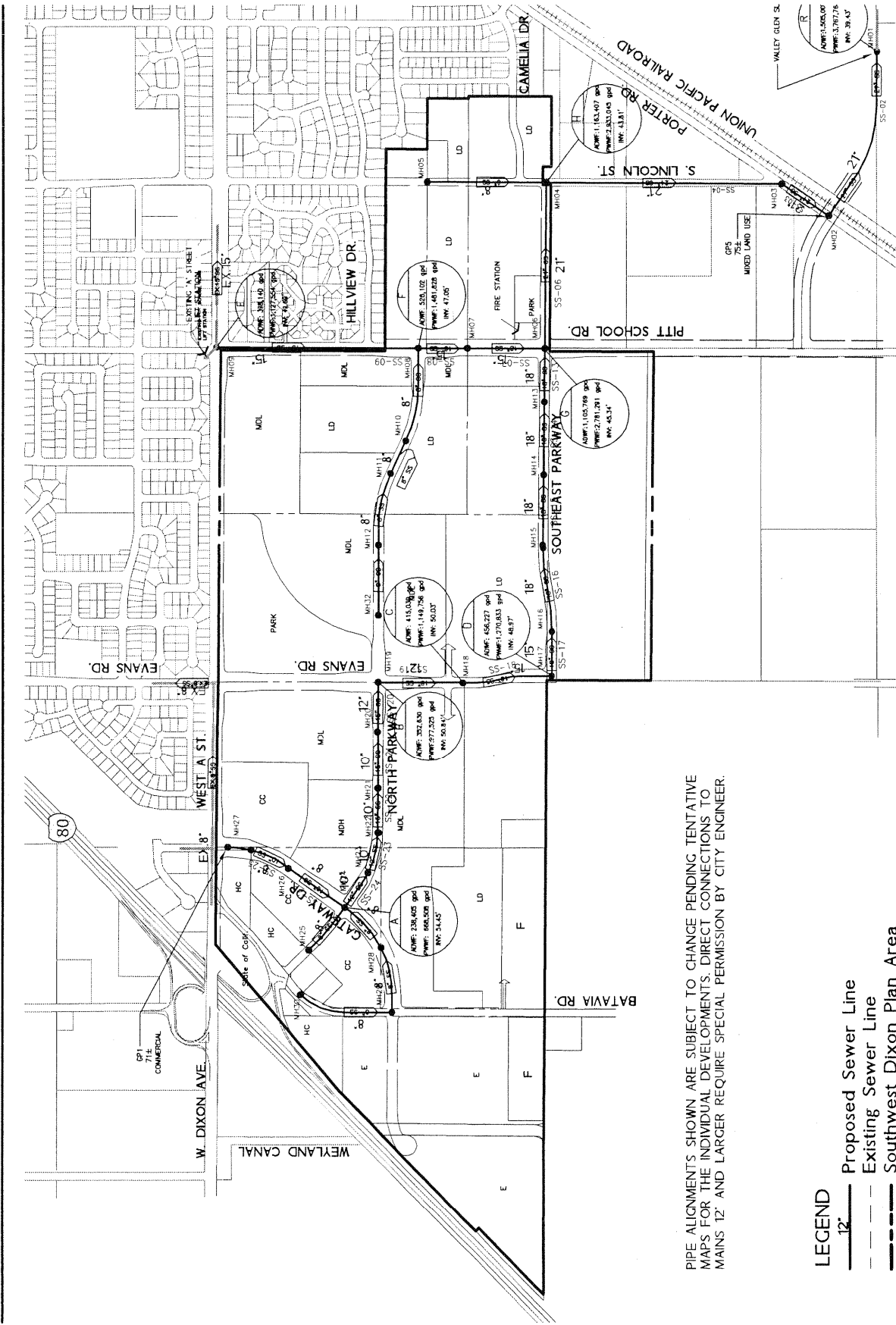


Figure 7-3: CONCEPTUAL SEWER MASTER PLAN



SOURCE: NOLTE ASSOC., INC.

## Goal - Wastewater

- Goal 7.4 Provide an adequate sewage collection and disposal system to meet the needs of development in Southwest Dixon.**

## Policies - Wastewater

- 7.4.1 Facility Expansion** - The City shall ensure that the sewage treatment and disposal facilities required by development in the southwest area will be provided in a timely, cost-effective, and environmentally sound manner.
- 7.4.2 Capacity** - The City shall ensure that development in Southwest Dixon does not exceed the capacity of wastewater facilities.
- 7.4.3 Fees** - Assess development fees that are sufficient to pay for capacity improvements, in keeping with the City's public facility plans.

## Implementation Programs - Wastewater

- 7.4a Wastewater System Master Plan** - Project proponents have prepared a Draft Wastewater System Master Plan for the Southwest Dixon Plan Area, in accordance with the Public Works Department Standard Specifications, for City consideration in conjunction with the Southwest Dixon Specific Plan. The City, project proponents and successors-in-interest shall implement such Master Plan when needed to serve the needs of individual developments. The Draft Master Plan has been prepared by a civil engineer and evaluates the appropriate design (size) and location of adequate wastewater system facilities in accordance with City policy and standards. Final wastewater system designs recommended by the Final Master Plan shall be implemented as part of the design of individual developments.
- 7.4b Wastewater Treatment Facilities** - The City shall develop new wastewater treatment capacity as necessary to serve new development within the Plan Area, in accordance with General Plan and Specific Plan requirements.

## 7.5 DRAINAGE

### *Dixon Storm Drainage Master Plan*

A Storm Drainage Master Plan was prepared for the City of Dixon in 1991. The Dixon Storm Drainage Master Plan described the areas served by the storm drain system installed with the West A Street Assessment District. The report also lists an area south of West A Street as draining to the Pitt School Road storm drain.

During design for the West A Street project the City of Dixon's "Draft" Storm Drain Report indicated that the areas south of West A Street would require a series of localized detention ponds that would limit the flow from the area to ten percent (10%) of the ten (10) year design storm. The West A Street Assessment District parcels south of West A Street and west of Pitt School Road are currently paying assessments for the oversizing of the Pitt School Road drain line based on that premise (See Figure 7-1).

Not all areas of the Southwest Dixon Plan Area are within the Tributary Area for Basin A as described in the Dixon Storm Drainage Master Plan. Also, a portion of the area included in that tributary boundary is not included for development in the Southwest Dixon Specific Plan.

At the time of this Specific Plan, substantial additional studies have been completed. Two previous drainage studies provided the background for the existing drainage infrastructure within the SWDSP Area and identified future improvement alternatives. The first by Laugenour & Meikle (L&M), established the West 'A' Street Assessment District (WASAD) and the existing storm drain improvements within West 'A' Street, Pitt School Road and construction of Pond A (See Figure 7-1). The L&M report and calculations were generally referred to determine the history of the WASAD, specifically the drainage sheds that were intended to drain into the system, the properties that were assessed, the capacities of the system and the hydrology methodologies used.

The second report, City of Dixon Storm Drain Report (1999), by West-Yost Associates, Inc. (West-Yost) identified current drainage problems in and around the SWDSP Area and proposed improvement alternatives. The City of Dixon Storm Drain Report (1999) identified the drainage division along the Dixon Ridge, the concept of the West Pond, the expansion of Pond A and an estimation of cost contribution by the City of Dixon and the Southwest Dixon Landowners for proposed regional drainage facilities.

Additionally, an agreement between the City of Dixon and Solano County Water Agency signed on May 14, 1996, allowed the City to discharge a maximum of 50 cubic feet per second (cfs) from Pond A to the Ulati Project Watershed specifically to McCune Creek. West-Yost identified that the West Pond should discharge a maximum of 15 cfs while the balance of 35 cfs would be applied to Pond A.

Subsequent studies by West Yost Associates supported direction by City staff that the 340 acre agricultural area north and east of the freeway be diverted from the Gateway area, Through the west drainage shed of the Southwest Dixon Specific Plan.

### ***Project Drainage Considerations***

As shown in Figure 7-4, the Drainage Shed west of the Dixon Ridge eventually flows into McCune Creek that combines with Sweeney Creek to flow south into Ulati Creek. Ulati Creek outlets into Maine Prairie Slough that empties into Cache Slough at Hass Slough. Dickson Creek flows south from Dixon and eventually channels into Hass Slough. Drainage sheds east and west of Dixon Ridge drain south through different routes, but ultimately combine at Cache Slough.



The pond constructed for the West A Street Assessment District in 1989 consisted of a deep detention section capable of handling a 10-year and 100-year, 24-hour storm event. From the first detention section, the stormwater is then pumped into a 100-year season retention spreading area where the water is dissipated through percolation and evaporation. The 10-year detention area has an overflow spillway to the retention area for greater than anticipated storms. The pump system consists of two alternating 50 horsepower pumps rated at 7,500 GPM (16.7 cfs) which presently pump from the deep detention basin to the spreading area.

The West A Street Assessment District detention/retention basin has been modified as required in the 1991 Storm Drainage Master Plan for Detention Basin A, and the West Yost City of Dixon Storm Drain Report. The modification to the basin consisted of enlarging the detention area along its southern limits and diminishing the size of the retention portion to accommodate 220 acre-feet of storage for a 10 year, 24 hour event, and 370 acre-feet for the 100 year, 4 day event.

### ***Conceptual Drainage - Master Plan***

The Conceptual Drainage Master Plan for Southwest Dixon is shown in Figure 7-4. The calculations for this system are based on the 2000 City of Dixon Design Standards. The combined detention volume to serve the Plan Area is estimated to be 145 acre-feet.

## **Goal - Drainage**

**Goal 7.5 Accommodate runoff from existing and projected development in Southwest Dixon in a cost-effective and environmentally sound manner.**

## **Policies - Drainage**

- 7.5.1 Drainage Improvements** - The City shall ensure that new development provides the drainage improvements necessary to accommodate peak flows.
- 7.5.2 Financing** - The City shall ensure that drainage facilities and services are financed from equitable impact fees levied on new development.
- 7.5.3 Drainage Channels** - Encourage multi-use drainage facilities with bike paths, pedestrian circulation, water quality features and wildlife habitat, where economically feasible and where proper long-term arrangements have been made for maintenance. Use landscape treatment to improve visual quality.

## **Implementation Programs - Drainage**

- 7.5a Storm Drainage System Master Plan** - Project proponents have prepared a Storm Drainage System Master Plan for the Southwest Dixon project in accordance with the Public Works Department Standard Specifications. The City, project proponents, and successors-in-interest shall implement such Master Plan as needed to accommodate the location and rate of flow of increased project runoff. Final drainage facility designs recommended by this Master Plan shall be implemented as part of the design of individual developments.

- 7.6.2 Open Space System** - Plan parks in Southwest Dixon as part of Dixon's open space system, with neighborhood and community parks linked by greenways.
- 7.6.3 Park Location** - Locate parks within walking distance of residential areas. Provide convenient access to parks, particularly for children, elderly residents, and disabled residents.
- 7.6.4 Park Lighting and Noise** - Shield or redirect exterior lighting and noise where recreation facilities are adjacent to residential or other sensitive uses.
- 7.6.5 Community Park** - Provide direct access and adequate parking for the Southwest Dixon community park, so as not to disrupt residential areas.
- 7.6.6 Facilities and Programs** - Provide parks and recreational facilities of varying sizes and functions, with a range of recreation programs to serve the diverse age and interest groups in Southwest Dixon. Provide for activity centers and other community facilities appropriate for Southwest Dixon. Parks shall be designed to provide recreation for all citizens, including those with disabilities.
- 7.6.7 Private Recreation Facilities** - Require recreation areas in multifamily residential projects where there is no immediate access to public recreation facilities. Encourage the inclusion of private recreational facilities, open spaces, and linear landscape corridors in single-family residential projects.
- Encourage the development of private recreation facilities in commercial and employment center projects.
- 7.6.8 Multi-Family Residential Recreation Facilities** - As a condition of development approval, require the provision of private recreation facilities in multifamily residential projects where there is no immediate access to public recreation areas or amenities.
- 7.6.9 Neighborhood Park Facilities** - Provide the following facilities, or equivalent facilities determined by the City Park and Recreation Commission.

- Picnic areas
- Tot lot and adjacent seating
- Playground equipment
- Open lawn area, away from streets, with level terrain suitable for informal sports
- Bicycle/pedestrian path near perimeter
- Bike Racks
- Natural area, with native plants
- Safety lighting
- Other facilities as determined by the Park and Recreation Commission

## Implementation Programs -Parks and Recreation

- 7.6a Developer Fees and Dedications** - Require developers of new residential subdivisions in Southwest Dixon to dedicate land and to pay fees for the development of parkland, or to pay a comprehensive fee in lieu of dedication for the acquisition and development of recreation facilities to serve the new population, in accordance with the Dixon General Plan, the Parks Master Plan,. Park requirements shall be based on a ratio of at least 5 acres of parkland for each 1,000 residents.
- 7.6b Park Sites** - Require park site dedication in the locations shown on the Southwest Dixon Specific Plan Land Use Map. Park location and configuration may be adjusted slightly when specific development projects are proposed where there would be overall community design benefits.
- 7.6c Park Maintenance** - Verify with each development application that satisfactory long-term maintenance arrangements have been provided for all park and recreation facilities. Provide general fund monies for community park maintenance. Consider the use of landscaping and lighting maintenance districts as a means of funding non park and open space maintenance.
- 7.6d Regulations** - New park and recreation facilities shall conform to City requirements and to all applicable State and Federal law, including provisions for people with disabilities.
- 7.6e Night Lighting** - A lighting plan shall be prepared for the community park, and for private recreation facilities where intensive night lighting is required. The Lighting Plan shall be prepared as part of the park design and shall be approved by the City. The Lighting Plan shall be consistent with the City's Parks Master Plan and meet the following performance standards.
- Designer to have credentials and expertise in lighting design, and approved by City.
  - Provisions to reduce glare on adjacent residents, including techniques such as automatic evening shutoff controls, glare shields, position and orientation of fixtures, and location of fixtures at a minimum height consistent with intended use.
  - Selection of energy-conserving equipment, consistent with visual and functional considerations, and use of shields to minimize loss of light to the night sky.
  - Lighting design consistent with security needs, with review by the Dixon Police Department.
- 7.6f Community Park Facilities** - At the time of park dedication, the City Park and Recreation Commission shall review the proposed park plan and ensure consistency with the City's Parks Master Plan.

## 7.7 PUBLIC SAFETY

### *Fire Protection*

Fire Stations: The Dixon main fire station is located on Ford Way east of North First Street. The station houses seven pieces of equipment. This station serves the Plan Area.

Station Expansion Plans: The Fire Department plans to add a new substation in the Southwest Dixon Specific Plan area.

Standards: Recommended fire protection facility standards and policies for new residential and commercial development include:

- Engine response time 3 to 5 minutes from time of notification. Travel time should not exceed four minutes.
- Number of fire fighters per thousand population: 1.0.
- Buildings over 4,000 square feet require built-in protection.
- Station spacing should approximate a one-square-mile grid. A typical new station would occupy one acre of land, and house one engine and 3 fire fighters on site per shift (10 total). A location along Pitt School Road south of Hillview Drive is proposed.
- A ladder truck is located at the Ford Way station and will serve this area.
- Equip emergency vehicles with a signal prioritization system.
- Water storage and distribution systems must provide 4,000 gpm minimum sustained flow for at least 2 hours.
- Street layout must provide for emergency access.

Financing Considerations: The City collects an AB 1600 impact fee on new development to fund the expansion of fire protection facilities. Impact fees are collected at the time of building permit issuance and are updated annually.

### *Police Protection*

The Dixon Police Department serves the City of Dixon. For adjacent unincorporated areas, including the area south and west of the Southwest Dixon Plan Area, the Solano County Sheriff's Department has jurisdiction, although the Dixon Police Department does respond to urgent calls.

Standards: Recommended police protection standards for new development include:

- Maintain a policing staffing level consistent with city needs.
- New development does not exceed the capability of the Police Department to provide an adequate level of police protection.
- Existing Police Department can be expanded as needed.

## Goal – Public Safety

**Goal** Provide satisfactory police and fire protection to the Southwest Dixon Plan Area.  
7.7

### Policies - Public Safety

- 7.7.1 Fire Protection** - Ensure that new development does not exceed the capability of the Dixon Fire Department to provide an adequate level of fire protection.
- 7.7.2 Police Protection** - Maintain a high level of police protection in Southwest Dixon, based on a reasonable and realistic allocation of available City funds. Ensure that development within the Southwest Dixon Plan Area does not exceed the capability of the Dixon Police Department to provide an adequate level of police protection.
- 7.7.3 Street Layout and Signage** - Ensure that new development in Southwest Dixon incorporates street layouts that provide adequate emergency access, distinct street names, and visible address markings.
- 7.7.4 Water Supply - Fire Suppression** - For new development in Southwest Dixon, ensure that the water system will provide adequate flow for fire suppression for the proposed types of structures and uses.
- 7.7.5 Financing** - Require development proponents to contribute to the maintenance of an adequate level of public safety within the community, generally through the payment of appropriate impact fees.

### Implementation Programs - Public Safety

- 7.7a Fire Station Site and Facility** - Prior to Specific Plan approval, the Fire Chief shall certify the suitability of the fire station site proposed in the Plan Area. A tentative site is indicated within the Specific Plan on Pitt School Road.
- 7.7b Fire Station Funding** - Building permits shall not be issued in the Southwest Dixon Plan Area until a new fire station is in operation in the Plan Area, or unless adequate and timely funding for such a station is assured in the Financing Plan or alternative funding options have been identified. Suitable funding may include, but is not limited to, any reasonable combination of the following elements:
- Payment of AB 1600 impact fees;
  - Donation of vacant or improved land as a fire station site;
  - Donation of a newly constructed fire station constructed to Fire Department specifications;

- Advances of City funds to cover a temporary shortfall between construction and the collection of fees
- 7.7c Security** - The Police Chief shall review proposed development plans to evaluate security, including the following considerations.
  - Provision for emergency access and surveillance. Building entries shall be visible from patrol routes where possible.
  - Visible address numbers
  - Distinct street names
  - Security programs and loss prevention programs
- 7.7d Fire Protection Standards** - Before project approval, verify that City fire protection standards are met.
  - Water storage and distribution systems capable of providing 4,000 gallons per minute of sustained flow for at least two hours.
  - Engine response time consistent with City standards (5 minutes or less).
  - Built-in protection for buildings in excess of 4,000 square feet.
- 7.7e Ongoing Service Costs** - Monitor the level of service provided to Southwest Dixon. If General Fund revenues are not adequate to provide the level of police and fire protection desired by the community, consider funding options such as benefit assessment districts, and impact fees.

## **7.8 PUBLIC SCHOOLS**

### Goal – Public Schools

**Goal Provide for the educational needs of Southwest Dixon students.**

**7.8**

### Policies - Public Schools

- 7.8.1 School Site** - The City shall require residential project applicants in Southwest Dixon to contribute to school facilities through the payment of in-lieu fees.
- 7.8.2 School Facilities** - Before new residential development projects are approved in Southwest Dixon, the City shall verify with the School District that adequate arrangements have been completed for financing of necessary school facilities.
- 7.8.3 Growth Management** - The City shall ensure that residential growth does not exceed the capabilities or capacities of the Dixon Unified School District to provide adequate educational facilities.

**7.8.4 School Access** - Ensure safe designated routes to school.

Implementation Programs – Public Schools

**7.8a School Funding** - Building permits shall not be issued within the Plan Area until the builder has paid the school impact fees for the building as established by the Dixon Unified School District pursuant to state law.

**7.9 SOLID WASTE**

Goal – Solid Waste

**Goal 7.9 Provide satisfactory solid waste collection services in Southwest Dixon, and reduce solid waste generation.**

Policy - Solid Waste

**7.8.1 Private Recycling Facilities** - Promote the incorporation of recycling facilities in new development in Southwest Dixon.

Implementation Programs - Solid Waste

**7.9a Park Facilities** - As part of Park Maintenance and Development Plans in Southwest Dixon, the City shall consider recycling and recycling bins.

**7.9b Coordination** - Work with other agencies and private developers to include recycling facilities in new public and private projects in Southwest Dixon.

**7.10 OTHER COMMUNITY FACILITIES AND SERVICES**

Public agencies and private entities operate various other facilities and services in the Dixon area.

- Libraries - The Dixon Public Library is located in downtown Dixon.
- Utilities - Gas and electric services in the Plan Area would be provided by Pacific Gas and Electric Company. SBC would provide local telephone service. Charter Cable has a franchise with the City to provide cable television service.
- Postal Service - The U.S. Postal Service operates a post office in Dixon. The Postal Service arranges with private businesses to provide limited postal service at contract stations.
- Other Services - Solano County and the City of Dixon provide criminal justice, welfare, and other government services.

## Goal – Other Community Facilities and Services

**Goal 7.10 Provide other community facilities and services as needed in Southwest Dixon.**

## Policies - Other Community Facilities and Services

**7.10.1 Service Extension** - Extend other necessary City services to Southwest Dixon.

**7.10.2 Service Provision** - Verify that utilities and other service providers can serve new development in Southwest Dixon prior to project approval.

**7.10.3 Health Care** - Encourage medical clinics, dental offices, convalescent homes and other private health care providers to locate in Southwest Dixon.

**7.10.4 Postal Service** - Encourage new stores in Southwest Dixon to include a postal contract station.

**7.10.5 Quasi-Public Use** - Promote the provision of adequate land for quasi-public uses such as places of worship, clubs, and non-profit organizations. Encourage community events such as local fairs, farmers' markets, and art shows in appropriate locations.

## Implementation Program - Other Community Facilities & Services

**7.10a Other Community Facilities and Services** - As a condition of development approval, require applicants for development to obtain "will serve" letters from the following, where applicable:

- Electricity and natural gas - Pacific Gas and Electric Company
- Telephone - SBC.
- Cable Television - Charter Cable Co.

## 8 ADMINISTRATION, FINANCING AND IMPLEMENTATION

The preceding chapters of the Specific Plan provide the goals, policies and implementation programs for orderly development of the Plan Area. This chapter outlines the regulatory, financial, and administrative procedures to implement the Specific Plan.

### 8.1 GOVERNMENT ACTIONS

#### Specific Plan-Related Actions

The following actions would be required by the City of Dixon and other public agencies prior to or concurrent with Plan adoption.

1. **Environmental Determination** - It will be necessary to find that adoption of the Specific Plan is within the scope of the Final Environmental Impact Report certified in September 2004.
2. **Preliminary Capital Improvement Plan** – Acceptance of this plan, based on the detailed drainage, sanitary sewer, water, and irrigation master plans dated August, 2005, will ensure adequate infrastructure planning and financing for the plan area. While the Master Plans have been demonstrated to provide adequate levels of service, minor revisions to them over time may be mutually desirable. Such revisions may be accomplished at the staff level without amendment of this Specific Plan.

#### *Future Implementation Actions*

- **Development Agreements** - Development agreements will be required for Measure B housing allocations and for guaranteeing all construction and financial participation by the developers/landowners. A development agreement between the City and an applicant is an action that clarifies responsibilities, phasing of improvements, residential unit allocations and other issues.
- **Environmental Review** – additional environmental review may be necessary on future City actions, which may include EIRs, supplemental EIRs, focused EIRs, negative declarations, or addenda to the 2004 Final EIR.
- **Design Review** - The Planning Commission serves as the City's Design Review Commission.
- **Financial Plan** - Appropriate financial mechanisms would be needed to fund improvements. Financial considerations are discussed in Section 8.2.
- **Tentative Map** - This submittal would show street and lot layout for an individual property.
- **Subdivision Improvement Plans** - The Public Works Department is responsible for review and approval of the improvement plans for streets, utilities, and grading. Other agencies, such as Dixon Solano Municipal Water Service, Solano Irrigation District, will review improvement plans for construction that affects their facilities.

- **Final Map** - This is the official subdivision map which is recorded.

*Other Permits for Individual Projects*

- **California Department of Fish and Game Agreement** - Any alteration to the Weyand Canal may require a stream alteration agreement under Section 1601-1603 of the California Fish and Game Code before initiating work.
- **Army Corps of Engineers Permit** - This permit for alteration of the irrigation canal may be required under the U.S. Clean Water Act.
- **Storm Water Pollution Prevention Permit** - This permit must be obtained from the Regional Water Quality Control Board.
- **Yolo County Air Quality Management District** - Compliance is required with Rule 2.13, dealing with asphalt paving materials during construction of roads and streets, and other relevant regulations.
- **Solano County Congestion Management Program (CMP)** - Congestion Management Program legislation requires that major land use proposals undergo a CMP land use impact analysis and review process.

Goal – Government Actions

**Goal** Protect the interests of the City through application of regulations in Southwest Dixon, while minimizing restrictions on private property owners.

Policies - Government Actions

- 8.1.1 Equitable Regulation** - Development regulations for Southwest Dixon shall be established and applied in an equitable manner.
- 8.1.2 Coordination** – Coordination is needed among agencies and City departments for processing of development applications.

Implementation Programs - Government Actions

- 8.1a Specific Plan Adoption** - The City Council shall adopt the Specific Plan, with revisions as necessary.
- 8.1b Zoning Ordinance** - The City shall rezone the Plan Area as needed to achieve consistency with the Specific Plan.
- 8.1c Other City Measures** - The City shall complete other regulatory measures as detailed in the Specific Plan.
- 8.1d Coordination** - The City will assist with coordination among agencies that have permit authority over development in Southwest Dixon.

## 8.2 FINANCING

### Goal - Financing

- Goal 8.2** New development in the Plan Area shall pay the share of costs for infrastructure to serve the area, and shall fund the fair share of costs to mitigate adverse impacts on the City's existing infrastructure and services.

### Policies - Financing

- 8.2.1 Incremental Costs** - The City shall ensure that new development in Southwest Dixon will pay all of the incremental public infrastructure and facility costs, which it generates.
- 8.2.2 Private Financing** - Except for facilities which benefit the entire City, such as the community park, necessary improvements in Southwest Dixon shall rely on development-related financing techniques.
- 8.2.3 Infrastructure Cost Allocation** - Public infrastructure costs outside building tracts shall be allocated to property within the Specific Plan Area based on benefits received.
- 8.2.4 Timing** - Use pay-as-you-go financing to the extent possible. Use debt financing only when essential to maintain City service standards. Debt financing shall not result in any capitalized interest assessments against individual residential units at time of initial sale of said units. Any assessments shall be paid at close of escrow.
- 8.2.5 Other Areas of Benefit** - Provide for reimbursements from any other benefiting areas for costs that Plan Area owners are required to produce.
- 8.2.6 Equalization of Burden** - Provide a fair mechanism for distributing costs of new development among property owners.
- 8.2.7 Maintenance** - Establish a Landscape and Lighting District or other mechanism for long-term financing of facility maintenance, with a satisfactory method of assessment. A Storm Drainage Maintenance Assessment District must also be established.

### Implementation Programs - Financing

- 8.2a Capital Improvement Financing** - Establish a satisfactory mechanism for equitable financing of capital improvements in Southwest Dixon. Options include:
- 1) Development fees, based on a public facilities improvement plan, which determines and allocates costs to individual owners.
  - 2) Assessment district. For residential development, assessments would need to be coordinated with housing allocations.

- 3) Master development agreements, with arrangements for reimbursement by subsequent projects that would benefit from project improvements such as water line oversizing.
  - 4) Mello-Roos District.
- 8.2b Maintenance Financing** - Establish a Landscape and Lighting District or other satisfactory method of providing long-term financing of maintenance of parks, sound walls, streetlights, and other facilities. A Storm Drainage Maintenance Assessment District must also be established.
- 8.2c Oversizing and Reimbursement** - As a condition of approval, require development projects in the Plan Area to fund appropriate oversizing of facilities in keeping with the Specific Plan and community needs, subject to reimbursement from future developments benefiting from the oversizing.
- 8.2d School Funding** - The school funding mechanism will be the payment of school impact fees supporting the School District as defined in the Dixon Unified School District Facility Needs Analysis<sup>1</sup>.
- 8.2e Fire Station Financing** - An AB 1600 impact fee calculated to mitigate the cost of a new fire station shall be collected upon approval of each new development project in the Plan Area.
- 8.2f Bonds** - If Mello-Roos or other bonds are issued; strict standards shall be applied by the City:
- Security for bonds shall be provided well in excess of the bond value, at a level determined by the City.
  - Annual special assessment or special tax shall not exceed a very limited percentage of property value, as determined by the City.
  - Developers shall be required to arrange private financing for any infrastructure costs that would cause bond issues to fail to meet City criteria.
- 8.2g Infrastructure Financing Plan** – An Infrastructure Financing Plan shall be prepared that will provide strategies and methodologies for paying for the required improvements and ongoing maintenance of the facilities. The main purpose of the Infrastructure Financing Plan is to provide a comprehensive up-front overview of cost for all onsite and offsite infrastructure improvements that will be needed to support the development of the Southwest Dixon Specific Plan. The study also will be used to assist in the development phasing of the Southwest Dixon Specific Plan.

<sup>1</sup> Dixon Unified School District, Ten Year Facility Master Plan, May 2000; Dixon Unified School Facility Needs Analysis, May 2002

### 8.3 SPECIFIC PLAN ADMINISTRATION

#### Goal – Specific Plan Administration

**Goal 8.3 Provide for the ongoing administration and implementation of the Southwest Dixon Specific Plan.**

#### Policies -Specific Plan Administration

- 8.3.1 Specific Plan Data** - In conjunction with updating of General Plan data, update key Specific Plan information.
- 8.3.2 Specific Plan Review** - Review the Specific Plan periodically, and revise it as necessary.
- 8.3.3 Plan Amendments** - Amend the Specific Plan no more than four times per year, consistent with the City's General Plan amendment procedures. Each amendment, however, may include multiple changes to the Plan.

#### Implementation Programs - Specific Plan Administration

- 8.3a Specific Plan Review** - The Planning Commission shall complete a periodic review of the Specific Plan document, as part of General Plan review or otherwise as the City may decide, and shall report its findings to the City Council. The Planning Commission report may include recommendations for amendments to the Specific Plan. The City Council shall then consider any proposed amendments.
- 8.3b Specific Plan Consistency** - Following adoption of the Specific Plan, no project in the Plan Area shall be approved and no public improvement shall be authorized unless the City makes a finding that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan.